

BOARD OF
RAPID TRANSIT RAILROAD COMMISSIONERS,
256 BROADWAY,

TELEPHONE No. 2006 CORTLANDT.

New York, ^{17th} March 14th, 1896.

To the Board of Estimate and Apportionment:

Hon. William L. Strong, Mayor:

Sirs:-

At a meeting of the Board of Estimate and Apportionment held on March 12th, 1896, in the course of an informal debate regarding a requisition made by the Board of Rapid Transit Railroad Commissioners, the Comptroller produced a bond made by the Broadway and Seventh Avenue Railroad Company on December 11th, ~~1890~~, 1889, and, after stating that he desired to refer to a subject which had not as yet received the attention of the City authorities or of the Rapid Transit Commissioners, ^{is reported to have} he said that the terms of this bond were such that in the event of the construction of a rapid transit railroad under Broadway the City would be deprived of the revenue of \$150,000. which it now receives for the use of that street by the cable railroad, and ^{to have} he added that "if this rapid transit scheme ever goes through there seems to be no doubt that we will lose this enormous revenue."

It is to be regretted that the Comptroller, whose official duties have prevented his attendance in the Rapid Transit Board

BOARD OF
RAPID TRANSIT RAILROAD COMMISSIONERS,
256 BROADWAY,

2.

TELEPHONE No. 2006 CORTLANDT.

New York, 189

for many months, should have thus been prevented from obtaining the exact information upon this subject which was in the possession of the officers of this Board, but I cannot doubt that it will be a source of gratification to the Comptroller as well as to the other members of your Honorable Board to be informed that the facts in our possession show that his apprehensions have no substantial foundation, and that there is no reason to fear that the construction of a rapid transit railroad under Broadway will cause the loss of the revenue derived by the City from the cable railroad.

The subject is too important, however, to be dismissed by a mere assertion of opinion, and it is therefore deemed advisable to submit to your Honorable Board a statement of the facts upon which I base the conclusion above expressed.

The Broadway Surface Railroad Company was incorporated on May 13, 1884, under the provisions of Chapter 252 of the Laws of 1884, for the purpose of constructing and operating a horse railway upon the surface of Broadway from the Battery to Fifteenth Street. But the consent of the local authorities was required

BOARD OF
RAPID TRANSIT RAILROAD COMMISSIONERS,
256 BROADWAY,

TELEPHONE NO. 2006 CORTLANDT.

3.

New York, 189

by the statutes to give vitality to the franchise, and application was accordingly made to the Common Council for permission to construct and operate the railroad upon the route above mentioned.

The privilege thus applied for was accorded by a resolution adopted by the Board of Aldermen on December 5th, 1884, which granted to the Broadway Surface Railroad Company a perpetual right to maintain and operate a horse railroad upon Broadway between the Battery and Fifteenth Street, upon condition that that corporation, or any other corporation which should succeed to its rights in Broadway, should pay an annual rent of \$40,000, to the Sinking Fund, and should also pay three per cent of its gross earnings into the Sinking Fund during the first five years of its operation, and should thereafter pay an annual sum equal to five per cent of its gross earnings into the same fund.

The actual operation of this Railroad was commenced on June 22nd, 1885.

Prior to this time the Broadway and Seventh Avenue Railroad Company had acquired the right to maintain and operate a horse-railroad along Seventh Avenue and Broadway from Fifty-ninth

BOARD OF
RAPID TRANSIT RAILROAD COMMISSIONERS,
256 BROADWAY,

TELEPHONE No. 2006 CORTLANDT.

4.

New York, 189

Street to Fourteenth Street without making any compensation to the City (Laws 1860 ch. 513; L. 1866 ch. 500; L. 1867 ch. 904); and, in the years 1884 and 1885, agreements were made between this latter Company and the Broadway Surface Railroad Company (dated May 17th and Aug. 1st, 1884 and Sept. 8th, 1885, respectively), by virtue of which agreements, and of the subsequent proceedings thereunder, the Broadway and Seventh Avenue Railroad Company acquired all the rights of the Broadway Surface Railroad Company in Broadway south of Fifteenth Street, and became bound, under penalty of losing this right, to pay the annual rent of \$40,000. and the percentage of its gross receipts below Fifteenth Street, which were exacted by the resolution of the Board of Aldermen above referred to.

The Broadway Surface Railroad Company was dissolved by act of the legislature on May 4th, 1886, (L. 1886 ch.268), but the Court of Appeals decided that this fact did not in anywise affect the rights of the Broadway and Seventh Avenue Railroad Company to occupy Broadway below Fifteenth Street under the several contracts above referred to. (People vs. O'Brien, 111 N. Y. 1).

It will thus be seen that prior to the year 1889, the Broad-

BOARD OF
RAPID TRANSIT RAILROAD COMMISSIONERS,
256 BROADWAY,

TELEPHONE No. 2006 CORTLANDT.

5.

New York,.....189

way and Seventh Avenue Company had become entitled to operate a railroad upon Broadway between Fifteenth Street and the Battery, but that it was bound by law to pay an annual rental of \$40,000. to the Sinking Fund and also an annual sum equal to three per cent of its gross receipts below Fifteenth Street for the five years ending in 1890, and five per cent of its gross receipts from that portion of its route yearly thereafter. This obligation on the part of the Company was absolute, and any default on its part would have resulted in the forfeiture of its right to occupy Broadway south of Fifteenth Street.

In the year 1889, the Broadway and Seventh Avenue Railroad Company had concluded that it would be advisable to change the motive power upon its Broadway route from horse traction to a cable railroad.

A statute had been passed in that year (L, 1889 ch. 531) authorizing the State Railroad Commissioners to assent to such a change of motive power, but the constitutionality of that act was considered doubtful, and the Broadway and Seventh Avenue Railroad was accordingly anxious to obtain the consent of the local authorities, as well as that of the State Board, to the contemplated

BOARD OF
RAPID TRANSIT RAILROAD COMMISSIONERS,
256 BROADWAY,

TELEPHONE No. 2006 CORTLANDT.

6.

New York, 189

change.

A proposition was accordingly submitted to Mayor Grant by the Railroad Company, and he, in turn, after consulting with the Sinking Fund Commissioners, addressed a communication to the Board of Aldermen (dated November 12, 1889), in which he recommended that the Company be granted the privilege to change its motive power, upon certain conditions, among which was, that the Board "exact from the petitioning company a stipulation that the revenue which, under its existing franchise, it is compelled to pay into the city treasury should never be permitted to fall below one hundred and fifty thousand dollars." And he added: "Should the experiment which it (the Company) is about to make prove unfortunate in its pecuniary results, the City would thus be protected from loss; while, on the other hand, if it proved to be a source of increased revenue to the company, the city treasury will reap a corresponding benefit."

The Board of Aldermen lost no time in taking action on this communication, and, on the same day, (Nov. 12, 1889); a resolution was adopted granting permission to make the desired change of motive power, upon condition, among other things, "That the

BOARD OF
RAPID TRANSIT RAILROAD COMMISSIONERS,
256 BROADWAY,

TELEPHONE No. 2006 CORTLANDT.

7.

New York,.....189

Broadway and Seventh Avenue Railroad Company shall within thirty days from the passing of this resolution, and in consideration of the consent of the local authorities hereby given, execute and deliver to the Comptroller of the City its corporate bond under seal in a penalty of \$500,000 conditioned that from the time when such cable railroad shall be in operation, and so long as no other railroad than those now existing shall be constructed upon, over or under the said routes in Broadway or any part thereof, the percentages upon gross receipts paid into the City Treasury under existing provisions of law for the use of Broadway for railroad purposes, together with the rental of \$40,000. also paid for such use under such provisions shall amount to the annual sum~~of~~ of at least \$150,000. which the said company shall agree shall be the minimum amount to be paid annually for such percentages and rental."

This resolution was immediately approved by the Mayor, and, ~~on the same day,~~ a bond was given by the Broadway and Seventh Avenue Railroad Company, the condition of which was in the exact language of the resolution above quoted.

It was this bond to which the Comptroller referred at the

BOARD OF
RAPID TRANSIT RAILROAD COMMISSIONERS,
256 BROADWAY,

TELEPHONE No. 2006 CORTLANDT.

7.

New York, 189

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BOARD OF
RAPID TRANSIT RAILROAD COMMISSIONERS,
256 BROADWAY,

TELEPHONE No. 2006 CORTLANDT.

8.

New York, 189

meeting of your Honorable Board.

But the mere statement of the above facts will show that while it is extremely probable that the construction of a rapid transit railroad under Broadway will, under the terms of this bond, release the Broadway and Seventh Avenue Railroad, and its successors, from the obligation to pay a minimum sum of \$150,000. per annum into the City Treasury, it is equally beyond doubt that the releasing of the Company from its guaranty that the minimum sum shall amount to \$150,000. will not in anywise relieve it from its antecedent obligation to pay the annual sum of \$40,000. and a further sum equal to five per cent of its gross receipts below Fifteenth Street ~~in~~ ^{into} the city treasury as required by the terms of the grant under which it occupies Broadway.

It is clear, therefore, that there is no very substantial foundation for the apprehension expressed by the Comptroller that the building of a rapid transit railroad beneath Broadway will deprive the City of the whole ~~of~~ revenue derived from the railroad upon its surface.

During the year ending September 30th, 1895, the gross income derived by the Broadway and Seventh Avenue Railroad Com-

BOARD OF
RAPID TRANSIT RAILROAD COMMISSIONERS,
256 BROADWAY,

TELEPHONE No. 2006 CORTLANDT.

9.

New York,.....189

pany (and its lessee the Metropolitan Street Railway Company) from its railroad on Broadway below Fifteenth Street, amounted to the sum of \$1,692,350.35. Five per cent of this sum is \$84,617.51., which, added to the fixed annual rent of \$40,000., which the Company is compelled to pay the City in addition to the above percentage, would amount to \$124,617.51. If, therefore, the bond to which the Comptroller refers had been abrogated by the building of a rapid transit railroad under Broadway prior to September 30th, 1894, the total consequent loss to the City during the following year would have amounted to but \$25,382.49.

But it is not to be assumed from these figures that if the City shall build a rapid transit railroad under Broadway, the consequent abrogation of the bond above referred to will cause a continued loss of revenue from the cable railroad. For it would appear from the figures contained in the Comptroller's report for the year 1893, that the number of passengers carried upon the surface of Broadway between Fifteenth Street and the Battery during that xxxxxxxxyear was 23,107,064. Whereas the number of passengers carried upon the same portion of Broadway during the year ending September 30, 1895, was 33,847,007. And it needs no ar-

BOARD OF
RAPID TRANSIT RAILROAD COMMISSIONERS,
256 BROADWAY,

TELEPHONE No. 2006 CORTLANDT.

10.

New York, 189

gument to show that if this ratio of increase be maintained for the next two years, as there is every reason to believe that it will be, the annual percentage which the cable company is compelled to pay the City, added to its fixed rent of \$40,000., will considerably exceed the minimum sum whose payment is guaranteed by the bond above referred to.

I make no mention whatever of the benefit which the City may reasonably expect to reap, both directly and indirectly, from the rapid transit railroad, for the sole purpose of this present letter is to assure your Honorable Board that there is no just cause for the apprehension that the construction of the rapid transit railroad under Broadway will serve to diminish the revenue which is received by the City from the cable railroad. I am,
Sirs,

Yours very respectfully,



President.

Hon. James Howell,
President of the Trustees of the
New York & Brooklyn Bridge.

Hon. William L. Strong,
Mayor, City of New York.

Hon. Frederick W. Wurster,
Mayor, City of Brooklyn.

Gentlemen:

The Brooklyn Heights Railroad Company, The Brooklyn City & Newtown Railroad Company, The Nassau Electric Railroad Company, The Atlantic Avenue Railroad Company, The Coney Island & Brooklyn Railroad Company and the Brooklyn, Queens County & Suburban Railroad Company, being all of the street surface railroad companies in Brooklyn whose roads connect with the New York & Brooklyn Bridge, offer to run their cars over the bridge without extra fare, and upon terms at least as favorable to the public as have been offered or shall be offered by any elevated railroad company. These surface companies will make mutual traffic arrangements with each other by which their cars can be run over the bridge in such manner as will best promote the public convenience, and under such regulations as shall be prescribed by the Bridge Trustees, and stand ready to agree upon reasonable compensation to be paid by them for use of the bridge as well as upon other necessary details.

During the last fiscal year these surface companies carried over 150,000,000 of passengers out of a total of 206,000,000 carried by all the surface and elevated railroads of the City of Brooklyn, and reach every portion of the City and all its important suburbs including Coney Island.

