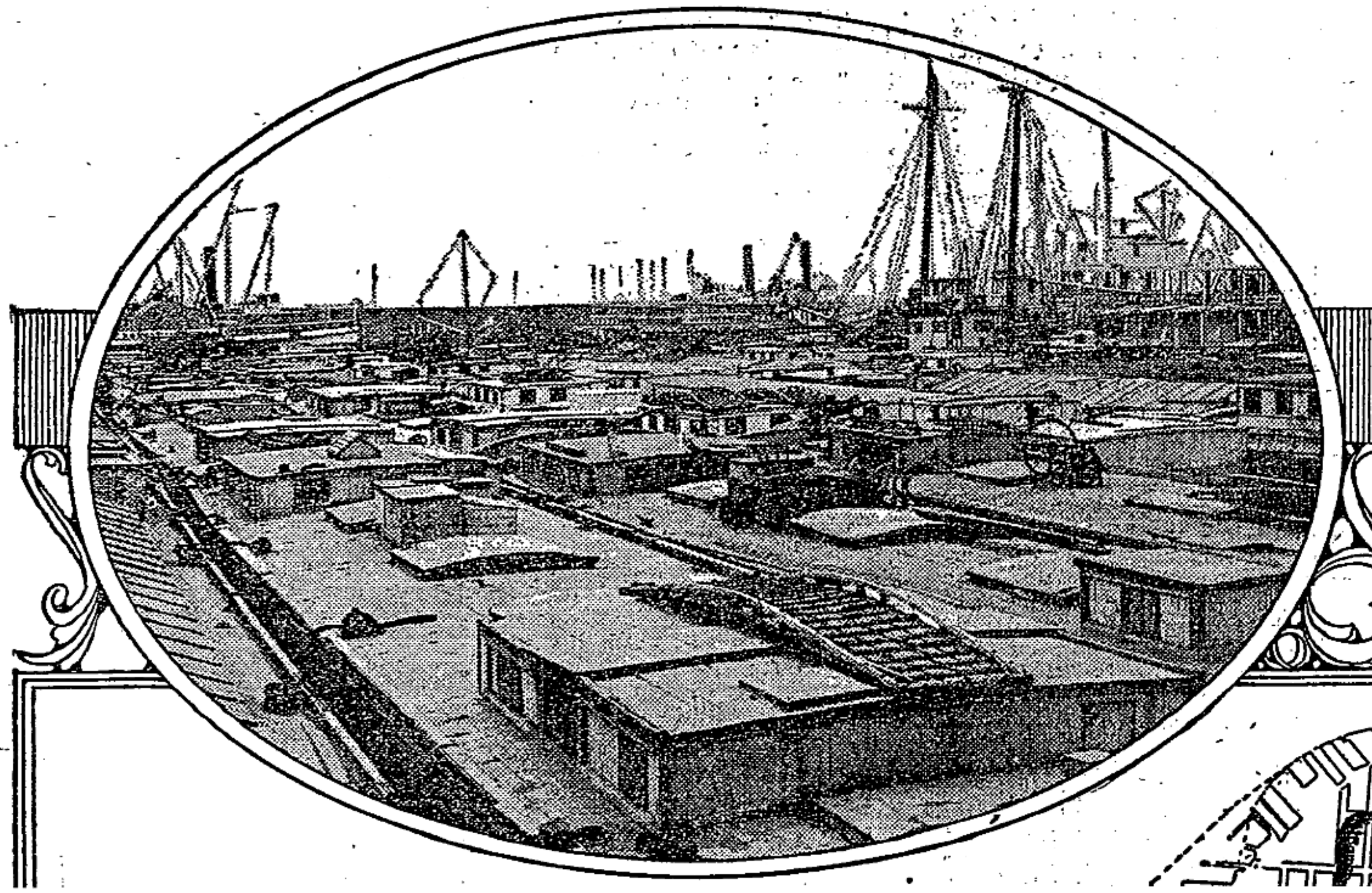
