

# Queens Tube Work to Start About Sept. 15

Plans Rushed for Break-  
ing Ground on \$58-  
000,000 Tunnel Job

The passing of one short month will bring to the boroughs of Manhattan, Queens and Brooklyn a happy awakening from a nebulous dream of 10 years—the dream of a great vehicular traffic tunnel connecting midtown Manhattan with the Borough of Queens and, thereby, providing a broad and speedy artery to link all Long Island with the world's greatest marts of trade.

This happy awakening will come on or about Sept. 15, for that is the date tentatively set for the breaking of ground for the \$58,000,000 Queens-Midtown Tunnel, which will be bored under the East River to link Long Island City with 38th St. in Manhattan.

**Opening Slated for 1940**  
Backed by the driving force of Mayor LaGuardia, who appointed the New York City Tunnel Authority in 1935, it is expected the tunnel will be opened in 1940, in the record time of four years. It took seven years to build the Holland Tunnel under the Hudson River. There is a strong sentiment, though, in favor of rushing the new tunnel to completion by 1938, a sentiment epitomized by the Queens and Brooklyn slogan: "Finish the tunnel in time for the World's Fair."

The plans have been prepared and the construction of the tunnel will be supervised by Ole Singstad, veteran Brooklyn engineer, who was in charge of the Holland Tunnel project. His plans signify the culmination of 10 years' work by city engineers, consultants, the Board of Transportation, the Department of Plant and Structures and many municipal, business and civic organizations. The results of all this work were co-ordinated by the Mayor's creation of the Tunnel Authority.

**\$58,365,000 Grant Obtained**  
The authority's members, Chairman A. B. Jones and Commissioners A. T. Johnston and William H. Friedman, have obtained a PWA loan and grant of \$58,365,000 to finance the project and create the organization to construct and operate it. Some 4,300 men will work 24 hours a day on the job.

Engineering genius is typified in the plans for the Manhattan approaches, a problem that baffled engineers for 10 years. In the congested East Side district surrounding the approaches are situated the Edison Electric Company's generating stations, the New York Steam Corporation's plant, the United Parcel Service's warehouses, the New York Telephone Company's sub-stations, many department store warehouses and the East Tudor City apartment house development.

**Costly Wrecking Avoided**  
Taking his lesson from the disappointments of his predecessors, Mr. Singstad has found the means of avoiding the necessity for condemning expensive properties or disrupting public utility service in the vicinity. His plans also will avoid congestion of traffic on 1st, 2d and 3d Aves.

Also Mr. Singstad speedily met the problem posed by the War Department's request that the tunnel be sunk three feet further than at first planned, because the Government intends to deepen the river channel to provide a back door for the Brooklyn Navy Yard, permitting battleships and heavy cruisers to steam up the East River to Long Island Sound and the New England coast.

**To Create New Avenues**  
With the tunnel approaches situated close to the East River, it has been found necessary actually to create two new avenues, one between 1st and 2d Aves., the other between 2d and 3d Aves., to avoid traffic congestion. Tunnel Entrance Ave., between 1st and 2d Aves., will extend from 34th to 40th Sts. Tunnel Exit Ave., between 2d and 3d Aves., will run from 34th to 41st Sts. The Tunnel Entrance Plaza Sits, immediately east of 2d Ave. The exit portal will be immediately west of 2d Ave.

The Singstad plans also call for direct connections below street level with the proposed Crosstown Vehicular Tunnel which will connect the Queens-Midtown Tunnel at the East River with the Hudson Midtown Tunnel on the West Side of Manhattan. The Queens Tunnel also will have direct street connections with the proposed East River Drive, which will correspond on the East Side to the West Side Elevated Highway.

