Kingsbridge Bus Depot
(Kingsbridge Car House)
4069-79 10th Avenue
between 216th and 218th Street
(South side of 218th Street)
Block 2213 Lot 6
New York
New York County
New York

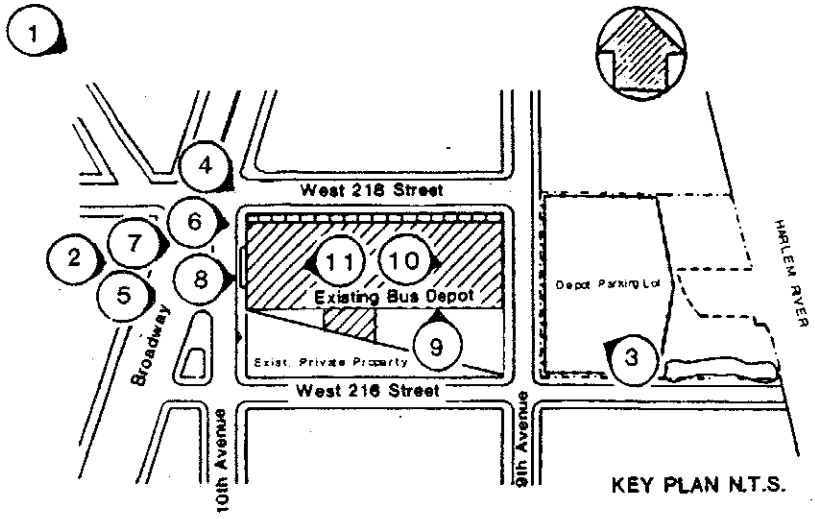
HABS No. NY-6324

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
MID-ATLANTIC REGION, NATIONAL PARK SERVICE
DEPARTMENT OF THE INTERIOR
PHILADELPHIA, PENNSYLVANIA 19106

KEY TO PHOTOGRAPHS
KINGSBRIDGE BUS DEPOT
(KINGSBRIDGE CAR HOUSE)
HABS No. NY-6324 (Page 2)



PHOTOGRAPHIC KEY PLAN – KINGSBRIDGE DEPOT

1) GENERAL VIEW OF STRUCTURE WITHIN SETTING
2) FRONT ELEVATION
3) PERSPECTIVE OF REAR FACADE AND ONE SIDE
4) PERSPECTIVE OF FRONT FACADE AND ONE SIDE
5) ARCHITECTURAL DETAIL SHOWING BUILDING NAME
6) ENTRANCE DOORS AT NORTH END OF FRONT FACADE
7) FRONT ENTRANCE ELEVATION
8) ARCHITECTURAL DETAIL OF CLOCK AND DECORATIVE BRICK
9) WALL DETAIL ON SOUTH FACADE
10) INTERIOR VIEW FACING REAR
11) INTERIOR VIEW FACING FRONT

HABS
NY,
31-NEYO,
172-

HISTORIC AMERICAN BUILDINGS SURVEY

KINGSBRIDGE BUS DEPOT

(KINGSBRIDGE CAR HOUSE) HABS No. NY-6324

Location: 4065-79 10th Avenue
(between 216th and 218 Streets)
South side of 218th Street
Block 2213 Lot 6
New York, New York County, New York

Present Owner: New York City Transit Authority
Surface Transit Department
370 Jay Street, Brooklyn, New York 11201

Present Use: Originally a Trolley Car Barn, changed to a Bus Depot and Maintenance Shop in 1948.

Significance: The Kingsbridge Car House, built in 1897, is an example of a large scale 19th Century urban trolley car barn. The building retains its original brick and stone envelope including an elaborate modified Roman Renaissance style facade, as well as its monitor roof. The construction and use of the facility enabled the Third Avenue Railroad company to expand and service its northern operation.

PART I HISTORICAL INFORMATION

A. Physical History

1. Date of erection:

Work began on January 18, 1897. Final inspection notice issued in May 1905. The original plans and building application is on file with the N.Y.C. Department of Buildings - Application No. NB 1347/96.

2. Architect:

Isaac A. Hooper
219 West 125th Street
New York, N.Y.

An Architect/Contractor who is reputed to have built prominent buildings like Carnegie Hall. Confirmation could not be obtained. No other information was found.

