

# The Bulletin



**New York Division, Electric Railroaders' Association**

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## The Bulletin

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## IRT EXTENDED TO BROOKLYN 100 YEARS AGO

Non-revenue service via the Joralemon Street Tunnel to Borough Hall began on January 6, 1908. The first train was an express from West Farms, which departed from Bowling Green at 11:30 AM. On board were IRT President Shonts, General Manager Hedley, Superintendent Merritt, and Chief Engineer Pegram of Tunnel Construction Company. This train was followed by an instruction train, after which trains ran light through the tunnel on a regular schedule.

Passenger trains started running on January 9, 1908. The first train departed from Bowling Green southbound at 12:43 AM, arrived at Borough Hall at 12:48½ AM, and left at 12:54 AM.

At 11 AM January 9, there was a ceremony at City Hall, Manhattan. The officials had their pictures taken on the steps of City Hall. Then they walked to the Brooklyn Bridge station, where they boarded the official train, which operated non-stop to Bowling Green. It arrived at Borough Hall at 11:43 AM, returned to Bowling Green, then back to Borough Hall, where the guests attended a ceremony there. Bells rang and whistles blew for the official

train at noon.

At 10:30 AM, the Brooklyn Board of Real Estate Brokers marched with a band on Montague Street to Borough Hall.

During the midnight hours, Lenox Local service was extended to Borough Hall and Broadway Locals operated to South Ferry. At other times, expresses from 180<sup>th</sup> Street-Bronx Park ran to Borough Hall and Broadway Expresses were turned at South Ferry. Broadway and Lenox Avenue Locals operated to City Hall.

Headways leaving Borough Hall were:

TIME PERIOD	HEADWAY (MINUTES)
Midnight	15
Rush Hours	3
Morning	4, 5
Afternoon	6
Evening	6, 8

Borough Hall was a temporary terminal. The line was extended to Atlantic Avenue on May 1, 1908.

## THE FIRST FAN TRIP

Member Karl Groh reminded us that the New York, Westchester & Boston Railroad ceased operating 70 years ago, December 31, 1937. In his NYW&B history published in the April, 1962 *Electric Railroads*, he describes the first fan trip on this railroad.

"It might be interesting to recall one of the first 'fan trips' on record over an entire electric railway system. This trip was instigated by a gentleman who is one of the elder

statesmen of railfans. He is Albert H. Bernhard (ERA #605) who, in 1915, was attending the Brooklyn Polytechnic Institute and was very interested in the NYW&B. Mr. Bernhard had the honor to be elected to the post of Secretary of the Brooklyn Polytechnic Electrical Engineering Students Association and in this capacity addressed a letter to the Chief Electrical Engineer of the railroad inquiring

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