

# DOWNLOAD PDF THE TRAFFIC OF THE SUBWAY OF THE INTERBOROUGH RAPID TRANSIT COMPANY OF NEW YORK CITY.

## Chapter 1 : Interborough Rapid Transit Company | Metro Wiki | FANDOM powered by Wikia

*The Traffic Of The Subway Of The Interborough Rapid Transit Company Of New York City: Submitted To The Public Service Commission For The First District Of The State Of New York [Bion Joseph Arnold, New York (State)].*

This direct appeal is from an order of May 10, , by the District Court, Southern District of New York, three judges sitting, which authorized an interlocutory injunction Page U. This Court stayed the order pending further hearing. The cause has been twice orally argued before us, and helpful briefs are on file. In support of the action below, appellees maintain: Although specified in the agreements with the City under which the transit lines are being operated, that fare was not immutable, since, by implication, provisions of the Public Service Law of directing that reasonable rates should be granted to subways, elevated, and other street railways were incorporated into the contracts. The Transit Commission in effect denied an application for compensatory rates, insisted upon observance of the five-cent one, and intended to take immediate steps to secure enforcement of it. This amounted to action by the state which would deprive the Interborough Company of property without due process of law contrary to the Fourteenth Amendment. The City of New York is a municipal corporation whose charter vests control of streets and other executive powers in the board of estimate and apportionment. The Transit Commission of three members created by Chap. Greater New York City contains five boroughs -- Manhattan, coterminous with Manhattan Island 10 miles long , with area of 19 square miles; the Bronx, 41 square miles; Queens, ; Brooklyn, 80, and Richmond Staten Island , The population of the City in was 4,, in , 5,, , of whom 2,, resided within Manhattan, in the southern portion of which are located the great business centers of the metropolitan district. The Bronx, on the mainland north of Harlem River, and Queens and Brooklyn on Long Island, have undergone very rapid development and increased greatly in population since The expanse of the greater city, together with its peculiar physical characteristics, render exceedingly difficult any effort to provide rapid and cheap transportation for its residents and the crowds of outsiders who travel therein daily for business or pleasure. See Sun Publishing Assn. The Mayor, N. Prior to , under franchises dating from , the Manhattan Railway or its predecessors constructed, owned, and operated the four original elevated railway lines extending northward from South Ferry along Second, Third, Sixth and Ninth avenues. All these were leased by the Interborough Company in , and now constitute the oldest part of its system. Long before and ever since , they have charged five cents per passenger, and from this the lessee for many years derived substantial net Page U. The subway first constructed begins at City Hall, Manhattan, and extends northward to Ninety-Sixth street -- 6 miles. This contract -- an elaborate instrument of printed pages -- provided with great detail that the lessee should equip and thereafter operate the road at its own expense under direction of the Board of Rapid Transit Railroad Commissioners, and further undertook to secure uninterrupted service. Among other things, it declared: The Contractor may provide additional conveniences for such passengers as shall desire the same upon not to exceed one 1 car upon each train, and may collect from each passenger in such car a reasonable charge for such additional convenience furnished him, provided that the amount to be charged therefor and the character of such additional convenience shall from time to time be subject to the approval of the Board. The Contractor may provide not to exceed one 1 car in each train for persons smoking. The lessee retained title to all equipment, and the City agreed to purchase this at fair value when the lease ended. Construction under contract No. The lessee undertook to furnish equipment, act under direction of the Board of Rapid Transit Railroad Commissioners, and to pay for use of the lines a sum equal to the interest on bonds issued by the City to meet construction costs, plus 1 percentum for amortization; also to carry out the proposal that passengers should have the right to transportation without change of cars and for a single fare not exceeding five cents for one continuous trip over the railroad and connecting lines. A clause identical with the one above quoted from Contract No. Under Contracts 1 and 2, ways extending over approximately 24 miles 75 of single track were constructed and then equipped. The longest possible Page U. The lines were opened for traffic October 27, ,

