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**Guide to the Subway Construction Photograph File
1900-1950
PR 69**

**The New-York Historical Society
170 Central Park West
New York, NY 10024**

Descriptive Summary

Title:	Subway Construction Photograph Collection
Dates:	1900-1950
Abstract:	The Subway Construction Photograph Collection contains photographs taken by various New York City transportation agencies during the construction of the New York City underground subways. Photographs depict the streets as they appeared before construction as well as actual construction shots.
Quantity:	102 linear feet (245 hollinger boxes)
Call Phrase:	PR 69

Note: This is a PDF version of a legacy finding aid that has not been updated recently and is provided "as is." It is key-word searchable and can be used to identify and request materials through our online request system ([AEON](#)).

The New-York Historical Society Library
Department of Prints, Photographs, and Architectural Collections

PR 069

SUBWAY CONSTRUCTION PHOTOGRAPH COLLECTION

1900-1950

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| Series I. | Contract One (1900-1932, Bulk 1900-1904) |
| Series II. | Contract Two (1903-1921) |
| Series III. | Dual Contracts (1907-1941) |
| Series IV. | Independent City Lines (1924-1947) |
| Series V. | Miscellaneous (1913-1950) |

Provenance

Gift of New York City Board of Transportation, 1950.

Access

The collection is open to qualified researchers. Portions of the collection that have been photocopied or microfilmed will be brought to the researcher in that format; microfilm can be made available through Interlibrary Loan.

Photocopying

Photocopying will be undertaken by staff only, and is limited to twenty exposures of stable, unbound material per day. Researchers may not accrue unused copy amounts from previous days. On-site researchers may print out unlimited copies from microfilm reader-printer machines at a per-exposure rate; see guidelines in the reading room for details.

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Citation

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Historical Notes

As the nineteenth century drew to a close, New York City public officials realized that metropolitan growth called for a larger system of public transit than the elevated railroads that much of the population depended on at the time. The idea of an underground subway system took hold, modeled after successful systems in London and in Boston. City officials began planning routes for an underground system and accepting bids from companies to undertake the gargantuan job of underground construction.

In 1900, New York City awarded the construction of Contract One to the Rapid Transit Subway Construction Company. In 1902 the company formed the Interborough Rapid Transit Company (IRT) to manage the subway once it was constructed. Contract One began at City Hall in downtown Manhattan, extended north along Lexington Avenue to 42nd St., then traveled west along 42nd St. to Times Square, from which point it went north along Broadway until 242nd Street. Another branch separated above 96th Street and traveled under Lenox Avenue to 180th Street. Service along Contract One began in October 1904, although work was not totally completed, especially along the northern end of the line, until August of 1908.

In 1902, the City decided to extend the work of Contract One south from City Hall and into Brooklyn. This project became known as Contract Two, and was also awarded to the IRT. This contract also was completed in parts. Service from City Hall to South Ferry opened in July 1905. Work on the tunnel was completed, and service to Brooklyn began in January of 1908. By May of 1908 service to the Flatbush/Atlantic Avenue station, was open and Contract Two was completed. Neither Contract One or Two was ever divided into route numbers.

In 1913 the City again contracted to have more subway lines built. This time the Brooklyn Rapid Transit Company (BRT) also bid, and the city decided to split the work and award Contract Three to the IRT and Contract Four to the BRT. These became widely known as the Dual Contracts. Contract Three was basically an extension of Contracts One and Two to create what we know today as the IRT lines (1,2,3,4,5,6, Times Square Shuttle, and 7). The IRT also constructed the track for what is now the N line from Queensborough Plaza to Ditmars Boulevard. Contract Four was a combination of new construction and renovation of existing elevated lines in Brooklyn and Queens. It included the Broadway line (now N/R) from Brooklyn through Manhattan to Queensborough Plaza, the F line from Coney Island north to Ditmas Avenue in Brooklyn, the entire L line, the J/M/Z lines, and the Q line in Brooklyn. In 1923 the BRT changed its name to the Brooklyn Manhattan Transit Corp. (BMT). Work on the Dual Contract lines began in 1913 and continued until approximately 1928. Some BMT construction begun under separate contract as early as 1907, particularly the Centre Street Loop connecting the East River bridges, was subsumed under the conditions of, and added to under, the Dual Contracts. The first lines to open were the Queensborough line (now the 7) and the Fourth Avenue Subway extension from Brooklyn over the Manhattan Bridge (now a combination of the N/R and the Q lines) in 1915.

Each line in the Dual Contracts and the Independent line work was divided into Route numbers. Sometimes the Route number referred to all the trackwork on a line (as in the L train), and other times to merely a small portion of the total work.

In 1922 New York City mayor John Hylan proposed a new, municipally owned and operated subway system. Although he at first encountered a storm of criticism, in December of 1924 the New York City Board of Transportation adopted a list of new subway lines to be built by the city. Ground was broken for the Independent City-Owned Rapid Transit Railroad (IND) by April of 1925. IND lines include the A, C, and E lines, the F line north from Ditmas Avenue, the B and D lines, and the G. The first IND line to open was the Eighth Avenue (A/C) line in 1932. Work continued on these lines until after 1940.

In June 1940 the two privately owned companies were bought by the city and united with the IND system to create one municipal subway system, to be called The New York City Transit System. This deal also spelled the death for most of the remaining elevated lines in the city.

Scope and Content Notes

The Subway Construction Photograph Collection spans the period from 1900 to 1947 and contains photographs taken by various New York City transportation agencies during the construction of the New York City underground subways. The collection is divided into four series: Contract One; Contract Two; Dual Contracts; and Independent City Line.

The photographs were primarily taken for insurance purposes; probably in the case that buildings shown would be damaged during construction. Most photographs show street scenes along the subway routes, some show ground-level construction (in the form of holes in the street) as well. Other pictures are of sewers, subway tunnels, or other scenes that do not have a visible above-ground address. In general, these underground images have not been individually cataloged as part of the processing of the collection, but have been marked as “below-ground.”

For construction purposes, each Contract was divided into Route numbers that corresponded to part of, or an entire, subway line. Route numbers were often further divided into sections, numbered consecutively from south to north in Manhattan and the Bronx, and from West to East in Brooklyn and Queens. Each section was about half a mile, and was further divided for surveying purposes into stations of 100 feet each (these “stations” do NOT correspond to subway stops.) Most photos contain a code (along with a date and often an address) in the lower left corner. The codes look like this: “(51) R105 – S1 1108 + 75” where 51 is the photograph number, R105 is the route number, S1 is the section number, 1108 is the station number, and 75 is the number of feet past the station to the scene of the photo. These codes can potentially be used to identify photos if a street address is not given. While often the boundaries of sections can be correctly defined, most usually by the use of an MTA construction map, no way to accurately match station numbers with sites has been found.

