

# NEW YORK TRANSIT MUSEUM

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## **Ride the NY Transit Museum's Historic Train Cars at Brighton Beach!**

*Saturday, June 25 and Sunday, June 26, noon – 4pm/ Free with the swipe of a Metrocard!*

To celebrate the New York Transit Museum's 40<sup>th</sup> anniversary, a selection of the Museum's vintage train cars are headed on a special trip to the end of the line – the BMT Brighton line, that is! Ride the rails in historic style by hopping on and off seven different types of vintage cars, including the oldest train cars in the Transit Museum fleet – BRT Brooklyn Union Elevated cars dating back to 1904. Shuttle rides are free with subway entrance and will run continuously to and from the Brighton Beach station express platforms from noon to 4pm.

While you're there, check out the Transit Museum's pop-up retail shop and temporary tattoo station! Transit Museum members always receive a 10% discount on store purchases – you can even join at the pop-up store and start receiving discounts right away! Learn more at [nytransitmuseum.org/membership](http://nytransitmuseum.org/membership).

Train cars on display and in service include:

- **BRT Brooklyn Union Elevated Cars (1904-1969):** These cars, the oldest in the Transit Museum's vintage fleet, were ordered in 1903 and 1907 by the BRT for its subsidiary, the Brooklyn Union Elevated Railroad. Typical of the first motorized cars ordered after the BRT electrified its elevated lines in 1900, the car design featured a lightweight wooden body mounted on steel underframes. Known informally as "gate cars," passengers entered and exited through open-air vestibules at the front and back of each car and a conductor manually opened and closed metal gates and rang a ceiling-mounted bell when passengers were safely on board to signal the motorman to proceed.
- **BRT/BMT Standards (1914-1969):** Modeled after Boston Elevated Railway cars, the Standards measure 67 feet long and 10 feet wide and contain 78 seats with an additional 14 drop-down auxiliary seats. The standing capacity of 182 people helped address the chronic overcrowding of the early subway years. The Standards introduced destination roll signs, larger windows, and brighter lighting. They were designed more along the lines of a suburban railroad car, with a maximum seating philosophy, and even included drop seats for off-peak use.
- **BMT D-Type Triplex (1925-1965):** Ordered in 1924 in an effort to abandon wooden cars in favor of steel, these three-car articulated units with shared trucks allowed passengers to walk from one car to another through an enclosed passageway. Each

Triplex is 137 feet long and seats 160 passengers, the equivalent of 2 Standard cars in size and capacity. At a time when many elevated lines operated with wooden cars, the Triplex represented the height of transit modernity with soundproofing, illuminated signs displaying route destinations, and rattan seating.

- **IND R1-9s “City-Car”** (1930-1977): These cars, ordered for the Independent Subway System (IND), are known by their contract numbers. R1 through R9 cars feature rattan seats, paddle ceiling fans, incandescent light bulbs, and roll signs for passenger information – all pre-WWII subway staples. They set the standard for more, wider and faster opening doors and a reduction in seating capacity to better accommodate rush hour crowds. R1-9 cars were retired from service in 1977.
- Known informally as the “Train of Many Metals,” this train features three different types of vintage cars manufactured by the St. Louis Car Company in the late 1960s, including: the **R38**, the first cars to experiment with air conditioning in 1966; the **R40**, a sleek, futuristic and somewhat impractical model with slanted fronts and large windows conceived by industrial designer Raymond Loewy in 1968; and the **R42** cars, which debuted in 1969 and notably appeared in the famous chase scene in the film *The French Connection*.

Please note: Brighton Beach will serve as the sole terminus for all shuttle rides. Vintage trains will be traveling in both directions, making a short round trip to Ocean Parkway and a longer round trip to Kings Highway. Passengers will only be able to get on and off the trains at the Brighton Beach station. *Car equipment subject to change.*

For more information on the Transit Museum’s 40<sup>th</sup> anniversary celebrations, please visit [nytransitmuseum.org/40](http://nytransitmuseum.org/40).

#### **ABOUT NEW YORK TRANSIT MUSEUM:**

The [New York Transit Museum](http://nytransitmuseum.org), one of the city’s leading cultural institutions, is the largest museum in the United States devoted to urban public transportation history and one of the premier institutions of its kind in the world. The Museum explores the development of the greater New York metropolitan region through the presentation of exhibitions, tours, educational programs and workshops dealing with the cultural, social and technological history of public transportation. Since its inception 40 years ago, the Museum – which is housed in a historic 1936 IND subway station in Downtown Brooklyn – has grown in scope and popularity. The New York Transit Museum operates a Gallery Annex in Grand Central Terminal that presents changing exhibitions. As custodian and interpreter of the region’s extensive public transportation networks, the Museum strives to share through its public programs their rich and vibrant history with local, regional, and international audiences.

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