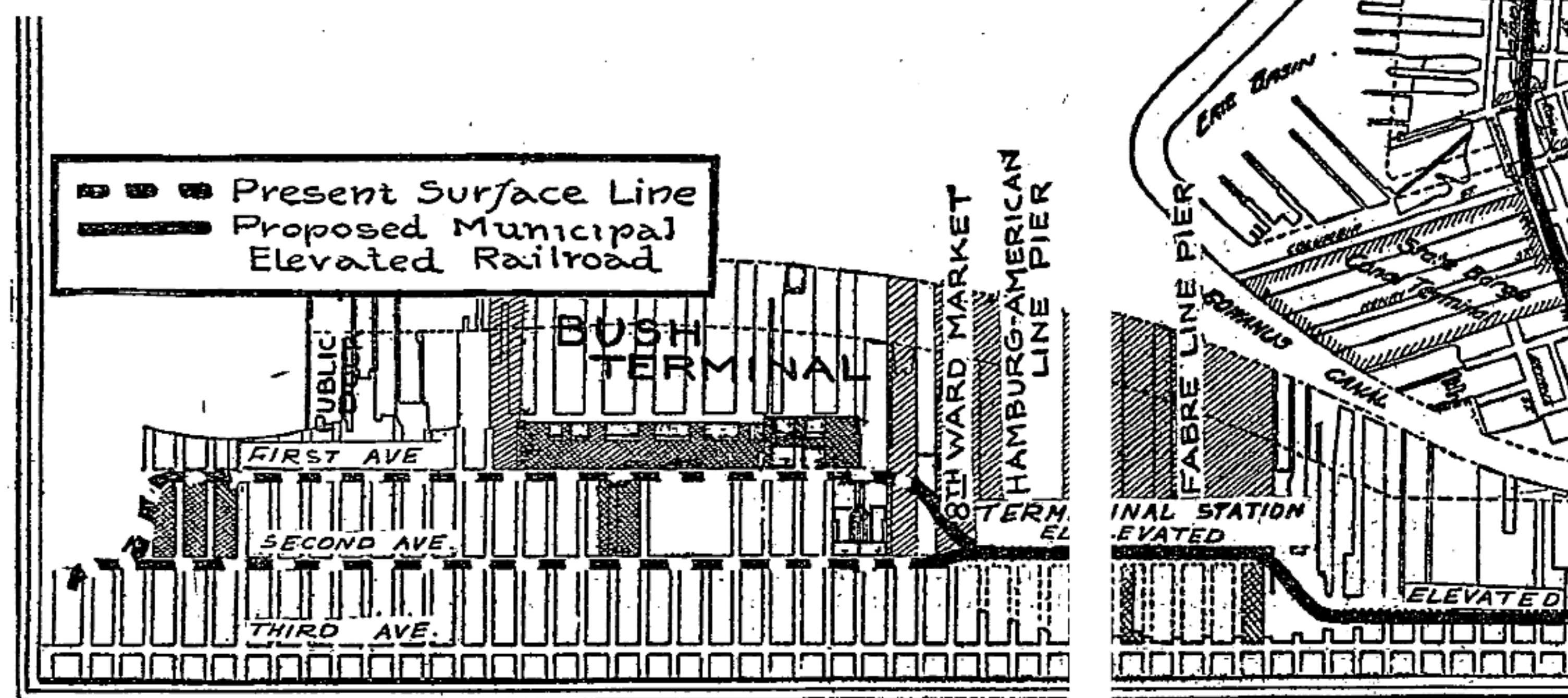


