

SCHEDULE & INFORMATION

10:00 Our Nostalgia Train departs, traveling via the Q, F, and A Lines to Rockaway Park–Beach 116th Street.

11:30/12:00 —2:30 Explore the Rockaways! Once we arrive at our seaside destination, you can head straight to the beach or put your feet up at the **Rockaway Beach Surf Club**, grab a burger at **Rippers**, a taco at **PICO**, a drink at **Tap That**, or a slice at **Whit's End**. Check out fresh produce, crafts, and homemade food at **Rockaway Market Street @ Beach 60th**

Or simply enjoy the surf and sand for the afternoon!

2:45 Meet on the A line platform at the Rockaway Park–Beach 116th Street station for the trip home.

3:00 Nostalgia Train departs, via the A, F, and Q lines, making the following stops for you to disembark: Jay Street-MetroTech, West 4th Street (Manhattan), 34th Street - 6th Avenue, 42nd St. - 6th Avenue, and our last stop, 96th Street - 2nd Avenue.

SHARE YOUR NOSTALGIA RIDE EXPERIENCE!

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To the Rockaways by Rail!



NEW YORK TRANSIT MUSEUM

Sunday, August 13, 2023

Transit & the Rockaways



For upper-class New Yorkers, the Rockaway Peninsula represented a popular leisure destination as far back as the 1830s, with luxurious seaside hotels up and down the coast. When the New York, Woodhaven and Rockaway Railroad opened in 1880, the City's urban working class found its way to the newly accessible destination. The railroad's centerpiece was a long trestle over Jamaica Bay, connecting southern Queens to the Rockaway Peninsula. Soon, thousands of summer bungalows and cottages sprang up along the shoreline. When the New York, Woodhaven and Rockaway Railroad

went bankrupt in 1887, the LIRR bought and extended train service to Far Rockaway. As railroads across the country converted from steam power to electric, this line followed suit in 1905.

In the 1920s New York's "master builder" Robert Moses began to change the face of the Rockaway Peninsula. He sought to replicate his success at Jones Beach by developing a similar beachside destination: Jacob Riis Park. The park opened in the 1930s, and featured Art Deco architecture with nautical themes that evoked the decks of grand ocean liners.



In 1950, a tragic fire destroyed the wooden trestle over Jamaica Bay, causing the LIRR to permanently discontinue cross-bay service. In 1955 New York City purchased a portion of the line, converted it to IND rapid transit service, and opened a new terminal in Far Rockaway in 1958. But the Rockaway Line remained a separate division of the transit system for some time; riders paid a double fare to travel to and from stations along the Broad Channel and the Peninsula until 1975.



R1-9 SUBWAY CARS

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,F), 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. These cars, which inspired Billy Strayhorn's "Take the A Train", went into service on the Eighth Avenue line (today's A, C, E) in 1932 and ran until 1977. Today they are preserved as part of the Transit Museum's collection.