3. Original and subsequent owners:

Records of conveyance history are contained in the Office of the City Clerk, Manhattan Register, Municipal Building, 1 Centre Street, New York, New York 10007.

1896 Deed dated May 28, 1896, Recorded May 28, 1896 in Liber 7 Page 218. Isaac Michael and Deed dated May 29, 1896, Recorded May 29, 1896 in Liber 7 Page 224. John and Murietta Beaver to The Third Avenue Railroad Company.

1910 Instrument dated April 18, 1910, Recorded February 9, 1912 in Liber 40 Page 442. [Howard Taylor (Special Master), Frederick Whiteridge (Receiver), Central Trust Company of New York (Trustee), and James N. Wallace, Adrian Iselin, Harry Bronner (City of New York), Plan of reorganization.]

1911 Deed dated December 14, 1911, Recorded February 9, 1912 in liber 41 Page 257. Wallace, Iselin, and Bronner to Third Avenue Railway Company.

1911 Deed dated December 12, 1911, Recorded February 9, 1912 in Liber 40 Page 454. Third Avenue Railroad Company to Third Avenue Railway Company.

1953 Instrument dated June 1, 1953; amended April 19, 1960 and March 6, 1962; Amended and Renewed by Agreement dated October 5, 1962;

Amended April 7, 1965; Amended by Agreement dated March 31, 1982. Composite Copy of Agreement of Lease between The City of New York and New York City Transit Authority (Master Lease).

Title is therefore held by the City of New York and managed by the New York City Transit Authority.

1962 Instrument dated March 20, 1962, Recorded March 20, 1962 in Liber 5181 Page 316. Third Avenue Railway Company to Board of Estimate, City of New York. No deed was recorded for this transaction.

Instrument dated March 29, 1962, Recorded April 18, 1962 in Liber 5183 Page 684. Fifth Avenue Coach Lines, Inc. Surface Transit Inc. to City of New York Resolution of the Board of Estimate. No deed appears in the Manhattan Register for this transaction.

4. Builder, contractor, suppliers:

The construction firms and suppliers are unknown. The building was constructed with foundation walls of a variety of the local stone i.e. schist, gneiss and marble. The upper portion was constructed of common brick. Aesthetic interest was reserved for

the Tenth Avenue (front) facade which was constructed of unglazed terra-cotta and local brick.

5. Original plans and construction:

The Kingsbridge Car Barn, measuring 195'-3" by 500'-0" was designed as a one-story building with a full basement erected on a sloped site. The slope enabled the basement level to be level and accessible from Ninth Avenue and the first floor accessible from Tenth Avenue. The estimated cost of construction was $125,000.

The front facade was located on Tenth Avenue. It was designed and constructed in a broad Roman Renaissance style of deep red brick and terra-cotta. Large vehicular entrances flanked a raised, central office section and was decorated with egg and dart, dentil, anthemion and other classically designed ornaments.

Two 6-foot round dials with elaborate terra-cotta enframements, one for a clock and the other for a barometer were above the vehicular entrances.

The names of the original owners of the car barn, Third Avenue R.R. Co. and the service area, Kingsbridge Division, were indicated in raised terra-cotta letters on the upper portions of the front facade.

The side and rear elevations were plain with the basement walls of white stone mostly Manhattan Island stone in random sizes. There were two rows of windows. Those at the basement level were framed in red brick with arched lintels.

The first floor window lintels and sills were of undressed granite.

The building's interior was designed as a two level large open shed with sloping iron and steel structural framing covered with a high

pent roof with a system of glazed monitor windws.

The upper floor was reinforced concrete on brick arches supported on steel beams.

As an integral part of operating the facility, the company also erected a large power plant across the avenue from the car house between Ninth Avenue and the Harlem River. The power plant which supplied electric power to the trolleys was demolished when trolley service was discontinued.

6. Alterations and additions:

Most original trolley servicing equipment were periodically replaced over the years of operation and all servicing equipment including tracks and transfer table were either removed or covered over after the structure was converted to bus depot in 1948.

Some of the original building plans and subsequent alternation notices as listed below are on file at the New York City Department of Buildings, New York, New York for the years 1896-1957. Subsequent alterations are on file at the Transit Authority's Records Library, Livonia Yard, 824 Linwood Street, Brooklyn, New York.