# \$10,000,000 MARGINAL RAILWAY START OF BIG DOCK PLAN

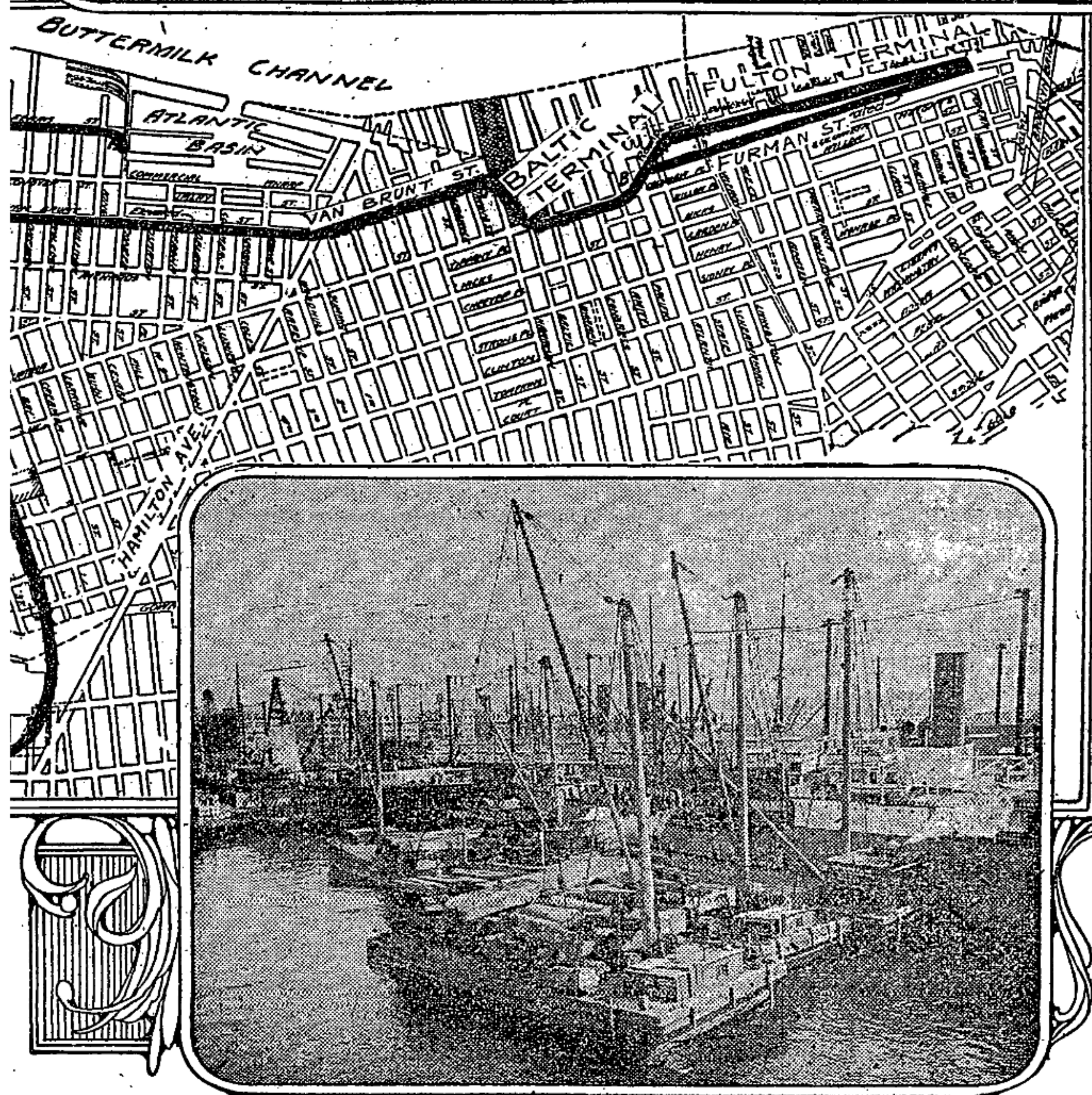
Proposed to Build It Along the Shore Line of South Brooklyn and Transform a District Largely Neglected—Will Multiply Efficiency of Developments Already Made.