On behalf, therefore, of our patrons as well as of our companies we respectfully request that you will not commit yourselves in favor of any legislation which does not expressly provide that these companies shall have equal facilities for running their cars over the bridge with those granted to any elevated railroad company,

and we further respectfully request you to favor only such legisla-
tion as shall expressly provide that such equal facilities shall be granted
and as shall expressly prohibit discrimination in favor of the
patrons of one system of railroads as against the patrons of any
other system.

Dated, April 6th, 1896.

The Brooklyn Heights Railroad Company,

By C. Z. Rositer
President.

The Brooklyn City & Newtown Railroad Co.,

By John Partridge
President.

The Nassau Electric Railroad Company,

By Albert L. Sisson
Manager.

Lessee of The Nassau Electric Railroad Company,
The Atlantic Avenue Railroad Company,

By Albert L. Sisson
Manager.

The Coney Island & Brooklyn Railroad Co.,

By M. Sullivan
President.

Brooklyn, Queens County & Suburban R.R. Co

By C. Z. Rositer
President.

New York, May 22nd 1896.

Hon. W. E. Strong,
Mayor of New York City.

Dear Sir:-

During midwinter the Johnson Lundell Electric Company circulated a petition amongst the residents and taxpayers of West 34th St. between 10th and 12th Avenues and was signed by them, begging that permission be granted them to tear up the pavement and lay the ground work for their Electric car, to be used on trial. They promised that when completed, that they would run a car regularly on track between 10th and 12th Avenues and that we could have the privilege to ride on same. Our well paved block between 11th and 12th Avenues, which was paved in 1894 and was paid for by direct assessment levied on abutting property has been destroyed by their experimenting. A car is run at irregular intervals and they refuse to carry passengers (excepting their friends) as agreed. Now, we residents and taxpayers on said blocks, do petition and beg your Honor to have company discontinue the running of said car and stop their experimenting or else to run car regularly and give us the advantage they promised, that is to ride back and forth in their car.

1

J. C. Wickes & Co	Foot of West 34 th St
RAW Linn	" " " 34 th St
J. B. Young & Co	12 th Ave & 34 th St
GRANGER & GREGG BROS. CO.	22 + 23 Manhattan Mkt.
S. H. Haug & Sons	20 Manhattan Mkt.
J. M. Edwards	21
Dexter Brown & Co	
Rufus Darroch Jr	Dockmaster office 34 th St N. River
Geo P. Kappard & Co	648 + 650 W 34 th St

Henry C. Stenberg	201 Manhattan Mkt
Kenyon Baldwin & Co	4 + 5 " "
John W. Elroy	6 + 7 " "

J B Wickes & Co Foot of West 34th St
 R W Lusk " " " 34th St
 J B Young & Co 17th Ave & 34th St
GRANGER & GREGG BKG. CO.
 22 + 23 Manhattan Mkt.
 S Mraug & Sons 20 Manhattan Mkt.
 J M Edwards 21
 Foster Brown & Co
 Rufus Darrow Jr Dockmaster office 34th St
 Geo P Kuffner & Co 648 + 650 W 34th St

Henry Gatenburg 201 Manhattan Mkt
 Kenyon Baldwin & Co H + 5 " "
 John M Elroy 6 + 7 " "
 M. H. Stevens & Co 8 + 9
 Wm Hoy & Duffy 12 & 13
 Geo Murray 12 + 13
 Hugh Hughes 14 + 15 " "
 Geo H Dick 17
 Howard Ingersoll 640 - 642 + 644 W 34th St
 Geo J Audell 636 + 638 W 34th St
 J H Osburn 628 + 630 W 34th St
KENNEDY & MURPHY,
Brewing & Malting Co.
 Michael J Connell 662 W 34th St
 Edward Maher 654 West 34th St

2

*First Communication
from the Society*

City Improvement Society,

(Incorporated June 14th, 1892.)

12 East Twenty-third Street.

--COPY--

OBJECTS.
TO PROMOTE THE IMPROVEMENT AND BEAUTIFYING
OF THE CITY, AND TO ASSIST AND STIMULATE THE
AUTHORITIES IN ENFORCING THE LAWS
RELATING TO SUCH OBJECTS.

New York, May 18th., 1896.

H.H.Vreeland Esq.,

Prest.M.S.Ry.Co., 621 Broadway.

Dear Sir:

The frequency in the number of accidents on the cable road for the past two months have called the attention of our society especially to the point as to whether there is no means by which the possibility of such accidents cannot be entirely eliminated, or at least largely lessened.

We have found in the past, both through our correspondence with your Company and through the statements in the public press, such a general disposition on the part of your Company to take suggestions as to the improvement of the road or correction of complaints in such a courteous manner and to adopt the suggestions or correct the complaints whenever the same have been practicable, that we now feel free to address you upon this question, which is, from our point of view, most important to the general public.

The great majority of the accidents upon the cable road have occurred at the curves at 14th.st. and 53rd.st. corners where the cars are run at a comparatively high rate of speed. There is no question but that people, whether on foot or in carriages, also drivers and owners of vehicles have grown fearful of approaching and crossing the roadway at such places because of the liability of accidents; and we might even say that passengers in the cars themselves or those intending to board the cars, are in more or less dread of the possibility of accidents at these places.

Until the completion of the Lexington Avenue line it was thought that the high rate of speed around these corners was unavoidable, but when we saw the Lexington Avenue line cars passing so slowly and easily around the two curves, Broadway & 23rd st. and 23rd.st. & Lexington Avenue under the perfect control of the motormen, able to stop or start with perfect facility -over-

and with the result that few if any accidents have occurred at these places we naturally wondered why the same results could not be obtained on the Broadway line at the corners and curves mentioned. The explanation or reason why this could not be done was clearly presented in an article published in the Evening Post on April 4th. last, headed, Broadway Cable Accidents, in which you as President of the Company, are quoted as giving the reasons for the accidents and the efforts of your Company to prevent them. In such article you state among other things, "the curve at Broadway & 23rd.st. can be taken slowly, for the reason that "the cable there is a short one of 3,000 feet operated only "between this point and the power-house in 25th.st.; being under "the tension of a few cars at a time it possesses a flexibility "even on the curves which enables the grip to hold it at a "relaxed pressure. The tension on the cable at the 14th.st. "curve makes it practically a solid bar of steel, and the grip "must be fastened upon it with full force in order to hold at all."

Would it not therefore be possible and practicable for your Company to erect a small power-house in the vicinity of 12th. or 13th.street & Broadway and operate from there a short cable, say 3,000 feet from 13th. to 18th.st., as is done for the 23rd.st. curve? The cars could then take the short cable at either end and run as slowly and easily as desired around the curves, taking up the regular cable as soon as the straight line was reached again. Of course this would entail considerable expense upon the Company but the matter is of such public moment and the criticisms of the public press so severe and the danger to the public so great that we presume that the Company would not allow the matter of expense to stand in the way of such an improvement.

Our Society has received complaints not only from foot passengers using that section of the city, but from the

shop-keepers in the neighborhood who state that the speed of the cars at that point is most dangerous and fear inspiring, and that they believe their property is depreciated and their business impaired because of the cars being run at such a speed so that it is possible damage suits may be brought against the Company with whatever likelihood of success there may be in them. In regard to the 53rd.st. curves we suggest that the power house at 50th.st. already furnishes the opportunity for the construction and operation of a short cable from that power house to 9th.Avenue, which would, if the plan is practicable, remedy the danger now caused by the speed of the cars at the two curves on 53rd.st..

We believe that the Company itself would be benefited by the slow running of its cars around these 14th.st. & 53rd.st. curves, as we are informed that some intending passengers are deterred from using the line now because of their fear of accidents.

As this Society submits these statements and suggestions to you in a perfectly friendly spirit and with the desire of improving the efficiency of your company's operations as well as improving the comfort and safety of the citizens at large we trust that you will give us your views upon the matter with frankness and in detail, and beg to remain

Respectfully yours,

City Improvement Society,

(Signed) J.C.Pumpelly,

Secretary.

TYPEWRITER
PAPER CO.

*Reply to first Communication
from the Society.*

--C O P Y

Metropolitan Street Railway Company,

Cable Building

New York June 4th., 1896.

J.C.Pumpelly Esq.,

Secretary, City Improvement Society

12 E.23rd.st., New York City.

Dear Sir:

I am in receipt of your letters of May 18th. & 28th. relating to the subject of the operation of cable cars around the 14th.street and 23rd.street curves.

I have made a careful investigation and comprehensive study of the operation of these portions of the Company's system with a view of determining the best method of handling cars in order to accommodate the public with the facilities of passing across the streets to which they are entitled. The methods in use seem to me to be well adapted to the result desired to be obtained, and I don't see what new changes can be made that will convenience large numbers of passengers transported in our cars, and at the same time facilitate in any greater degree the passage of pedestrians from curb to curb. Numerous guards and inspectors are stationed at the important crossings to assist pedestrians, while the rules prescribe rigidly that ample warning shall be given of the approach of cars. No complaint of the lack of proper assistance at such points has yet been communicated to me, while my own observation warrants me in saying that the necessities of the situation are amply provided for.

I am of the opinion that, treating the subject of transportation in the City of New York, the best methods that can be adopted are now in use, and that ~~that~~ there is no ground for reasonable objection to the methods pursued.

Respectfully yours,

(Signed) H.H.Vreeland, Prest.

*Second Communication
from the Society*

City Improvement Society,

(Incorporated June 14th, 1892.)

12 East Twenty-third Street.

--COPY--

OBJECTS.
TO PROMOTE THE IMPROVEMENT AND BEAUTIFYING
OF THE CITY, AND TO ASSIST AND STIMULATE THE
AUTHORITIES IN ENFORCING THE LAWS
RELATING TO SUCH OBJECTS.

New York, June 8th., 1896.

H.H.Vreeland Esq.,

Prest.M.S.Ry.Co., 621 Broadway.

Dear Sir:

We are in receipt of your favor of the 4th.inst.,
contents carefully noted.

We regret to state that your communication is far from
satisfactory. No complaint of "the lack of proper assistance at
important crossings,"etc.etc. has been made by us, or by any one,
as far as we are aware. In fact the stationing of the "numerous
guards and inspectors" referred to by you, is considered highly
commendable. This is however not the question under consideration
at all. What we are anxious to learn is whether you propose
adopting any means that will ensure as far as possible the safe
"passage of pedestrians from curb to curb" at 14th.st. & Broadway
and 7th.Avenue & 53rd.st.. This subject has been so generally
discussed by the public and so thoroughly ventilated in the public
press that we cannot but feel surprise and disappointment in
learning from you that you consider "the best methods that can
be adopted are now in use, and that there is no ground for
reasonable objection to the methods pursued."

Surely the "best method" is now in use at Broadway & 23rd.st.
and, as it seems to us, a very defective and dangerous one at the
other two points mentioned above.

We repeat that we are thoroughly aware of the difficulties
you have to contend with, but we must earnestly and respectfully
insist that you give this matter your serious consideration.

We shall be pleased to hear from you again at your very
earliest convenience.

Very truly,

City Improvement Society,

(Signed) J.C.Pumpelly, Secy.

*Final reply from
Presd. Vreeland.*

--C O P Y --

Metropolitan Street Railway Company,
Cable Building,

New York, June 10th., 1896.

J.C. Pumpelly Esq.,

Secretary, City Improvement Society,

#12 E. 23rd. st., City.

Dear Sir:

In reply to your favor of the 8th. inst. I beg to advise you that I have nothing to say in addition to what was covered by my communication of the 4th. inst.

Yours very truly,

(Signed) H.H. Vreeland,

President.

City Improvement Society,

(Incorporated June 14th, 1892.)

12 East Twenty-third Street.

OBJECTS.

TO PROMOTE THE IMPROVEMENT AND BEAUTIFYING
OF THE CITY, AND TO ASSIST AND STIMULATE THE
AUTHORITIES IN ENFORCING THE LAWS
RELATING TO SUCH OBJECTS.

New York, June 16th., 1896.

Hon. Wm. L. Strong,
Mayor, City Hall.

Dear Sir:

We have the honor to enclose herewith copies of the correspondence we have held with Mr. H. H. Vreeland, President Metropolitan Street Railway Company, on the subject of the extremely dangerous crossings at Broadway & 14th. st. and 53rd. st. & 7th. Avenue. We had hoped to learn that the Company was prepared to adopt at the above locations a "slow running" cable similar to the one in use at the curve from Broadway into 23rd. street. Disappointed in this we beg to place the matter in your hands and earnestly request that you will use all the means that may be in your power to remedy this evil which has already been so thoroughly discussed in the public press.