APPLICATION NUMBER	YEAR	DESCRIPTION OF WORK
N.B.1347	1896	Construction of exterior brick wall
ALT.547	1913	Replacement of steel beam and concrete floor
ALT.3116	1935	Wall extension and closing of door
ALT.3834	1936	Replace entire roof

F.P.276	1936	Installation of sprinkler pipes
B.N.93	1940	Construction of concrete wall partition
ELEV.123	1942	Installation of new elevators
B.N.1256	1943	Construction of toilet room partitions
B.N.50	1943	Widen foundation wall
B.N.631	1945	Construction of new toilet room
B.N.2830	1948	Construct concrete wall to enclose electrical equipment room
CONTRACT NO.	YEAR	
C-3-0A-1	1969	General construction modernization of facilities
C-3-0A-2	1969	Electrical Work
C-3-0A-3	1969	Plumbing Work

B. Historical Context:

The advent of horse car lines in Manhattan heralded a new era in the City's local transportation network, enabling people to travel more easily and to greater distances.

In the mid-19th century a group of investors established the Third Avenue Railroad Company and provided a horse drawn car route between City

Hall and 61st Street in Manhattan. By 1870 the horse car operation extended north to 129th Street and across 125th Street. In 1898 the Third Ave Railroad Company completed its buy out of other companies and thus controlled nearly every trolley line in the Bronx and all lines in lower Westchester County. The Kingsbridge Car House was built in upper Manhattan to service its expanding northern operations.

After a brief seguay into cable service during the 1880's, the Third Avenue Railroad Company completely converted to electricity in 1899. In addition to using "modern equipment" the company improved its service delivery system by acquiring smaller railway franchises. In time, the company's operations extended not only north into Westchester county but east into the villages of Brooklyn and Queens. The Third Avenue Railroad Company, went into receivership and was reorganized into the Third Avenue Railway Company on January 12, 1908.

PART II ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character:

The structure is an example of a large scale 19th Century Urban Car Barn. The building retains its original brick and stone envelope including an elaborate modified Romanesque-style front facade as well as its monitor roof. The front facade, on Tenth Avenue, incorporates Romanesque Arches, Roman mouldings and Greek acroteria and antefix, all rendered in dark red brick and unglazed terra-cotta.

The roof is a glazed monitor type typical for large industrial buildings of the time, evidence of tracks remain in the interior.

2. Condition of fabric:

Physically, the building is in poor condition. Years of deferred maintenance, water infiltration and the extra structural

stresses caused by the moving loads and weight of the buses contributed to the general deterioration of the structure and is a factor in the Authority's decision to demolish it.

The upper floors show considerable cracking in the surface concrete and rebar are exposed in the floor slab through holes in the supporting brick arch.

Spalled concrete can be seen in various sections of floor slab on the lower level floor.

The walls have both interior and exterior cracks. At the 9th Avenue facade, due to settlement cracks in the brick wall, three steel plates are used to support the wall.

The roof is generally in good condition. However, many glass lights are missing in the monitor.

B. Description of Exterior:

1. Overall dimensions:

The Kingsbridge Car House is a large rectangular-shaped shed. It is one story high with a full basement. The building is located on a trapezoidal shaped lot, bounded by Ninth and Tenth Avenues and West 218th Street and an adjacent privately-owned lot. The Tenth Avenue (front) facade and the Ninth Avenue (rear) facade is 195'-3" long and the West 218th Street dimension is 500'-0". A one story trapezoidal 32'-5" x 97'-3±" x 53'-8" Boiler Room is attached at the south side of the building.

The building is divided into 7 bays across the front and 13 bays deep. The high point of the roof is 46'-0" above the Tenth Avenue cars.

2. Foundations:

The foundation wall footings are concrete 18" thick placed on earth. They support 2'-0" thick foundation walls of Manhattan Island stone. Column piers are 3'-0" x 3'-0" on 4'-0" x 4'-0" concrete footings.

3. Walls:

The lower side and front walls are 2'-0". thick randomly laid stone. Windows on the side wall are framed in red brick. The upper walls and the lower rear walls are 12" thick brick laid in common bond with rough cut granit sills and lintels. Hard burned North River brick is used throughout except for the front facade where the brick is hard dark red brick decorated with terra-Cotta ornaments.