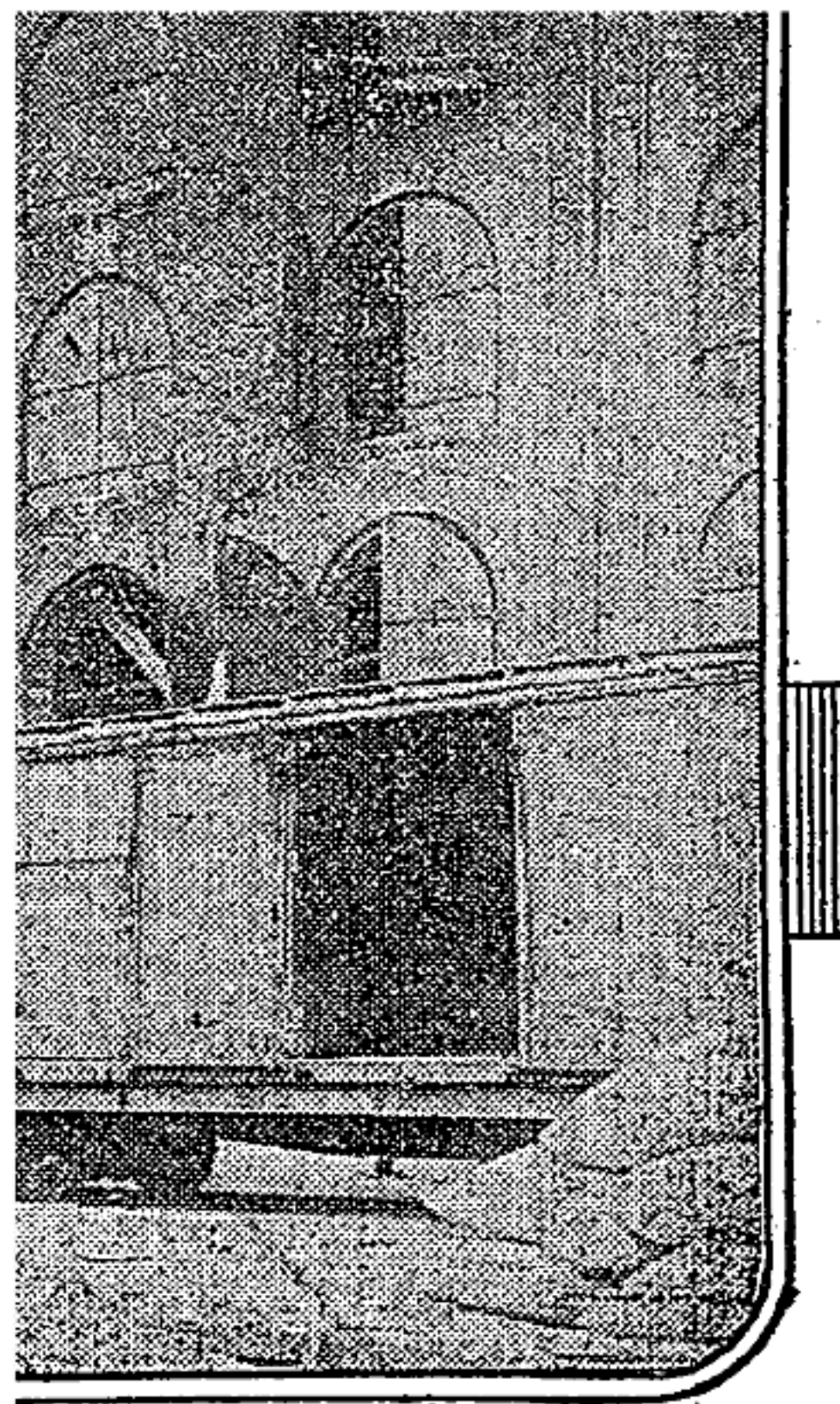
Erie Basin Showing Barges in Storage.



Route of the Marginal Railway.



Unloading at Bush Terminal.



Railroad in Front of Warehouses of New York Dock Company, Brooklyn.

dicted upon the property on the heights above.

At present it is not proposed to go further to the north than Poplar Street, and this has made the scheme seem in the eyes of some of its critics as doomed to failure. There is no particular reason why the railroad should stop at Furman and Poplar Streets, and it would be evidently better to carry on whatever advantages it is to bring to the port so as to benefit the navy yard and the docks further up the East River. However, it is not to be supposed that the plan as now before the Board of Estimate is anything more than a beginning, and it is presumed that if it proves to be a success it will at some future time be extended further up the East River.