It has been stated to us that the general speed of the cable has been reduced and that the cars proceed more slowly around these curves. Our Inspectors however report that there is no material diminution of the speed and that these crossings are as dangerous as ever.

We shall be much gratified if you will communicate to us your views on this subject.

Very respectfully yours,

J. C. Pimpelley

Secretary.

Encs.

May 18 - June

Your views on this subject. . . .
The Weir shall be much gratified
and anxious as ever. Railway Com
material diminution of the speed
these curves. Our Inspectors h
has been reduced and that the ca
the it has been stated to us th
thoroughly decreased in the publ
Your power to remedy this evil w

J. C. REIFF,
52 EXCHANGE PLACE.

18
New York, September 12th-96. 189

Hon. Wm. L. Strong,
Mayor.

Dear Sir:-

I understand that a municipal ordinance compels the Surface Railway Companies to stop their cars on notice at street crossings, that passengers may get on or off.

I find the Third Avenue Railroad Company has in some instances joined two cars together, only one of which is connected by grip with the cable. The second car I believe is called a trailer.

This makes it very unpleasant to the passengers because of the noise and jerk caused by stopping; the second car having no motor man and consequently no brake.

This plan was doubtless adopted to save the expense of the additional man. Possibly it might not furnish much of a basis for complaint, if the noise and jerk were the only result.

There is a considerable grade on Amsterdam Avenue between 129 & 136th Streets, and while to a car drawn by horses it would be of great consequence, to a cable car it simply should make no difference at all under decent management. The evident purpose of the Co. being to save the expense of one man to a car, the claim is now made that if the car is stopped on the grade it cannot start again, etc. This never occurred in practice, un-

(#2)

til the Co. tried to save the extra motor man and so doubled up the load by putting two cars together with only one grip connection.

As I understand it, a corporation is not supposed to dictate the measure of public convenience at its pleasure merely because it saves expense, especially if it deprives the public of reasonable privileges.

I have noted the refusal to stop on this grade on Amsterdam Avenue when two cars are together, although the Conductor stops with one car. No explanation is offered to the passenger why they do not stop, but when a passenger wishes to get off between 130 & 136 Streets the conductor simply stares blankly.

It is not necessary to multiply illustrations, but the latest occurred only on Thursday of this week. I was on the car. A woman with two small children (both carried in her arms) desired to get off about 132nd Street and she was arbitrarily carried to 136th St., which compelled her to carry those children 3 or 4 blocks.

This is simply an outrage. I have seen a lady travelling alone treated in the same manner after dark. The conductors have also refused to stop for me at 131st Street when I wished to get off at the Hospital, of which I am a Trustee.

At the expense of seeming prolix, I have gone into detail, so that the facts and circumstances may be understood. As the present administration in this City is reforming things generally, I think the 3rd Ave. Railroad needs attention.

Respy Yours, Josiah B. Reiff

—OFFICE OF THE—

Third Avenue Railroad Company,

THIRD AVENUE, 65TH & 66TH STREETS.

ALBERT J. ELIAS, PRESIDENT.
HENRY HART, VICE-PRESIDENT.
ALFRED LAZARUS, SECRETARY.
JOHN BEAVER, TREASURER.

NEW YORK, September 18, 1896.

Hon. William L. Strong,

Mayor of the City of New York.

Dear Sir:-

A letter to you by Joseph T. Reiff, dated September 12th, and complaining of the service of the cars of this Company has been brought to our attention.

In answer to the statements of the letter, which we beg herewith to return to you in explanation of portions of this letter, we would state as follows:

(1) We understand that there is no municipal ordinance compelling surface railroad companies to stop their cars on notice at street crossings.

(2) With respect to the complaint against this Company using trailers - i. e., a second car attached to a car which has a grip - we would state that this method of transportation is absolutely essential to avoid a continuous blockade in crowded portions of the City, more especially upon the line of this Company at 125th Street and Third Avenue, where the cars run under forty seconds headway, which headway cannot be reduced in view of the number of people to be carried.

We would further call your attention to the fact that in other large cities, where the introduction of cable cars has preceded the use of the same in this City - among others Chicago and St. Louis - and where the use of cable cars is much more extensive than in this City, the use of trailers is universal; and not only is one trailer used, but three and four, the object of which is to minimize the blocking of the streets, as well as to diminish the chance of collisions.

(3) The suggestion that the use of trailers is accompanied by the absence of a brake upon the trailing car is a mistake, inasmuch as each trailer has a grip which is connected with the brake on the grip car, and both of which are operated simultaneously by the gripman.

Moreover, the brake used by this Company is the brake which has been commended by the State Board of Railroad Commissioners in their recent report upon the so-called Thirty-ninth Street Accident, which took place in Brooklyn, and recommended for adoption to other Companies in the State.

(4) With respect to the complaint that cars sometimes do not stop between 129th and 136th Streets, where there is, according to the writer of the letter, and as is the fact, a very heavy grade, it is to be stated that it is almost physically impossible to start

a heavily loaded car or train when once the same has stopped, at this point of the road, the result of such procedure, if attempted, being to block the road and compelling the passengers in the car to get out, and to their great inconvenience, walk to the top of the hill.

The inconvenience, therefore, of an occasional passenger, who upon rare occasions is compelled to walk down the hill in consequence of having been carried a block or two farther than desired, is hardly to be considered in comparison with the comfort of a whole carload, or several carloads of passengers, who would be compelled, in case of a blockade, to walk up-hill for the same distance.

When the traffic is not heavy and it can be done, the cars whether in trains or single cars, are always stopped upon notice from those desiring to get off.

(5) With respect to the failure of conductors to give a personal explanation to each passenger, as the writer of the letter suggests, this will hardly be considered practicable by your Honor.

It is a fact, however, that all the conductors of the Company are instructed, when there is heavy travel, to notify all passengers when they board the car that there will be no stop between 129th and 136th Streets.

We, of course, much regret the hardship of the individual case which must necessarily arise, but it is simply one of the many illustrations where the discomfort of one must be subordinated to the welfare of the many.

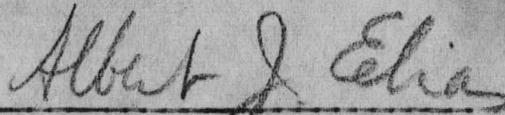
Trusting this explanation is satisfactory, and with expressions of a desire to do everything in our power to promote the convenience of the traveling public along our line,

We have the honor to remain,

Yours respectfully,

THE THIRD AVENUE RAILROAD COMPANY,

By


President.

METROPOLITAN STREET RAILWAY COMPANY,
CABLE BUILDING,
621 BROADWAY.

NEW YORK, Nov 11th 1896

Application is hereby made for permits to use snow-
-plows, sweeping machines or other similar instruments
on and over the following named Lines

- 1 Broadway & 7th Ave Division
- 2 Sixth Avenue "
- 3 Ninth Avenue "
- 4 Chambers Street "
- 5 Lexington Avenue "
- 6 Columbus Avenue "
- 7 "Bell" "
- 8 Forty Second Street "
- 9 Thirty fourth Street "
- 10 Metⁿ Cross Town "
- 11 Avenue C "
- 12 Lenox Avenue "
- 13 23^d Street including Bleeker
St & 14th Street branches.
- 14 Eighth Avenue "
- 15 Fourth Avenue "
- 16 Twenty eighth & Twenty ninth Sts "

Metropolitan Street Railway Co
By D. B. Hasbrouck
Vice Pres

To the Mayor of the }
City of New York }

(U)

(COPY)

LAW DEPARTMENT,

Office of the Counsel to the Corporation.

New York, November 17, 1896.

Hon. Charles H. T. Collis,
Commissioner of Public Works.

S i r :-

I have your letter of November 6, stating that under the twelfth condition attached by the Board of Aldermen to their consent to the Kingsbridge Extension franchise, which was purchased by the Third Avenue Railroad Company on November 14, 1895, the following provision appears:

"That the Third Avenue railroad Company, as a further condition of the granting of these resolutions, shall be obligated, in case it shall be the successful bidder at said sale, to pay into the City Treasury the sum of \$250,000 in cash within thirty days from the date when it shall have acquired the right to build said extension and branches, as aforesaid."

You state that information has been given to you that the sum of \$250,000 has not been paid to the Finance Department, and you ask to be advised whether or not the payment of said sum is a prerequisite to the issuance of any permit, under an application made therefor to your Department, for the opening of the streets named in the franchise.

You will perceive that the resolution requires the payment of the money within thirty days from the date when the Company shall have acquired the right to build said extension and branches.

In my opinion this refers to the time when it shall have obtained complete rights for the building of all the said extension and branches, and that time I am

informed has not yet arrived, since the Company has not acquired the right to build on the northernmost portion of its extension, being the construction of that portion of said extension along the line upon which Van Cortlandt avenue abuts, and upon which the route of the extension is coincident with the tracks already laid by the Union Railway Company of New York City.

The complete right to build upon this portion of the extension will not have been obtained until the consent of the Department of Parks and of the Union Railway Company shall have been obtained.

These portions of the route, however, as I am informed, are north of Spuyten Duyvil Creek, and are not comprised within the limits of the territory for which a permit for construction is now asked.

I am of the opinion, therefore, that the time has not yet arrived under the resolution of the Board of Aldermen when the Company can be required to make the deposit referred to, and that the making of that deposit is not a prerequisite to the granting of the permit for the construction of a portion of the road .

The City is abundantly protected, as it seems to me, and insured against any failure on the part of the corporation to make the deposit at the proper time, from the fact that it holds now three bonds given by said Railroad Company, aggregating the sum of \$600,000 obligating said Company to a compliance with all the conditions of sale, including the payment of the bonus of \$250,000 in cash at the proper time.

Yours very truly,

(Signed) FRANCIS M. SCOTT,
Counsel to the Corporation.

Department of Public Works,

Commissioner's Office,

No. 150 Nassau Street,

New York, December 4, 1896

Hon. Wm. L. Strong,

Mayor of the City of New York.

Dear Sir:-

In relation to the payment of \$250,000 to the City Treasury, required under the conditions of the consent by the Board of Aldermen to the Kingsbridge Extension of the franchise of the Third Avenue Railroad Company, to which reference is made in the letter recently addressed to you by Mr. Elihu Root, I beg to submit for your consideration the enclosed copy of letter of advice of the 17th of November, 1896, received by this Department from the Counsel to the Corporation, stating his opinion to be that the payment of said sum is not a pre-requisite to the granting of the permit for the construction of a portion of the road.

Permission was thereupon given, on the 19th day of November, 1896, to open Kingsbridge Road from Amsterdam Avenue to the bridge across the ship canal.

Very respectfully,

Howard Bayne Wilder

Deputy & Acting Commissioner of Public Works.

ELIHU ROOT.
SAMUEL B. CLARKE
GEORGE E. P. HOWARD.
BRONSON WINTHROP.
HENRY L. STIMSON.

LAW OFFICE OF
ROOT AND CLARKE,
MUTUAL LIFE BUILDING, NO. 32 LIBERTY STREET,
NEW YORK.

December 4th 1896.

The Honorable
William L. Strong,

Mayor etc.

Dear Sir:-

About a year ago, the Third Avenue Railroad Company applied for a consent to the building of a railroad through Kingsbridge road from One hundred and sixty-second street north to the City Line; ~~with~~ the route ~~so~~ arranged as to make it an extension of the Third Avenue line.

At the same time, the Metropolitan Street Railway Company was an applicant for substantially the same extension; ~~with~~ the route ~~so~~ arranged as to make it an extension of its line.

In consideration of an offer of \$250,000 in cash to be paid into the City Treasury by the Third Avenue Railroad Company, the Board of Aldermen granted the consent in the form desired by the Third Avenue Company. The payment of the \$250,000 was included in the consent as a condition and was to be made within thirty days after the right to build the road was acquired.

The Metropolitan Company is now informed that the Third Avenue

Company has applied to the Commissioner of Public Works and has obtained a permit to commence the construction of its extension on the Kingsbridge road upon affidavits purporting to show that sometime in July last they had acquired the right to build such extension; and that the said Company is about to proceed with the construction without having paid the \$250,000 although many times the thirty days within which it was to be paid have expired.

It is quite probable that no action could be maintained by the City for the payment of this \$250,000. No security has been given for its payment except the personal bond of the Railroad Company.

