

# The Bulletin



**New York Division, Electric Railroaders' Association**

Vol. 50, No. 5

May, 2007

## The Bulletin

Published by the New York Division, Electric Railroaders' Association, Incorporated, PO Box 3001, New York, New York 10008-3001.

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## SECOND AVENUE SUBWAY CONSTRUCTION CONTRACT SIGNED

On March 20, 2007, the Metropolitan Transportation Authority announced that it had assigned the first contract for the construction of the Second Avenue Subway. This \$337 million contract was awarded to a joint venture of three companies: Skanska USA Civil, Schiavone Construction, and J.F. Shea Construction. Their bid was about \$13 million less than the \$350 million estimate.

Groundbreaking took place on April 12 at E. 99<sup>th</sup> Street and Second Avenue at the south end of one of the three short disconnected sections built in the 1970s. Layup tracks may be installed in a portion or the entire previously built tunnel.

The first phase will extend from E. 96<sup>th</sup> Street to E. 63<sup>rd</sup> Street, where the tracks will be connected to the unused northerly tracks under E. 63<sup>rd</sup> Street. It is believed that ② trains, which currently terminate at 57<sup>th</sup> Street-Seventh Avenue, will be rerouted via 63<sup>rd</sup> Street and the new subway to 96<sup>th</sup> Street.

When construction starts, two lanes of traffic on Second Avenue between E. 96<sup>th</sup> and E. 92<sup>nd</sup> Streets will be closed while subsurface structures are relocated. Six to eight months later, the contractor will dig a giant hole at E. 93<sup>rd</sup> Street to lower the Tunnel Boring Machine 70 feet below the street. Meanwhile, trucks will be delivering supplies and hauling away soil and rocks. To avoid disturbing residents, work above ground is not allowed between 10 PM and 7 AM. The boring machine, which should not disturb the residents, will

operate more or less continuously.

A newspaper article reveals that officials are concerned about a \$54 million overrun of the \$191 million estimate for acquiring property. To make room for fan chambers and emergency exits, MTA will demolish five buildings located at:

- Southwest corner of E. 97<sup>th</sup> Street and Second Avenue
- Northwest corner of E. 83<sup>rd</sup> Street and Second Avenue
- Northwest corner of E. 72<sup>nd</sup> Street and Second Avenue
- Two buildings on the northwest corner of E. 69<sup>th</sup> Street and Second Avenue

MTA will also buy portions of basements or ground floors of 24 buildings to be used as station entrances.

Work on the first phase, with stations at 96<sup>th</sup> Street, 86<sup>th</sup> Street, and 72<sup>nd</sup> Street, should be completed in 2013. If funds are available, extensions will be in service as follows:

2014-2018	125 <sup>th</sup> Street to 96 <sup>th</sup> Street
2015-2018	63 <sup>rd</sup> Street to Houston Street
2017-2020	Houston Street to Hanover Square

The original route of the Second Avenue Subway was published in a September 16, 1929 newspaper. Plans showed a line extending from Pine Street via Water Street, New Bowery, Chrystie Street, and Second Avenue with two branches serving the north-east Bronx. The estimated cost of the line

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**Next Trip: Trolley Museum Weekend in New England — May 19-20**