

GHOST STATIONS OF NEW YORK CITY

Station Legend

- Unfinished
- Demolished
- Closed
- Operating

SEDWICK/JEROME - ANDERSON
Remnants of stations known as "underground els". Closed after the consolidation of the city's three subway systems. The elevated portions have been removed, but the platforms and tunnels remain mostly intact.

18TH STREET
Closed after the city started its platform extension program after World War II. After decommission it was used for publicity photos. It was a remarkable architectural work with artful mosaics and a glass ceiling which allowed natural light to filter in.

CITY HALL LOOP
Open from 1904 until 1945. Closed due to its inability to handle longer trains which were needed due to increased ridership. Today it is one of the most beautiful and well preserved stations. Listed on the National Register of Historic Places.

COURT STREET
Open from 1936 until 1946. Closed due to low ridership and proximity to other Brooklyn stations. Now houses the New York Transit Museum. Tours are available.

New York City is home to one of the oldest public transit systems in the world. Since its inception it has expanded to meet the needs of its patrons. However, it has also contracted, often unnoticed, leaving behind abandoned stations, ruins and shells of stations never realized. Most often these stations are right beneath the ground, hidden from public eye. These ghost stations are mysterious and provide glimpse into the city's past.

WORLD'S FAIR
One of the shortest lived stations of the NYC subway system. Constructed only to serve the 1939 World's Fair in Queens, New York. The station and track were demolished in 1940 after the end of the World's Fair. Some portions of the track are still visible in the Jamaica Yard.

S. 4TH STREET
Largely unknown to residents of New York City. This station was partially constructed, but never completed due to poor planning, reduced funding and World War II. Remains one of the most mysterious ghost stations in the city. Housed one night (illegal) art show named the "Underbelly Project" in 2010.

MYRTLE AVENUE
Open from 1915 until 1956. Closed due to the construction of the Dekalb Avenue station. Southbound platform no longer exists. Currently houses Masstranscopic, a mural by artist Bill Brand. Named one of the top 40 public art installations in 2009. Artwork was restored after Hurricane Sandy when it was covered in graffiti.

A CENTURY OF CHANGE

1907

221st Street
Temporary station demolished with the completion of the 225th terminal station.

1906

Park Avenue
Local station demolished due to lower ridership.

1940

World's Fair
Demolished after the end of the 1939 World's Fair in Queens, New York.

1929-1939

S. 4th Street
Intermittent construction which was eventually stalled due to WWII. Never completed.

1946

Court Street
Closed due to low ridership and proximity to other stations.

1945

City Hall
Closed due to platform length and low ridership.

1956

Myrtle Avenue
Closed due to proximity to the Dekalb Avenue station.

1948

18th Street
Closed due to low ridership and proximity to other stations.

1958

Sedgwick/
Anderson-
Jerome
Closed due to the consolidation of the city's three subway systems.

1959

91st Street
Closed due to proximity to the lengthened 96th Street station.

1959

Worth Street
Closed due to proximity to the expanded Brooklyn Bridge - City Hall station.

1977

180th Street -
Bronx Park
Former terminal station that was closed and demolished after it was deemed redundant.

2001

Cortland Street
Heavily damaged during the 9/11 attacks and subsequently demolished.

1995

South Ferry
Closed due to low ridership and specialized train requirements.

Dean Street
Demolished as part of the Franklin Avenue Line reconstruction.

0 1 2 4 Miles