The photographs are organized by contract or route number, and then filed by photo numbers, which were assigned by the MTA, in a chronological, but not geographical, order. For example, the first 50 photos in Contract One are all dated 1900, but are a random mixture of images from all over the large area covered under Contract One. Because this randomness is vexing to researchers looking for images of a specific location, a database was created to track the addresses and general areas of groups of photographs. The later groups of photos filed by their route numbers may be a little more comprehensible to researchers, as routes were much shorter sections of a track line.

Modern lines that correspond to the original contracts and route numbers are noted in the container list.

Series I. Contract One includes photographs from 1900 to 1932, with the bulk from 1900 to 1904. These photographs, which show the first construction on the New York City subway system, are numbered chronologically from 1 to 8000, with considerable gaps in numbering. Most photographs are views along the main arteries of the lines being constructed; that is, Fourth Avenue from City Hall north to 42nd Street and Broadway from 42nd Street north to the Bronx. What is now Lafayette St. was referred to for most of the construction of Contract One as “Elm St.” and researchers should be aware of this. Several runs of numbers show the interiors of completed stations, one set in the first months of 1904 just before the public opening of the subway, another in the early months of 1905. Most photographs after 1908 show the northern stations on the line, which opened after 1904 as construction was completed traveling north along the line.

Series II. Contract Two includes photographs from 1903 to 1921, with the bulk from 1904 to 1907. These photographs show the extended construction of the New York City subway system from lower Manhattan (City Hall) into Brooklyn. There are many photographs of buildings along Joralemon Street in Brooklyn Heights, where construction of the tunnel begins and connects to lower Manhattan at Battery Park. There are several runs of numbers that show completed station interiors in downtown Brooklyn before being

opened to the public. Many photographs show the subway being constructed beneath the elevated tracks along main arteries, such as Flatbush Avenue. These photographs also show the shopping districts of Downtown Brooklyn including major department stores.

Series III. Dual Contracts consists of Contracts Three and Four, both of which were awarded by New York City in 1913. The IRT constructed the Routes in Contract Three, continuing the work from Contracts One and Two. The BMT constructed the Routes in Contract Four.

Contract Three is further divided by route numbers (which correspond to a part of or entire modern subway line.) In addition, there are general photographs without an assigned route number. These general photographs are numbered from 7551-7950, and date from 1918 to 1926. They show the train yard expansion on the west side of Manhattan at 148th St. and Lenox Avenue near the Harlem River.

Route 12 dates from 1914-1923. These photographs are numbered chronologically from 1-1750, (sections 1-3) and show construction of the IRT line in Brooklyn (now the 2, 3 & 4 lines). Section (1) starts at Atlantic and Flatbush Avenues to St. Marks Ave. Section (1A) continues along Flatbush from Park Pl. to Eighth Avenue. Section (1B) covers the area between Fulton Street and the corners of Atlantic and Flatbush Avenues. Section (2) from Plaza Street and Eastern Parkway to Nostrand Avenue. Section (3) continues on Eastern Parkway from New York to Utica Avenue.

Most views in this route show the excavation and construction of the IRT subway lines along Flatbush Avenue and Eastern Parkway. Other views include Brownstones along St. Felix and Hanson Pl. near the Brooklyn Academy of Music. There are several views of the Prospect Park Reservoir located on the corner of Plaza Street and Eastern Parkway (where the main branch of the Brooklyn Public Library now stands). Landmarks include the Brooklyn Botanic Gardens, and the Brooklyn Museum.

Route 4 & 38 includes photographs from 1914-1921, the bulk from 1914-1915. These photographs are numbered chronologically from 1-3571, and show the construction of the IRT line on the west side of Manhattan. Most photographs are views along the main arteries of the lines being constructed; including Varick Street from Franklin to Canal, Seventh Avenue from 11th Street to 45th Street, (including Times Square), and 30th street from Eighth Avenue to Twelfth Avenue. These photographs also show building demolition sites in the west village.

Route 5 dates from 1911 to 1925. These photographs are numbered chronologically from 1-6350, and show the construction of the east side IRT line from Manhattan into the Bronx, (now the #s 4, 5 & 6 lines). There are large gaps as indicated on the folders, where photographs from Route 5, Contract Four (sections 1-5) were removed and can be found in Contract Four (#s879-6160). Most photographs are views along Lexington Avenue from 28th street to 145th street in Manhattan, and from 138th Street to 149th Street and Third Ave in the Mott Haven section of the Bronx. These photographs cover sections 6-15, and are divided as follows: Section six runs from the east 20s-30s, section seven from the 30s-40s, section 8 runs through the 50s, section 9 from the 60s-77th Street, section 10 from 77th- mid-90s, section 11 from the mid-90s to 110th, section 12 from 110th-116th, section 13 from 116th-129th, section 14 from 129th-Harlem River, and Section 15 in the Bronx. Section 14 includes views along the Harlem River. Other photographs include views of residential neighborhoods in East Harlem, including a lively Jewish neighborhood spanning from approximately 90th street to 125th street along Lexington Avenue. There are also several photographs in the Bronx that show large Victorian wood-frame houses alongside extensive excavation work between 144th - 146th streets and Mott Avenue, and others with views of the Grand Concourse.

Route 26 dates from 1914 to 1925. These photographs are numbered chronologically from 1-149, and show the construction of the IRT line from Grand Central Station in Manhattan to Vernon Blvd.- Jackson Avenue in Long Island City, Queens, (now the #7 line). Many of the photographs numbered from 1-50 are underground views, and include the construction of the Steinway tunnel. Other photographs include views in Queens along 4th Street and Vernon Avenue, depicting the shopping district, including the neighborhood theatre.

Route 29 dates from 1914-1921. These photographs are numbered chronologically from 1-1203, (sections 1 & 2) and show construction of the IRT line between Crown Heights and Flatbush Brooklyn, (now the 2 & 5 lines). Section (1) runs from Nostrand Avenue and President Street to Clarkson Street. Section (2) continues along Nostrand Avenue from Lenox Street to Flatbush Avenue. Views include the residential and commercial stretch of Nostrand Avenue. There are several detached wood frame cottages, as well as wooden row houses. Early photographs in this route include Trolleys running along the tracks.

Route 31 dates from 1916-1933. These photographs, numbered chronologically from 1-500, show the construction of the IRT line between Brownsville and the East New York sections of Brooklyn (now the 3 line). This route also includes construction of the IRT Canarsie line (now the L) from Livonia to Flatlands Avenues.

Most views are of the Livonia Avenue commercial district between Howard and Van Sicklen Avenues in Brownsville, a Jewish neighborhood with many shop signs written in Hebrew. As indicated on the photographs, construction of the elevated line to this area resulted in a number of class action lawsuits between shop owners and The City of New York. The damage to these businesses is not apparent, however, there is a very close proximity between the storefronts and the elevated line. One movie house marquee almost butts up against the edge of the outer structure of the station.