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and prior to , their operation yielded annually large net profits. The court below thought that, unless modified by Contract No. In order to meet the insistent demand for quick transportation, after prolonged negotiations, the Public Service Commission, acting for the City with approval of the Board of Estimate being specially authorized by the Rapid Transit Act as amended in , entered into elaborate separate but related agreements dated March 19, with the Interborough and Manhattan Companies for 1 the construction and operation of extensions to the old lines and certain new subways -- "Contract No. Under it, the following lines were constructed, equipped, and put into operation. Fifty miles of subways were thus added to the original system -- The longest distance between terminals became Title to both road and equipment vested in the City, and both were let to the Interborough Company until December 31, , for operation in conjunction with the older subways. The lessee owns none of the equipment provided under this contract, and is not obligated thereby to pay anything to the City as rental for the ways; but it did agree to make certain payments out of the earnings after named deductions are satisfied. The leases under Contracts 1 and 2 were adjusted to expire with The following provisions of "Contract No. The City and the Lessee further agree upon the modification of Contract No. This contract is made pursuant to the Rapid Transit Act, which is to be deemed a part hereof as if incorporated herein. Thereafter, the City shall receive 8. The remainder will be equally divided between the City and the Interborough. The payment of the rental [to City] for the existing railroads referred to in paragraph 1 a of article XLIX shall be made as provided in Contract No. The lessee shall operate the railroad [to be constructed] and the existing railroads [those Page U. Free transfers shall be given, as required by the Commission. The lessee shall, during the term of the contract, be entitled to charge for a single fare upon the railroad [to be constructed] and the existing railroads the sum of five 5 cents, but not more. The "Extension Certificate" authorized the Interborough Company to construct and operate four defined connections between the old elevated and the new subway lines. It carefully specified conditions intended to insure uninterrupted operation and protect the parties, and contained the following clause: By the "supplementary agreement," the City granted to the Interborough Company the right to use certain parts of subways constructed under Contract No. January 1, , all the lines, both elevated and subway, were constructed, equipped, and in operation with uniform five-cent fare. The original cost of the Page U. Expenditures under Contract No. The present values of the above-mentioned properties is very large, but to determine this with fair accuracy would be exceedingly difficult. The following excerpts from an affidavit offered by the City are enlightening. The record supports the facts and figures used so far as here important; also in general the stated conclusions. The surplus is the amount available for the payment of dividends upon the capital stock of the company so far as subway operation by itself is concerned. The subway earnings alone, therefore, under Contract No. The terms of the elevated lease provide that the Interborough must pay as rental the interest upon the Manhattan Railway Company bonds outstanding and dividends after an initial period at 7 per centum upon the capital stock. The dividend rate, however, was adjusted in so that the Interborough is now paying 5 per centum upon about 94 per centum of the capital stock, only if and as earned by the Interborough, and 7 per centum upon the minority interest. In addition to these amounts, however, the Interborough must pay also interest and sinking fund charges on its own bonds and notes issued for the third tracking, the extension of the elevated lines, and other improvements. The elevated and subway operations have been kept financially distinct. The revenues, expenses, taxes, and fixed charges have been segregated, so that each system has had its own financial set-up under the contract controlling its operation. The decline has not stopped. It has been amended some forty times. Originally, no provision permitted construction of railways at public expense -- only privately owned lines were contemplated. A Board of Rapid Transit Railroad Commissioners with general supervisory powers over the construction and operation of rapid transit lines was authorized and given authority to contract concerning fares; also to issue "extension certificates" upon such terms, conditions, and requirements as might appear just and proper. In , an amendment directed that the question whether the City should construct rapid transit facilities at its own expense be submitted to the voters, and further provided: On February 21, , and July 21, , Contracts Nos. In , the Rapid Transit Act was so amended as to require approval by the Board of