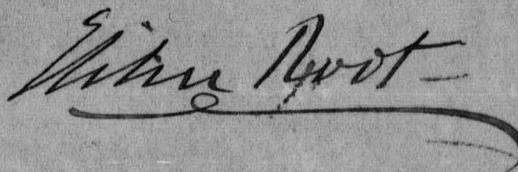
There is strong reason for believing that while the City might prevent the building of the road unless the \$250,000 was paid, if the road is built the City could not collect the \$250,000 by suit. We are furthermore informed that the position taken by the Third Avenue Railroad Company, ~~to wit~~, that they are not bound to pay the \$250,000 until they have acquired the right to build every rod of the proposed extension, which covers about ^{and} eleven miles, they can go on and build and use 99/100 of the whole extension and never become liable to pay the \$250,000.

Manifestly if the City expects ever to receive the money the time to settle these questions is before the Railroad Company

is allowed to build.

The Metropolitan Company has no desire to injure the Third Avenue Railroad Company but it protests against being defeated in a public competition by a bogus offer of money or by an offer which is to be treated as if it had no binding force and effect. If that is to be permitted, corporations which expect to perform the obligations they assume will have no chance in future competitions.

Very respectfully,

A handwritten signature in cursive script, reading "Wm. Root", with a long, sweeping underline that extends to the right.

Application for Permission to use Snow Ploughs, etc.

To the Mayor of the City of New York:

The undersigned respectfully asks your permission, pursuant to Sections 268 to 273 inclusive, of Article 28 of Chapter 8 of the Ordinances of the Mayor, Aldermen and Commonalty of the City of New York, in force January 1st, 1881, entitled "Snow ploughs and sweeping machines by railroad companies and others in the City of New York," to use such snow ploughs, sweeping machines or other similar instruments as may be necessary on and over the tracks and lines occupied and used by the undersigned company.

This company does hereby agree and stipulate to comply with all the provisions of the above-mentioned ordinances.

Dry Dock East Broadway &
 Battery R.R.C.
 by E. H. Gordon
 Secy

DEC 19 1896

Application for Permission to use Snow Ploughs, etc.

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Dry Dock, East Broadway &

Battery R.R. Co.

by

A. Laudon,
Secretary

DEC 19 1896

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My Dock, East Broadway
+ Battery R.R.C.

DEC 19 1896

for
H. A. Haller,
Secy.

Application for Permission to use Snow Ploughs, etc.

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This company does hereby agree and stipulate to comply with all the provisions of the above-mentioned ordinances.

Dry Dock, East Broadway & Battery

DEC 19 1896

J. A. Hander
Secretary

OFFICE OF

THE FORTY-SECOND STREET, MANHATTANVILLE
◆◆◆ AND ◆◆◆

ST. NICHOLAS AVENUE RAILWAY CO.

118 and 120 East 42d Street,

New York, January 4th. 1897.

ALBERT J. ELIAS, PRESIDENT.
HENRY HART, VICE-PRES.
D. C. ANDREWS, SEC'Y AND TREAS.

Hon. William L. Strong,
Mayor of the City of New York.
Dear Sir:--

Permission is hereby applied for on behalf of the
Forty-Second Street, Manhattanville & St. Nicholas Ave Railway Co.,
to use such snow ploughs, sweeping machines and other similar
instruments as may be necessary on and over the tracks and lines
occupied and used by this Company for the year Eighteen hundred
and ninety-seven.

Yours truly,

Albert J. Elias

PRESIDENT.

COMPRESSED-AIR MOTORS.

SOON TO HAVE A TRIAL ON THE ELEVATED ROADS.

(New-York Tribune, January 15.)

The possibility of having many miles of the city's pavements torn up for the laying of an underground system of electric railroads has caused many a citizen to look forward with anything but pleasure to the months during which the operation would be in progress, provided that it took place at all. The plans, as now being considered, provide for the ripping up of Fourth, Sixth and Eighth aves. and Broadway itself for a considerable distance, and everybody knows what a nuisance to the public such a disturbance of the busiest thoroughfares is most likely to prove. In view of this there are many who doubt the advisability of hastily committing the city to the underground electric system of transportation, preferring rather to postpone action until such a time as a more desirable and simple motive power or adaptation of such power can be employed.

Such a power the advocates of compressed air as a motive power believe they have discovered. The subject is by no means a new one, but it is not until comparatively recently that it has been brought to the attention of the general public.

The American Air Power Company is one of the organizations that has done most to disseminate the knowledge of the things that can be done with compressed air. This company has been formed about a year. Its capital stock is \$1,250,000, and its officers are as follows: President, E. A. Willard; vice-president, Edward Comstock; secretary, Samuel Lee; treasurer, Henry Marquand; general manager, Henry D. Cooke; engineer, E. E. Pettee. Among the stockholders are many prominent citizens. The company's factories are at Rome, N. Y. The motor owned by the company is the Hardy motor, and it is in use in all the cars of the company. The company has had two of its cars in use on the One-hundred-and-twenty-fifth-st. cable line since last August. These two cars have run on schedule through all kinds of weather and have never failed to do what was required of them. They have run 18,613 miles, and have carried 115,710 passengers. During the big storm that occurred just before Christmas, the compressed-air cars ran according to schedule all the time. The Third Avenue Cable Company officials expressed themselves as delighted with the performance of the new power, and it is likely that more of the cars will soon be in use on the line.

But the American Air Power Company represents that its motor will prove invaluable for elevated lines also. To support this opinion it is building a compressing station at No. 100 Greenwich-st. This will be completed soon, and in about three weeks compressed air will have a trial on the elevated road. The locomotive to be used in the trials has been finished, and will resemble externally the ordinary elevated road locomotive. There will be no smoke, cinders or dust made by the compressed-air engine, however, and this is one of the advantages claimed for it.

The promoters of compressed air have great faith in its future. They claim for it simplicity and effectiveness, its chief advantages being in the ease with which it can be operated. Each car, in the case of surface roads, carries its own motive power, while the expense is about the same as that of the overhead trolley system, the cheapest form of electric roads. The trials of the motor of the American Air Power Company on the elevated road will be awaited with interest.

PRELIMINARY REPORT.

SPEED TEST OF HARDIE MOTORS.

Car 19 was tested on 125th Street Saturday night, Jan/ 16th, 1897, to determine the question of speed and acceleration. A speed indicator was attached to the car by Mr. Fowler of the Railway Gazette.

Two round trips were made from Fort Lee Ferry to the East River, and charts of the run made, which will be drawn out and submitted in a few days and which will show the exact results. The car carried passengers on all its trips, and it was difficult to find a clear stretch in which to acquire speed. No difficulty was experienced in acquiring a speed of 20 to 24 miles an hour between streets. The car was stopped while going at a speed of 23 miles per hour in about twice its length, without jar or discomfort to the passengers. It was stopped while going at a speed of nearly 20 miles an hour within a little more than its length, without jar.

In point of acceleration, the car proved all that could be desired. The car easily acquired a speed of 8 miles an hour when started at the near crossing by the time it reached the other side of the street. This question of acceleration is entirely under our control, as a little change in the reduction valve will permit us to use any pressure we need; but the test on Saturday night proved that the Motors, as they now are, accelerate and retard perfectly, and all were surprised and pleased at the records obtained

Henry D. Cooke,

General Manager.

General Offices of the

American Air Power Co.

AIR POWER FOR SURFACE AND ELEVATED RAILWAYS
AND
INDUSTRIAL USES

E.A. WILLARD,
PRESIDENT.
EDWARD COMSTOCK,
VICE PRESIDENT.
HENRY MARQUAND,
TREASURER.

SAMUEL LEE,
SECRETARY.
HENRY D. COOKE,
GENERAL MANAGER.
E.E. PETTEE,
ENGINEER.

160 Broadway,

New York,

January 19, 1897

CABLE ADDRESS:
AIR POWER-NEW YORK.

Hon. Wm. L. Strong,
Mayor of the City of New York,
City Hall, N.Y.

My dear Sir:-

I beg to enclose you report of our run of Saturday night last on 125th St., showing the wonderful ease and quickness with which the Air Power cars are started and stopped.

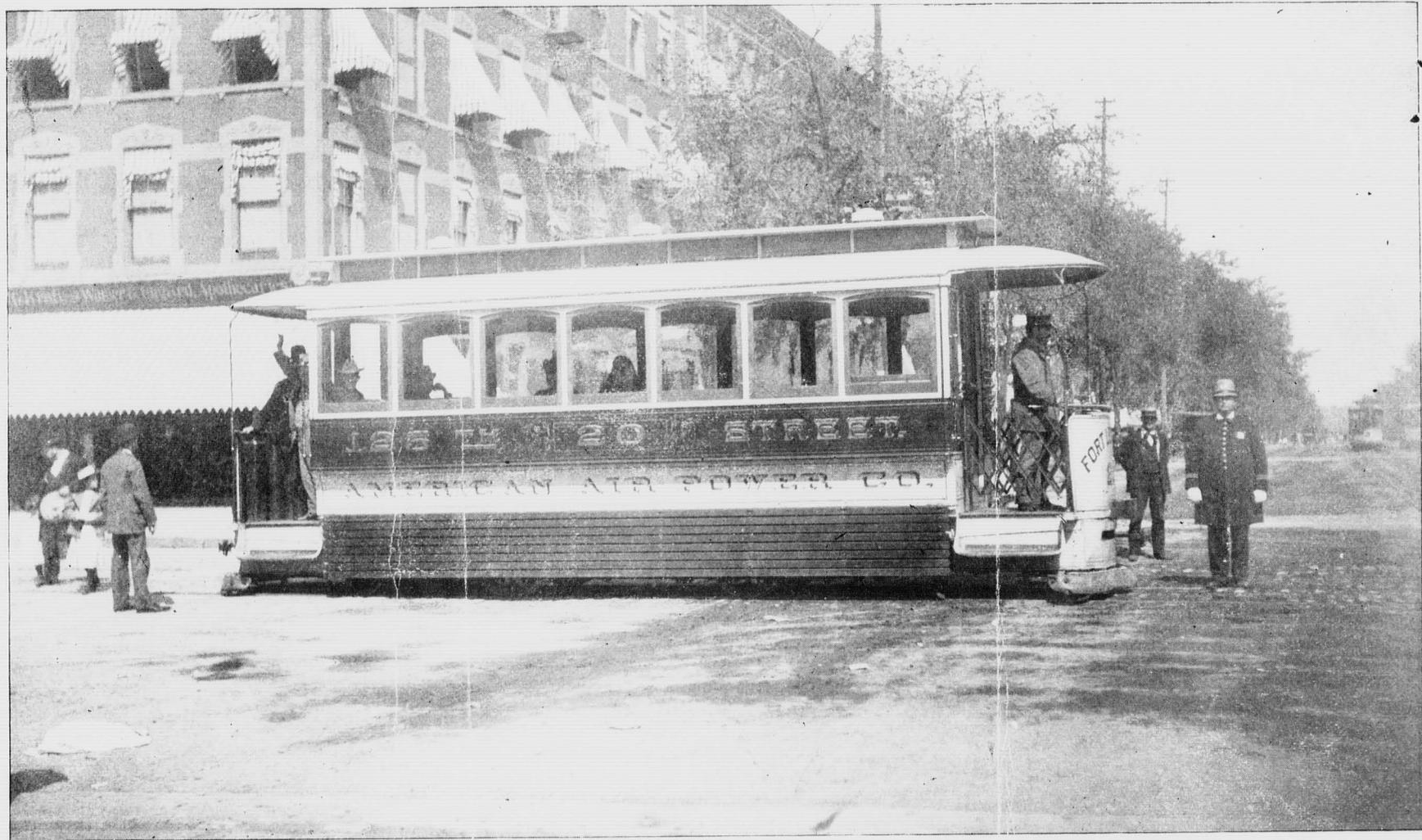
There is no mistake that the use of this power in the street will save many accidents.

We have decided that it will be more convenient to take the next run down the Boulevard in the evening instead of the early morning and I write to ask if you can name an evening early next week when it will be convenient for you to take this ride with us, and see the working of our cars.

Yours very truly,

E. A. Willard
President

H. D. Cooke



COMPRESSED AIR MOTOR



AN INDEPENDENT MOTOR, under quick control, noiseless, at reasonable cost, of high efficiency, free from danger and all objectionable features. The most economical system in cost of installation, operation and maintenance ever offered to the public. Thoroughly tested both winter and summer, and endorsed by prominent engineers from various parts of the country.