Other views include construction of the train yards at the end of the line at Livonia and Elton Avenues. The surrounding area, on New Lots Avenue between Elton and Linwood Avenues, is mainly undeveloped, vacant plots of land, with a few detached frame and carriage houses. An image of cows and what appears to be a small cornfield, suggest that this area may have been farmland.

Route 35 & 67 includes photographs from 1922 to 1926. These photographs are numbered chronologically from 1-450, and show the construction of the IRT line from Grand Central Station to Times Square, (now the #7). Many of the photographs numbered from 251-350 are underground views. Other photographs include Bryant Park, The New York Public Library, and the Ziegfeld Follies.

Route 43 dates from 1914 to 1925. These photographs are numbered chronologically from 1-650, and show the construction of the Park Avenue Tunnel. Many of the photographs show views along Park Avenue from the 34th street to 42nd street. Photographs include Park Avenue views showing excavation work outside of Grand Central Station.

Route 48 dates from 1912 to 1924. These photographs are numbered chronologically from 1-1800, and cover the areas between Clark Street and Borough Hall in Brooklyn to areas between Cortlandt and Chambers Streets in Manhattan. Note: The first set of photographs numbered 1-50 do not specify the Section number, and largely cover William Street between Exchange Place and Maiden Lane. The second set of photographs numbered 1-50 begin the series of sectioned photographs, and includes sections 1-3. A few of the later photos show the interior of several completed downtown Manhattan stations in 1914. A lengthy series of photos from 1919 (#s 1616-1701) shows the interior of the East River tunnel in fifty-foot sections.

Contract Four is further divided by route numbers (which correspond to an entire or part of a modern subway line.)

Route 4 & 36 dates from 1913 to 1928, numbered 1-1650. Most of these show Broadway above Union Square to Times Square. Several aerial and elevated views of Union Square are included. Other views include expanses along East 60th Street, and the southern border of Central Park.

Route 5 includes photographs taken from 1912 to 1929, and numbered from 850-6200 (sections 1-5). There are large gaps in the numbering, as these photographs were originally housed with those from the Route 5 constructed under Contract Three, and were later separated according to section and contract. Most of these are views along Broadway from Vesey Street to Union Square. Views include the graveyards at Trinity and St. Paul's Church, Washington Square Park, and excavation work at Union Square.

Route 8 includes photographs from 1915 to 1932. These photographs are numbered from 1-4200, and show the construction of the 14th Street BMT line from Manhattan into Brooklyn, (now the "L")

line). These photographs follow the construction of the line in Manhattan from West 14th Street and Eighth Avenue to East 14th Street and Avenue D, and then extending into Brooklyn. Most of the views in Brooklyn are in the Williamsburg neighborhood, along North 7th Street between the East River and Union Avenue, and then from Metropolitan Avenue between Union Avenue and Bushwick Avenue, following Bushwick Avenue into the Ridgewood section at Chauncey Street where the line runs next to Trinity Cemetery and Cemetery of the Evergreens. The photos often show the same views at different phases of construction. The route was divided into sections 1A-8, which correspond to location as follows: Section 1A runs on the west side of 14th street from Eighth Ave. to Sixth Ave., Section 2 runs along 14th Street from Sixth Ave. to First Ave., Section 3 runs from Avenue D in Manhattan, and into Brooklyn at the foot of North 7th Street, Sections 4-5 run from North 7th across Metropolitan Avenue, Sections 6-8 run along Bushwick Avenue.

Photographs in this route show many children playing on the streets beginning in Manhattan between First Avenue and Avenue C, (where street signs reveal an Italian neighborhood), and into the Williamsburg section of Brooklyn. Many of the children appear to be playing without adult supervision in the dirt piles and holes that resulted from the construction of the subway.

Route 9-0 includes photographs from 1907 to 1937, numbered from 1-1450 (sections 1-5). These photographs show the construction of the BMT line from Chambers Street to Duane Street along Centre Street, (section 1), continuing up Centre Street from Duane to Canal Street (section 2), and from Grand Street to Broome Street (section 3). Section 4 runs along Delancey from Mulberry Street to the Bowey. Section 5 runs along Delancey Street from Christie to Essex Streets. There are several photographs from 1907 that show people sitting on benches that ran along the center of Delancey Street prior to the excavation of that street. Other photos show pushcart peddlers near Delancey Street.

Route 9-C shows construction in Brooklyn on the Ashland Place Loop along Fulton Street and Flatbush Avenue, and around the intersection of the two. Several theaters are shown.

Route 11 dates from 1909 to 1928, and shows the construction of the BMT line (now the N/R) from Flatbush and Fourth Avenues to 95th street in Bay Ridge, Brooklyn. These photographs are numbered from 1-3750 (sections AE-1, A1-A4, B-1-B-2).

Section AE-1 encompasses Lafayette Avenue and Ashland Place and shows the excavation and construction of the areas around The Brooklyn Academy of Music. Section (A-1) runs from Fourth and Atlantic Avenues to Sackett Street. Section (A-2) runs from Fourth Avenue and Union Street to 3rd Street. Section (A-3) runs from 4th to 25th Streets. Section (A-4) runs from 26th –36th streets. Section (B-1) runs from the mid-40s to 56th street. Section (B-2) runs from 73rd to 82nd street.

Most of the views are along Fourth Avenue, and include dramatic, birds-eye view shots of the excavation work that affected the neighborhoods of Park Slope, Sunset Park and Bay Ridge.

*Box #s118-123 have already been entered into the database. There are four remaining boxes in this route to be processed. The contents of those boxes cover the areas from 82nd to 95th Streets.

Route 20 dates from 1914-1917, and photographs are numbered from 1-200 (sections 2-3). These photographs show the construction of the BMT line from Broadway to the Bowery, (now the N & R line). The majority of the photographs are of section 2.

Route 45 dates from 1928 to 1931, and contains photographs numbered from 1-300 (sections 1-2). These photographs show the construction of the BMT line (now the J, M, Z line). Section (1) runs from Park Row, (near the Brooklyn Bridge elevated station), down Nassau Street to Wall Street. Section (2) runs down Broad Street from Wall Street to South Street. There are views of the following buildings: J.P. Morgan, The Wall Street Journal, Federal Reserve Bank of New York, Municipal Building, and the U.S. Sub Treasury.

Route 61 dates from 1916 to 1924 and shows the construction of a tunnel under the East River along the base of the Queensboro (59th Street) Bridge. A majority of the photographs in box 143 are underground views. Other views include construction on Blackwell Island in Manhattan (now Roosevelt Island).

Series IV. Independent City Lines contains photographs of lines constructed by the city beginning in 1925. These lines were meant to supplement those built by the IRT and the BMT.

