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## THE HIGH-LEVEL STREET RAILWAYS OF NEW YORK.

When the elevated railways, now in progress of construction in this city, are completed, four great iron bridges, with numerous branches, will run lengthwise Manhattan Island. Perhaps in the future, after people become habituated to trains thundering over them, to thoroughfares blocked with great iron columns, to the impartial distribution of ashes, oil, and sparks upon the heads of pedestrians and on awnings (a couple of the latter were set on fire this way the other day), to the diffusion of dirt into upper windows, to the increased danger of life from runaway horses and the breaking of vehicles against the iron columns, to the darkening of lower stories and shading of the streets so that the same are kept damp long after wet weather has ceased, and to the numerous other accidents and annoyances inherent to this mode of transit, more such bridges will be erected, and we shall have two storied streets. Doubtless shops will be made in second stories on the lofty railway lines, with bridge connections, after the manner which a large fancy-goods dealer on Sixth avenue is already taking measures to put in practice. The business population on some thoroughfares will be troglodytes—dwellers in dark and shaded caverns—and the other portion will be aerial. There will thus be a differentiation, so to speak, the probable results of which students of evolution might profitably, perhaps, speculate over.

When the four bridges are finished they will aggregate in length about sixty and seventy miles, and there will be two on each side of the city. On the east side the New York Elevated Road runs a double track from Whitehall through Front and Pearl streets, Bowery, and Third avenue to the end of the island, at Harlem. The Gilbert Road has a circuitous route from Bowling Green to Second avenue, and along the lat-

ter street to Harlem, where it traverses the island over to Eighth avenue. On the west side the last mentioned line extends along Eighth, has its longest stretches on Ninth and Sixth avenues, and finally reaches Bowling Green by way of

sweep of the structure as it traverses the Battery Park, and Fig. 5 represents the station as seen through the ferry gates at South ferry. In Fig. 4 is given a section showing the construction of this road along Third avenue, and by compar-

ing this with Fig. 2, on this page, the reader will perceive the essential differences between the two plans. Fig. 2 represents the portion of the Gilbert road on West Broadway near Canal street, where, as is the case along most of its route, it spans the street car tracks. The Third avenue structure is much the more graceful, the tracks being directly supported on light lattice work pillars, and not on girders between the supports, as on the Gilbert road. The pillars are braced and connected by a simple arch. This plan, although it is fully as obstructive to the street as the other, is the least objectionable, as it does not materially shade the roadway below. The station at 23d street and Sixth avenue, on the Gilbert Road, is represented in Fig. 1. The buildings are now in process of erection, and will be quite tasteful in design, but the extensive area covered by them results in their materially cutting off the light and air from the thoroughfare beneath. Work is now being rapidly prosecuted both by day and night on the Gilbert line, and it is expected that regular traffic will be begun in a few days.

