

SCHEDULE & INFORMATION

10:00 Our Nostalgia Train departs, traveling via the Q Line to Coney Island–Stillwell Avenue.

12:00-3:30 **Explore Coney Island!** Take a stroll on the beach, play in the surf, visit the **New York Aquarium**, nosh on one of **Nathan's Famous Hotdogs**, enjoy a circus sideshow, or brave the rides at **Luna Park!**

Want to learn more about South Brooklyn's history? Check out the **Coney Island History Project** in the heart of **Deno's Wonder Wheel Park!** Stop by **Coney Island USA** for the sideshow, or to view **Five Cents to Dreamland: A Trip to Coney Island**, now on display at the **Coney Island Museum!**

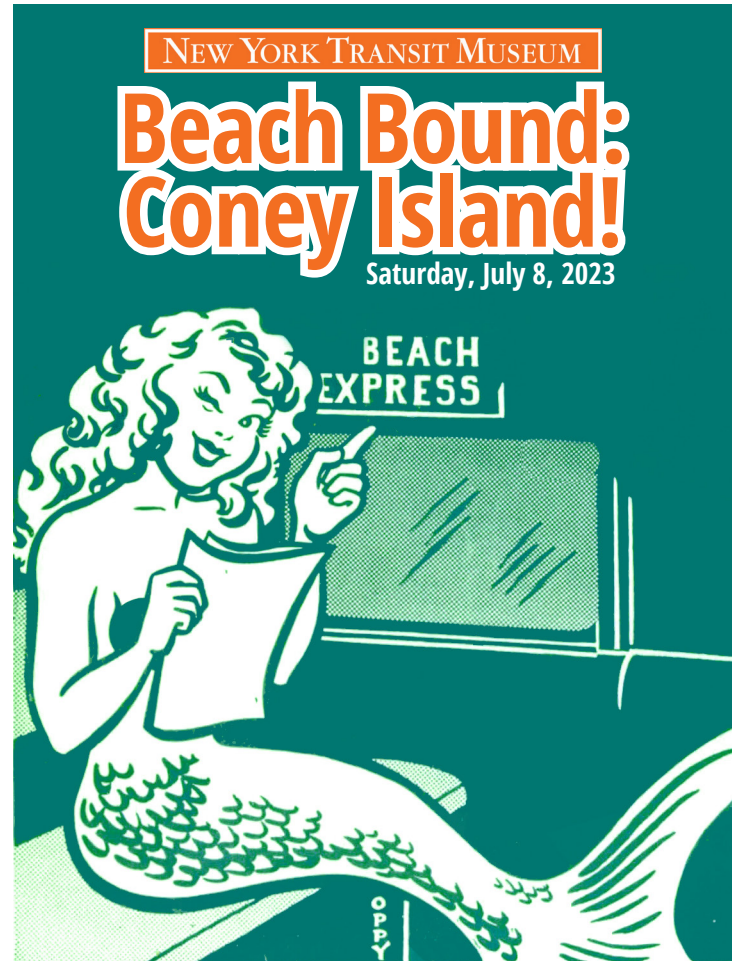
3:45 **Meet on the F line platform at Coney Island–Stillwell Avenue station for the trip home.**

4:00 Nostalgia Train departs, traveling along the D & Q Lines en route to the final stop of the day, 96th Street and 2nd avenue. The cars will also open at these select stops: Atlantic Barclays (D), West 4th (D), Herald Square - 34th St & 6th ave (D), and Rockefeller Center (D).

SHARE YOUR NOSTALGIA RIDE EXPERIENCE!

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Rail Transit & Coney Island: A History Intertwined

Coney Island became a popular beach resort in the 1860s, providing a refuge from hectic urban life with grand hotels, dining halls, and racetracks. The upper classes were first to enjoy Coney Island's charms, arriving by excursion boats and ferries from lower Manhattan and downtown Brooklyn. Steam rail service quickly followed, connecting trains from northern and western Brooklyn to Coney Island's horse-drawn streetcar lines, greatly increasing access to the sea.

By the late 1870s, Coney Island was one of the most visited summer resorts in the United States; an estimated 100,000 people visited on July 4, 1879. Today, more than 10 million people visit the beach and boardwalk each year.



R 1-9 Subway Car

MANUFACTURERS	American Car Foundry Co.
YEARS IN SERVICE	1932-1977
ROUTES	BMT Sea Beach Line (N), IND Eighth Avenue Lines (A, C, E), Sixth Avenue Lines (B, D), Crosstown Line (G)



When the IND subway — the first subway company operated by the City of New York — opened in 1932, it had a mission to move more people more quickly than its private competitors, the Interborough Rapid Transit Company (IRT) and the Brooklyn-Manhattan Transit Corporation (BMT). Over 1,000 nearly identical subway cars were delivered between 1930 and 1940 under contracts, R1, R4, R6, R7, and R9. The cars were modern for their time, fitting in very well with the IND's Depression-Era Art Deco aesthetic, and each could hold nearly 300 passengers. Upon delivery, they featured rattan seats, paddle ceiling fans (installed before the age of air conditioning), incandescent light bulbs, roll signs, and period advertisements.