Route 78 dates from 1924 to 1945, and contains photographs numbered from 1-3050 (sections 1-8). These photographs show the construction of the west side Independent line (now the A/C) and include construction views from 59th Street and Central Park West to 192nd Street and Bennett Avenue in the Washington Heights neighborhood of Manhattan.

Section (1) runs from the 60s to approximately 71st Street, Section (2) runs through the 80s, Section (2A) picks up in the mid-90s, Section (3) runs from the lower 100s to approx 116th street and Eighth Ave and includes Cathedral Parkway Circle, Sections (4-6) follow St. Nicholas Ave. from approximately 124th street to 168th Street and includes Broadway and 173rd Street, Section (7) runs along Fort Washington Ave. from 181st-187th Street, Section (8) spans Bennett Ave. from 190th-192nd Streets.

The following landmarks can be seen along Central Park West: the Ethical Culture School between 63rd and 64th Streets, the Dakota apartment building on 72nd Street, the New York Historical Society on 79th Street (a sign outside posts the hours of operation), and the Museum of Natural History between 80th-81st Streets. There are also several shots of Central Park interiors.

Photographs of Riverside Drive near Broadway and 145th Street include views of the Hudson River and nearby train tracks. Views along St. Nicholas Ave. include Meyer and McKenna Squares between 165th-167th streets. Fort Washington Avenue includes views of the Cloisters, and Barnard School.

There are two large gaps where photographs seem to have been removed from the collection. The first gap is from 1980-2000, the second from 2250-2262. Box # 153 contains several photographs that do not have section numbers.

Route 101 dates from 1926 to 1944, and contains photographs numbered from 1-7225 (Sections 1-5). These photographs show construction of the continuation of the west side Independent line (now the A/C), and run from Greenwich Village south to the Fulton Market, and into Brooklyn Heights and Downtown Brooklyn.

Section (5) consists of views along Greenwich Avenue from Seventh Avenue and West 11th Street to Sixth Avenue, Section (4) follows Sixth Avenue from West 9th Street to Broome Street. Section (3) begins at Canal Street and runs along Church Street to Chambers Street. Sections marked "3 & 4" are views along West Broadway from approximately White Street to Barclay Street, Section (1) runs along Fulton Street from Pearl Street to South Street, and continues into Brooklyn at the foot of Furman Street with views of piers, warehouses, and the Brooklyn Bridge. There are also underground views of the tunnel construction under the East River. Section (1) continues into downtown Brooklyn to High Street from between Adams and Jay Streets. (There are no photographs marked "section 2").

Views of Greenwich Village include: the Sheridan Theatre, Jefferson Market Jail (and the Jefferson Market), and St. Vincent's Hospital. Many of the photographs in sections 3 & 4 refer to the buildings depicted as "parcels", (i.e. parcel #s 75-78). These photographs are followed by shots of demolition sites, indicating that the many of the shots, taken from rooftops and rearview fire escapes, were documented in preparation for demolition. Photographs numbered from 950-1250 contain many views of tombstones in St. Paul's Chapel. In some cases, cards with numbers were placed in front of the tombstones.

Photographs #s 2364-2375, and 3095-4898 (Sections 8-11) are views along Sixth Avenue from West 32nd Street to West 53rd Street, (now the F line). There are large gaps in the later group.

Route 102 dates from 1925 to 1937, and contains photographs numbered from 1-1352, (Sections 1-6). These photographs show the construction of the Eighth Avenue Independent line (now the A/C). Most views are of excavation and construction along Eighth Avenue from Bank Street to West 59th Street and Columbus Circle, and from Central Park West and 60th Street to 68th Street.

Section (1) runs from Bank Street to West 20th Street, Section (2) from 21st Street to approximately 26th Street, Section (3) from 27th street to 38th Street, Section (4) from 40th Street to 48th Street between

Eighth and Eleventh Avenues., Section (5) from 48th Street to 59th Street, Section (6) runs from 59th Street and Central Park West to 68th Street.

Views in Chelsea include the Grand Opera House, as well as several Burlesque theatres. There are several photographs in section (5) with rooftop and rear views of buildings that are labeled “parcels”. These buildings were most likely demolished to aid the construction of the subway.

Route 103 dates from May 1929 to July 1941, and contains photographs numbered from 1-1875, (Sections 1-4). These photographs show construction of the Independent line from Manhattan into Brooklyn, (now the F line).

Section (1) runs from the east side to the west side of Houston Street from Sixth Ave. to Mott Street. Section (2) runs from Houston and Elizabeth streets to Ludlow Street. Section (3) runs down Essex Street to Canal and Rutgers streets. Section (4) in Manhattan covers the areas around the east river from Rutgers Slip to South Street, and in Brooklyn along Jay Street to the Piers at John Street.

There are many views of excavation and construction along Houston Street from the west side to the east side. There are several Italian specialty shops on the west side of Houston Street. The east side of Houston Street from Chrystie to Essex Streets reveals the large Jewish neighborhood of the Lower East Side. Photographs include vendors and crowds along Orchard Street and Houston, and many signs in Hebrew along Rivington Street. Other landmarks along Houston Street include The Puck building, and the Sunshine Theatre. Photographs of buildings on Houston Street and First Ave. are labeled “parcels”. These buildings, later demolished, appear to be located near designated subway entrances.

Other views include Seward Park, located between Hester and Canal Streets. The areas around the East River in Manhattan and Brooklyn show tunnel work.

Route 104 dates from March 1927 to January 1947 and contains photographs numbered from 1-1000 (Sections 1-3). These photographs show construction of the Independent Queensboro Line (now the E & F lines).

Section (1) runs along 53rd Street from Eighth Avenue to Sixth Avenue, Section (2) from Fifth Avenue to Third Avenue, Section (3) from Second Avenue to Sutton Place, on to Welfare (Roosevelt) Island, and along Nott Avenue and East Avenue in Queens. Most views are of 53rd Street from the west to east sides. There are many underground views of tunnel construction in Queens. Landmarks include: St. Patrick’s Cathedral, and the Museum of Modern Art.

Route 105 dates from December 1927 to August 1933 and contains photographs numbered from 1-730 (Sections 1-3). These photographs show construction of the west side Independent Line to the Inwood section of Manhattan (now the A/C lines).

Section (1) runs along Fort Washington Avenue, Section (2) from runs up Broadway from Dyckman Street to 215th Street, Section (3) runs along 207th Street between Vermilyea and Post Avenues. There are also views of the train yards by the Harlem River that are not marked by section.

Other views include the Isham Park Dump, and a small shopping district along Dyckman Street, including the Dyckman Theatre.

Route 106 dates from February 1928 to December 1936 and contains photographs numbered from 1-2354 (Sections 1-7). These photographs show construction of the 8th Ave.-Concourse Independent Line (now the B/D lines) from W. 155th Street in Manhattan to E. 205th Street in the Bronx.