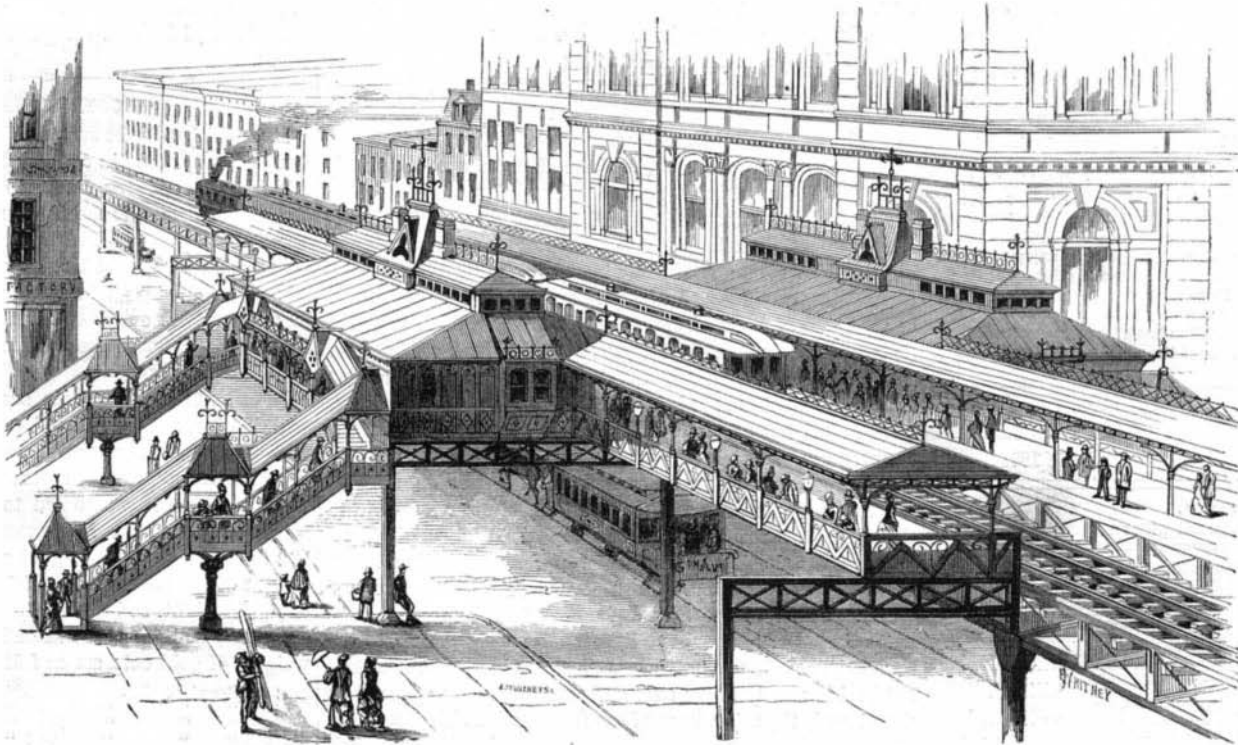


Fig. 1.—ELEVATED RAILROAD STATION, 23D STREET, NEW YORK

South Fifth avenue, West Broadway, and some of the smaller streets. The New York Elevated Road, on the west side, extends chiefly along Ninth avenue and has its lower terminus at the Battery. Two views of this last mentioned portion of the line are given on page 370. Fig. 3 shows the

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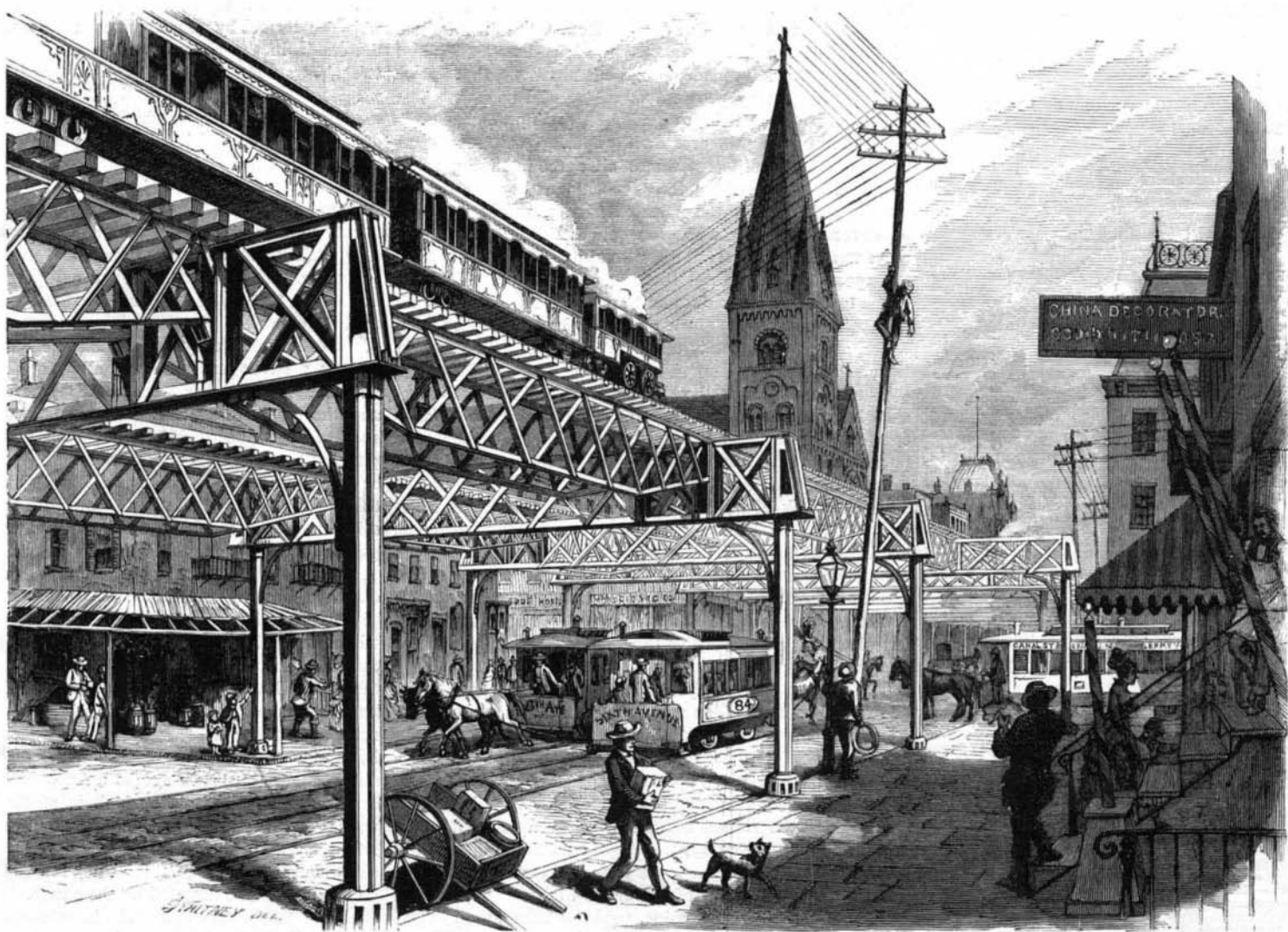


Fig. 2.—ELEVATED RAILROAD, WEST BROADWAY AND CANAL STREET.

## Eels Attack- ing Shad.

The Hartford (Conn.) Times says: "Eels often attack the shad in the nets, after the shad have been caught in the river. They enter the shad at the gill openings, and suck out the spawn and entrails, leaving the fish perfectly clean. Fishermen say that the shad thus attacked are the best, for the eels will not enter any but the fattest fish. Eels also follow the shad all the way up the river, and devour the spawn. Were it not for these natural destroyers the shad would increase to an amazing extent."