

Hope your having a great holiday season! In the course of whiling away some spare time, I came across a very major article on the Atlantic Avenue tunnel, which appeared in [the NY Times on Feb 15, 2009, page CY3.](#)

This article is particularly interesting, because among other things, it fully documents the tunnel tours in both words and many photos, and indicated the DOT's on-going support for them. The article is also the first to report on National Geographic TV applying to the DOT at that time, for permission to dig up the buried circa 1830's steam locomotive we had discovered in the tunnel, and that the DOT had denied this request for reasons unknown. The article also describes how our tunnel tour was structured, and goes into the content of the tour "presentation" itself as well. It makes a really interesting read, I think, and its herein attached as a "pdf" file, as are all DOT issued documents cited in this email.

On another topic, one of my hobby interests is the research of "*Fortean String*" theory- how seemingly unrelated events in reality, have a common "connecting thread" running through. Or to quote an old adage "where there's smoke, there's fire". Interestingly enough, this phenomenon can now be explained by Quantum Mechanics model, "Entanglement Theory", but that's a different story for another day. Later I'll give you an example of how a "*Fortean String*" can easily be developed from a given set of facts, using the tunnel as an example. First, let's assemble our set of facts:

**Feb 15, 2009-** The NY Times article runs, announcing DOT refused National Geographic TV permission to excavate the buried locomotive. And more importantly, extolls that the highly educational tunnel tours had become a "big hit" with the public, and were highly successful.

**March? 2009-** some intrepid "City researcher" suddenly "re-discovers" a circa 1997 New York State sponsored economic impact study, describing the fact that a properly produced "non profit arts event", having mass public interest, could yield a net profit (ROI) of 3,400% (three thousand four hundred percent "profit"). This report cites the circa 1995 "non-profit theater" NY Shakespeare Festival, which on an intial state grant of about \$1.1 million, realized a net profit of about \$39 million. Translated into plain English, for every \$1 dollar invested in the right "non-profit show"- a "profit" of \$34 will be returned to the "non profit theater" group. WOW, that's even better than Bernie Madoff :-)...Read page 36- 37 here:

[http://www.allianceforarts.org/pdfs/EconomicImpactArts\\_1997.pdf](http://www.allianceforarts.org/pdfs/EconomicImpactArts_1997.pdf)

**April 2009-** the MTA's "copycat" Project Underbelly begins, an underground art exhibit, conducted with the tacit, "behind the scenes approval and support", of particular departments of the MTA and the Transit Museum, located inside a disused NYC Subway terminal (G line, South 4th Street station complex) under Williamsburg, Brooklyn. This event was completely unaffiliated with BHRA, and we had no knowledge of it until September, 2011. Its interesting to note, that the only "egress" to the MTA's "Project Underbelly" required visitors to step over a live third rail, inside an active G train subway tunnel! However, this didnt seem to discourage the MTA from looking the other way while they allowed their own "copycat" "special event" to proceed, eventhough a visting artist from Moscow, was reported in the NY Times as being nearly run over by the G train while "egressing" Project Underbelly.

**June 19, 2009-** [BHRA receives a letter from DOT](#), wherein DOT's attorney, Franco Esposito, among other things, refers to me as a "criminal", and attempts to stop the tours.

**July 22, 2009-** after certain inquiries are made, DOT suddenly reverses itself, and allows the tunnel tours to resume. DOT itself, even provides us with "MPT Safety Plans" for the tunnel tours, actually prepared by DOT's own Traffic Dept. The finalized (DOT's very own MPT Safety Plans for the tunnel tours, but "P.E." stamped by our own traffic engineer) "MPT Plans" requested by DOT were provided, and not one scheduled tunnel tour was missed. [Page 1](#) & [Page 2](#)

**November 2010-** National Geographic TV receives a permit from DOT, allowing the scanning of a certain part of Atlantic Avenue, using very high tech equipment. The buried circa 1830's locomotive is physically located, using a Cesium Vapor Magnetometer.