Section (1) spans from W. 155th and Eighth Ave. to the Harlem River, and from W. 161st to W. 209th from St. Nicholas Ave. to Ninth Ave. in Manhattan. Section (1) extends into the Bronx at 161st Street from Ogden to Jerome Avenues. Section (2) from runs E. 161st to E. 165th streets between River Avenue and the Grand Concourse. Section (3) runs along the Grand Concourse from 167th to Mt. Eden Avenue. Section (4) continues along the Grand Concourse from approximately Burnside Ave. to East Tremont. Section (5) Grand Concourse between 188th-192nd, including Fordham Road. Section (6) Grand Concourse from Kingsbridge Road to E. 206th Street. Section (7) from the intersection of Mosholu Parkway and Van Cortlandt Ave. to E. 206th Street and Bainbridge Ave. in the Bedford Park section of the Bronx.

The majority of the photographs in this route are of sections #s 6 & 7. Most views are of the excavation and construction of the subway line running along the upper portion of the Grand Concourse to the last stop on the subway line at E. 205th street and Bainbridge Avenue. In addition to the numerous court-style apartment buildings on the Grand Concourse, there are also several large detached wood-frame houses. There are a number of buildings located between 205th-206th streets from Rochambeau to Perry Avenues (section #7) that were designated for demolition, as indicated by “parcel” numbers.

The views in Manhattan show a residential neighborhood running along St. Nicholas Avenue. Other Manhattan views include the McCombs Dam Viaduct and the Harlem River Speedway.

Series V. Miscellaneous includes photographs that are not organized or identified by a specific Contract or Route number. In many cases it is difficult to determine what the titles on these photographs mean. Some of these photographs do not appear to have anything to do with subway construction, but were probably taken for other projects the Public Transit Commission was working on. Others have dates after the original gift of the collection, but are clearly photographs from the same source.

One folder holds photographs taken as evidence for the legal case “8th and 9th Avenue Railroad vs. NY et al.” Photographs are of train tracks embedded in the street. “57th ST. D. L. [Duct Line] Job 620” contains photographs taken along 57th street from Eleventh Avenue to Third Avenue. “59th Street Power House” shows the exterior of the modern powerhouse in 1958 with views of the East River.

“Central Methodist Episcopal Church” on St. Felix Street and Hanson Place in Brooklyn shows interior and exterior views of the church in 1929, when the building was condemned by the city as unsafe. Later photographs show the demolition of the church. It seems possible that this was happening as work on some IND lines in Brooklyn was going on, and the subway photographer took these pictures as part of his job. “Delancey Street Widening” contains a few photographs from the 1950 street widening at Essex Street.

Photographs in folders marked “E.I.B.” show electrical equipment and wires. They also show power plants belonging to other corporate entities, such as the Long Island Rail Road Company and the xx. Several IRT substations are also shown. “I.B” folder contains photos of steel pressing instruments and scientific labs.

“Job 559” contains 3 photographs from 1917. Job 559 had something to do with the 149th Street tunnel; these photographs are of exposed rock at Spencer Place.

“M4” is photographs of Church Ave. Station, Prospect Park Station, and Parkside Ave. Station – on the modern D/Q line, which is otherwise not represented in the collection. “M6” and “M21” are photographs of the Myrtle Avenue elevated railroad tracks. “M7” is photographs of the Fresh Pond Road Yards, Fresh Pond Road Station and Forest Avenue Station on the modern M line. “M8” shows the route of the “Sea Beach line,” a train service out to Coney Island. This is now the far end of the modern F line along West 8th Street – King’s Highway. “M9” shows building of the subway track at Coney Island along Neptune Avenue. The interior of the Brighton Beach Station is pictured. “M14” contains 4 photographs that show the laying of foundations for elevated rail lines. “M20” and “M23” show construction to the elevated tracks along Fulton Street in Brooklyn. These tracks would later be dismantled and an underground line built. “M24” contains a few photographs of elevated tracks on the “Liberty Avenue Line,” which is now the Lefferts Blvd. Terminus of the A train.

“Q.S.R.R. Duct Line” contains photographs of the laying of the airduct for the Queens Surface Rail Road (which may be equivalent to the number 7 Train.) The views are in Manhattan, on 44th Street and First and Second Avenues. These photographs have a lot of children and onlookers in them. “Queens Vehicular Tunnel” shows the drilling in preparation for the construction of the Midtown Tunnel at 38th Street. Photographs show the Queens waterfront along Long Island City. Several photos show children swimming in the East River.

“RI-10” contains photographs showing the Third Avenue elevated railroad and the construction of a new Harlem River el bridge. “RI-11” shows the Ninth Avenue el. “RI-13” and “RI-15” contain photos showing the shoring of tracks along Sedgewick and Jerome Avenues in the Bronx.

“Southern Boulevard D. L.” shows views under elevated railroad tracks along Southern Boulevard in the Bronx. “Subway Station Sites – IND System” contains photos that show the exterior [usually the rear view] of buildings sitting on the sites of proposed subway stations on the Independent Lines. There are few clues as to which stations or on which line these are.

DATABASE INFORMATION

In order to facilitate access to the collection, photographs were entered into a database. Often a group of photographs show the same intersection or street, and each group taken on the same date was entered as one entry. For example, 10 photographs showing construction on Fourth Avenue from 14th to 22nd Streets were entered as one range. Researchers should be able to search or browse the database in order to find more specific intersections or neighborhoods.

Photographs of underground construction were not indexed by location, but were noted (by a checkbox) as being “underground” and are ordered by date as are the other photographs. In many cases, these photographs are the most detailed in terms of workers pictured, and researchers interested in those men who built the subway will want to look at these photographs. However, as the main use of the collection is to find street scenes or the built environment, the underground photographs were not the cataloging priority. Any views of interiors or exteriors of subway stations have been noted as such in the “Notes” column of the database.

For ease of use, separate database tables were created for each borough. As many of the routes described above reached into more than one borough, it is often the case that photographs from one Contract or Route can be found in two databases.

Street names were entered as they appeared on the photographs. In some cases, the street names have changed. For example, Elm Street is now Lafayette Street. No attempt was made to correct or update these antiquated names. Researchers should be sure to take this into consideration when looking for photographs.

