

August 17, 1954.

Hon. Robert Moses,
Randall's Island,
New York 35, N. Y.

Dear Bob:

Here is a study more recent than the one I had at our meeting. On the first page the area in blue is the property covered by the attached letter. The yellow area is LIRR property over which air rights could be leased. That part of it known as the Carleton Avenue yard could be decked over to accommodate 1100 automobiles. This use would be available to the public. It is expected that it would be used mostly Monday through Friday during ordinary business hours. We would play our games at night at a time when other cars presumably would not require it. We would also play afternoon games on week end and holidays which is a time when business would not command the space. During those hours that we would be playing we would have the use of most of the space for all park patrons. We could also park some 300 cars under the stands.

The red area should really have been divided into two divisions which I have indicated. A is property that would be required if feasible. B is property more likely to have to do with the elimination of the traffic problem at Atlantic and Flatbush depending on how that problem could be solved.

The new LIRR terminal could be an integral part of the new stadium with improved access to train platforms and adjacent subways.

Some property would be required to permit a new layout of tracks and platforms so that the new equipment the LIRR is obligated to purchase could come into Brooklyn. None of the present double deck cars can now come in to Brooklyn. On next to the last page of the enclosed brochure is a most interesting study showing how box seats could be built. This is a terrific improvement over anything that has ever been done and I believe Praeger has come up with a great idea. There would be no columns in this ball park. Even the new Milwaukee Stadium is nothing more than a modern edition of old Ebbets Field. Where we have a column in Ebbets Field they have one in Milwaukee.

C
O
P
Y

-2-

All of the above is subject to considerable study and review and believe me, I would be very happy to have your advice.

Sincerely,

Walter F. O'Malley,
President.

WFO'M:EM

C
O
P
Y