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Estimate and apportionment of all contracts for construction, equipment, maintenance, or operation of rapid transit railways built at public expense. In , as specially requested by the Board of Estimate and with full knowledge of the circumstances, the legislature enacted the Wagner Bill, which amended the Rapid Transit Act so as definitely to authorize the contracts and certificates, finally signed March 19, and above described, whose provisions, after long negotiations, had been tentatively agreed upon prior to the amendment. City of New York, N. The certificate or certificates prepared by the Commission as aforesaid when delivered and accepted by such person, firm or corporation, shall be deemed to constitute a contract between the said City and said person, firm or corporation according to the terms of the said certificate, and such contract shall be enforceable by the Commission acting in the name of and in behalf of the said City or by the said person, firm or corporation according to the terms thereof, but subject to the provisions of this act. It authorized appointment of two commissions, and directed: To railroads and street railroads lying exclusively within that district, and to the persons or corporations owning, leasing, operating or controlling the same. It contains no Page U. Safe and adequate service; just and reasonable charges. All charges made or demanded by any such corporation, person or common carrier for the transportation of passengers, freight, or property or for any service rendered or to be rendered in connection therewith, as defined in section two of this act, shall be just and reasonable and not more than allowed by law or by order of the Commission having jurisdiction and made as authorized by this Act. Every common carrier shall file with the Commission having jurisdiction and shall print and keep open to public inspection schedules showing the rates, fares, and charges for the transportation of passengers and property. Unless the Commission otherwise orders, no change shall be made in any rate, fare or charge, or joint rate, fare or charge, which shall have been filed and published by a common carrier in compliance with the requirements Page U. Whenever there shall be filed with the Commission by any common carrier as defined in this act, any schedule stating a new individual or joint rate, fare or charge,. Whenever either commission shall be of opinion, after a hearing had upon its own motion or upon a complaint, that the rates, fares or charges demanded, exacted, charged, or collected by any common carrier, railroad corporation, or street railroad corporation,. An amendment to the Railroad Law Chap. Public Service Commission, App. The petition was denied "for want of jurisdiction to determine and fix a rate of fare different from that fixed by Contract No. Another application -- March, -- for increased fares upon both elevated and subway lines was likewise denied for lack of jurisdiction. No review was sought. In , the Interborough memorialized the Governor and legislature, set out the result of operations under the five-cent fare, the refusal of the Commission to grant any increase, and asked relief. No action was taken upon this application. Prior to February 14, , the Commission took no official action. But it appears that counsel for the Commission and the mayor expressed the opinion that no relief should or would be granted, and perhaps used some threatening and ill-advised language; also that the members of the Commission had concluded no relief could be granted, and that proceedings should be begun at once in a state court to enforce observance of the contract rate. February 14, , the original bill now before us was filed. It alleged the five-cent rate had become confiscatory, that the Commission had failed to grant relief, and asked an injunction against any attempt to enforce it, also against any interference with the establishment of a seven-cent fare. Later during the same morning, the Transit Commission entered an order which denied its authority to grant Page U. It further directed counsel to institute suits in the state court to prevent threatened violation of law by the Interborough Company through failure to observe the contract rate. Thereupon, being already prepared, three proceedings were begun. On March 3, , the Interborough Company filed a supplemental bill reciting the action taken by the Commission subsequent to the filing of the original bill, renewed the prayer for relief by injunction, and especially asked that further prosecution of the proceedings in the state court be forbidden. Voluminous affidavits were submitted by both sides, and upon these and the pleadings, the district court, three judges sitting, heard the cause and authorized the interlocutory injunction described above. Considering the entire record, we think the challenged order was improvident and beyond the proper discretion of the court.

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## Chapter 2 : [blog.quintoapp.com](http://blog.quintoapp.com): The First Subway

*The traffic of the subway of the Interborough Rapid Transit Company of New York city. Submitted to the Public Service Commission for the First district of the state of New York by Arnold, Bion J. (Bion Joseph), ; New York (State).*

Determined to bypass this bureaucratic minefield, Beach decided to mask his true intentions. The government officials who approved the project believed it was nothing more than a simple pneumatic mail tube system. Once he received his charter, however, Beach altered his plans to include a much larger tunnel that could house a subway car. With his son Frederick serving as foreman, Beach and a small crew commenced work on their clandestine construction project. When the fan was reversed, it drew the car back to its starting point. Illustration of crowded Broadway in the s. There was even a grand piano to keep patrons entertained. The train car, meanwhile, included zircon lights and upholstered seats with room for 22 passengers. New Yorkers had grown increasingly curious about the Broadway construction project by early , and its grand opening did not disappoint. A drawing of the pneumatic tube system Beach envisioned for NYC. In the first week alone, nearly 10, people took the short cruise between Warren and Murray Streets. Nevertheless, he suffered repeated setbacks when he tried to win a charter for a citywide subway system. Downtown merchants objected to such a large and potentially intrusive construction project, and engineers were still leery of the risks of tunneling beneath the city streets. The governor of New York, meanwhile, vetoed pneumatic transit bills on two separate occasions. Beach would later blame Boss Tweed for blocking his subway plan, but many historians now believe that the Tammany Hall chief was not as key a player as was once believed. Illustration of the subway car on the pneumatic train. The ambitious plan called for an underground tunnel system that would extend from Battery Park in Lower Manhattan all the way to the Harlem River and into the Bronx. Unfortunately for Beach, however, the scheme never got past the planning stage. The same year he got his charter, the financial crisis known as the Panic of ripped through the United States and Europe and triggered an economic depression. Left with no sources of funding, Beach was forced to abandon his dream project and shut down the Broadway line. He later leased the space as an indoor shooting gallery before finally sealing off the tunnel for good. By the time Alfred Ely Beach died in , his pneumatic railroad was a forgotten relic. Its station was later ruined in an fire, and its tunnel remained mostly untouched until , when work crews reopened it during an expansion of the subway. Reports from the time noted that the moldering railway car was still resting on the tracks, but it was later lost or demolished during the construction of the modern day BMT Broadway Line.