Box Folders

Series I. Contract One

1900 May-1932 Feb.

This series covers construction on the following modern subway lines:

- 1/9 from Times Square to 242nd Street (Manhattan & Bronx)
- 2 from 96th Street to E. 180th Street (Manhattan & Bronx)
- 4/5/6 from City Hall to 42nd Street (Manhattan)
- 42nd Street Shuttle from Grand Central to Times Square (Manhattan)

1	9	#s 1 - 450	1900 May-Oct.
2	8	#s 451 – 850	1900 Oct.-1901 Mar.
3	8	#s 851 – 1250	1901 Mar.–Aug.
4	7	#s 1251 - 1600	1901 Aug.–1902 Feb.
5	8	#s 1601 – 2000	1902 Feb.-1902 Jul.
6	10	#s 2001-2550	1902 Jul.-Dec.
7	11	#s 2551-3100	1902-Dec.-1903 Apr.
8	8	#s 3101-3800	1903 Apr.-Sep.
9	11	#s 3801-5000	1903 Sep.-1904 Jun.
10	10	#s 5001-6400	1904 Jun.-1906 Aug.
11	9	#s 6401-6850	1906 Aug.-1909 Jan.
12	6	#s 6851-7150	1909 Jan.-1910 Sep.
13	6	#s 7151-7450	1910 Nov.-1913 May
14	9	#s 7451-7900	1913 May-1924 Oct.
15	2	#s 7900-8000	1925 May-1932 Feb.

Box Folders

Series II. Contract Two 1903 Mar-1921 Jan.

This series covers construction on the following modern subway lines:

4/5 from City Hall to Atlantic Avenue (Manhattan and Brooklyn)

16	10	#s 1-500		1903 Mar-1904 May
17	10	#s 501-1000	1904 Jun-1905 Feb.	
18	10	#s 1001-1050		1905 Feb.-1905 Aug.
19	9	#s 1501-1950		1905 Aug.-1906 Dec.
20	9	#s 1951-2400		1906 Dec.-1907 Dec.
21	9	#s 2401-2850		1907 Dec.-1911 Jan.
22	3	#s 2851-3002		1911 Jan.-1921 Jan.

<u>Box</u>	<u>Folders</u>		
		Series III. Dual Contracts	1907 Jun.-1941 Oct.
		CONTRACT THREE	
		General	
23	8	#s 7551-7950	1918 Dec.-1926 Jun
		Rte 4 & 38 (Manhattan) 1 from Vesey Street to Times Square	
24	7	#s 1-350	1913 Dec.-1914 Mar.
25	7	#s 351-700	1914 Mar.-1914 May
26	6	#s 701-1000	1914 May- 1914 Jun.
27	6	#s 1001-1300	1914 Jun.-1914 Aug.
28	7	#s 1301-1650	1914 Aug.-1914 Oct.
29	6	#s 1651-1950	1914 Oct.-1915 Jan.
30	7	#s 1951-2275	1915 Jan. -1915 Apr.
31	7	#s2276-2550	1915 Apr.-1915 Sep.
32	7	#s2551-2800	1915 Oct.-1916 Apr.
33	7	#s 2801-3150	1916 Apr.-1917 Feb.
34	7	#s 3151-3450	1917 Feb.-1918 Mar
35	3	#s 3451-3571	1918 Mar-1921 Apr.
		Rte 5, Sections 6-15 (Manhattan and Bronx) 6 from 28th Street to Pelham Bay 4 from 42 nd to Woodlawn, 5 from 42 nd to Eastchester	
36	7	#s 1-350	1911 Aug.-Nov.
37	7	#s 351-700	1911 Nov.-Dec.
38	8	#s 701-1100	1911 Dec.-1912 Mar.
39	8	#s 1101-1500	1912 Mar.-Apr.

Box Folders

Series III. Dual Contracts (cont.)

CONTRACT THREE (cont.)

Rte 5, Sections 6-15 (Manhattan and Bronx) (cont.)

40	9	#s 1501-1950	1912 Apr.-Jun.
41	10	#s 1951-2450	1912 Jun.-Oct.
42	8	#s 2451-3000	1912 Oct.-1913 Mar.
43	8	#s 3001-3400	1913 Mar.-Jun.
44	9	#s 3401-3850	1913 June-Oct.
45	10	#s 3851-4350	1913 Oct.-1914 Mar.
46	8	#s 4351-4750	1914 Mar.-Jul.
47	7	#s 4751-5100	1914 July-Oct.
48	10	#s5101-5600	1914 Oct.-1915 May
49	7	#s5601-5950	1915 May-1917 Sep.
50	8	#s 5951-6350	1917 Sep.-1940 Apr.

Rte 12 (Brooklyn)

1 from Atlantic Ave. to between Utica Ave. & Sutter Stns

51	7	#s 1-350	1914 May-1915 Mar.
52	7	#s 351-700	1915 Mar.-Sep.
53	7	#s 701-1050	1915 Sep.-1916 Jul.
54	7	#s 1051-1400	1916 Jul-1917 Sep.
55	7	#s 1401-1750	1917 Sep.-1923 Apr.

Box Folders

Series III. Dual Contracts (cont.)

CONTRACT THREE (cont.)

Rte 29 (Brooklyn)
2/5 from President St. to Flatbush Ave.

67	6	#s 1-300	1914 Mar.-1916 Feb.
68	6	#s 301-600	1916 Feb.-May
69	6	#s 601-900	1916 May-Sep.
70	7	#s 901-1203	1916 Sep.-1921 Feb.

Rte 31 (Brooklyn)
3 (along Livonia) from between Hopkinson and Elton Avenues
L to Canarsie from between Livonia and Flatlands Avnues

71	6	#s 1-300	1916 Mar.-1920 Sep.
72	4	#s 301-500	1920 Sep.-1933 Jun.

Rte 35 & 67 (Manhattan)
7 down 42nd Street from Grand Central to Times Square

73	6	#s 1-300	1922 May-1924 Apr.
74	3	#s 301-450	1924 Apr.-1926 Nov.

Rte 36 & 37 (Queens)
7 from Queensborough Plaza to Alburdis Ave.
N from Queensborough Plaza to Ditmars Blvd

75	7	#s 1-350	1913 Mar.-1917 Jan.
76	2	#s 351-450	1917 Jan.-1933 Jun.

Rte 43 (Manhattan)
Park Avenue tunnel

77	6	#s 1-300	1914 Jul.-1915 Dec.
78	7	#s 301-650	1915 Dec.-1925 Feb.

Box Folders

Series III. Dual Contracts (cont.)

CONTRACT THREE (cont.)

Rte 48 (Manhattan and Brooklyn)

2/3 from btwn Clark & Borough Hall to btwn Cortlandt & Chambers

79	7	#s 1-300	1912 Nov.-1914 Dec.
80	6	#s 301-600	1914 Dec.-1915 Apr.
81	6	#s601-900	1915 Apr.-Jul.
82	6	#s901-1200	1915 Jul.-1916 Mar.
83	6	#s1201-1500	1916 Mar.-1917 Jul.
84	6	#s1501-1800	1917 Jul.-1924 Aug.

Rte 50 (Queens)

Completion of Steinway tunnel

85	3	#s 1-150	1913 Jan.-1925 Nov.
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Rte 52 (Queens)

7 from Alburdis Ave. to Main St., Flushing

86	8	#s 1-400	1923 Apr.-1939 Apr.
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Box Folders

Series III. Dual Contracts (cont.)