4. Structural system, framing:

The structural system of the building consists of a steel framing system. The first floor steel framing is supported on interior steel columns and on the north, south and east sides by bearing foundation walls with masonry piers. The west side is supported on steel columns and girders. The roof is supported with light frame steel truss construction with interior columns and perimeter masonary piers.

5. Chimneys:

There was a 4'-0" x 4'-0" brick chimney located along the Ninth Avenue wall with the Boiler Room on the lower level. This chimney was removed after the construction of the Boiler Room's addition on the south side of the building.

6. Roof:

The roof is peaked and covered with galvanized corrugated iron.

C. Description of Interior:

1. Floor plans:

Sketches of the basement and first floor plans are shown on Pages 14 and 15.

2. Ramps:

There is no ramp between the two floors of the depot. The basement or lower floor is accessible to buses from Ninth Avenue and the first floor from Tenth Avenue.

3. Stairways:

The stair located near Ninth Avenue is made of reinforced concrete and provides access from the basement to the first floor. The stair located near Tenth Avenue is made of steel treads, risers and channel stringers with pipe handrails and provided access from the basement to the first floor. Exterior stair on Tenth Avenue provide access from the basement to the sidewalk. Exterior stairs along the south wall are located at grade and provide access to the first floor.

4. Flooring:

The upper level floor is constructed of 6" thick reinforced concrete on 4" thick brick arches supported on beams.

The basement or lower level floor has a 6" thick reinforced concrete slab on grade.

5. Wall finish:

The interior walls of the upper floor are of brick laid up in common bond. The lower floor has light colored stone walls laid up randomly.

6. Windows:

Monitor windows, centrally located on the upper roof top are used for ventilation and to admit natural light.

Rectangular shaped double hung operable windows in wood frames are placed at regular intervals along the North, South and West facade on the first floor and on the South facade at the lower level.

7. Mechanical equipment:

o Heating:

The original means of heating this building is not evident. In subsequent years however, a boiler room was added, with oil burners, GMP fire booster pumps and oil storage tanks providing the fuel needed for this building.

o Ventilation:

The original building was passively ventilated by means of operable monitor skylights and windows on the upper and lower floors. In 1952, roof top exhaust fans were installed.

o Lighting:

Records describing the car barn's lighting system are not available. However, at the time it was common practice to use incandescent lighting. The monitor roof, with an extensive system of skylights provides additional daylight.

o Plumbing:

Records describing the original plumbing fixtures are not available. However, available records show that in 1942, eight (8) enameled iron wash sinks 18" x 24" were installed. They were supported on a suitable pipe frame, connected to existing system with a 2" galvanized steel hot and

cold water supply with 3/4" control valves. Dry-pipe water sprinklers and new toilet facilities were added at a later date.

D. Site:

1. General setting and orientation:

This building was erected on the south side of West 218th Street between Ninth Avenue and the confluence of Broadway and Tenth Avenue.

It is a massive geometric setting, rectangular in shape with bands of glass window intersecting the brick wall at regular intervals. In recognition of its prominent position the westerly end of the building was given an extremely decorative facade.

Taking advantage of the sloping site, the designers made both the upper lower floors accessible from the fronting streets.

2. Outbuilding:

As an integral part of the facility, a large power house was erected across the road from the depot, between Ninth Avenue and the Harlem River. The powerhouse was eventually demolished after trolley operation ceased.

Part III SOURCES OF INFORMATION

Original Architectural Drawings:

New York City Buildings Department
1 Centre Street
New York, New York
Filed under Block 2213 Lot 6
Volumes 1-3

Transit Authority Alterations:

New York City Transit Authority
Engineering Department
370 Jay Street
Brooklyn, New York 11201

Transit Authority Records Library
Livonia Yard
824 Linwood Street
Brooklyn, New York

Supplemental Material:

Conveyance History
County Clerk's Office,
City of New York,
Borough of Manhattan,
51 Chambers Street,
New York, New York

Master Lease and Contracts
New York City
Transit Authority
370 Jay Street
Brooklyn, New York

Historic Background:

Across New York by Trolley
Third Avenue Railway System
Frederick A. Kramer
Quadrant Press Review '4', 1975