NO PAYING SPACE OCCUPIED BY THE AIR STORAGE OR MECHANISM, ALL BEING PLACED UNDER THE CAR FLOOR.

Cars in size and appearance like electric or cable, the floor being no higher from rail. Run at any speed desired. Overcome grades and sharp curves easily. Equipped with noiseless air brakes. Motor spring-supported independent of car body.

Two cars of this type are now performing a daily service of 161 miles upon 125th Street, New York City. Since August 3d, 1896, to January 8th, 1897, these cars have run 18,485 miles and carried 114,009 passengers.

For further particulars apply to

AMERICAN AIR POWER CO.

160 BROADWAY, NEW YORK

15

Brooklyn Feb. 20. 1897
To His Honor Mayor Strong.

Dear Sir

I have been quite interested in the solution of "The Dead Mans Curve" so called.

I wrote to the Tribune my plan and they published it. I wrote the Board of Aldermen, I wrote to the Metropolitan Traction Co, but I see no notice of it in any way except in that the Tribune published my letter.

My plan is to deflect the Cable road at 14th St. to the right and run

up the East side of Union Square
 returning to Broadway through
 17th St. It is true the
 same curves will be
 required at 17th St but they
 will be farther apart, and
 will not of necessity have
 to be executed on the same
 "men", but between 4th Av.
 and Broadway, they can stop
 if desirable. And the crowd
 of people at either 4th Av.
 or Broadway does not com-
 pare with that at 14th St.

But if the City does not de-
 sire to lose the 17th St as
 a place of Review etc, then
 run the cable up through
 18th, but dont in any
 consideration mutilate
 Union Sq. when the matter

is so easily remedied as
by the plan above pro-
posed.

Very Respectfully Yours

H. H. Beadle

P.S. The above plan is so obvious
and so simple I can hardly
believe it has not been thought
of by others, but I have seen
no intimation of it at any
time.

HHB

15 East 11th St.

Honorable William L. Strong
Dear Sir

I have been very much interested today in the agitation over the so-called "Dead Man's Curve" in the Broadway Cable line, at Fourteenth St. The suggestions offered, while eliminating the danger - or rather reducing it to a minimum - are open to one or both of these objections

1. Excessive cost
 2. Damage to Union Square Park
- the one appealing to the car company, the other, to the citizens.

As I understand the situation the danger to the public lies in the fact that the cars are carried around the curve at a high rate of speed, while

at the same time the fact that the cable travels in chords of the curve makes it necessary that the gripman retain his hold until the tangent is reached.

The problem then has two solutions:- elimination of the curve, necessitating extensive changes in the layout; or reduction of speed on the curve, retaining the present alignment.

Judging from a superficial examination, the latter seems to me the simplest plan and the best for these reasons:-

1. There would be no dismemberment or disfigurement of the Park
2. The cost would be but a fraction of that required by the change in alignment plans

3. The change could be effected with very little disturbance of existing conditions

As against it there would be these disadvantages:-

1. Loss of time, due to:-
 - a. Changing from high to low speed and vice versa
 - b. Slower speed on curve
2. Loss of power, due to the speed reducing mechanism
3. Increased cost, in the maintenance and operation of the ^{speed} reducing device.

The first is unavoidable under this scheme; the second would be a very small item; ~~in fact~~ and the third would be nearly if not entirely offset by the reduced wear and tear on roadbed and rolling stock.

Just what form of reducing device would be best fitted to the case could only be determined in the

light of the exact conditions obtaining. The main cable could be cut at the curve ends, leaving the slow section as a link between; or the higher speed cable, after passing over friction drums, could be led under the slow speed section.

In the first instance the slow section would be driven by one-half the high speed cable - the down town end; while the up town loop would receive its power from the slow section; In the second case the higher speed cable would remain on unit, and would drive the slow cable.

The two rough sketches will perhaps give a clearer idea than the description.

The actual reduction of speed would be made either by having the receiving and transmitting wheels,

of different diameters and rigidly connected; or by the use of gears; preferably by the former method

I offer the suggestion merely as an outline; the details of such a plan could be worked out successfully only with a full knowledge of the conditions

Hoping that it may at least serve to call attention to a possible, and, apparently, hitherto neglected solution of the problem

I am

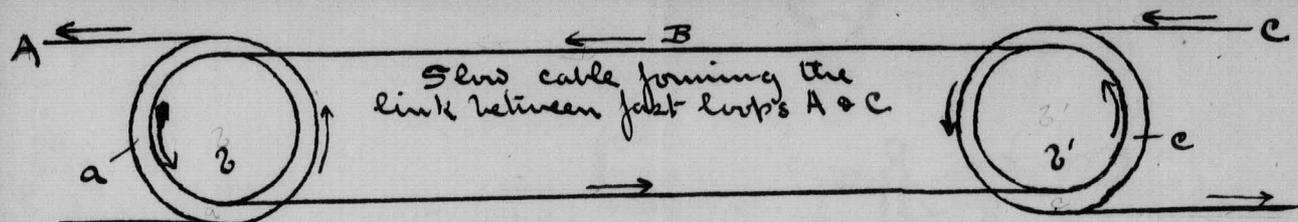
Very truly yours

Charles R. Harte C.E.

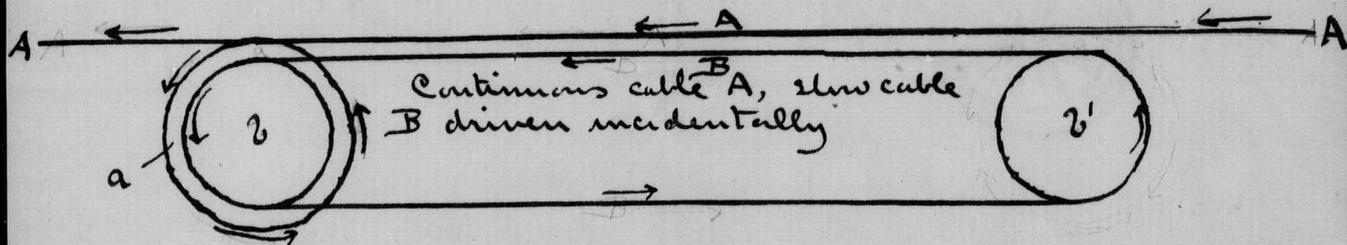
14 Gordon St

Jamaica Plain
Mass

New York City
February 21st
1897



Cable "A" drives cable "B" through agency of wheels "a" and "b", and cable "B" drives cable "C" through agency of wheels "b'" and "c"



Cable A drives cable B through agency of wheels a and b, then passes on to upper section. The portion of A between the wheels b and b' of course has nothing to do - directly - with the traction. The sketches are merely diagrams illustrating the principles involved

Copy sent each Senator 7/23/97

Re. Senate bill, No. 31.

-----X
The "Huckleberry Trolley" Company :
- vs. - :
Sixty Thousand People. :
-----X

There are two principles recognized in legis-
lation even by some of our most immature statesmen. Those
are:

1. That every facility should be given
where there is a congestion of population on either bank of
a stream, and there are large commercial interests, to which
it is of great importance to find a quick outlet, for speedy
intercommunication between the banks.

2. That where such a population and such
commercial interests are suffering and being retarded for
want of such communication, and there is a structure immed-
iately available for that purpose, as between them and an
over-fed street railway corporation, the City's property
will not be turned over to the latter.

The above bill directly contravenes both
these propositions. Your attention is earnestly called to
its thoroughly corrupt intent and the fraud upon which it
is based.

More than thirty years ago, the legislature,
foreseeing the rapid spread of the City, toward and beyond
the great Harlem waterway, indicated its policy for the con-
struction of a number of bridges over that stream. The
various steps by which magnificent structures have gradually
been erected across that artery, need not be recounted here.

Suffice it to say that, in the natural and sensible course of events, the larger bridges should come first where the congestion of traffic and of population is greatest. This position has been reversed in the history of bridges across the Harlem. Of a population in what is known as the North Side of more than 90,000 souls, nine tenths lie in that portion bounded by the Sound, the Harlem River, 149th Street to Morris Avenue, Morris Avenue to 161st Street, 161st Street to Third Avenue, Third Avenue to 175th Street, and 175th Street to the Sound. North of 149th Street, no part of this population is contiguous to the Harlem River, and rapid transit across it is not required. Besides, they have four large bridges. And five sixth of this population is congested South of 161st Street, and an enormous preportion thereof in Mott Haven and the district to the East.

Yet, while the excepted district lying along the Harlem, North of 161st Street on the East and 155th Street on the West bank, consisting entirely of vacant property owned by land speculators, possesses several of the most beautiful structures in this country, of which the Seventh Avenue (or Central) and Washington Bridges are types, the whole region referred to possesses, except the Third Avenue Bridge, far to the South, and still in course of erection, and the Madison Avenue Bridge at 138th Street, which is a worthless railroad and foot bridge constantly out of order, no means of communication whatever with Manhattan Island. This entire section can only reach the Island by a long detour.

In June, 1895, the legislature sought to remedy this defect by Chapter 986 of the Laws of that year. Owing to financial conditions, twelve years were allowed in which to commence the construction of a bridge at an expense of \$1,250,000 in addition to easements, at 145th Street, on the Southwest, to 149th Street upon the Northeast bank.

Within 300 feet of the Grand Central Bridge, to the North thereof, is the bridge from the upper end of the West Side Elevated Road, and used by the New York and Putnam (late New York and Northern, and formerly New York and Yonkers Railroad). Between these two lay a structure, old and rotten, save as to the draw-span thereof, which is comparatively new. This was erected pending the construction of the Central Bridge, and within 200 feet thereof. The legislature wisely directed that upon the completion of the latter this span, which is not only an eyesore and a disgrace to its present neighborhood, but a dangerous obstruction to the navigation of the Harlem Ship Canal, should renew its usefulness at 145th Street to 149th Street, about 3,000 feet south of the Central Bridge; and perhaps 1,800 feet north of the old Madison Avenue Bridge, above referred to. It is now at a dangerous angle in the River. The Harlem is more and more fulfilling its destiny as a great commercial artery, and a vessel reaching the large span, which is 117 feet in the clear on a side, must turn almost completely around to accommodate itself to a span hardly 70 feet in the clear, less than 200 feet away, and crossing at an entirely different angle. It must then work its way as well as possible to the railroad bridge just above. Yet,

the Consolidation Act directed that there should be 800 feet of clear water between every two draws.

The removal of this old span, though the act is mandatory, rested of course with the Park Board. This Board proceeded up to a certain day to carry out the intent of the legislature. The act allowed \$50,000 for the building of approaches, and some of the City's best engineers reported that the expenses of removal down was comparatively slight, that the amount directed by the legislature to be appropriated would cover the necessary construction, and that this span warranted such an expenditure. The Park Board applied to the Board of Estimate and Apportionment for \$1500 to make the necessary surveys and soundings for this temporary bridge, and the latter Board immediately allowed it. This carried the matter to April, 1896.

In May last, the thousands of interested residents and property owners learnt that an application had been put in on behalf of the Union Railway Company for the use of this structure at its old site, as a means of crossing the River and connecting with the L road. Business men and property owners with aggregate investments of many millions of dollars demanded a hearing, and secured it with some difficulty, but in spite of the fact that an application from the Railway Company was indorsed by none but a few vacant lots speculators, a hand full of politicians, and a few respectable residents living along the contiguous branch of the trolley system, protests were seemingly in vain. The Park Board from that day never took another

step toward carrying out the obvious purpose of the act, and on repeated occasions its members asserted we should never have this bridge.

At its meeting on July 13th, 1896, the undersigned, representing as counsel more than a hundred small owners and a long list of business men and residents of Mott Haven, served upon the Park Board three formal demands for action in the premises. The Park Board noted on its official minutes, published in the newspapers the following day, and in the City Record soon thereafter, that these demands had been referred to the Corporation Counsel for advice, and the Commissioners verbally stated at subsequent dates that this had been the disposition of the demands. I have before me a letter dated November 16th, 1896, showing that up to that time the Corporation Counsel had never heard of the matter? Inferences are obvious.

Our worthy Mayor has been and is with us in our attempts to obtain our rights.

It is only within a week that any but a few of the people of the North Side learnt the nature of the pending legislation; or, in fact, that legislation was pending at all. The present act is intended to fasten ^{for} down an indefinite period the old Macombs Dam bridge at its old site for the benefit of the most corrupt corporation in this City (and while I have no anti-corporate mania, this is saying a good deal); its corruption being evidenced by our Court records.