At one time it was suggested that a float bridge should be provided at the very tip of Red Hook at Conover Street. This idea has now been abandoned. It is proposed instead to make the transfer point for cars from the barges to the railroad tracks at Thirty-sixth Street, where formerly it was intended to establish the Eighth Ward Market. The city already owns a large tract there, dedicated for market purposes, but it has been pointed out that, convenient as it is to the water and for the landing of meats and greenstuffs from the barges, it is not convenient for the dealers who have to come to buy these commodities.

## Exchange Is Proposed.

It is proposed, therefore, now to transfer this site to the Department of Docks and Ferries for bridge transfer purposes, and to give in exchange a plot for the market out of the thirteen and one-half blocks, to which the city has already taken title, between Court and Otsego Streets, for the classification yard. Here the market would be in touch with the largest railroad centre on the entire Marginal Railway and in direct connection with the Barge Canal Terminal and with Hamilton Avenue, the main trucking street of the neighborhood. With the street cars in this avenue and the Hamilton Avenue Ferry, access to the market would be easy for the customers, and the site would be actually 600,000 square feet in place of the 640,000 square feet of the original site at Thirty-sixth Street.

If the Thirty-sixth Street waterfront is given up to float bridges, it would be, it is believed, sufficient at present to install three structures at this point, as it is also proposed to acquire from the New York Dock Company its Baltic yard, lying between Harrison and Warren Streets west of Columbia Street, and to use the float bridges already constructed there.

The cost of the actual elevated structure, it is expected, will be \$3,059,516, and in addition there will be the Baltic Yard turn-out, which will cost another \$49,770. Then the cost of fitting up the surface classification yard will be \$312,000, and of equipping the Eighth Ward Market Transfer Yard \$261,400. Finally, the ramp, running down to the tracks of the New York Dock Company at Ferris Street, will be \$147,000, making a total for the actual railway of \$3,829,000.

To this, however, must be added the value of the real estate to be acquired. The city will have to pay \$551,000, it is expected, for various parcels along the right of way, and \$600,000 for the Baltic Terminal of the New York Dock Company. Then the Bush Terminal Company will ask for its freight yards \$2,114,900, and the cost of the classification yards to be acquired from the First Construction Company will be another \$2,350,000. Add to this \$500,000 for various incidental expenses, such as the yard equipment, signal system, and so on, and the total cost of the enterprise will be \$9,994,000. Moreover, this will be only the beginning of a still greater development, and as it is extended the cost to the city is sure to be swelled many times.

NEW YORK as a port is suffering from the results of its marvelous advantages. Naturally it is possessed of such a great waterfront that in the past it has had little need to consider how it should make use of it. Thus today it has painfully and at great cost to take steps which, if it had foreseen its manifest destiny, it would have determined upon years ago before any obstacles to them had arisen.

It has permitted its port to grow haphazard; it has suffered private owners to obtain outside of Manhattan great stretches of its waterfront, and it has stood supine while districts which might have added millions to its corporate wealth have been dragging on year after year with development so scanty as to impede rather than aid their employment to full advantage.

So the city is now beginning slowly to retrieve the shortsightedness and errors of bygone years. It is embarking upon a great scheme to work the present port facilities into a coherent whole, and to eliminate many of the causes of expense which are a severe handicap to New York in these days of fierce competition. To do so will cost millions of money and will take years of labor. It is hoped that when it is all finished, instead of there being, as at present, around Manhattan Island and along the shore of Brooklyn a number of individual piers, with only here and there a few grouped together on an economic plan, a great dock system will have been evolved, in which proper provision will be made for the barges of the State Canal as well as for the immense ocean liners, and for the needs of the local markets as well as for the necessities of ocean-borne commerce.