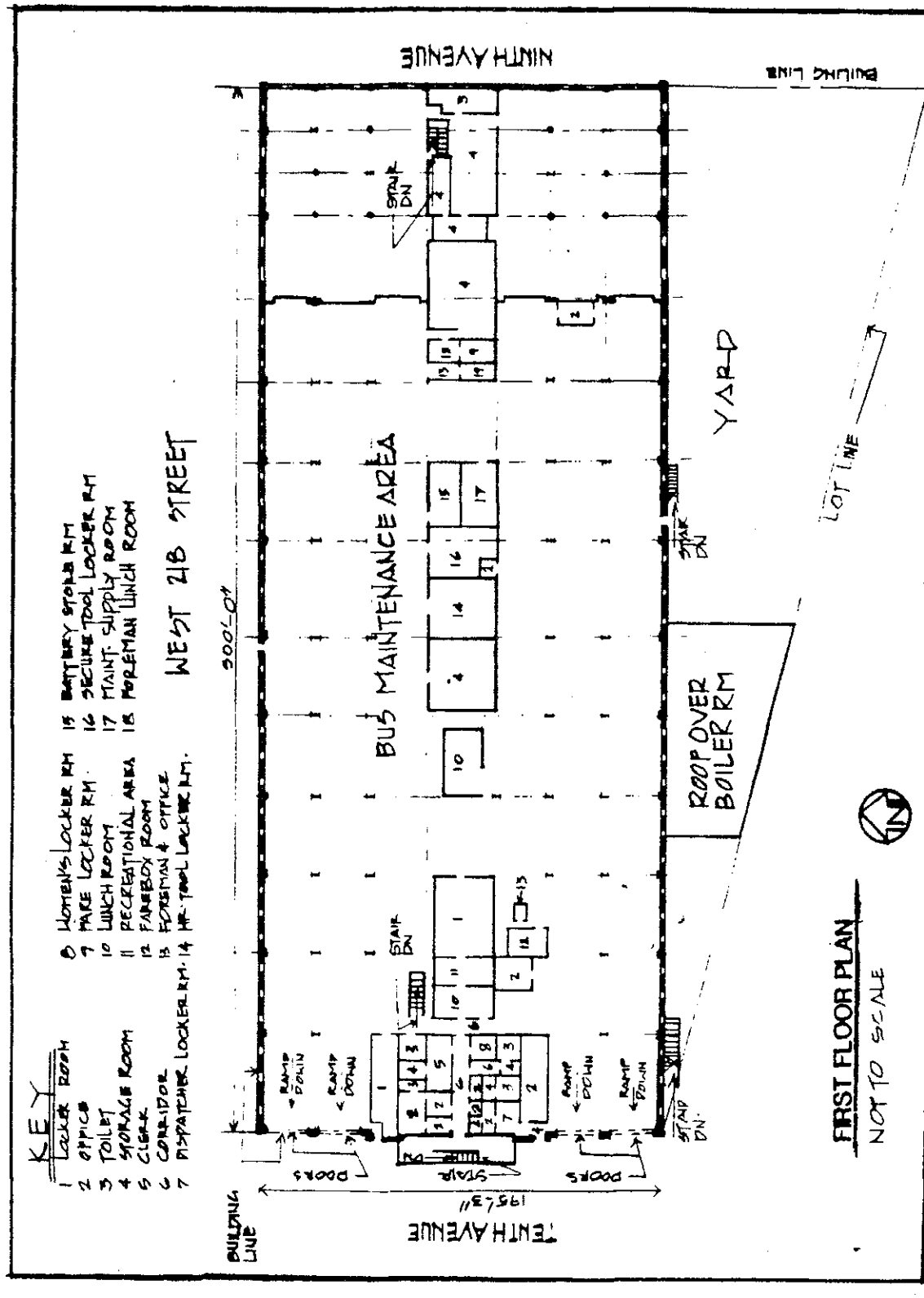
PART IV PROJECT INFORMATION

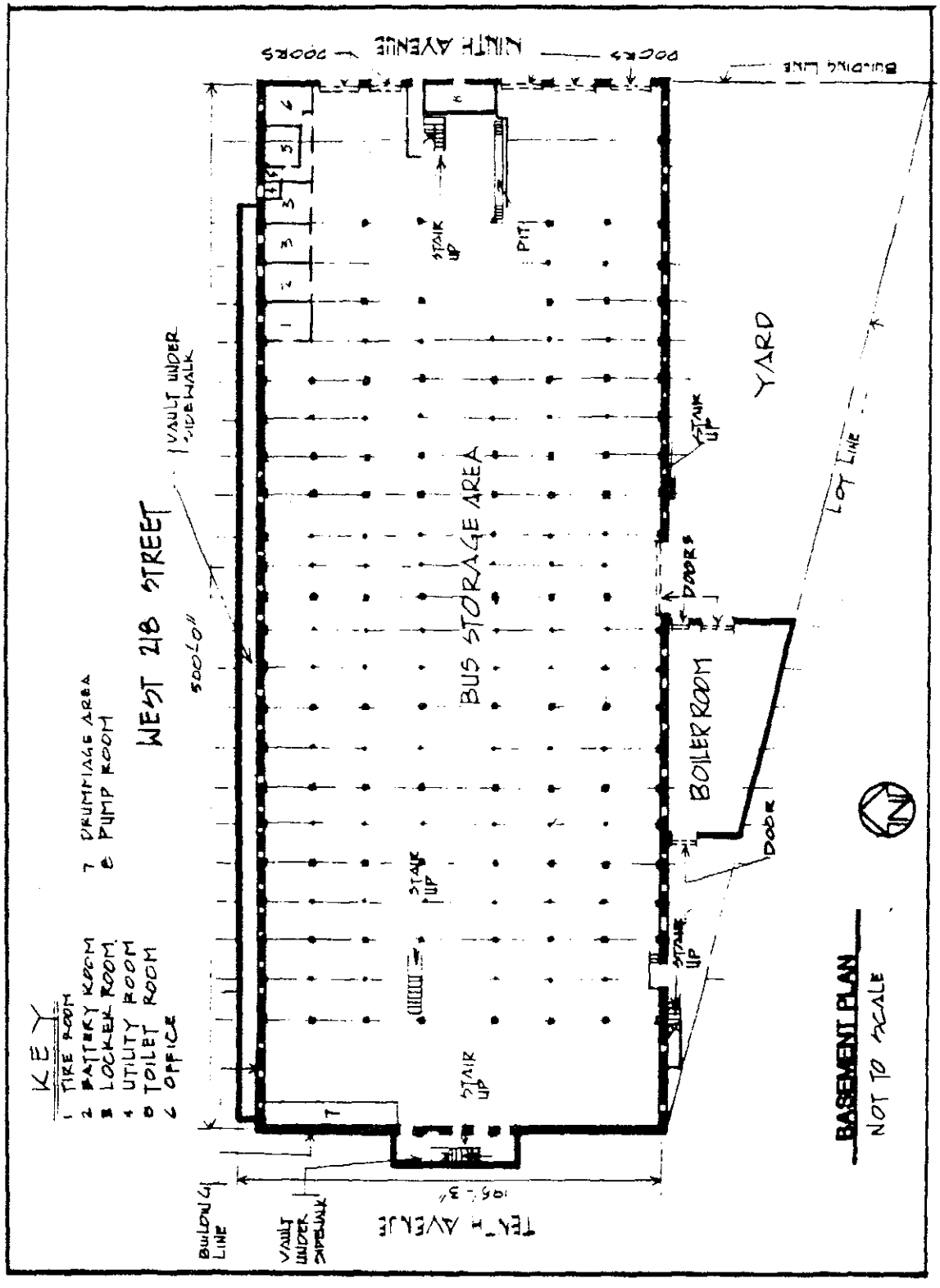
The New York City Transit Authority has made plans to demolish the structure in order to make way for a new and modern facility. The car house is 92 years old and its condition reflects decades of under investment and deferred maintenance. Many of the operational problems associated with the depot are a direct result of its not being originally designed to maintain and store buses.

