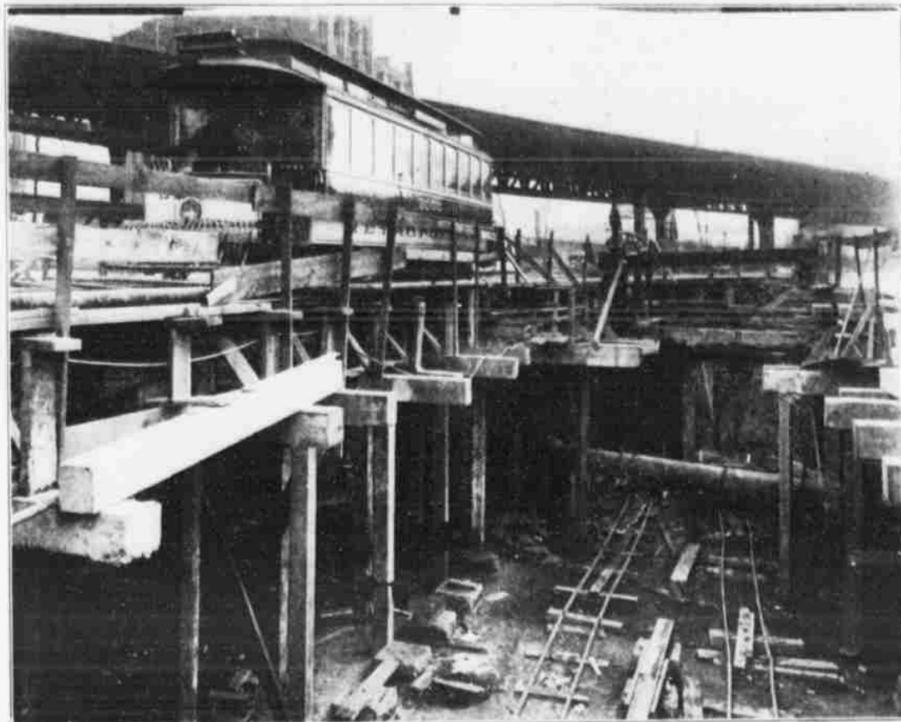


# Work on the Great New York Subway



VIEW LOOKING NORTH AT UNION SQUARE.



EXCAVATION UNDER ELEVATED ROAD AT SIXTY-FIFTH AND BROADWAY

Copyright, 1902, by Herbert Wallace.

**I**MAGINE a tunnel six feet high and three feet wide from New York to Chicago and you have some conception of the cubical contents of the New York subway when completed. Now imagine that from New York to Cleveland there was solid rock, that for a considerable distance a street car service had to be maintained unimpaired above the digging toilers and that water mains, gas pipes and sewage had to be moved whenever the path of the tunnel intercepted them, and you may realize what a tremendous engineering task is being pushed forward now in New York City months ahead of contract time.

The comparison is not quite accurate, but it serves its purpose of calling attention to the most gigantic piece of engineering in modern times. Three million cubic yards of space underneath a teeming city are to make room for a \$35,000,000 railway. Sixty-five thousand tons of steel will be used in the arches, pillars and rails. Ten thousand men will have been engaged for nearly four years in bringing this marvel about.

All this is to the end that the New Yorker and the visiting stranger may be whisked from one extremity of Manhattan island to the other in a hurry.

At the present time millions of feet of lumber are being used to maintain undisturbed the street surface with its ceaseless traffic going on above the excavations. If this timber had been used in building homes for the army of 10,000 workmen employed there would have been sufficient for a two-story frame house for every man. The 2,500,000 tons of rock which are to be taken out would make a solid wall three feet thick, six feet high and nearly 500 miles long, and if the dirt were spread over Central park the entire area would be covered ten inches deep. As a matter of fact, acres and acres of New Jersey swamp land are being made habitable since the Rapid Transit commission began to dispose of the surplus dirt and rock upon them.

It is a veritable city under a city which the engineers and contractors are building, a city of one street, to be sure, now with two roadways, now with four, but it is an electrically lighted, clean, well ventilated

avenue of travel, and millions of passengers will be carried over it every year.

### Strange Metropolitan Sights.

Those who wish to see strange sights in the metropolis can find more variety in a trip along the line of the subway in its present state than in any other excursion in Manhattan. New Yorkers have not yet accustomed themselves to the upheaval of streets, the jacked-up street car lines, the swinging cranes and the cable ways on which tonloads are carried at a time. Now and then the pedestrian is confronted by a workman who waves a red flag and cries out: "Fire!" and the pedestrian knows that an explosion is imminent. Crowds watch daily the operation of the compressed air drills which bore into the solid rock; at times the monotony of living in the neighborhood is disturbed by the thunder of a blast, passengers in nearby street cars feel their hats lifted slightly from their heads. They remark, "Only the subway," and wonder when all the confusion and muss will be over.

Down below, on the damp, sunless bottom of the many openings, the real state of the

subway may best be seen, provided one is fortunate enough to secure permission to explore the cuts and headings. At City Hall square, the lower terminus, fully two-thirds of the work has been done. One section of the loop is already covered over, and the floors, arches and entrances of the station are now being completed. The City Hall station is to be a local train station only. Originally a great loop was planned here, which was to circle a part of the postoffice and furnish room for the main station, and it was understood that all the trains, both express and local, should pass this way. The task, however, was too difficult. It was not possible to pass under the postoffice building without weakening that structure, and the plan to tunnel to Brooklyn also made it advisable to locate the main station at the bridge. Accordingly Mr. William Barclay Parsons, the chief engineer, planned a smaller loop and a local train station which has aroused the admiration of all the engineers. There is not a straight line at this terminus. The station is a curved platform, the roof is a series of domes and arches within arches. The change in the loop made necessary a

switchyard for trains, and this was tunneled out under Park Row.