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### Chapter 3 : New York City Subway - Wikipedia

*The return on the investment in the subway of the Interborough Rapid Transit Company of New York city. Submitted to the Public Service Commission for the First district of the state of New York by Arnold, Bion J. (Bion Joseph), -,New York (State).*

Interborough Tries Change-Making Machines. Machines for automatically changing dimes, quarters and half dollars have been installed for trial in the northbound Seventy-seventh Street station of the Lexington Avenue subway, operated by the Interborough Rapid Transit Company, New York. The machine was developed by Frank Hedley, president and general manager, and J. Doyle, assistant general manager. The present installation consists of two units, which have been installed in the panels of the change-making booth at the Seventy-seventh Street station. The machines are approximately 30 in. A sign over the machine reads "Automatic Money Changing Machine -- Insert Money Here" and arrows point to the slots for the reception of the coins. When a coin is inserted it drops upon two contact points in the change-making machine and establishes an electric circuit to release the necessary change. The coin is held in position back of a magnifying lens, so that it can readily be seen by the person who inserts the coin. Inserting a second coin in the slot releases the one in view and the second coin takes its position upon the inspection contact. Should a coin of other denomination than that indicated be inserted in the slot, it drops into a receptacle immediately over the magnifying lens so that it can be returned. Change for the money inserted comes out in receptacles at the bottom of the machine. In the present installation doors are provided on the front side for filling the machines with change and for taking out money which has passed through the machine. When the machines are extended to use in other stations, however, it is the intention to provide doors only on the inside of the change booth. It may also be necessary to make the machines up in individual units, one for dimes, one for quarters and a third for half dollars. While the present installation is entirely in the nature of a trial, it is the intention of the officials to extend the use of these change-making machines to other stations on the system as soon as they are satisfied with its working. At congested points, like Times Square, it may be desirable to install these at frequent and convenient locations and have an attendant to oversee their operation and fill the machines with change as is required. Where there are separate stations on opposite sides of the tracks a single attendant on the traffic side should be able to take care of the change-making machines at both locations. This also applies to stations which have more than one entrance. In this latter case one attendant could take care of several machines, which would be installed at the most convenient points where passengers pass through turnstiles. Statistics collected by the Interborough Rapid Transit Company indicate that approximately 50 per cent of the change issued at subway stations is for dimes, so at heavy traffic centers it may be necessary to have a larger number of machines for changing dimes than for the other denominations. The mounting of individual units would also be of assistance in taking care of maintenance, as a single machine could be removed and replaced by another without interruption to service and without interfering with adjacent machines. Another interesting point in the statistics gathered is that at present approximately 5 per cent of the riders ask for change at fare booths, the remaining 95 per cent obtaining their change at other points. After the installation of the machines, the company expects to keep accurate records regarding the amount of money changed and the various denominations to serve as a guide in determining the best size for the machines and the number of individual units needed.

### Chapter 4 : Catalog Record: The traffic of the subway of the Interborough | Hathi Trust Digital Library

*Excerpt from The Traffic of the Subway of the Interborough Rapid Transit Company of New York City: Submitted to the Public Service Commission for the First District of the State of New York In general the districts served by the Subway may be classified as.*

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## Chapter 5 : New York City's Other Subway | Mental Floss

*The Interborough Rapid Transit Company (IRT) was the private operator of the original underground New York City Subway line that opened in 1904, as well as earlier elevated railways and additional rapid transit lines in New York City.*

## Chapter 6 : Interborough Rapid Transit Company

*Interborough Rapid Transit Company Powerhouse. Interborough Rapid Transit, The New York Subway: Its Construction and from the City Club of New York, as well.*

## Chapter 7 : [blog.quintoapp.com](http://blog.quintoapp.com): Interborough Tries Change-Making Machines ()

*Search the history of over billion web pages on the Internet.*

## Chapter 8 : Collections Search Center, Smithsonian Institution

*On October 27, 1904, the Interborough Rapid Transit Company opened the first line of what is now the New York City subway system. For the cost of a nickel per ride, passengers could travel over.*

## Chapter 9 : Interborough Rapid Transit Company - Wikipedia

*The Interborough Rapid Transit Subway, or IRT, was the first subway company in New York City. Even with elevated train lines springing up around the city, the need for an underground rapid transit railroad was obvious as a solution to street congestion and to assist development in outlying areas.*