## Will Take Many Years.

Such a scheme as this will not be completely evolved for many years to come, but a beginning has been made already by the proposal to build along the shore line of South Brooklyn a marginal elevated railway. It will cost \$10,000,000, at least, but when it is constructed it will have transformed a district in the port now largely neglected, and will at the same time multiply the efficiency of two important developments for which New York has to thank private capital—the Bush Terminal and the wharves of the New York Dock Company. The plan is to be brought up for a public hearing in the City Hall, and will come before the Board of Estimate on July 30.

The main principle of the scheme is simple. It is the erection of an elevated freight railroad, starting from Poplar Street, on the north, and following a little inland the curve of the shore as far as Fortieth Street, where it may make connection by the surface freight railroads, already existing, with the Pennsylvania Railroad's freight

terminal at Sixty-fifth Street, and the New York Connecting Railroad's line, which is now building. This will give the docks in South Brooklyn a direct means of dispatching freight to the Pennsylvania, the Long Island, and the New Haven systems, and it will enable them to accomplish still more by means of the classification yard to be provided to the west of the Gowanus Canal, just behind the new State Barge Canal Terminal.

## Handling of Freight.

To appreciate this it must be understood that the chief enemy of the transportation man is the necessity of handling freight. It costs money; it causes delay; it results in breakages. Every time a package is moved from its car there is risk of a mistake being made; every time it is transferred from the vessel or carriage in which it has been traveling, a greater or less amount of time must elapse before it can be rescued from the pile of freight to which it is consigned and placed in position to continue its travels again. The marginal railroad cannot eliminate the barging of the commodities, which come to the Brooklyn docks across the bay, to one or other of the railroads which have their terminals on the New Jersey shore, but it can by means of the classification yard with which it is to be equipped, reduce that element of cost to the minimum and simplify the work of the forwarding agent enormously.

This will be accomplished by the provision of the machinery for making up carload lots as near as possible to the docks. When the ocean liners pour forth their cargoes at the New York Dock Company's piers, or at the Bush Terminal, they, of course, provide many whole carloads for inland points. These will be barged across to the New Jersey classification yards, in exactly the same way as they are today. Not until tunnels have been built from one side of the bay to the other, a long distant project, can this element of expense be eliminated. It is one of the most unfortunate conditions of New York's port that this should be necessary, but so far no means has been found of avoiding it.

But with this carload lots which the great docks produce are many much smaller ones. It is these which the marginal railroad plan will enable to be handled with far greater celerity, economy and certainty. Instead of being trusted by the dock companies to the tender mercies of the railroad companies in the distant New Jersey yards; instead of being barged across the bay in cars containing freight for many different points, to be unladen in New Jersey, and after running the perilous, of the shore as far as Fortieth Street, where it may make connection by the surface freight railroads, already existing, with the Pennsylvania Railroad's freight

be placed almost immediately after landing in the car they are not to leave until they have reached their point of delivery, and will escape not only one transshipment, but innumerable chances of delay and error.

But the hope of the city is that the scope of this improvement will not be limited by the mere increase in the means of transporting goods. The provision of increased facilities will attract many factories. As things are, the shore front of South Brooklyn is one of the neglected areas of the city. What can be done in improving it has been proved by the wonderful change worked in the immediate vicinity of the great private docks by private capital alone. What has been accomplished there on a small scale may be worked out on a large one, and once the city has run its marginal elevated railroad along the line of docks, and has provided new transfer bridges, from which the inevitable barging can be performed, there is no reason why the hinterland of South Brooklyn should not be developed enormously, and the small houses and petty stores of the district give way to busy factories and all the life which a great industrial center implies.

To comprehend what it is hoped to do it is necessary to know the conditions which prevail today in South Brooklyn. To the south of Sixty-fifth Street is, of course, a great and growing residential district, the shorefront drive of which is one of the city's great beauties. Then comes the low-lying land, which has been utilized by the Pennsylvania Railroad as its terminal, to and from which ply the carfloats keeping up the communication between the New Jersey shore and the Long Island Railroad system. Here, too, is to come the New York Connecting Railroad, which in a few years will provide a means of easy intercommunication between the New Haven, the Long Island, and the Pennsylvania Railroad systems, and will do away with much of the expensive floating of cars up and down the East River.