**November 2010-** Project Underbelly is announced publicly on its closing day. This event was also successful, while it ran. Again, this was an MTA "copycat" project, completely unaffiliated with BHRA, and unknown to us until September, 2011.

**December 2010-** DOT attempts to improperly Revoke BHRA's *Franchise* to the tunnel.

**Jan 2011-** BHRA files a "Notice Of Complaint" against NYC DOT. Nothing in terms of litigation happens for the following year, as the DOT's legal counsel indicates a settlement was possible, if a detailed plan were to be submitted. The plan was subsequently submitted by BHRA, but no definitive response was received from the City DOT, nor from their legal counsel.

**November 2011-** the MTA posts a video on YOUTUBE, stating therein that the MTA and the City are actively attempting to "sell" an historic underground trolley terminal beneath Manhattan's Delancy Street to a private developer, for the specific stated purpose of creating an "underground nightclub" and an "underground shopping mall". Note the area of the Delancy Street trolley terminal is stated as 60,000 square feet. By comparison, the area of the Atlantic Avenue tunnel is about 58,000 square feet. Watch the MTA's current "historic tunnel sales solicitation video" here: [http://www.youtube.com/watch?v=xB\\_FfiECLKU](http://www.youtube.com/watch?v=xB_FfiECLKU)

Although the MTA operates the NYC Subway system, the MTA's tunnels are actually owned by the City of NY. The MTA just has a franchise agreement to run the system, the same type of franchise agreement that has been in place since the IRT build the first subway tunnels in 1904. See: [http://en.wikipedia.org/wiki/New\\_York\\_City\\_Subway](http://en.wikipedia.org/wiki/New_York_City_Subway)

**Now, here's the fun part!** Try to imagine a common thread that connects all of the events cited above, even though on the surface, they may seem to be "coincidence". Hypothetically, could it be possible that a City as large as the City of New York, has various "committees", both "official" and "unofficial"- both "legal" and "illegal"- that try to "influence" events happening around town, one way, or the other? Could it be that a member of said committee, either on their own- or at the behest of a certain "force outside city government" has used his or her influence- legally or illegally- to make things go down the way they did, regarding the closure of the Atlantic Avenue tunnel?

## **BE A FORTEAN- DRAW YOUR OWN CONCLUSIONS!**

For a couple of purely hypothetical "string solution" examples, is the "string" outlined above merely a set of "coincidences"? Or does it show some city official "improperly scheming" for his or her own "personal aggrandizement", or even worse "personal motivations" of some sort- maybe like trying to illegally "drive off" BHRA, and then "Selling" the Atlantic Avenue tunnel to some shady "night club developer" they know?

Anyway, I also like to watch Court TV, being that I have a lot of time on my hands right now. You know, I like to watch the attorney's "body language" while direct and cross examination of witnesses is going on. Its truly amazing, the way a Judge can decide minute legal nuances, like a particular item being called one thing, but in reality, being something else all together different, for example. I think one of the worst things for a defense trial attorney, is when a defense witness is under cross by the plaintiff's attorney- and the defense witness contradicts their own sworn Deposition testimony, or is confronted by documents they had previously written, and the defense witness then tries to deny signing them. That must really wreck the credibility of the defense? At this point, the plaintiff's attorney bellows out to the Jury "where you lying then, or are you lying now". Boy, it must really suck when that happens? Another thing I noticed on TV, is the way the plaintiff's complaints keep getting amended, to reflect new information brought in under Discovery. I think nowadays, phone records, emails, letters, files, videos and almost anything else relevant is "Discoverable". When a defendant says "I lost my files", that must look to the Jury like a Gangster "Pleading The Fifth". By far though, I think the worst feeling any trial attorney can get, is when he suddenly realizes during trial, that he had been constantly lied to by his own clients from the very inception of the case. That must truly give a person a sinking feeling. I read that in big law firms, sometimes the losing attorney may get fired. That must be horrible, especially if the losing attorney was initially misled by their own clients from the get go.

Have a great holiday season, and I'm sure we'll be seeing you very soon.

Cheers,  
Bob Diamond  
Chairman, BHRA