1. Interborough Rapid Transit
   a. First subway line in NYC
   b. Opened October 27, 1904
   c. Already had above ground elevated transit
   d. Electricity for subways- around the time of AC/DC fight between Edison and Tesla- NYC subways decided to use 600V DC (still do)
   e. Shorter trains- 5 cars
   f. “Number” trains
2. Brooklyn Manhattan Transit
   a. Originally Brooklyn Rapid Transit (BRT) (1898)
   b. Mostly above ground- first underground 1908
   c. BRT went bankrupt (1919)- assets taken over by BMT (1923)
   d. Initially only connected to Manhattan at the end of the Brooklyn bridge, then expanded
   e. “Letter” trains
3. Independent City-Owned Subway System
   a. Subways were overcrowded
   b. People were concerned about companies profiting at the taxpayer’s expense
   c. City-owned 8th avenue line opened in 1932 (now ACE)
   d. Took over IRT and BMT (1940)
   e. Eliminated redundancy (2nd ave, 9th ave, etc.)
   f. Tracks are the same, but the tunnels (and subway cars!) were narrower on the IRT, so IND/BMT cars couldn’t go on those tracks
4. City Hall IRT
   a. Flagship IRT station
   b. Glasswork, plaques, etc. not found in other stations
   c. Still at 5 car length
   d. Tight curve too hard to lengthen
   e. Closed in 1945
   f. Tours and plans to reopen as part of the transit museum scrapped due to safety concerns
   g. 6 train still runs through for turnaround if you stay on after the last stop
5. Worth St.
   a. Lengthened to 6 cars in 1910
   b. Downtown side only was lengthened to 10 cars in 1948
   c. Lengthening to 10 cars can be seen at many of the older stations- tile was done to look good with old tile, but not to match (ex: spring st.)
d. Closed in 1962 when tracks were lengthened at Brooklyn Bridge

e. Brooklyn Bridge/Worth St. until 1995

f. Visible on 456 trains between Brooklyn Bridge and Canal

6. 18th St. IRT East

a. Extended to 6 cars in 1910
b. Closed in 1946 due to the lengthening of 14th st.
c. Still has 2 short tracks
d. Visible from 456 trains between 14th and 23rd

7. 91st St. IRT West

a. Extended to 6 cars in 1910
b. Closed in 1946 due to the lengthening of 96th st.
c. Still has 2 short tracks
d. Visible from 123 trains between 86th and 96th

8. Nevins St. (IRT Brooklyn)

a. Constructed in 1907
b. Very expensive because it had to support the existing structure above
c. Became obsolete when the IRT decided to go to a 4 track structure (as opposed to 2 track)
d. Never actually used
e. Visible from underpass until recent renovations

9. South Ferry- Outer loop

a. Part of the 7th ave subway line until 2009
b. Still only 5 car length- must be in front 5 cars to exit
c. Used gap fillers (as at 14th st) due to curve
d. Closed as a result of improvements to the line after 9/11

10. South Ferry- Inner loop

a. Part of the 45 IRT line
b. Even more sharply curved than the outer loop
c. Due to curve only center doors could open
d. Newer trains didn't have that functionality
e. Used specially modified trains for a while or used outer loop
f. Closed in 1977- now use Bowling Green

11. City Hall BMT

a. Lower level was going to be used for express trains
b. Instead they were run over the Manhattan bridge
c. Lower level was never completed and never used

12. Port Authority (lower level)

a. Built in 1932 with the rest of the station
b. Not clear why it was built, and has rarely been used
c. Rumor: The station is at the end of the 7 train. Competition between BMT and IRT- building that track prevented the 7 from expanding westward.
d. Permanently closed as of 1999

13. Bergen St.
a. Built in 1933
b. Only saw regular service from 1968-1976
c. Prone to extensive water damage
d. Walls collapsed during renovations to the upper level in 1992
e. Stairwell replaced with big steel doors
f. Walls were replaced but just painted white so the station is usable in case of emergency
g. Sometimes visible from F trains if they are rerouted via the lower platform

14. Roosevelt Ave
a. Built in 1933
b. Completely finished- even tilework
c. Never used

15. 76th St.
a. Built 1948 when materials became available post-war
b. People claimed that the final portion of the track had never been completed so it shouldn’t be used
c. No records of the work being done- non union work?
d. Unions threatened to sue- station closed after only a month of use and never reopened, and the tunnel was sealed in 1952.

16. Cortland St. / WTC
a. Built in 1918
b. Extensively renovated and renamed in 1976 when the WTC was built
c. Severely damaged on 9/11
d. Old station has been completely removed, new station still in construction

17. Court St.
a. Built in 1936
b. Turned out to be redundant (Borough Hall, Jay St./Metrotech, Hoyt St., etc.) so only open for 10 years
c. Now houses the transit museum as of 1976!