

Welfare Island-Manhattan Cable-Car Plan Disclosed

NEWARK WILSON PROPERTY-T

A \$2-Million Line to Serve the Residents of New Town

By GLENN FOWLER

An aerial cable-car system to carry residents of the new town, being built on Welfare Island to a station in Manhattan is in the final stages of planning by the New York State Urban Development Corporation.

The two-car system, to be fabricated by a European company at a cost of \$2-million would be ready by the summer of 1974, when the first 2,100 of the eventual total of 5,000 families are expected to move into town houses and high-rise apartments in the \$300-million new town in the middle of the East River.

The details of the cable-car system were disclosed in a professional journal, Engineering News-Record, and confirmed last night by a spokesman for Edward J. Logue, president of the Urban Development Corporation, the state-sponsored agency that is undertaking the redevelopment of Welfare Island as its first project here.

Vehicles to Be Barred

Using the cable car, Welfare Island residents could be in Manhattan terminal near the Queensborough Bridge within 10 minutes of leaving their doors. They would ride a minibus to the station on Welfare Island and would then board one of the tramway cars, each of which will carry 125 passengers over the 2,470-foot tramway in four minutes.

There will be no vehicular traffic on the island except for emergency equipment and the minibuses, which will move along a four-lane road running along the spine of the 1.9-mile-long island.

A 2,000-car garage at the foot of an exit ramp from the bridge will accommodate cars of residents and visitors. But it is felt that many Welfare Islanders will not wish to use automobiles for trips to Man-

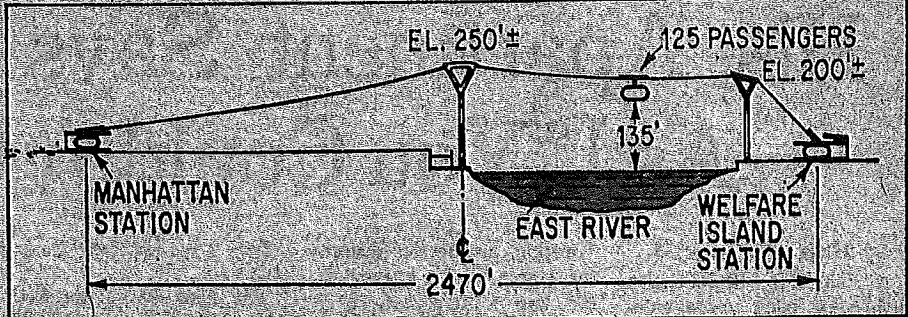
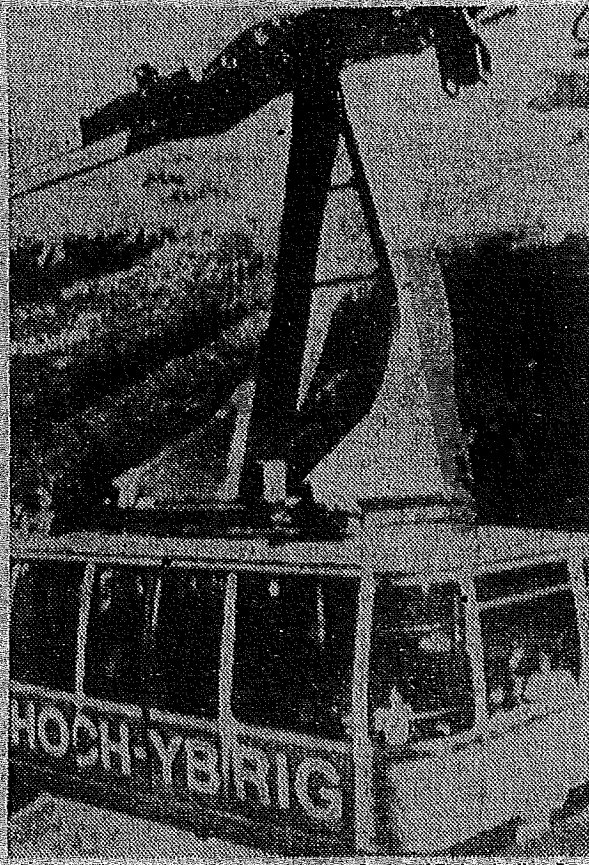


Diagram of the cable crossing, which would provide a four-minute ride to Manhattan

Courtesy of Engineering News-Record



Courtesy of Engineering News-Record

A cable car of the type that would link residents of the new town being built on Welfare Island to Manhattan.

hattan or other parts of the city well served by public transit.

The Welfare Island Development Corporation, a subsidiary

of the U.D.C., has made no decision on what a ride on the aerial tramway will cost.

Nor is there any present word on whether the aerial

ride, which would carry passengers as high as 250 feet above the East River, could be made available to visitors to the island or to sightseers who might relish a spectacular view of the city's waterfront from on high.

The tramway is planned to run just south of the Queensborough Bridge on cables suspended from two towers, one 250 feet high on the Manhattan shore and the other 200 feet high on the west shore of Welfare Island. Midway in the journey, at the low point between the towers, the cars would be 135 feet above water.

The cable-car system is seen as important to the early success of the huge Welfare Island project because the subway line that will run underneath the island and will have a station there will not be completed until 1980.

The tramway will require the approval of the city's Board of Estimate, application for which is expected to be made shortly. A spokesman for the Urban Development Corporation said last night that the agency hoped to sign a contract with the European manufacturer of the system, whose name was not made known, by early this summer.

The cable-car line would pass 60 feet from an apartment building on the Manhattan side, but, according to the U.D.C., it is designed to be considerably quieter than the Queensborough Bridge traffic that is 90 feet away.

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