The two new tunnel avenues will provide convenient access to the 4th St. district, thickly populated with workers and shoppers. Engineers Push Plans  
Meanwhile, the engineers of the authority, in co-operation with the engineers of the Borough President's offices of Queens and Brooklyn and the Department of Plant and Structures, are at work devising additional plans for connecting highways from the Queens portals

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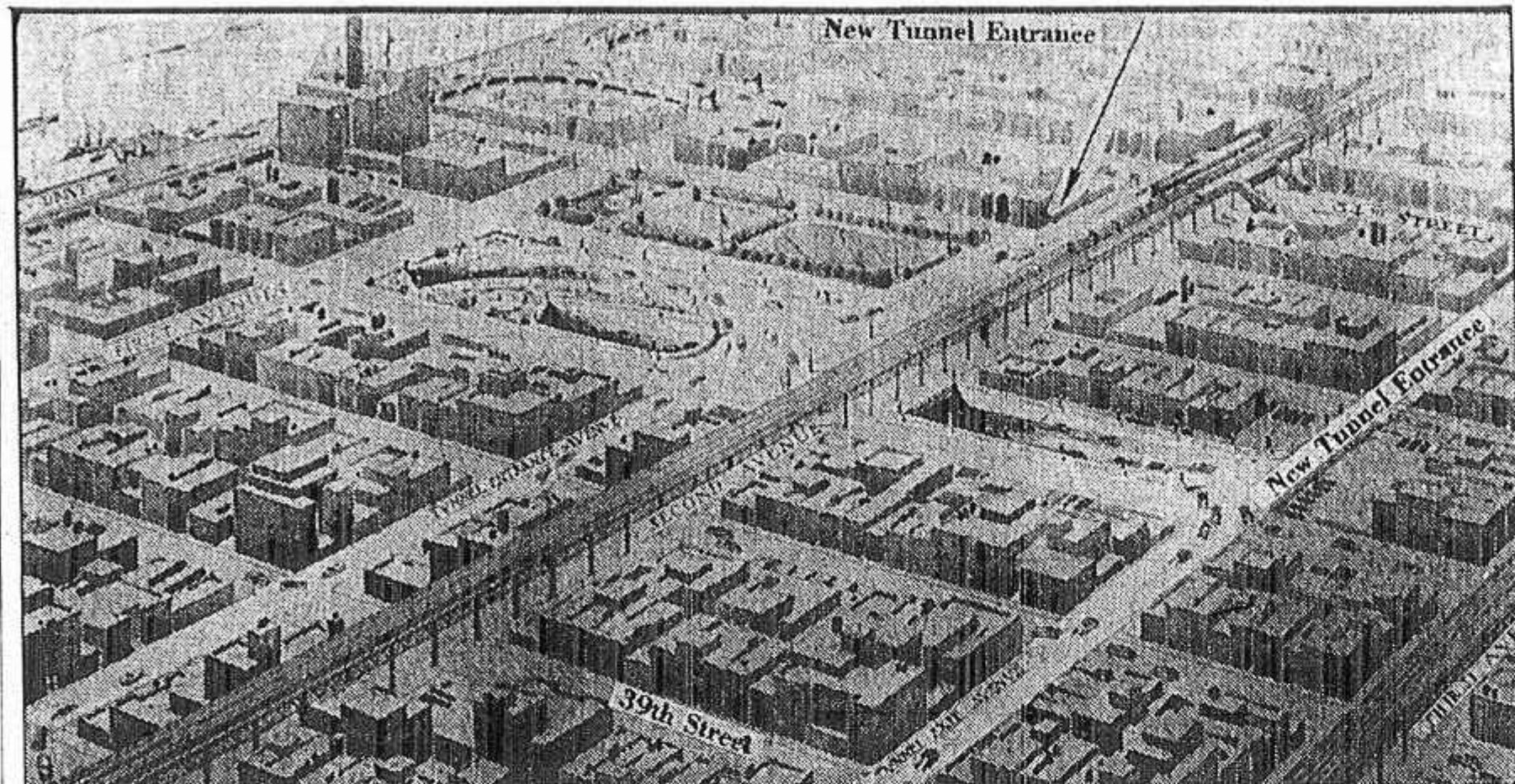
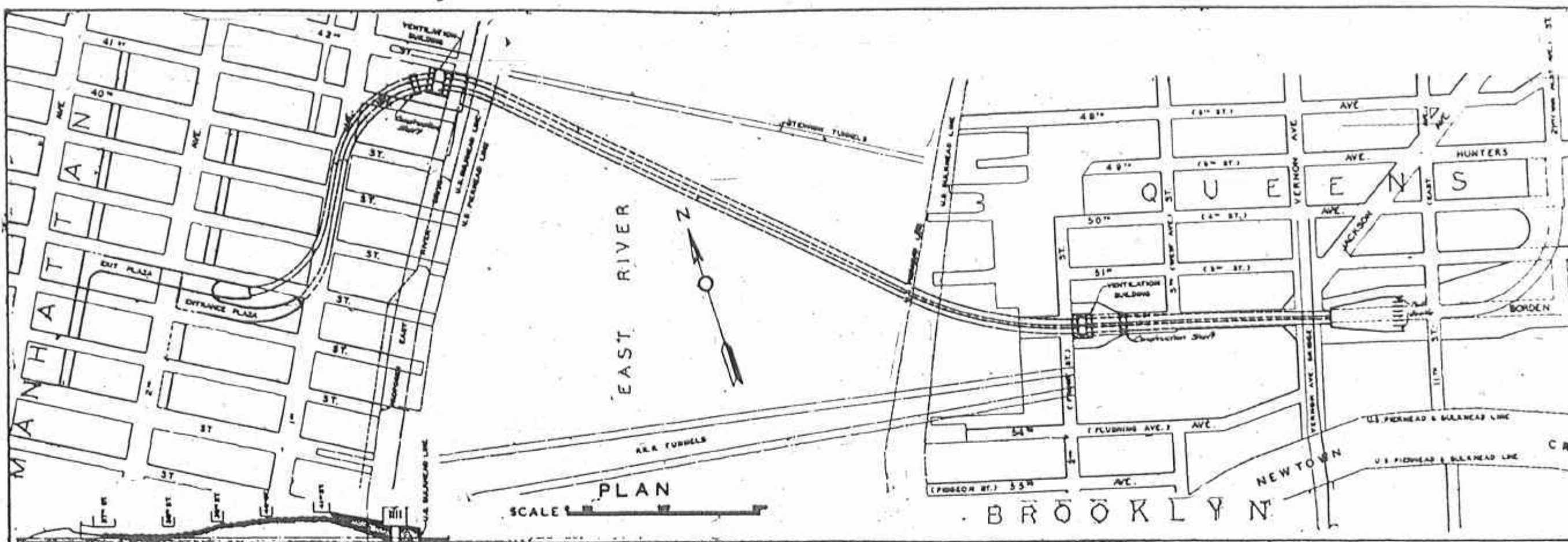
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# Plans for Queens-Midtown Tunnel and How It Will Look