This Trolley Company, which is still building its branches with the taxes it owes the City, is to

have our span for a gift; and there being no legislation under which we can get a bridge in the near future, we are expected probably, and perhaps by your honorable body, to go build one! Any supposed consent of any association of the North Side has only been obtained by direct misrepresentation as to the nature of the pending legislation. There are not a hundred people, I venture to assert, in the entire North Side but who believe now that this same act provides for the immediate construction of our permanent bridge, and there are not six who have ever seen the act. I have read that act carefully, and see nothing to prevent the trolley company refusing to deal with the Park Department after the Park Department has built these approaches and almost closed the Harlem, and applying elsewhere for their franchise, and avoiding payment for these approaches.

It sums up to this, that a section of this City, greater in area than the whole of Manhattan Island, and having a number of handsome bridges at its vacant tracts, can get none in its oldest and densely populated portion, and where are in constant operation a great many of the largest industries in the entire City, if a corrupt corporation, understanding legislative methods, desires the same structure for its own use. In conclusion I only wish to say that the trolley company can foretell coming events so well that it constructed its tracks right up to the line of this bridge almost a year ago.

If this Company really wishes to pay for the privilege of crossing the Harlem, it may do so over the bridge of the New York and Putnam Railroad, in whose origi-

nal charter the City reserved such a privilege; and which would afford the most direct connection with the elevated road which uses the same structure. In point of fact, the New York Rapid Transit Commissioners long ago recommended that a charter over this very district be given to the East and West Side "L" Roads, which was done.

We ask you to defeat this bill No. 31.

Yours respectfully (in haste),

Adam Frank
Attorney.

32 Nassau Street,

New York City.

Of Committee for Mott Haven Local Improvement Association;
of Counsel for Watt, Pinkney, Stephens, Leavey, Crimmins,
Mace, and other business men, property owners and residents
on both sides of the Harlem River, and various shipping
interests.

605 Hudson Street.

Hoboken, February 26. 1897.

To His Honor Mayor Strong
of New York City.

Your Honor!

As I take much interest in the so called
"Dead Man's Curve"

I take the liberty to send you enclosed a plan, and
think it will help you, to solve the question.

As you see by my plan I have drawn, I believe,
when the M^h tarrn track would be laid up Broadway
to 13th Street, through this Street till University Place,
and through further on to Broadway, and as you can
see I propose the Larun tarrn track to go from Union
Square through University Place till 12th Street,
and thence through 12th Street to Broadway.

In this way you save the Union Square Park,
and the Dead Man's Curve is done away with alto-
gether.

Yours very Respectfully
P. W. Lambert

of the firm: P. W. Lambert & C 62/64 Lispenard Street N. Y. City.

Union
Square
Park

Union Square



Street

Down town

14th Street

University Place

Street

14th Street

Broadway

13th Street

University Place

13th Street

Broadway

12th Street

13th Street

12th Street

12th Street

University Place

Down town

11th Street

University Place

11th Street

Broadway

Tram

P. W. LAMBERT

464 Fifth Avenue
New York

O F F I C E

of

THE FIFTIETH STREET, ASTORIA FERRY AND
CENTRAL PARK RAILROAD COMPANY,

5 Beekman Street, N.Y.

To

His Honor, the Mayor, and the

Honorable Board of Aldermen of the City of New York:

Your petitioner, the Fiftieth Street, Astoria Ferry and Central Park Railroad Company is a corporation organized in 1890 under the laws of the State of New York for the purpose of constructing and operating much needed railroad facilities for passenger transportation - especially across town - in the City of New York. A map showing a diagram of the route of the railroad proposed to be constructed and operated by your petitioner is hereto annexed.

Your petitioner believes that upon examination of the said map and diagram your Honor and the Honorable Board of Aldermen will concede that the proposed railroad of your petitioner when in operation will constitute a great public benefit by providing direct communication between two portions of the City which are now only accessible to each other by roundabout journeys consuming much time and involving the use of three of the existing lines of railroads.

Your petitioner has heretofore applied to the Hon-

orable Board of Aldermen for its consent to the construction and operation of its railroad and the papers in that application are on file with the Clerk of that Honorable Body.

It has also applied to the Honorable Board of Commissioners of Public Works for the consent of that Board to the construction and operation of its railroad upon the portions of its route located upon the territory under the jurisdiction of that Board. Further your petitioner designs at an early date to renew its applications for such described consents upon making certain changes in its route for its improvement and the removal of the objections of property owners.

Your petitioner claims, that in a circular which it addressed to the property owners along its route it was the first corporation in the City of New York to advocate a transfer system by which passengers might be conveyed up or down and across town for a single fare; and it hereby pledges itself when its road may be in operation to interchange passengers with all other railroads of the City which cross or touch its route upon the basis of the equal division of one fare of five cents.

Your petitioner has secured the consents of the owners of a majority in assessed valuation of the property bounded on its route in the following streets and avenues, to wit: First avenue between East 50th. and East 54th. Streets, and between East 93rd Street and East 96th. Street;

Avenue A. between East 53rd. street and East 93rd. Street;
Avenue B. or East End avenue, between East 79th. and East
90th. streets; East 86th. street between Avenue A. and the
East River; East 88th. and 89th. streets between Avenue A.
and Avenue B. or East End Avenue; East 96th. Street between
the East River and Fifth avenue; West 96th. street between
Columbus avenue and the Hudson River; on Columbus avenue,
between West 77th. and West 81st. streets; on West 57th.
Street between 11th. avenue and the Hudson River; on 11th.
avenue between West 50th. and West 57th streets. It has
also obtained the consents of many of the property owners
on West and East 50th. and 51st. Streets, West 79th., East
53rd. and 54th. and East 79th. streets.

Your petitioner therefore desires to call the
attention of your Honor and the Honorable Board of Alder-
men to the fact that the Third Avenue Railroad Company in
its petition to the Honorable Board of Aldermen for the con-
sent of that Body to the construction and operation of cer-
tain proposed extensions and branches of its railroad, now
pending, has in certain of the routes selected for such
proposed extensions and branches overlaid and appropriated
considerable portions of the route of the proposed railroad
of your petitioner, as follows, to wit:

"From the junction of Amsterdam avenue and West Ninety-
"sixth street x x x x running thence with double tracks
"westerly through upon and along said West Ninety-sixth
"street to the Hudson River.---ALSO x x x x from "the

"intersection of Park Avenue with East Ninety-sixth street,
"running thence Easterly through upon and along said East
"Ninety-sixth street to the intersection of said East Ninety-
"sixth street with Third avenue"; A L S O "from the junction
" of Third avenue and East seventy-ninth street x x x running
"thence with double tracks easterly through, upon and along
"said East Seventy-ninth street to the intersection of said
"East Seventy-ninth street with East End avenue; running
"thence Northerly through upon and along said East End
"avenue to the termination thereof"; A L S O "at the in-
"tersection of East Fifty-seventh street with Avenue A.,
"running thence Northerly through upon and along said Avenue
"A. to the intersection of said Avenue A. with East Eighty-
"sixth street; running thence Easterly through upon and
"along said East Eighty-sixth street to the East River; also
"through upon and along East Sixty-fifth street from Fifth
"avenue to the intersection of said East Sixty-fifth street
"with Avenue A.; running thence Northerly through upon and
"along said Avenue A. to the intersection of said Avenue A.
"with East Sixty-sixth street, running thence Westerly
"through upon and along said East Sixty-sixth street to the
"intersection of said East Sixty-sixth street with Park
"Avenue".

Your petitioner believes, that upon consideration,
it must become apparent to your Honor and the Honorable
Board of Aldermen, that to authorize the construction and
operation of railroads upon the fractional and disjointed
routes embraced in the said pending application of the said

Third Avenue Railroad Company, as described herein, will not be to provide proper relief from the difficulty now experienced in travelling from one side of the City to the other, nor to create a convenient system of cross-town transportation in the district in which such routes are located.

Furthermore that to permit preemption by the said Third Avenue Railroad Company of the ends of the streets leading up to the transverse roads crossing Central Park would be to qualify that corporation as the only one which could thereafter bid for the right to construct and operate serviceable cross-town railroads upon the other portions of these streets whenever such right might be authorized, thereby barring out competition at the sale by the Comptroller of the right, franchise and privilege of using those streets for the construction and operation of such railroads.

Your petitioner therefore respectfully protests against the consents of your Honor and the Honorable Board of Aldermen being given to the construction and operation of the extensions and branches of the Third Avenue Railroad embraced in the pending application of the Third Avenue Railroad Company, which are herein described and set forth; and earnestly petitions your Honor and the Honorable Board of Aldermen not to grant your consents thereto.

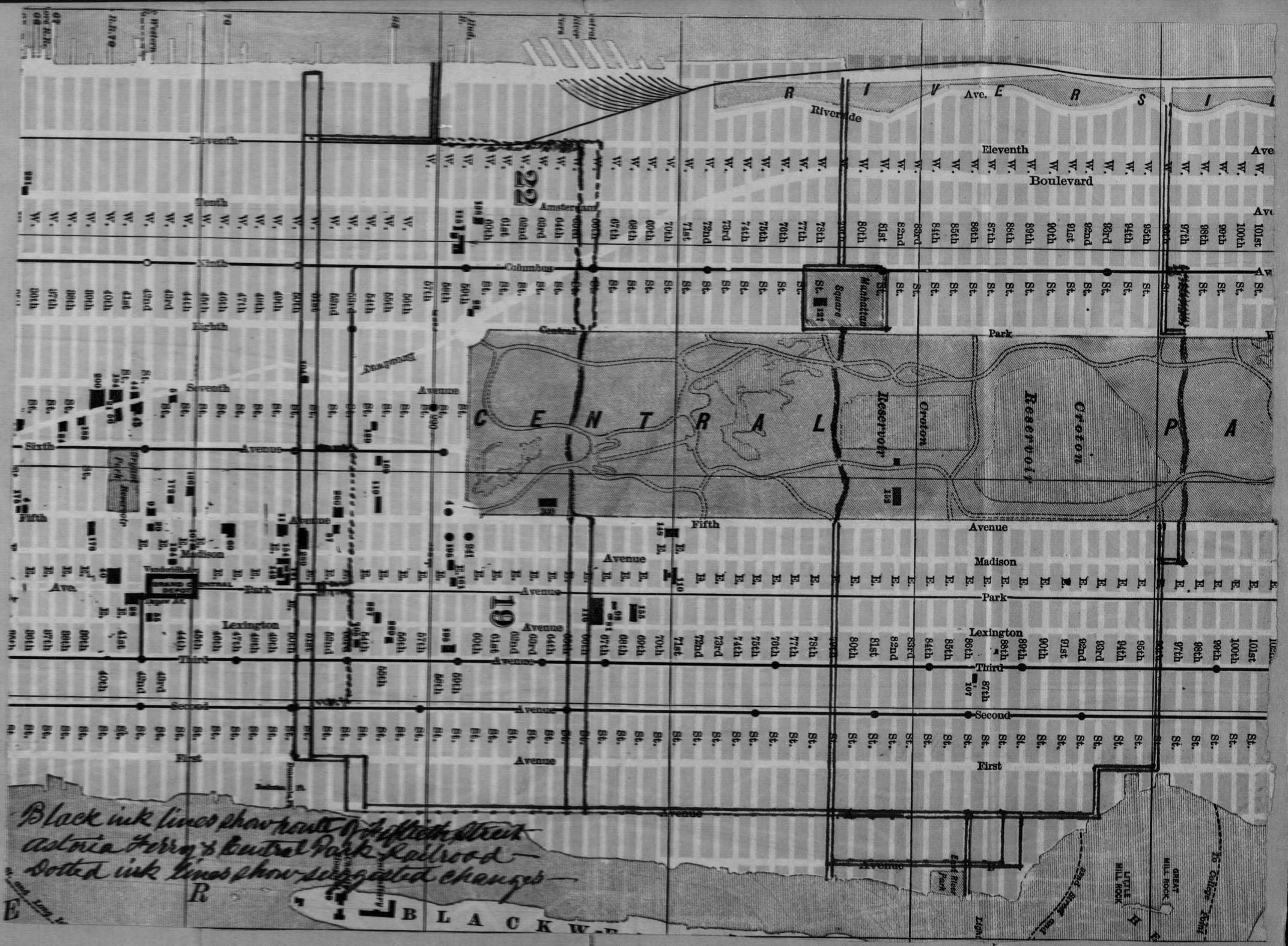
And your petitioner will ever pray &c.

The Fiftieth Street, Astoria Ferry
and Central Park Railroad Company,
By

Frederic A. Bartlett
Secretary.

March. 22 1897.

