

*File -  
New Stadium*

APR 19 1955

Memorandum of a meeting with Borough President Cashmore, 11:45-12:15  
April 19, 1955.

As per appointment I met with Borough President John Cashmore at his office. I reported to the Borough President that we have been trying since 1947 to purchase a site for a new stadium to be built in Brooklyn. Sites for which plans were drawn have all been eliminated from consideration by virtue of other uses made of the property with the exception of the Atlantic and Flatbush Avenue Long Island RR site. We submitted a booklet dated August 5, 1954 on that site but up until now there has been no favorable action. On the possibility that nothing would be done on this site I advised the Borough President that we were considering negotiating for option on land located on Horace Harding Blvd, Queens. I told the Borough President that I wanted to make one final effort to keep the Dodgers in Brooklyn. He told me he felt very strongly, that he would like the Dodgers to remain in Brooklyn, that it was unfortunate that our last remaining newspaper, The Brooklyn Daily Eagle had suspended and was up for sale and that certain important business and industries were leaving Brooklyn. He said he had been giving the matter considerable thought as a result of a talk he had with me this spring in Vero Beach, Florida, that he had concluded he would appoint a committee to make a recommendation, this committee to be under the Chairmanship of Walter Rothschild, President of A & S, and to have as members Frank Schroth, Publisher of the late Brooklyn Eagle, Joseph Weinstein, President of May & Company. He said that Phil Farley and Charles Reidel, engineers connected with the Borough President's office would also be available. I told the Borough President that if this Committee were to function promptly I was sure that Capt. Emil Praeger, a representative of the Dodgers, myself, Thomas Goodfellow, General Manager of the Long Island Railroad and a representative of the Ft. Greene Markets Association

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would be willing to appear before the Committee.

The situation is about as follows:

1. The Atlantic and Flatbush Avenue intersection presents a major traffic bottleneck. This condition should be cured.

2. The Ft. Greene Markets Men Association have stated publicly (see article World-Telegram \_\_\_\_\_date) that prices of meat would be cheaper in Brooklyn if the market could be relocated and a higher degree of sanitation could be maintained and where there would not be a traffic bottleneck such as exists at Atlantic and Flatbush Avenues. This Association is on record as stating that the property is obsolete, dilapidated, unsanitary, etc.

3. The LIRR has recently come out of bankruptcy under a plan of reorganization approved by the Legislature in Albany. Under this plan the LIRR is committed to purchase new passenger cars, among other things. I understand from Thomas Goodfellow, General Manager of the LIRR that the first of the new equipment under this plan would be on the tracks in May 1955 with other equipment to follow over a period of years. None of the new equipment can come into Brooklyn because of track curvature and limitations. It is conceded by all parties that the LIRR depot at Atlantic and Flatbush Avenues is inadequate, poorly planned, and uncomfortable to the public and inefficient for the railroad. Under the railroad's reorganization plan the railroad cannot build a new depot. A plan later to be discussed would provide for a new depot. Until such new depot can be built and track curvatures changed none of the new equipment to be purchased will come into Brooklyn. All of it will be routed to Penn Station in Manhattan, with the obvious result that Long Island commuters with a choice between modern, comfortable air-conditioned cars going to Penn Station or the old Camp Yaphank troop cars coming to Brooklyn will select the more comfortable vehicles and will go to Penn Station. This will keep thousands of railroad riders from coming into Brooklyn with obvious bad results for Brooklyn merchants.

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4. Merchants in the Borough Hall section of Brooklyn and Flatbush and Atlantic Avenue sections have long been complaining that there is a lack of adequate automobile parking space. They and others have demanded the construction of parking garages somewhat similar to the Battery-Manhattan Parking Garage. A plan later to be discussed will provide for the parking of approximately 2,000 automobiles during the ordinary business hours.

5. The Brooklyn Dodgers have long been in need of a new modern stadium. Unless a site can be found for such a stadium in Brooklyn the Dodgers franchise will be transferred elsewhere. A plan to be discussed provides for a new stadium in Brooklyn.

#### THE BROOKLYN PLAN

The Brooklyn plan provides for the elimination of the traffic hazard at Atlantic and Flatbush Avenues. It provides for a new LIRR depot and will permit the new passenger cars to come into Brooklyn. The Ft. Greene Market Men's Association can be accommodated at its present site under sanitary and efficient circumstances. The Dodgers will have a new stadium and the franchise will remain in Brooklyn.

Plans accomplishing the above have been prepared under the direction of Walter F. O'Malley, President of Brooklyn Dodgers by Capt. Emil Praeger of Praeger, Kavanagh, Waterbury, engineers and architects. Mr. O'Malley and Capt. Praeger's firm have had the understanding cooperation of Thomas Goodfellow, general manager of LIRR, who has stated that if it would help to bring this plan into serious consideration by responsible authorities and civic leaders that he would furnish a resolution of the LIRR Board of Directors, if requested. Mr. O'Malley has said that the directors and stockholders of the Brooklyn Dodgers have endorsed the proposal.

From the above there is reason to believe that a committee appointed by the Borough President can quickly and effectively come to a conclusion and recommendation for appropriate action.

From the plans it is obvious that only a small percentage of below standard structures would need to be condemned with the consequent closing of streets when it is established that the LIRR property itself would be available plus the property of the Ft. Greene Market Men's Association.

WALTER F. O'MALLEY

Special in spec  
 one building for  
 with  
 Market  
 for City War  
 as per plan  
 plan of rear  
 street to rear  
 old Colonial house  
 City Deal  
 plan of rear  
 street to rear