Only a short distance up from the loop is the main station. That is to say, the main station will be located here, close by the New York end of the Brooklyn bridge. It is one of the last pieces of work to be taken up. On both sides of the locality work has been going on for nearly two years, but, owing to the continual crowds in this neighborhood, it has seemed best to complete one part before beginning another.

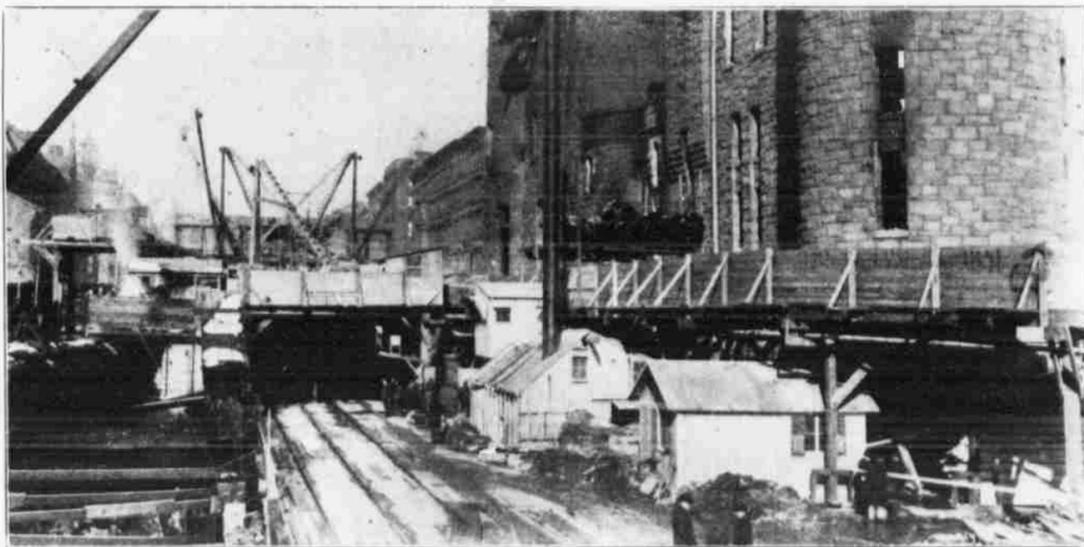
### Mine in the Big City.

From the bridge station the four tracks will extend in practically a straight line to Forty-second street, thence over to Broadway and up Broadway to One Hundred and Fourth street. From this point there are two branches, one extending up or near Broadway to Two Hundred and Fifteenth street, the other cutting through a corner of Central park, under the Harlem river, and up into the suburbs as far as Bronx park. Over this line all kinds of operations are being carried on, from the

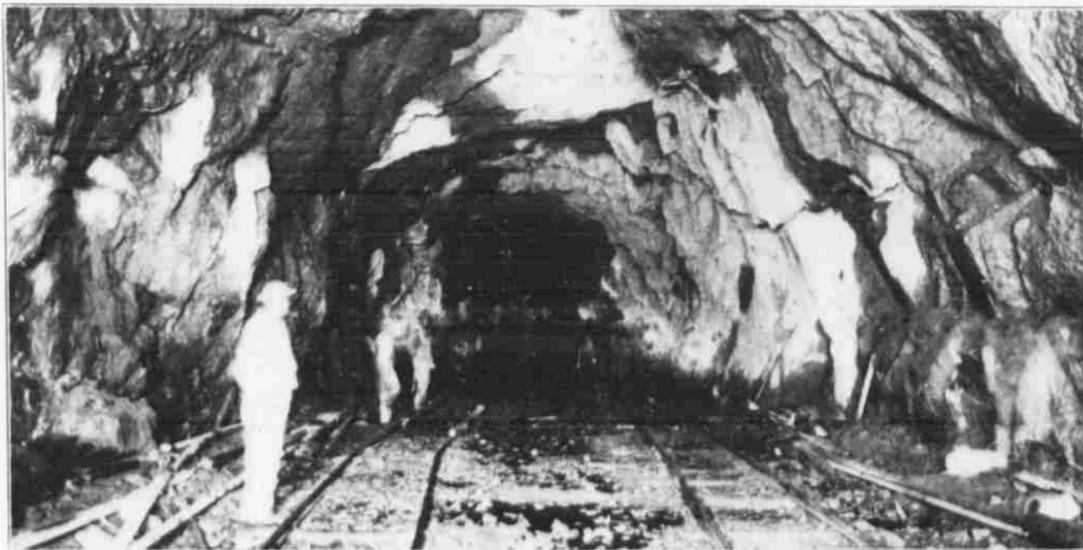
(Continued on Eighth Page.)



SCENE AT BROADWAY AND SIXTY-NINTH, SHOWING NEW ANSONIA HOTEL.



GENERAL VIEW AT THIRTY-FOURTH AND PARK AVENUE—BURNED ARMORY IN RIGHT FOREGROUND.



ONE HUNDRED AND FIFTY-NINTH STREET AND BROADWAY, LOOKING NORTH INTO ROCK HEADING.