



This anachronistic track maps shows the fully realized **IND South 4th St Subway** as designed in 1931 with the addition of modern route labeling for clarity. This massive network of subway tunnels would have radically changed how riders would have gotten around northern Brooklyn and Lower Manhattan. An extension of the 6th Ave Subway, today's B and D trains and an extension of the 8th Ave Subway, the C train under Worth St and East Broadway, would have run southeast under the East River and met at a massive station in Williamsburg. Continuing southeast the lines split at Myrtle Ave and Broadway with the 6th Ave trains running south to Utica Ave and 8th Ave trains heading east, merging with an extension of the IND Crosstown Line, G train, which were to run out to Ozone Park and the Rockaways. The network was also designed to allow integration of future 2nd Ave Subway lines. Although these have been added no official routes were ever published.

When the city was building the IND Subway a primary aim was to replace the existing network of elevated tracks throughout Manhattan and Brooklyn with high speed subways. As the 8th Ave Subway replaced the 9th Ave EI, the 6th Ave Subway replaced the 6th Ave EI and the Fulton St Subway replaced the Fulton St EI, so too were these new lines designed to replace the elevated lines that remained. The 2nd and 3rd Ave EIs were torn down prematurely but the Broadway and Myrtle Ave EIs remained and today make up the J, M, and Z train. Had the South 4th St Subway been built it is presumed that these elevated lines would have been removed, thus rendering a section of the BMT Centre St Subway in the Lower East Side useless and it would most likely have been abandoned (as show on this map). As trolleys were removed from the Williamsburg Bridge to make way for more automobile space so too would the elevated train tracks on the bridge have been removed. The IND Fulton St Subway was built with provisions to connect with the elevated Jamaica Line, which was never done, but this map supposes that such a connection was made to show a potential connection with the 2nd Ave Subway (bottom right).

While most of the track and station layouts shown are based on actual technical drawings some stations (*) were not included in the original engineering plans and have been assumed. Train routes at the time often used different labels which have changed over time. This map uses modern day labels to avoid confusion.

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