J. F. Harrison
Of Counsel for Pol. &
Trust & Co. Inc.
N. Y. C.

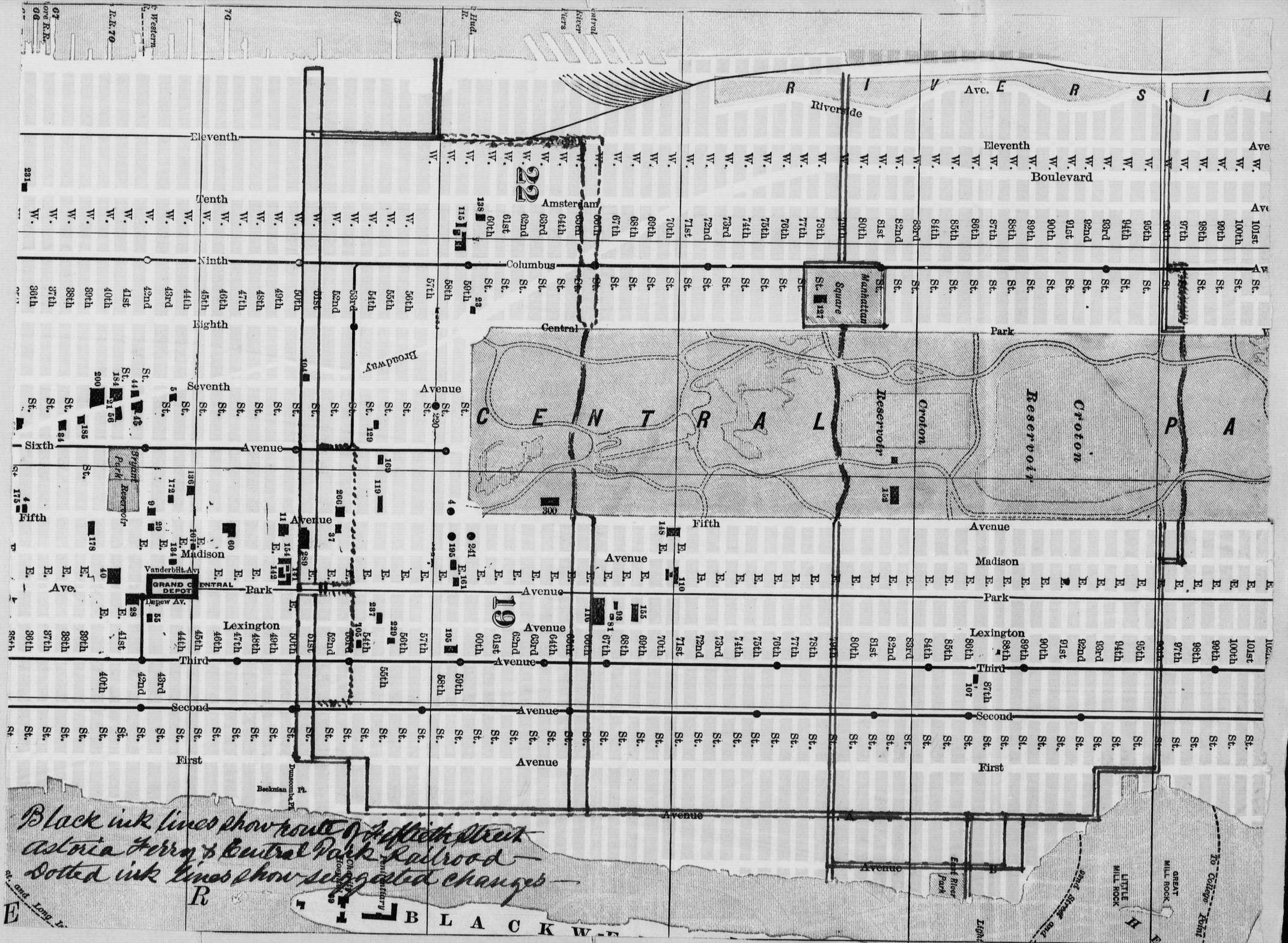


Black ink lines show route of Adirondack Street
 Astoria Ferry & Central Park Railroad
 Dotted ink lines show suggested changes

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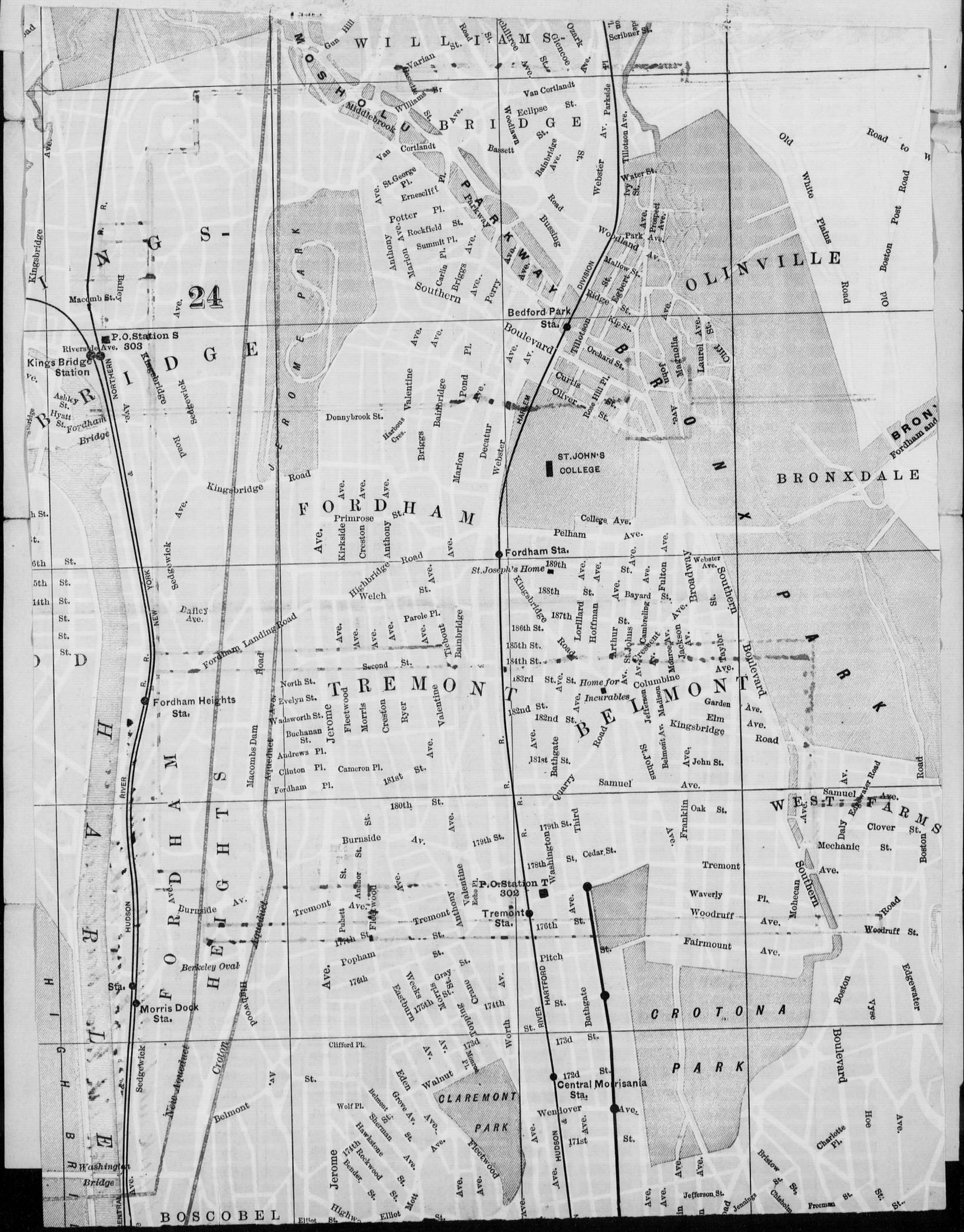
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Black ink lines show route of Astoria Ferry & Central Park Railroad
 Dotted ink lines show suggested changes

W. and Long Is.

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24

FORDHAM

TREMONT

BELMONT

CROTONA

PARK

CLAREMONT

BOSCOBEL

BRONXDALE

WEST FARMS

OLINVILLE

Kingsbridge

ALBANY

FORDHAM

HEIGHTS

TREMONT

BELMONT

CROTONA

PARK

CLAREMONT

BELMONT

CROTONA

PARK

WEST FARMS

BRONXDALE

OLINVILLE

BRONX

WEST FARMS

Kingsbridge Station

Fordham Heights Sta.

Tremont Sta.

Belmont Sta.

Crotona Park Sta.

Claremont Park Sta.

Belmont Sta.

Crotona Park Sta.

Central Morrisania Sta.

Belmont Sta.

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West Farms Sta.

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Washington Bridge

Macombs Dam

Highbridge

Jerome Park

Tremont Park

Belmont Park

Crotona Park

Claremont Park

Belmont Park

Crotona Park

West Farms Park

Brondale Park

Olinville Park

Brondale Park

Olinville Park

Brondale Park

Olinville Park

Brondale Park

St. John's College

St. Joseph's Home

St. Home for Incurables

St. Columbine

St. Garden

St. Elm

St. Kingsbridge

St. John St.

St. Samuel

St. Franklin

St. Oak

St. Tremont

St. Waverly

St. Woodruff

St. Fairmount

St. Avenue

St. Woodruff

St. Avenue

St. Burnside

St. Evelyn

St. Wadsworth

St. Buchanan

St. Clinton

St. Fordham

St. Jerome

St. Flectwood

St. Morris

St. Creston

St. Ryer

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St. 53rd

St. 52nd

In the Matter of the applica-
tion of the Third Avenue Rail-
road Company for consent of
the Board of Aldermen to cer-
tain branches and extensions
of its railroad.

To

His Honor, the Mayor, and
the Honorable Board of Alder-
men of the City of New York.

Petition of the Fiftieth Street
Astoria Ferry and Central Park
Railroad Company.

20

WHEREAS, it appears that the original franchises of the Sixth and Eighth Avenue Street Railways in the City of New York, provide that at any time the said City may become the owner of said roads and franchises upon payment of the original cost of construction, with ten per cent added, and

WHEREAS it further appears that the entire cost of said roads was \$1,280,000, which with ten per cent added makes the sum of \$1,400,000, and that they are actually worth over \$7,000,000, as shown by their earnings, and

WHEREAS, said roads have applied for a new franchise with the use of electricity, whereby they will obtain still greater powers, making it more difficult for the people to enter upon the ownership and control thereof, therefore, be it

RESOLVED: That the Democratic League of Kings County demands that steps be forthwith taken to resume possession by the City of New York of said roads and franchises, and further

RESOLVED: that a Committee of five be appointed to appear before Mayor Strong at the hearing to-morrow and present these resolutions and urge immediate action in accordance therewith.

copy

Resolution

Wm C. Dem Treasur

Passed Apr 7 1897

21

①

To
Hon

W L Strong

Treasur &c

-----:
Of the Hearing before Hon. William
L. Strong, Mayor of New York

In reference to the proposed ac-
quisition by the City of the
franchises of the Sixth and
Eighth Avenue Railroads.
-----:

The Democratic League of Kings County, in view of
the possible speedy consolidation of the cities of Brook-
lyn and New York appears to urge action looking to such
acquisition on the grounds following, namely:

First: The municipal acquisition and operation of street
railroad franchises is legal, practicable and expedient.

In the printed brief on the municipal ownership propos-
itions submitted by the League to the Charter Commission
recently its views on this subject are set forth and need
not be repeated here at length.

That such acquisition is legal and constitutional
is conceded. (See report Committee on Charter/ of Greater
New York; N.Y. Cen. & H.R.R. Co. v. Met. Gas. Light Co.,
63 N.Y., 326; Sun Assoc. v. Mayor &c., Court of Appeals,
March 1897.)

It is practicable. This appears from the experience of the City of Glasgow and other cities as set forth in Albert Shaw's work on Municipal ownership. The successful management of the Brooklyn Bridge, the Federal postoffice system and of various railroads by receiver-ships also indicate the practicability of government management of similar enterprises.

It is expedient. The price of the road is fixed by the terms of their franchises at about \$1,400,000, which is only about one-fifth of what they are worth to the City.

SECOND. The opportunity now offered to acquire these roads at a low rate will never occur again and is peculiarly favorable. Under the agreement upon which they were built their owners agree to surrender, convey and transfer them to the Corporation of the City of New York whenever required to do so on payment by the corporation of the cost of the roads with ten per cent advance. That cost was about \$1,280,000. The cost to the City would therefore be \$1,400,000. The roads are worth \$7,000,000 and earn net \$358,000 a year or five per cent on that sum.

