

LEXINGTON AV. LINE TO BE OPENED TODAY

Subway Service to East Side of
Harlem and the Bronx Ex-
pected to Relieve Congestion.

BEGINS WITH LOCAL TRAINS

Running of Express Trains to Await
Opening of Seventh Avenue
Line of H System.

At 2 o'clock this afternoon the new Lexington Avenue subway will begin running between the diagonal station at Forty-second Street and 167th Street. For the present only the local tracks will be used. The express tracks will not be put into operation until through service is possible. No date has been set for this through service, although the Public Service Commission is preparing for it not later than early in August. It is the present plan of the commission to begin this service on the Seventh Avenue and Lexington Avenue lines at the same time. It is considered necessary to do this because

through service on the trunk lines will turn the present tracks in Forty-second Street between the Times Square and Grand Central stations over to a shuttle service.

The ceremonies at today's opening of the Lexington Avenue line will be more or less perfunctory. A train carrying city officials, the Public Service Commissioners, railroad officials, and newspaper men will run over the tracks ahead of the first regular passenger train. There will be no order of exercises and no speeches. Concerning the new rapid transit route the Public Service Commission said:

"It is expected that the line will provide very great traffic relief for residents of the upper east side and for the eastern part of Harlem, who are now obliged to depend upon the Second and Third Avenue elevated railroads for rapid transit downtown. In addition, similar relief will be provided for a large section in the Bronx reached only by the east side elevated lines.

"It is regarded as also likely that the opening of the Lexington Avenue line will relieve, to some extent, the congested conditions existing in the subway north of Forty-second Street, although manifestly such relief cannot be fully realized before through service is given on the east and west sides under the H system of operation."

It is also pointed out that when through operation on the H system is established the present local station at Times Square and the present express station at the Grand Central will be used as the terminals for the shuttle ser-

vice between the west and the east side lines. In addition to the existing passageways between the old local and the new express stations at Times Square, new passageways will be provided to make easier the transfer between the shuttle and the through lines. A similar layout will be found at the Grand Central station.

The Public Service Commission urges all those who expect to use the new trunk lines daily in their trips to and from their work to select the line which will make it unnecessary to transfer, even though it entails the walk of an extra block or two. The commission thinks that the extra walk will earn a large reward in saving delay at the transfer points and in avoiding the discomfort and possible danger of a change of cars at congested points.