CONTRACT FOUR

Rte 4 & 36 (Manhattan)

N/R from Union Square to 60th St. and East River tunnel

87	7	#s 1-350	1913 Aug.-1914 Oct.
88	6	#s 351-650	1914 Oct.-1915 Jun.
89	7	#s 651-1000	1915 Jun.-1916 Jan.
90	6	#s 1001-1300	1916 Jan.-1917 May
91	7	#s 1301-1650	1917 May-1928 May

Rte 5, Sections 1-5 (Manhattan)

N/R from Morris Street to Union Square

92	9	#s 851-2100	1912 Feb.-Jul.
93	10	#s 2126-3003	1912 Aug.-1913 Mar.
94	14	#s3017-3950	1913 Mar.-Nov.
95	12	#3983-5258	1913 Dec.-1914 Dec.
96	11	#5297-6160	1914 Dec.-1929 Mar.

Rte 8 (Manhattan and Brooklyn)

L train, entire line

97	7	#s 1-350	1915 Jan-1916 Jun.
98	7	#s 351-700	1916 Jun.-Sep.
99	6	#s 701-1000	1916 Sep.-Dec.
100	6	#s 1001-1300	1916 Dec.-1917 Sep.
101	6	#s 1301-1600	1917 Sep.-1918 Jul.
102	6	#s 1601-1900	1918 Jul.-1920 Apr.
103	7	#s 1901-2250	1920 Apr.-1922 June

Box Folders

Series III. Dual Contracts (cont.)

CONTRACT FOUR (cont.)

Rte 8 (Manhattan and Brooklyn) (cont.)

104	7	#s 2251-2600	1922 June-1924 Nov.
105	7	#s 2601-2950	1924 Nov.-1925 Jan.
106	7	#s 2951-3300	1925 Jan.-Mar.
107	7	#s 3301-3650	1925 Mar.-1926 Aug.
108	6	#s 3651-3950	1926 Aug.-1928 Sep.
109	5	#s 3951-4200	1928 Sep.-1932 May

Rte 9-0 (Manhattan)

J/M/Z from Delancey Street to Chambers, "Centre Street Loop"

110	7	#s 1-350	1907 Jun.-Sep.
111	7	#s 351-700	1907 Sep.- 1908 Jul.
112	7	#s 701-1050	1908 Jul.-1909 Jul.
113	7	#s 1051-1400	1909 Feb.-1910 Feb.
114	6	#s 1401-1700	1909 Feb.-1937 Oct.

Rte 9-C (Brooklyn)

N/R along Flatbush from Willoughby to Ashland Place

115	19	#s 1-1800	1909 Nov.-1911 Oct.
116	14	#s 1801-3150	1911 Dec.-1913 Nov.
117	4	#s 3150-3550	1913 Nov.-1921 Nov.

Box Folders

Series III. Dual Contracts (cont.)

CONTRACT FOUR (cont.)

Rte 11 (Brooklyn)

N/R from Atlantic Avenue and Fourth Avenue to 95th Street

118	8	#s 1-400	1909 Dec.-1910 Mar.
119	8	#s 401-800	1910 Mar.-Jun.
120	8	#s 801-1200	1910 Jun.-Nov.
121	8	#s 1201-1600	1910 Nov.-1911 Jul.
122	8	#s 1601-2000	1911 Jul.-1912 May
123	8	#s 2001-2400	1912 May-Nov.
124	8	#s 2401-2800	1912 Nov.-1913 Apr.
125	8	#s 2801-3200	1913 Apr.-1914 Feb.
126	7	#s 3201-3550	1914 Feb.-1923 Nov.
127	4	#s 3551-3750	1923 Nov.-1928 Apr.

Rte 20 (Manhattan)

Canal Street from Broadway to Bowery

128	4	#s 1-200	1914 Aug.-1917 Mar.
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Rte 33 (Brooklyn)

Connects J/M/Z and N/R tunnels to Flatbush Avenue

129	7	#s 1-350	1914 May-1915 Jan.
130	6	#s 351-650	1915 Jan.-Jun.
131	7	#s 651-1000	1915 Jun.-Dec.
132	6	#s 1001-1300	1915 Dec.-1916 May
133	7	#s 1301-1650	1916 May-1918 May
134	6	#s 1651-1950	1918 May-1931 Apr.

<u>Box</u>	<u>Folders</u>		
		Series IV. Independent City Lines	1924 Jul.-1947 Jan.
		Rte 78 (Manhattan) A/C from between 59 th and 72 nd Streets to 190 th Street	
145	7	#s 1-350	1924 Jul. – 1925 Apr.
146	7	#s 351-700	1925-Apr. - Jul.
147	6	#s 701-1000	1925 July - Aug.
148	7	#s 1001-1350	1925 Aug. -Sep.
149	7	#s 1351-1700	1925 Sep. - 1926 Jan.
150	7	#s 1701-2050	1926 Feb. - Apr.
151	8	#s 2051-2450	1926 Apr.-1927 Jan.
152	7	#s 2451-2800	1927 Mar.-1928 Mar.
153	5	#s 2801-3050	1928 May-1945 Mar.
		Rte 101 (Manhattan, Brooklyn) A/C from above W. 4 th Street to between High and Jay Streets F from above W. 4 th Street to about 50 th Street	
154	7	#s 1-350	1926 Dec.-1927 Feb.
155	7	#s 351-700	1927 Feb.
156	7	#s 701-1050	1927 Feb.- May
157	6	#s 1051-1350	1927 May-1928 Jan.
158	6	#s 1351-1650	1928 Jan.-Apr.
159	6	# 1651-1950	1928 Apr.-Jun.
160	6	#s 1951-2250	1928 Jun.-1929 Mar.
161	6	#s 2251-2550	1929 Mar.-1930 Feb.
162	6	#s 2551-2850	1930 Feb.-1931 July
163	4	#s 2851-7225	1931 Jul.-1944 Sep.

Box Folders

Series IV. Independent City Lines (cont.)

Rte 102 (Manhattan)

A/C from above West. 4th Street to between 59th and 72nd Streets

164	7	#s 1-350	1925 Oct.-1926 Jan.
165	6	#s 351-650	1926 Jan.-Mar.
166	6	#s 651-950	1926 Mar.-May
167	6	#s 951-1250	1926 May-1929 Apr.
168	3	#s 1251-1350	1929 Jun.-1937 Jun.

Rte 103 (Manhattan, Brooklyn)

F from below West 4th Street to between High and Clark Streets

169	6	#s 1-300	1929 May-1929 Jun.
170	6	#s 301-600	1929 Jun.-Sep.
171	6	#s 601-900	1929 Jun.-1930 May
172	6	#s 901-1200	1930 May-Jul.
173	6	#s 1201-1500	1930 July-Aug.
174	5	#s 1501-1750	1930 Aug.-1931 Dec.
175	3	#s 1751-1875	1931 Dec.-1941 Jul.

