

MORE ELEVATED FACILITIES.

THE SECOND-AVENUE LINE AND CITY HALL BRANCH OPENED.

The Second-avenue line of the Manhattan Elevated Railway and the branch from Chatham-square to the City Hall were opened for travel yesterday. The Second-avenue road, for the present, will be operated only to Sixty-fifth-street, and none of the stations along the line are completed. The ticket-sellers yesterday sat in temporary pine boxes, resembling the boxes which ornament the street corners on election day. The platforms were crowded with carpenters and other workmen engaged in constructing the stations. Judging from the curiosity shown by the citizens of First and Second avenues, a stranger would imagine that the elevated railroad was a perfect novelty to them. Windows were thronged with men, women, and children as the trains passed by, and pedestrians gathered in groups on the sidewalk and stared up at the rumbling cars. At Chatham-square an arrangement has been completed to obviate the necessity of the crossing of the two tracks. The Second-avenue cars pass down the old Third-avenue tracks to the South Ferry, while the Third-avenue coaches are taken directly to the City Hall. A high bridge connects the two stations, and over this bridge passengers who wish to be transferred can pass without giving up their tickets. A Third-avenue passenger, wishing to go to the South Ferry, leaves the car at Chatham-square, crosses the bridge, and takes the Second-avenue down train; while a Second-avenue passenger, desiring to reach the City-Hall, is transferred in the same manner to the Third-avenue line. This system practically abolishes the danger of collision, except among the passengers themselves on the narrow stairways leading to the bridge.

When the evening rush up town began, at a little before 6 o'clock, the City Hall and Chatham-square stations were crowded beyond all comfort. At the City Hall station the trains came in empty and went out packed with people, and the stairs were almost impassable. At Chatham-square the people filled the platforms, waiting for trains, very much as sardines fill a tin box, crowded together till even a full breath became a luxury. The bridge over the track at this point, leading to the Second-avenue trains, was entirely inadequate, a line of people being kept long in waiting before they could make their way across. The opening of the Second-avenue line gives employment to some 200 more men. The stations now in operation are at Sixty-fifth, Fifth-fourth, Forty-second, Twenty-third, Fourteenth, Eighth, First, Rivington, Grand, and Canal streets, Chatham-square, Franklin-square, Fulton-street, Hanover-square, and the South Ferry.

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