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Mayor Lindsay, right, and Governor Rockefeller wielded pickaxes at ground-breaking ceremonies for the Second Avenue subway, while Percy E. Sutton, Manhattan Borough President, left; Senator Jacob K. Javits and John A. Volpe, Secretary of Transportation, handled shovels yesterday.

## Rockefeller and Lindsay Break Ground for 2d Avenue Subway

Ground was broken yesterday for the Second Avenue subway—a line first proposed in the nineteen-twenties.

Governor Rockefeller and Mayor Lindsay each dented the asphalt pavement at 103d Street and Second Avenue, where the ceremonies were held, and each, along with many others, gave speeches.

The site for the ground-breaking was adjacent to Public School 121, and the class presidents of the school were invited guests.

The Mayor, after noting that the idea for the subway was conceived in the nineteen-twenties, said, "We know that whatever is said about this project in the years to come, certainly no one can say that the city acted rashly or without due deliberation."

The Governor, looking at the class presidents, said the start of the subway's construction was a lesson on "how government works."

"There is just one man responsible for this groundbreaking this morning," the Governor said, "and that man is President Nixon."

He was referring to the fact that the Federal Government would pay \$12.1-million for construction of the first part of the line, from East 99th to East 105th Street. The state will pay \$4-million and the city \$2-million. That section is scheduled for completion in the fall of 1975.

The new subway line will eventually go 14 miles from Whitehall Street, at the southern tip of Manhattan Island, to East 180th Street in the Bronx.

Dr. William J. Ronan, chairman of the Metropolitan Transportation Authority, hailed the start of construction as "a day of deliverance for the strap-hanger."

### Volpe Tells of Funds

And Secretary of Transportation John M. Volpe reminded the assembled civic leaders, civil service workers, politicians and schoolchildren that since January, 1969, the Nixon Administration had given the city's tristate area more than \$235-million in mass-transit funds.

The subway is expected to cost at least \$1-billion, and there is no firm estimate of when it will be completed. The old Second Avenue elevated line carried its last passengers in 1942, and service on the Third Avenue elevated below 149th Street was terminated in 1955.