Rte 104 (Manhattan, Queens)

E along 53rd Street west to east

Welfare (Roosevelt) Island and Nott Ave in Queens

176	7	#s 1 – 350	1927 Mar.-Apr.
177	7	#s 351-700	1927 Apr.-Oct.
178	6	#s 701-1000	1927 Oct.-1947 Jan.

Box Folders

Series IV. Independent City Lines (cont.)

Rte 105 (Manhattan)

A/C from 190th Street to 207th Street

179	6	#s 1-300	1925 Dec.-1926 Nov.
180	6	#s 301-600	1926 Nov.-1928 Jul.
181	3	#s 601-730	1928 Jul.-1933 Aug.

Rte 106 (Manhattan, Bronx)

B/D from above 145th Street to 205th Street

182	6	#s 1-300	1928 Feb.- 1928 Nov.
183	6	#s 301-600	1928 Nov.-1929 Jan.
184	6	#s 602-900	1929 Jan.- Mar.
185	6	#s 901-1200	1929 Mar.-Jun.
186	6	#s 1200-1500	1929 Jun.-Sep.
187	6	#s 1501-1800	1929 Aug.-1930 Nov.
188	6	#s 1801-2100	1930 Nov.-1931 Jul.
189	6	#s 2101-2354	1931 Jul.-1936 Dec.

Rte 107 (Brooklyn, Queens)

G from Court and Bergen Streets to above Court Square

190	6	#s 1-300	1927 Dec.-1928 Jan.
191	6	#s 301-600	1928 Jan.-Feb.
192	6	#s 601-900	1928 Feb.-Mar.
193	6	#s 901-1200	1928 Mar.-Jul.
194	6	#s 1201-1500	1928 Jul.-Oct.
195	6	#s 1501-1800	1928 Oct.
196	6	#s 1801-2100	1928 Oct.-1929 Nov.

Box Folders

Series IV. Independent City Lines (cont.)

Rte 107 (Brooklyn, Queens) (cont.)

G from Court and Bergen Streets to above Court Square

197	6	#s 2101-2400	1929 Nov.-Dec.
198	6	#s 2401-2700	1929 Dec.-1930 Jan.
199	6	#s 2701-3000	1930 Jan.-Jun.
200	6	#s 3001-3300	1930 Jun.-1931 Jan.
201	6	#s 3301-3600	1931 Jan.-Feb.
202	6	#s 3601-3900	1931 Feb.-Mar.
203	6	#s 3901-4200	1931 Mar.
204	6	#s 4201-4500	1931 Mar.-Apr.
205		#s 4500-4800	1931 Apr.-1932 Jun.

Rte 108 (Queens)

G/F from above Court Square to 169th Street

206	6	#s 1-300	1928 Dec.-1929 Jan.
207	6	#s 301-600	1929 Jan.-Feb.
208	6	#s 601-900	1929 Feb.-Mar.
209	7	#s 901-1250	1929 Mar.-Jun.
210	6	#s 1251-1550	1929 Jun.-Aug.
211	7	#s 1551-1900	1929 Aug.-1930 Jan.
212	6	#s 1901-2200	1930 Jan.-May
213	6	#s 2201-2500	1930 May-Oct.
214	6	#s 2501-2800	1930 Oct.-Dec.
215	6	#s 2801-3100	1930 Dec.-1931 Feb.
216	8	#s 3101-3600	1931 Feb.-Apr.

Box Folders

Series IV. Independent City Lines (cont.)

Rte 108 (Queens) (cont.)

G/F from above Court Square to 169th Street

217	8	#s 3601-4000	1931 Apr.-Jul.
218	8	#s 4001-4400	1931 Jul.-1932 Dec.
219	7	#s 4401-4750	1932 Dec.-1941 Apr.

Rte 109 (Brooklyn)

F from between High and Clark Streets to Ditmas Avenue

220	6	#s 1-300	1927 Nov.-1928 Apr.
221	6	#s 301-600	1928 Apr.-May
222	6	#s 601-900	1928 May
223	6	#s 901-1200	1928 May-Sep.
224	6	#s 1201-1500	1928 Sep.-Oct.
225	6	#s 1501-1800	1928 Oct.-Dec.
226	6	#s 1801-2100	1928 Dec.
227	6	#s 2101-2400	1928 Dec.-1929 Apr.
228	6	#s 2401-2700	1929 Apr.-1930 Mar.
229	6	#s 2701-3000	1930 Mar.-May
230	6	#s 3001-3300	1930 May-Oct.
231	6	#s 3301-3600	1930 Oct.-1931 Oct.
232	4	#s 3601-3800	1931 Oct.-1938 Feb.

Box Folders

Series IV. Independent City Lines (cont.)

Rte 110 (Brooklyn)

A/C from between Lafayette and Fulton Streets to Euclid Avenue

233	6	#s 1-300	1929 Mar.-Apr.
234	6	#s 301-600	1929 Apr.
235	6	#s 601-900	1929 Apr.-May
236	6	#s 901-1200	1929 May-1930 Mar.
237	6	#s 1201-1500	1930 Mar.
238	6	#s 1501-1800	1930 Mar.-Apr.
239	6	#s 1801-2100	1930 Apr.-Jul.
240	6	#s 2101-2400	1930 Jul.-Aug.
241	6	#s 2401-2700	1930 Aug.-1931 Aug.
242	5	#s 2701-2950	1931 Aug.-1938 Sep.

<u>Box</u>	<u>Folders</u>		
		Series V. Miscellaneous	1913-1950
243	1	8th and 9th Avenue Railroad vs. NYC	1928
	2	57 th St. D. L. Job 620	1917-18
	1	59 th St. Power House	1958
	1	Central Methodist Episcopal Church	1929
	1	Delancey Street Widening	1950
	3	E.I.B.	1917-18, undated
	1	I.B.	undated
	1	Job 559	1917
244	1	M4	1916-18
	1	M6	1913-14
	1	M7	1914-15
	2	M8	1914-20
	1	M9	1916-23
	1	M14	1916
	1	M20	1914-15
	1	M21	1915
	1	M23	1915-19
	1	M24	1914
	1	M25	1916-17
245	1	Q.S.R.R. Duct Line	1916
	1	Queens Vehicular Tunnel	1930
	1	RI-10	1914-15

Box Folders

Series V. Miscellaneous (cont.)

[245]	1	RI-11	1914-20
	1	RI-12	1918
	1	RI-13	1916-18
	1	RI-15	1916
	1	RM-I-T	1914
	1	Southern Boulevard D. L.	1917
	1	Subway Station Sites – IND System	1929
	1	Miscellaneous	undated