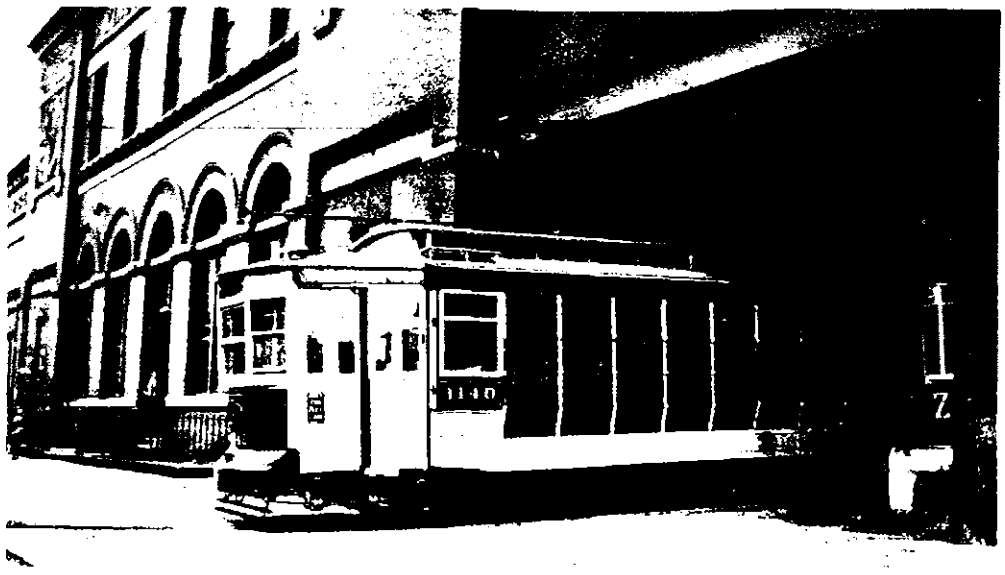
Upon conferring with the New York State Office of Parks, Recreation and Historic Preservation, it was determined that construction of a new facility, on site, will have an adverse impact on significant resource but that there is no prudent and feasible alternate to the proposed demolition of the structure.

This documentation report was prepared by:

Hollie B. Wells, Associate City Planner, Stephen Klein, Manager, Special Projects and Albert Obidah, City Planner, under the supervision of Lester Grossman, R.A., Agency Preservation Officer, Division of Architecture, New York City Transit Authority.


NINTH AVENUE
BUILDING LINE
WEST 218 STREET
500'-0"
BUS MAINTENANCE AREA
YARD
LOT LINE
ROOF OVER BOILER RM
STAIR DN
RAMP DOWN
DOORS
STAIR
TENTH AVENUE
195'-3"
BUILDING LINE
KEY
1 LOCKER ROOM
2 OFFICE
3 TOILET
4 STORAGE ROOM
5 CLERK
6 CORRIDOR
7 DISPATCHER
8 WOMEN'S LOCKER RM
9 MALE LOCKER RM
10 LUNCH ROOM
11 RECREATIONAL AREA
12 FAREBOX ROOM
13 FOREMAN & OFFICE
14 MR. TOOL LOCKER RM.
15 BATTERY STORAGE RM
16 SECURE TOOL LOCKER RM
17 MAINT. SUPPLY ROOM
18 FOREMAN LUNCH ROOM
FIRST FLOOR PLAN
NOT TO SCALE


NINTH AVENUE — DOORS
BUILDING LINE
STAIR UP
PIT
VAULT UNDER SIDEWALK
WEST 218 STREET
500'-0"
BUS STORAGE AREA
YARD
LOT LINE
DOORS
BOILER ROOM
DOOR
STAIR UP
STAIR UP
STAIR UP
STAIR UP
KEY
1 TIRE ROOM
2 BATTERY ROOM
3 LOCKER ROOM
4 UTILITY ROOM
5 TOILET ROOM
6 OFFICE
7 DRUMMAGE AREA
8 PUMP ROOM
BUILDING LINE
VAULT UNDER SIDEWALK
195'-3"
TENTH AVENUE
BASEMENT PLAN
NOT TO SCALE



Kingsbridge car house at 218th and Tenth Avenue. Circa 1940
Across New York By Trolley, Frederick A. Kramer,
Quadrant Press Review 4, 1975.

New York City Transit Authority Photo File 1989

ITEM NO.	YEAR	DESCRIPTION OF WORK
N.B. 1347	1896	CONSTRUCTION OF EXTERIOR BRICK WALL

Plan No. 7

Form No. 1.