## Plan to Buy Three Blocks.

Next to the Pennsylvania Railroad terminal the city already possesses a fine broad public dock, at which are landed much of the coal and the building material needed for this portion of the city, and it is proposed that the city should purchase here three blocks between First and Second Avenues and Sixtieth and Sixty-third Streets. There is another public dock at the foot of Fifty-first Street, and between the two city docks the development of the shorefront is very irregular. The Morse Iron Works are busy enough, and the Kings County Gas Company has its works there, but it is likely that if the South Brooklyn plan becomes a success it is hoped, before so very many years are passed there

will be a considerable change in this locality.

Next comes the Bush Terminal, stretching in ordered array along the waterfront from Fortieth to Fiftieth Street; through it and behind it along First and Second Avenues runs a freight railroad connecting its piers and warehouses with the Pennsylvania Railroad terminal and the New York Connecting Railroad. It is from the northern end of this that the city's Marginal Elevated Railroad will start, a ramp leading up to it from the street level. It is part of the city's plan to purchase some of the property at the Bush Terminal, to the west of First Avenue, as well as the block between First and Second Avenues from Forty-seventh Street to half way between Forty-eighth and Forty-ninth Streets.

## Other City Property.

Next to the Bush Terminal the city has today a fine pier at Thirty-ninth Street, and has purchased a large tract of land between Thirty-sixth and Thirty-eighth Streets, as the site of the proposed Eighth Ward Market. It owns all the waterfront as far north as Twenty-eighth Street, and has built out at Thirty-third Street a pier 1,617 feet long, which is used regularly by the Hamburg-American Line freighters and one-class passenger steamers, and another at Thirty-first Street, where the Fabre liners dock. Here the development, as far as it has gone, is of the best, and the only question is, when the city will find it advisable to construct other piers.

This brings us to the entrance to the Gowanus Canal and to a series of small piers belonging to private owners. They are irregularly built, but play a by no means unimportant part in the economy of that part of the city, and their great value has led their owners to protest against any attempt to destroy them.

On the western side of the Gowanus Canal comes the old Beard property. On part of that the State is now constructing its Barge Canal Terminal. Only last week the contract was let by the State Barge Canal Commission to George W. Rogers & Co. of 29 Broadway for the dredging of the space between the piers to be con-

structed. The tract lies between Clinton and Columbia Streets, and here the State intends to build a bulkhead from which two piers of 1,080 and 1,200 feet, respectively, will extend. Between these and on their outer sides the dock is to be dredged to a depth of 35 feet, so that ocean-going vessels may lie at them, and the earth excavated is to be thrown behind the bulkhead to fill up the marshy land inside.

The Erie Basin comes next to the Barge Canal Terminal. At present much of it is used merely as a place where barges not in commission may lie. The dry docks of the Robins Company are, of course, busy places, with plenty of work to do, but as a whole the Erie Basin is not turned at present to the full use possible in such an important port as New York.

Beyond it, stretching up the East River to the Brooklyn Bridge, come the three distinct terminals of the New York Dock Company—the Atlantic, the Baltic, and the Fulton terminals. Once in the days of wood-sailing ships it was the home of the great grain-export trade, when the merchant princes of the city, such as the Lows, lived on Columbia Heights and saw their ships come into port right below them. Now it is far more busy than of old, but in these modern days it is in the main the South American lines which dock here, although it would be hard to find any portion of the globe from which from time to time some steamer does not come to pour its freight into the great warehouses.

Along these terminals on the street surface run freight railroads. They cross public property only at intersecting streets, and there is no connection except by water between one of the terminals and another. State Street and Atlantic Avenue divide the Fulton from the Baltic Terminal, and Hamilton Avenue cuts off the Baltic Terminal from the Atlantic Basin, while there are two isolated blocks of piers at the very tip of Red Hook.

## Route of Railroad.

It is to thread all these isolated elements together that the Marginal Elevated Railroad has been planned. Beginning to the south, at Fortieth Street and First Avenue, it will con-