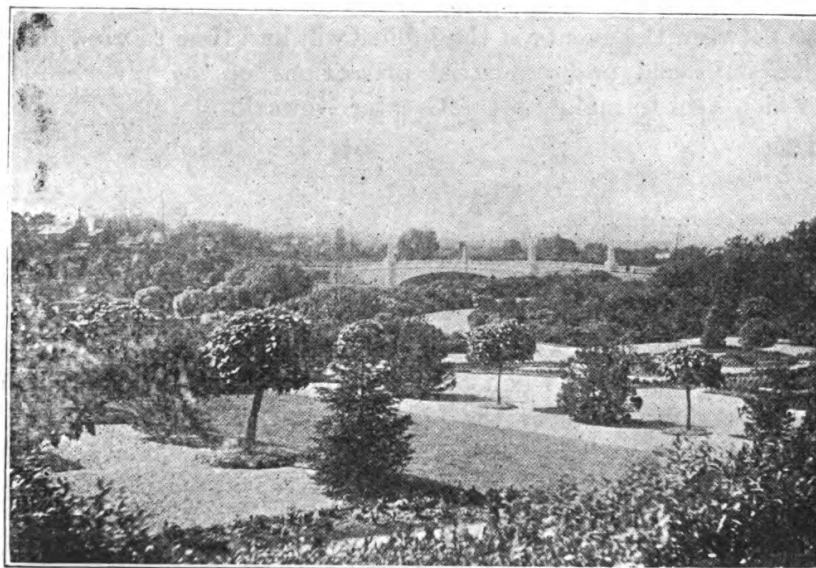


Likewise, the elevated floor allows a very flexible operation. The curves at Mulberry Street are designed for minimum delays. Here there are two unloading tracks that may be approached from the north and south on Mulberry Street and take care of six cars, all under cover. The three loading platforms will handle ten cars at one time, and an extra loading track may be installed at any time. The operation here, as in the subway, is controlled by electrical switches and spacing blocks. All curves and special work on both floors are constructed of solid manganese steel rail. Generally, the track centers for the subway and elevated platforms are 25 feet, giving ample clearance for stair landings to and from the concourse floor.

The unloading platform is on the elevated floor has four exits to the concourse floor and the loading platforms, and six stairways entering from the concourse floor. All loading and unloading platforms on both floors are carefully separated by ornamental iron fences.

Concourse floor waiting room may be entered from Park Place. East Park Street, Pine Street and North Canal Street; also the stairways leading up to separate platforms on the elevated floor and down to separate platforms in the subway. In the operation of the terminal passengers are not called upon to cross tracks in getting on and off cars. Signs show passengers just what stairway to use to get to their particular, line with the least confusion.



Branch Brook Park, Newark

The height of the subway proper, like that of the subway and elevator floors of the Terminal, allows the operation of a double deck car. Even when passengers are transferred from the subway train floor to the elevated train floor, or vice versa, the total climb or descent consists of two lifts of 18 and 17 feet for subway and elevated floors respectively. The distance from the Hudson Tube, Fulton Street, New York, platform to street level is 32 feet; Bronx Station, 180th Street, New York, 30 feet; Brooklyn Bridge