If the roads are allowed to change the motive power they will be able so to swell the apparent cost of construction, that the City will be unable to pay the

price demanded. Again, it will probably be claimed that the franchise agreement was waived when the motive power was changed.

THIRD. The difference between \$1,400,000 and \$7,000,000 belongs to the City. It represents the value of the original franchise and the result of the natural growth and labors of the community.

FOURTH. The permission to change from horse power to electricity should never have been granted. It is of doubtful legality. It is manifestly improper. It is virtually the grant of another valuable franchise for nothing in defiance of popular sentiment and popular rights.

FIFTH. The railroad fare of five cents is too high. The City could operate the road at a two cents fare. In Detroit tickets are sold at eight for twenty-five cents.

SIXTH. The objections to the measure are mere matters of detail which can be overcome whenever there is a real

disposition to surmount them.

It is no answer to say that it is late. If time has been lost by inaction it should be redeemed by energy. now.

SEVENTH. The people look to the Mayor to make every effort to protect and defend their rights. The Greater New York should lead in the direction of this great ~~and~~ practical reform and its Mayor should direct and champion the movement. It is in the Mayor's power now to strike a great blow for his City and for the cause of the people. A better opportunity is offered than Mayor Pingree had in **Detroit**. This is really the most important matter which has come before the Mayor in his official career. This agitation will proceed until municipal ownership of these franchises is accomplished. Will the Mayor crown his administration with the glory of being its advocate? Our predecessors made ^{provisions} ~~provisions~~ in advance for this very situation. Are we ~~we~~ to abandon the benefit of those provisions? without an effort?

provision
Dated, New York, April 8th, 1897.

Chas. Frederic Adams
Egon A. Guttle.

Alfred B. Cruikshank,
On behalf of Kings Co. Democratic League.

21

On the Hearing before Hon. William
L. Strong, Mayor of New York

In reference to the proposed acquisition by the City of the Franchises of the Sixth and Eighth Avenue Railroads.

C. F. Adams & A. Tuttle

A. B. Cruikshank,
on behalf of Kings Co. Dem. League.

2

*Mr
W. L. Strong
Mayor &c*

THE CITY CLUB OF NEW YORK,

OFFICE OF THE SECRETARY,

677 FIFTH AVENUE,
NEW YORK.

NEW YORK, April 8th, 1897.

Hon. William L. Strong.

Mayor of the City of New York:

Sir:-

The city of New York at the present time possesses the right to purchase the franchises and property of the Sixth Avenue and the Eighth Avenue Railroad Companies, at the cost of construction with ten per cent added. Subject to this right, these corporations own their respective franchises and property. The Metropolitan Traction Company is now operating the roads under leases from their respective owners; and a change of motive power is in contemplation, which, if adopted, will add largely to the price at which the city could purchase the franchises and properties, if, indeed, there be not grave danger that the city may lose altogether its right of purchase. We believe the present a peculiarly opportune time to apply the principle which you and your associates have so wisely embodied in the proposed charter for the Greater New York, and thereby retain for the city the advantage it now has, and gain for it far greater advantages.

No one will dispute that if the city to-day absolutely owned these franchises, it could dispose of them either by sale or lease on very profitable terms. The pecuniary success

(Hon. Wm. L. H.)

of a north and south line of urban transit is beyond question. The ownership or the lease of these franchises is so valuable a privilege that a large number of responsible bidders will undoubtedly compete. We therefore ask you to make the most of a rare business opportunity for the city.

We understand that the only obstacle in the way of the city's acquiring the property in question, at a moderate cost, under the terms of the very contracts ~~under~~ which these corporations hold their franchises, is the lack of specific authority to issue bonds for the purchase price. We have no doubt that a request from you to the legislature would bring the requisite authority. We therefore, respectfully suggest that you, acting with the corporation counsel, have prepared and promptly sent to the legislature, a bill embodying whatever authority you may need to enable you to protect the interests of the city, in respect to these important franchises.

In the past, as is well known, a policy has been pursued which has forfeited the possibility of municipal profit from increments in the value of public franchises. If the wiser and more far-seeing policy for which you stand, had been adopted, not only would the original investors have gotten back their first outlay with a handsome profit, but the city would have received millions of dollars every year with which to lighten the expenses of

(Hon. W. L. S.)

government.

There is a strong popular feeling, which we believe to be well-founded, that the present situation with regard to the Sixth Avenue and the Eighth Avenue railroad franchises presents unexpectedly and auspiciously an opportunity for you to inaugurate, without waiting for the new charter, the sound policy of preserving for the city those valuable rights which its growth has created and its existence makes possible.

The Committee on Franchises of the City Club.

E. P. Gould
Wm. Travers Jerome
Frank J. Goodnow
Horace E. Deming
Albert Shaw,

R O O M S O F

THE NEW YORK BOARD OF TRADE AND TRANSPORTATION,

Mail & Express Building, 203 Broadway,

New York, April 14th, 1897.

At the regular monthly meeting of the New York Board of Trade and Transportation, held this day, the Committee on City Affairs presented the following report and it was adopted, viz:

To the Board of Trade and Transportation:

Your Committee on City Affairs respectfully report that the rivalries between the Metropolitan Transit Company and the Third Avenue Railroad Company for increased transit franchises has developed the important fact that the City, when granting the Charters for the Sixth and Eighth Avenue Railroads, reserved the right to purchase said roads at cost plus ten per cent. The cost as reported to the State Railroad Commissioners in 1895 was \$621,605.00 for the Sixth Avenue road and \$665,181.00 for the Eighth Avenue road. The Metropolitan Transit Company, having leased these roads, has applied for the privilege to change the motive power-- virtually a new franchise. It has leased these roads for \$145,000.00 a year for the Sixth Avenue and \$215,000.00 a year for the Eighth Avenue road, making the valuation on a capitalization at five per cent. \$2,900,000.00 for the Sixth Avenue and \$4,300,000.00 for the Eighth Avenue road. The City would thus get for about \$1,400,000.00 properties worth \$7,200,000.00

Confirming the great value of this property, the Third Avenue Railroad Company has offered to pay the City \$1,000,000.00 above the price at which the City can acquire them and further pay the City five per cent. annually on their gross receipts. When the Metropolitan Traction Company was granted the privilege of changing the motive power on the Broadway road, it was under the condition that it should pay the City five per cent. on its gross receipts for the privilege, and it guaranteed this should amount to \$150,000.00 a year. In point of fact it last year amounted to \$160,000.00. Your Committee believe that the same privilege for the Sixth and Eighth Avenue roads is worth at least an equal amount, and that if the City does not avail itself of the reserved right to purchase, that a fair equivalent should be exacted to aid in sustaining the schools, parks, pavements, docks, baths and other improvements demanded by the public, as well as reducing the rate of taxation. Greater New York will need all its resources to this end, and we respectfully submit the following resolutions:

RESOLVED, That it is the duty of our City authorities to conserve the valuable rights of the Municipality for the benefit of all, and while treating corporations justly treat the public interest justly.

RESOLVED, That the time to make this adjustment is now, not after the cost has been enormously enhanced by the change of

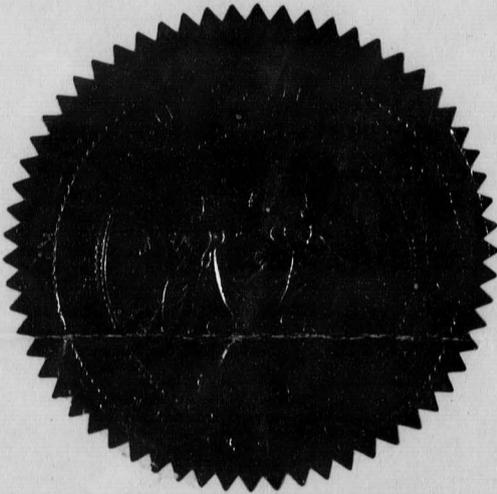
motive power through the medium of a Construction Company making an enormous profit, and we call upon our Mayor, Board of Aldermen, Corporation Counsel, and Commissioner of Public Works to do their duty and protect the public interest in this important matter.

RESOLVED, That the Committee on City Affairs of this Board be and is hereby authorized and instructed to confer with said authorities and to co-operate with other organizations to the same end.

A TRUE COPY,

Daeris R. James

President.



Attest,

Frank S. Gardner

Secretary.

RESOLUTIONS ADOPTED AT A MEETING OF THE COLORED
CITIZENS OF NEW YORK, HELD APRIL
1897, at

WHEREAS, The City of New York has in the past given, without adequate compensation, franchises of great value to carrying corporations; and

WHEREAS, An opportunity now exists, through the application of the Metropolitan Transit Co., to change the power on the Sixth and Eighth Avenue roads, to get a reasonable compensation for the City for this great privilege, which is certainly as valuable as the same privilege on the Broadway road which is now yielding the City \$150,000.00 a year as a percentage on gross receipts; and

WHEREAS, The City has the right under the Charters of these roads to take them on paying their cost, and the Third Avenue Co. has offered the City one million dollars and five per cent. on their gross receipts above the price *and a responsible citizen has offered two millions with 3 and five per* the City would pay for them under said privilege: *and on carrying*

RESOLVED by the colored citizens of New York that our duly constituted authorities should protect the public interest by either buying these roads under the privilege reserved in their Charters or exacting a fair compensation for this valuable privilege. Perhaps this compensation might be given in the shape of less than a five cent fare which would directly inure to the benefit of all persons using these roads.

The undersigned, colored citizens of New York, cordially endorse the foregoing resolutions and earnestly implore our public authorities to heed the interests of the public and embrace this great opportunity to protect their rights.

NAME

ADDRESS

John B Nail 450-6th ave.
G. P. Webb 96.5 ave

R. J. Ferrell
J. S. Heintzelon

319 W 6th St.
450-6th ave,

NAME

ADDRESS

NAME	ADDRESS
Henry W. Scott	232 West 20 th St.
Geo. M. Hill	221 West 28 th
Geo. O. Thomas	144 W 26 th St
Lawrence C. Holloway	#149-W-33 rd St.
Geo. Ige	506 + 507 - 6 th Ave
Tealark	100 W 27 th St
Edward Johnson	270 W 136 th St.
W. G. Dubois	305 W 7 th Ave
James M. Moore	429 Central Pk.
Lucretia Blackburn	127 - W 27 th St
Frank Price	215 W 30 th St
James Little	166 - W - 32 nd St.
W. T. Green	117 W 26 th St
J. B. Rankin	218 W 27 th St
Walter H. Tibbles	101 - W 27 th St
Harvey Jancey	494 E. Ave.
Hugh Thompson	197 - W - 24

NAME

ADDRESS

NAME	ADDRESS
John D. [unclear]	445-6 ave
Ed. Nail	450-6 "
Wm. G. Butler.	250. W. 125 th St
Jeff Jackson	116 W 26. St
W. R. Robert -	450 6 th Ave
Joseph R. Armistead -	203. W. 33 rd St.
William Spicer	156 - 3 rd Ave
Thomas H. Wright	No 101 W 27 th St SE
Harry Eaton	214 W. 28 th St
J. H. Duce	450 6 th Ave
Wm. Solberg	33 7 th St
J. W. Durham	204 East 38 th St
Samuel C. Gank	138 W. 27 th St
Joseph W. Hodge	225. W. 29 th St
James H. Smith	¹²⁹ 29 W 27 St
John Bradford	118 W 27 St
Gene Jackson	110 W 30 St

NAME

ADDRESS

NAME	ADDRESS
Christopher Stewart	Editor N.Y. Star
Mrs. H. Smith	324 West 37 th St
Mrs. Scott	119 East 84 th St
Jessie West	324 West 37
Fred Howard	112 West 52
Henry Jones	112 West 52 nd
G. Bates Gul.	450 - 6 - Ave
M. H. Pallard	339 West 36 th St
John S. Graham	217 West 27 th St
J. B. Roman	450 - 6 th Ave
Geo. F. Fennell	330 W 37 th St
G. S. Williams	420 Sixth Ave
John Wells	325 West 87 th St
G. R. Thompson	166 W 32 nd St
John A. Kellum	141 W 32 nd St
W. H. Branch	262 W 47 th St
Samuel M. Walker	No 233, W. 32 nd St

NAME

J. H. M. Welch

James Bonner

ADDRESS

1467 N. 7th St

#4 12 7th ave