

I am announcing all of Staten Island Subway lines are being reworked on and revised

This line will be base on History these routes was originally proposed in 1922 but never built (actually the sections of the tunnel was built)

#### The Southfeild Avenue Line

4 layup tracks will start from fith Avenue and 67th Street, Brooklyn as a subway thence along 67th Street to fouth Avenue to marge with 2 other tracks connection at 3rd Avenue from Fourth Avenue subway at 61 street to 67th street thence to be continued on 67th street then under Narrows to Bay street Staten Island, and thence through bay street to nixon street, thence to be continued as a two three-track elevated line through Bay Street, Southfield Avenue to Reynolds street, thence through private property for about 2500ft to Clove Road, thence through new road being built called Louisiana Road to Old Town Road, back to thence through Southfield Avenue to

Bardlay Avenue, thence through private property (that farmland park soon be extension of Southfield Avenue and new road named Tiffany Road) to Amboy Road thence through Amboy Road to end of Staten Island in tottenville then back as a subway under Arthor Kill to Perth Amboy, New Jersey.

It was decided it won't take over SIR Tottenville Railway from B & O instead IND Tottenville-Perth Amboy line will parallel SIR Tottenville line due to Governor Al Smith wanted to keep SIR Tottenville for freight service.

[Notice Southfeild Avenue was renamed Hylan Blvd.]

#### SIR North Shore Line

It would have Branches off at ST George then curve North on ST Mark Place to Westervelt Avenue as a 3 track subway line, then would have emerged to follow the SIR North Shore ROW to Port Ivory, then to Elizabeth NJ, 2 tracks to Elizabeth New Jersey. But only 2 stations was built to New Brighton-Jersey St and also it was built as a 2 track line instead of 3 tracks.

#### History (fictional)

Under this 1913 Dual Contract Proposal the City and BMT wanted to expended Dual Contracts to Staten Island but in early 1920's Mayor John F. Hylan tried to block the construction from going through or from being completed even through construction has started in two places, one in Dec 1917 at Huguenot Av on Amboy Road (that was before he came in office) and other place in June 1922 at 67th Street near 1st Ave, due to also he made sure that any other remaining portions of the Dual Contracts that were still not built at the time would not get built during his tenure at City Hall. There was no way that he would spend City money for the private traction interests. But the NY Governor Al Smith and his state legislators took BMT side when it comes to building a subway line in Staten Island because they felt that Richmond County (Staten Island) need a subway line really bad. So in 1924 a compromise was reached between BMT, City hall and NY state legislators regarding to continue construction building subway/elevated line in Staten Island. Then City hall and NY state legislators made BMT change the length of the station platforms to 600ft from 530ft before construction can be completed at any station in Staten Island by BMT agreeing to it that made it easier for IND to take over, that was the plan behind the scenes. In 1927 when BMT got into financial problems so they abandoned construction, then around July 1927 IND took over to finish the construction. Stations between Bay Terrace to Perth Amboy and New York Harbor/Narrows Tunnel was constructed by BMT awhile IND took over the rest of the stations

#### IND Victory boulevard

Under this 1929 IND second system proposal this line would branch off the Tottenville Line at the south end Tompkinsville station thrn curve west under Grant Street then under private property and merge as a elevated at Ward Avenue then curve south-west above Victory Blvd at Austin Place, then continues above Victory Blvd to end of Staten Island in Chelsea, then goes back underground to cross Arthur Kill River to Carteret New Jersey the line ends at Roosevelt Avenue and Beverly Street. This line was completed on June 1, 1937. Originally 85% of the route supposed to be underground (from Tompkinsville to Harvey Avenue) then it was change to 85% of the being elevated due to being 4 times cheaper to build elevated structure as oppose to building a subway. Total cost to build this route was \$32,500,000