

# Bronx Joint Committee Plans Many Postwar Projects

## Improved Transportation and Traffic Are Among Problems to Be Discussed at Meeting

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A proposed new network of fast Bronx subway lines, held to be "the only possible decent solution of our intolerable travel conditions," appeared heading for top position in the post-war public works program of the Bronx Joint Committee, as the plan board of the organization started shaping up its over-all schedule at a meeting Thursday night at the Bronx Board of Trade, 349 East 149th St.

Present facilities were unanimously condemned as miserable, disgraceful, and hopelessly inadequate, and one member of the plan board said that conditions have gotten so bad that it is no longer safe for women to ride on the subway lines. He called for immediate steps to increase protection for passengers.

Adolph J. Chesley, Bronx Rationing Administrator, president of the Board of Trade, and chairman of the committee, presided at the meeting. The transportation problems proved so important to the plan board members that the question took up the entire session, except for a short discussion of a proposal for new highway development, which will be considered at a later meeting.

Charles F. Giraud, representing the Bronx County Chapter, New York State Society of Professional Engineers, pledged the co-operation of his organization in shaping the public works program. Members of other Bronx organizations have agreed to pool their projects and their power in one borough-wide post-war program.

As to relief for travel conditions in the Bronx, the plan board tentatively accepted four concrete proposals for new lines. They are: the Burke Ave. extension to the Concourse subway; the Tremont Ave. crosstown line; the proposed Lafayette Ave.-Second Ave. route, and the proposed University Ave. route, to tie into the proposed Sixth Ave. Jerome Ave. extension. These and proposal to change the Eighth Ave.-Jerome Ave. shuttle across Highbridge to tie into Jerome Ave. at 161st St. instead of 157th St. were given to Mr. Giraud to be mapped out and submitted at the next meeting.

The highway development discussed was a proposal by Dr. Edward C. Podvin of the Bronx County Medical Society for a crosstown automobile "express" route, with undepasses at all intersections. It will be fully discussed at a later meeting.

Other projects which will be considered by the plan committee include: widening of three Eastern Boulevard bridges; leasing of an 18-foot strip along that highway; leasing of railroad tracks along East Tremont Ave. and converting them into a rapid transit spur, tying into some subway route, for Parkchester residents; paying and remodeling of Pelham Parkway, from Boston Rd. of Eastern Boulevard; automobile parking facilities to solve the parking problem of the Fordham area; a post office, hospital and high school for the east Bronx; and development of deep water

shipping facilities along the East River.

The purpose of the Joint Committee's post-war plan, Chesley said is to provide jobs for returning servicemen, after the war is over and, at the same time, to enable the Borough of the Bronx to catch up on other boroughs in the matter of public improvements.

"In the present effort," he explained, "we are working together, and will go in with full agreement on a unified public works program, backed by borough-wide support. We will be able to move all our projects, if we all push together."

## Smaller War Plants Corp. Office Will Aid Bronx Concerns,

In order to aid Bronx small business concerns engaged in the manufacture of war and essential civilian goods, Adolph J. Chesley, president of the Bronx Board of Trade and Bronx representative on the Board of Governors of the Smaller War Plants Corp., announced a special plan devised by the Smaller War Plants Corp. to be used on loans of \$25,000 or less.

Chesley stated that the applicant must designate the National or State bank to make the loan, and the designated bank will invest its funds in the loan, after which the Smaller War Plants Corp. will give the bank an agreement to repurchase the loan on the 15th day after the receipt by the Defense Plant Corp., as agent for the Smaller War Plants Corp. or the bank's demand for repurchase.

The loan must not exceed \$25,000, according to Chesley, and the maturity of the loan must not exceed three years. The interest rate shall be 4 per cent per annum.

### Terms to Be Arranged

Representatives of the Smaller War Plants Corp., in conjunction with the officials of the bank, will work out the terms and conditions of the loan, after which the bank will close and service the loan in accordance with the terms and conditions thereof.

The bank or the borrower will absorb all "out of the pocket" expenses necessary in closing the loan. The repurchase agreement fee shall be one-twelfth of one percent per month on the average outstanding balance. This fee will be paid by the bank at the end of each quarter to the Defense Plant Corporation, as agent for the Smaller War Plants Corp.

### Nine Steps Outlined

Chesley stated that if a bank wishes to take advantage of this plan and has a customer needing financial assistance similar to that offered by the Smaller War Plants Corp., it will refer the customer to the nearest district loan office of the SWPC, located on the 47th floor of the Empire State Building, in order that an application for financial assistance may be filed.

Chesley outlined the different steps which should be taken in order to complete a loan:

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