







# **CHILDREN PARADE AGAINST DEATH AVE.**

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**Five Hundred Little Friends of  
Boy Who Was Killed There  
Make Public Protest.**

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**OTHER PARADE TO FOLLOW**

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**Printed Signs and Placards to be Used  
in the Crusade Against the  
Central's Tracks.**

# **CALLS 'DEATH AVE.'**

## **MUNICIPAL CRIME**

The Amsterdam Opera House, in West Forty-fourth Street, near Tenth Avenue, was crowded last night with men and women, who came to protest against the continuance of the New York Central tracks in Eleventh Avenue and to pledge their support to a movement to appeal from the findings of ex-Supreme Court Justice D Cady Herrick, who, as a referee, decided the city had no power to compel the road to remove the tracks.

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## THE NEW WEST SIDE.

As long ago as 1866 a Senate committee, speaking of the New York Central Railroad's operations on the West Side of this island, remarked that "the traction of freight and passenger trains by ordinary locomotives on the surface of the streets is an evil which has already been endured too long, and must speedily be abated." Yet through all the intervening years "Death Avenue" has lived. Administration after administration, backed by press and public, cried out against it in vain. Lawyers cracked their pates against long-term franchises which

could not be revoked. It was not until Mayor WALKER appointed his committee of engineers and the State intervened with its grade-crossing program, backed by public funds, that the dream of removing the tracks from grade began to take on substance. Yesterday's ceremonies at the new St. John's Park freight terminal in Houston Street, from which the new elevated tracks run north amidblocks all the way to the railroad's Thirtieth Street freight yards, mark the tangible realization of hopes so long deferred.





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NEW YORK CENTRAL



# WEST SIDE IMPROVEMENT

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*Initial Stage*  
*DEDICATED*  
*June 28, 1934*  
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