**The Birth of the IND Staten Island Line. (Fictional story)**

On July 16, 1924 the Board of Transportation lay out plans to build a subway in Richmond County, but to realize the Staten Island would be too costly to build due the long 2 mile tunnel under the Narrows, Soil problems in Richmond County and lots of places required boring methods similar to the ones on 8th Avenue Line between 200 Street to 175 Street. Anyway they said it’s needed.

The basic plan was: Connecting the IND Culver at Church Avenue to the Staten Island Line, then via 67 Street to river (The Narrows) to Richmond County then under Richmond Road to Dongan Hills as the southern terminal.

On Oct 2, 1924 Board of Transportation wanted additional funds for Staten Island subway construction along with other city owed subway lines construction that now taking place. The legislation didn’t go over very well like mayor Hylan and Board of Transportation wanted to. Albany made him take the original plan off the table because Legislators and the Governor felt it was unfair to mid and south Richmond county residents not have access to any subway line to Manhattan, Albany wanted New York City population to spread out and it would be too costly. Instead the New Jersey and New York State legislators proposed their own version.

Here was their proposal: Staten Island Line would start from at Hoyt Street connecting to the 8 Avenue/Fulton Street Line then to Perth Amboy, New Jersey. The Line would run under Schermerhorn Street then under Flatbush Avenue to connect to the BMT 5th Avenue Elevated Line (actually recapturing it then modify it including modifying the stations to 600ft) to 60th Street then underground at 3rd Avenue then to Richmond County then run under Richmond Road to Gramere then Elevated all the way to Perth Amboy, New Jersey also there is a proposal to build the Woodbridge branch from Van Burnt Street to Sewaren, New Jersey that proposal was approve by the City of New York and New Jersey around December 1924.

On January 2, 1925 New Jersey and New York State Legislators, Board of Transportation and Mayor Hylan agreement was reached because it would be the best thing for New York City and Specially Staten Island residents. The only bad thing about this proposal it would put Baltimore and Ohio’s South Shore Line out of business in Richmond County.

On May 31, 1925 construction begins, the entire line was built as a three track line, which city officials didn’t agreed with at first. Mayor Jimmy Walker, board of Transportation, New Jersey and New York State Legislators agreed to have the majority of section Staten Island Line build as a El, which they didn’t the idea of elevated subways it was due to financial problems, stock market clash in 1929 that for force them change construction methods, while the line was under construction already. On August 18, 1939 the entire line was finish wow 16 years to finish.

Around 1940’s the Richmond County population bloom 3 times faster than expected. On April 16, 1947 the IND and city was aware that Staten Island line was suffering a severe overcrowding the city known this would happen. Thank goodness the line was built with provisions to add 2 or 3 additional tracks to relieve congestion. On June 1, 1952 construction begins at the escape wall near Grasmere it went as planned because it didn’t cost as much, the City was pleased that they didn’t have build a extra tunnel in the Narrows because six tunnels are already built back late 1920’s, 3 of them used for active service, the other inactive with no tracks, signals it was built just in Case if it warrant it to be active. Also there are provisions to connect with any of the BMT and IND trunk lines. On July 16, 1956 Staten Island west line and lower level of the Staten Island Line opened that solved the problem.

To this day least Staten Island (Richmond County) residents got one subway line that better than having nothing. The funny thing is their only two ways to get from Staten Island to Manhattan IND Staten Island Line, Staten Island Expressway (I-278). Most of the Staten Island Line stations has been renovated a little bit in very good shape, but the Staten Island West line in bad shape those stations will be renovated in 2009.

Chelsea Yard’s car assignments

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R32 190 cars total 19 Trains

R40 180 cars total 18 Trains

R46 400 cars total 50 Trains

R160B 220 cars total 22 Trains

Car assignments

Line R-type Total Trains

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(W) 160 R40, 200 R46, 50 R160B. Total 41 Trains

(X) 160 R32, 168 R46, 150 R160B. Total 51 Trains

Staten Island Main Line chaining

Station Name Start End Notes

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Court Street 781+45 787+45

Hoyt-Schermerhorn 762+30 768+30 Tied to IND A

Atlantic Avenue 738+30 744+30 lower level start 738+30 end 744+90

Union Street 711+80 717+80

9th Street 685+20 691+20

Prospect Avenue 662+00 668+00

25th Street 638+00 644+00

36th Street 610+20 616+20 lower level start 611+00 end 617+15

45th Street 582+20 588+20

53th Street 562+70 568+70

4th Avenue/60th Street 538+50 544+50 lower level start 537+00 end 543+60

1st Avenue 522+35 528+50

ST George 414+20 420+40 lower level start 414+00 end 420+15

Tompkinsville 395+60 401+80

Stapleton 379+60 385+60

Clifton 349+50 355+50

Tompkins Avenue 329+85 336+45

Interstate 278 304+00 310+00

Grasmere 281+50 287+50

Old Town 256+90 263+50

Dongan Hills 226+90 232+90

Jefferson Avenue 199+55 205+55

Grant City 172+20 178+20

New Dorp 148+60 155+20

Oakwood Heights 125+50 131+50

Buffalo Street 106+35 112+35

Bay Terrace 88+75 94+75

Chelsea Road 70+00 76+60

Great Kills 52+00 58+00

Elmwood Avenue 25+40 32+00

Eltingville 0+00 6+60 this the end of zero point of IND Chaining SIR U Chaining starts because south of Eltingville tracks is in the SIR Division.

Van Brunt Street 21+50 15+50

Annadale 41+10 35+50

Heenan Avenue 65+75 59+60

Huguenot 84+20 78+05

Princess Bay 130+65 124+50

Pleasant Plains 169+30 163+15

Richmond Valley 215+45 209+30

Nassau 250+60 244+45

Atlantic 277+10 271+10

Tottenville 312=70 306+10

Perth Amboy 364+70 358+70

Uses U chaining

STATEN ISLAND WEST LINE

Sherman Avenue 390+20 396+20

Cebra Avenue 365+05 371+70

Neckar Avenue 239+90 246+05

Uses N chaining

NEW JERSEY EXTENSION LINE

Annadale Road 78+00 52+00

Drumgoole Road 79+00 73+00

Woodrow Road 104+00 98+00

Hampton Gardens 127+25 121+25

West Service Road 149+85 143+85

Octavia Booker 167+40 161+40

Jamiel Pauling 219+40 213+40

Leber Avenue 254+00 248+00

Rahkiah Booker 278+00 272+00

East Tappen Street 301+50 295+50

Ciff Road 323+50 295+00

Woodbridge Avenue 383+50 317+90

Uses N chaining