Ten years of arduous work have produced the plans, shown at top, of the proposed \$58,000,000 Queens-Midtown Tunnel, ground for which will be broken next month. The other picture is a reproduction of an engineer's drawing of how the Manhattan approaches to the great project will

appear when the tunnel is completed in 1940. The plan is the brain child of Ole Singstad, veteran Brooklyn engineer, who was Chief Engineer on the Holland tunnel project and has the same status on the Queens-Midtown tunnel job.

to the main arteries, so as to permit free and uninterrupted flow from long distances in Queens and Brooklyn, and the highways, parkways and boulevards radiating therefrom to all parts of Long Island.

On the Long Island side, the tunnel portal will be at Borden Ave. immediately east of Vernon Ave. and all the toll collecting facilities will be provided at the point where the tunnel comes to the surface.

Provisions are being made in the plan for convenient access to the street system of Long Island City in the immediate vicinity of the tunnel plaza, including direct access to the Vernon Ave. approach, Van Alst Ave. and Hunters Point Ave. and to Borden Ave. with this proposed express highway leading directly to the East as well as a proposed new connection to Brooklyn.

**To Start in Queens**  
Ground will first be broken in Queens on Borden Ave. east of Front St. Breaking of ground in Manhattan will follow shortly thereafter, the exact date depending upon the length of time it takes to acquire the right of way for the approaches.

Traffic estimates made by Chief Engineer Singstad show that 10,500,000 vehicles will use the tunnel the first year it is open. This volume will increase to 15,000,000 per year by 1951.

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"Statisticians are here and there beginning to set up new index compilations comparing our building and other activity with that of 1933, instead of with the pre-depression years," he says. "Measured against the depression depths, present activity shows high percentages of

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