
easy fish to draw 42nd St 8th Ave abandoned subway station

Posted by Peter T. Daniels - 2008/05/15 19:02

I don't want it to seem as though I'm contradicting you, but it's as hard to say that WTC and Chambers St. are one station as it is to say that the BMT Canal St. complex is one station. - Hide quoted text - - Show quoted text - I haven't been there for several years, but I seem to remember that some of the signs on the platform at WTC actually say Chambers St, in the same way that Whitehall St. also has some which say South Ferry. Chambers St./WTC seems to be closer to being one station than Whitehall St. and the real South Ferry, where you have to come up to street level to get from one to the other, and you can't even get a transfer between the two. I've walked past Chambers St. and I don't remember seeing separate entrances saying chambers St. and World Trade Center; I'm not sure if I actually saw any signs which said World Trade Centre; but as I said, it's several years ago so my memory may be failing me. The street entrances to the WTC E station are behind St. Paul's Chapel on Church Street between Fulton and Vesey (and until a couple weeks ago, from the WTC PATH station concourse). The street entrances to the Chambers St. station are up at Chambers St. and a block north. There's a long uphill underground passage (outside fare control) from the WTC E entrance to the 2-3 and A-C stations. The northernmost stair from the E platform leads inside the fare control zone of the A-C and 2-3 stations.

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Posted by annie - 2008/05/15 19:02

76th St is rumored to have been opened for only a month in 1948, on the Fulton St. IND line after Euclid Ave. <http://www.columbia.edu/~brennan/abandoned/76st.html> Be sure to look at the last update of the page at the bottom. LOL! I remember when that came out. It had me going for a while. :) Somebody did eventually post the original photo that was photoshopped to get that A train at the new station. :)

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Posted by Joseph D. Korman - 2008/05/15 19:02

Although the track and platform were built with the line in 1932, it was never used until 1959 by southbound E trains in the rush hours. It was also the starting point for the extra fare Aqueduct Race Track specials until about 1981. I don't have a copy of 'The Map' to hand at the moment, but I think the 'E' line is the blue one which now comes down from the North, and terminates at a station shown on the map as 'World Trade Center', but which seems in reality to be part of another station, Chambers Street I think; is that correct? Was this abandoned platform a terminus, and if not, where did the trains go South of it? I should be over there again from the 8th to the 14th of May; I'll have to have a ride on some more of the Subway while I'm there. I think I've done getting on for half of it now. The E trains used the lower level at 42/8th and then continued on the express track during the rush hours, joining the A to continue into Brooklyn at that time. During non rush hours the E used the upper level and operated on the local track to the Hudson Terminal (pre-WTC name). Yes, Chambers St/Hudson Terminal (WTC) is one station with two staggered platforms. The line to and from Brooklyn are to the north of the stub terminal local tracks. See the track diagram: <http://images.nycsubway.org/trackmap/bigdowntown.png> I don't want it to seem as though I'm contradicting you, but it's as hard to say that WTC and Chambers St. are one station as it is to say that the BMT Canal St. complex is one station. It's one station as in you can get from one platform to the other via stairways and overpass, without paying another fare. It's no different from the original layout of 42/8 (before the fare controls were rearranged) where you went down to the lower level platform to cross to the other platform.

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Posted by hanco...@bbs.cpcn.com - 2008/05/15 19:02

Not in NYC, but not too far away, there's Franklin Square on PATCO, which is a bit of a mystery to me. Shh! It's forbidden to discuss that here! Franklin Sq station was opened at various times but patronage was always light (there wasn't much going on upstairs) so it was closed. The last attempt, IIRC, was in 1976 and that didn't work out either. They're thinking of trying again. I believe the station was intended to be a transfer point for a big trolley station underneath the Benj Fr Bridge Plaza. Trolleys from New Jersey would cross the bridge and terminate in that station. Though space was provided, trolleys never ran across the bridge and the station was never used and lies empty to this day. They had an open house a few years ago, one of the rare times the public could see many closed spaces of the bridge complex.

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Posted by Vince - 2008/05/15 19:02

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Posted by Peter T. Daniels - 2008/05/15 19:02

Would you call GRANT AVENUE in Brooklyn two stations as both Rockaway trains and Leffents Blvd. trains stop there? Yes of course the stops on Broadway are one stop, BUT more then one line(s) stop there. IIRC, it's a single station with a fork east of it, right?

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Posted by Alex L - 2008/05/15 19:02

Let me ask you about Stillwell Avenue, how many stations is that? By your definition it's four, most folks would argue that it's one. Stillwell is four seperate terminals in one station complex.

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Posted by Peter T. Daniels - 2008/05/15 19:02

Chambers/WTC/HT is one structure all built at the same time, while the BMT Canal Sts are different structures, they opened a few days apart. It's semantics, nothing more. Let me ask you about Stillwell Avenue, how many stations is that? By your definition it's four, most folks would argue that it's one. I haven't the slightest idea. I was there once a

few years ago during some phase of construction. Can you go down any of the lines that terminate there, make a U, and go up another? Even Queensboro Plaza is two stations

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Posted by Alex L - 2008/05/15 19:02

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Posted by Peter T. Daniels - 2008/05/15 19:02

I haven't the slightest idea. I was there once a few years ago during some phase of construction. Can you go down any of the lines that terminate there, make a U, and go up another? Arriving N and D trains can be put onto any track in the station, thereby allowing them to go out on the D, F, N & Q. Arriving Q trains can be put onto N or Q tracks, thereby allowing them to go out on the D, N & Q. Arriving F trains can ONLY arrive on the F platform, allowing them to go out as an D, F or N. Even Queensboro Plaza is two stations

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Posted by Ruben - 2008/05/15 19:02

Trolleys from New Jersey would cross the bridge and terminate in that station. What bridge? Ruben

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Posted by Joseph D. Korman - 2008/05/15 19:02

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Posted by Peter T. Daniels - 2008/05/15 19:02

Trolleys from New Jersey would cross the bridge and terminate in that station. What bridge? The one named in the line above the one you quoted. Try to pay attention.

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