

\$500,000,000 VOTED FOR 2D AVE. SUBWAY BY ESTIMATE BOARD

Program Including Connections to Existing Lines Depends on Public's Exemption of Bonds

OFFER TO L. I. R. R. BACKED

Authorization Comes After Quill Admits That He Cannot Support 'Steal' Charge

By PAUL CROWELL

A \$500,000,000 program for expansion and improvement of the city's rapid transit service by constructing a Second Avenue subway with connections linking it to existing lines in Manhattan, Brooklyn, Queens and the Bronx, was unanimously approved yesterday by the Board of Estimate.

The program, as prepared by the Board of Transportation, depends upon adoption by the voters of the state of the pending constitutional amendment granting debt limit exemption to \$500,000,000 of city bonds to be issued to finance transit improvements. After endorsing the program the Board of Estimate sent it to the City Planning Commission for consideration.

Construction of the Second Avenue subway and connections will cost an estimated \$455,000,000, based on last January's prices, and construction is to be completed in five years, except for one connection less than a mile long. Administration, engineering and overhead charges were estimated at \$45,000,000.

Offer to L. I. R. R. Authorized

Endorsement of the program was voted by the Board of Estimate immediately after it had unanimously authorized the Board of Transportation to make an offer of \$8,500,000 for city purchase of the Rockaway Beach branch of the Long Island Rail Road. It is planned to reconstruct and rehabilitate the branch at an estimated cost of \$40,000,000 for operation as a unit of the municipal transit system.

The purchase offer was approved after Michael J. Quill, president of the Transport Workers Union, C. I. O., had admitted he had no evidence of wrongdoing to support his charge that the plan was "the biggest steal since Boss Tweed." Mr. Quill told the board he did not intend to include any ranking city official in his "steal" charge. Under questioning by Mayor Impellitteri and other board members, Mr. Quill was unable to give any names to back up his original allegation.

The city's long-range program calls for eventual acquisition of additional links of the Long Island Rail Road for incorporation in the municipal system. It is now planned to finance all such acquisitions and reconstructions, including the Rockaway Beach branch, with capital budget funds within the city's debt limit.

6-Track Trunk Line Planned

The \$500,000,000 program endorsed by the Board of Estimate is based upon a six-track trunk line subway under Second Avenue from Grand Street, Manhattan, to 149th Street and Third Avenue, the Bronx. The over-all program is in substance the same as the \$400,000,000 plan proposed by the Board of Transportation in 1947.

The Board of Transportation's plans call for a series of steps designed to eliminate bottlenecks in the existing system. Completion of these steps would, for example, permit operation of eighteen additional trains an hour in each direction through the DeKalb Avenue station in Brooklyn and their operation on the IND Sixth Avenue and Eighth Avenue lines as well as on the B. M. T. lines, as at present. A rearrangement of service will make it possible to operate thirty additional trains an hour in each direction between Brooklyn and midtown Manhattan.

The proposed program calls for converting into a four-track line the present two-track section of the Sixth Avenue subway between Fourth and Thirty-fourth Streets. This would make it possible to bring additional trains into Manhattan over feeder lines from other boroughs.

The additional track capacity, costing an estimated \$12,300,000, would, in conjunction with other connecting links in lower Manhattan, make possible the operation of more trains between Brooklyn and Manhattan over the Manhattan Bridge. It would also make possible the operation of more trains between Queens, Brooklyn and Manhattan over the Williamsburg Bridge.

Another contemplated improve-

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ment is a new subway under Fifty-seventh Street connecting the Sixth Avenue line with the Second Avenue line. Another proposed link would connect the Second Avenue line at Seventy-sixth Street with a branch line to Rego Park, Queens, tapping the Rockaway Beach line to be acquired by the city. These improvements would provide additional service between midtown Manhattan and Long Island City, Woodside and Rego Park.

Pending completion of the Rego Park connection it is planned to provide a shuttle service from the Rockaway line to the Roosevelt Avenue station of the Queens line and the IND Euclid Avenue station of the Fulton Street line.

Another step in the plan calls for extension of the I. R. T. Nostrand Avenue line from its present terminal at Flatbush Avenue to the Sheepshead Bay area, which now lacks adequate rapid transit service. The extension will provide direct service via I. R. T. from this area to downtown Brooklyn, Manhattan and the Bronx.

Included in the program is a branch line in Utica Avenue, Brooklyn, from the I. R. T. line in Eastern Parkway to the Flatlands area at Flatbush Avenue. This will provide direct service via I. R. T. to downtown Brooklyn, Manhattan, the Bronx and, by transfer, Queens.

Three additional steps will link the Second Avenue trunk line with the B. M. T. Nassau Street line and the IND Houston Street line and make possible a connection with the I. R. T. Pelham Bay line at 138th Street in the Bronx.

The program provides for alteration of the Pelham Bay line to carry the larger IND and B. M. T. cars operating on the Second Avenue route. This would provide greater passenger capacity and release capacity on the I. R. T. Lexington Avenue line for additional service on the White Plains Road and Jerome Avenue lines.

The board noted that the Second Avenue line would serve territory on the east side of Manhattan where housing, medical and United Nations projects are being rapidly developed.

Would Cut Number of Standees

It declared that the \$500,000,000 program would almost double the passenger capacity of train service in Brooklyn, Queens and the Bronx and ultimately result in drastic reduction of the number of standees in subway cars, especially during rush hours. For example, the board declared, there will be during the morning rush hours only eighty standees for each 100 seated passengers as compared with 165 standees at present.

Merging of the B. M. T., IND and I. R. T. Pelham Bay line with the new Second Avenue line, the board declared, will offer a much greater variety of direct and transfer services to subway riders. For example, passengers from the Pelham Bay line in the Bronx will have direct service via the Second and Sixth Avenue lines to Brooklyn. Passengers from B. M. T. Brooklyn lines through the DeKalb Avenue station will have access to services in Manhattan by way of Centre Street, Second Avenue, Broadway, and Sixth Avenue, as well as direct service to the Bronx.

Passengers using the branch line in Queens will have direct service to the new Second Avenue line and the Sixth Avenue line in Manhattan.

The resolution adopted by the Board of Estimate endorsing the \$500,000,000 program took note of the demands of Staten Island and the Bronx for additional transit facilities not yet in the planning stage. It requested the Board of Transportation to continue its studies of the feasibility of providing rapid transit in the Borough of Richmond and establishing a spur of the Pelham Bay I. R. T. line to serve the Throg's Neck and Ferry Point Park areas in the Bronx.

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