APPLICATION FOR ERECTION OF BUILDINGS.

Application is hereby made to the Superintendent of Buildings of the City of New York, for the approval of the detailed statement of the specifications and plans herewith submitted, for the erection of the building herein described. All provisions of the Building Law shall be complied with in the erection of said building, whether specified herein or not.

New York, Dec 22 1896 (Sign here) Isaac A Taylor

1. State how many buildings to be erected. One
2. How occupied? If for dwelling, state the number of families. Car House & Offices
3. What is the street or avenue and the number thereof? Give diagram of property. South Side 218th Street between 9th & 10th Avenue
4. Size of lot. No. of feet front, 195'3"; No. of feet rear, 285 ft; No. of feet deep, 500'0"
5. Size of building. No. of feet front, 195'3"; No. of feet rear, 195'3"; No. of feet deep, 500'0"; No. of stories in height, One; No. of feet in height from curb level to highest point of roof beams, 46 feet 10th Ave. Curb
6. What will each building cost exclusive of the lot? About 125000
7. What will be the depth of foundation walls from curb level or surface of ground? 22ft (10th Ave. Curb).
8. Will foundations be laid on earth, sand, rock, timber or piles? Earth.
9. What will be the base, stone or concrete? Concrete If base stones, give size and thickness and how laid. If concrete, give thickness 18"
10. What will be the sizes of piers? 3'0" x 3'0"
11. What will be the sizes of the base of piers? 4'0" x 4'0"
12. What will be the thickness of foundation walls? 2'0" Of what material constructed? Manhattan Blue Stone
13. What will be the thickness of upper walls? Basement 2'0" inches; 1st story 16" inches; 2d story, inches; 3d story, inches; 4th story, inches; 5th story, inches; 6th story, inches; 7th story, inches, and from thence to top, inches. Of what materials to be constructed? Basement Stone 1st Story Iron Brick
14. State whether independent or party walls. Independent
15. With what material will walls be coped? Stone & terra cotta
16. What will be the materials of front? Brick If of stone, what kind? Give thickness of ashlar. Give thickness of backing in each story.
17. Will the roof be flat, peaked or mansard? Peaked
18. What will be the materials of roofing? Corrugated Iron Galvanized.
19. Give size and materials of floor beams. 1st tier, 18" 41# x 20-64# Steel; 2d tier, same; 3d tier, ; 4th tier, ; 5th tier, ; 6th tier, ; 7th tier, ; 8th tier, ; roof tier.
State distances from centres. 1st tier, 4'0" inches; 2d tier, inches; 3d tier, inches; 4th tier, inches; 5th tier, inches; 6th tier, inches; 7th tier, inches; 8th tier, inches; roof tier, inches.
20. If floors are to be supported by columns and girders, give the following information; Size and material of girders under 1st floor, 20"-64# & 20"-50# Steel Beams under each of the upper floors, also 36" x 49" Plate Girder x 3/4" web Size and materials of columns under 1st floor, 10", 12" & 15" Cast Iron Columns under each of the upper floors, 1/4" Metal.
21. This building will safely sustain per superficial foot upon 1st floor 80 & 100 lbs.; upon 2d floor lbs.; upon 3d floor lbs.; upon 4th floor lbs.; upon 5th floor lbs.
22. If the front, rear or side walls are to be supported, in whole or in part, by iron girders or lintels, give definite particulars. Iron & Steel Beams & Girders Composed of two 20"-64# Steel Beams supported on 9" x 16" Cast Iron Columns 1/4" Metal.
23. If girders are to be supported by brick piers and columns, state the sizes of piers and columns. 9" x 16" Cast Iron Columns 1/4" Metal.
24. State by whom the construction of the building is to be superintended. Chas. Smith Engineer

Form 76, 1897.—C. B. [illegible]

DEPARTMENT OF BUILDINGS, CITY OF NEW YORK,
No. 220 Fourth Avenue.

New York, Aug. 30 1897

Amendment to Application No. 1347 N. B. 1896

Location 218th St., 9th and 10th Aves.

The webs of girders supporting travelling cranes are to be 5/16" x 47½".
The maximum capacity of travelling cranes is fifteen (15) tons.
See iron plans already filed for spans etc.

Isaac A. Hopper
per A. A. Wiegand

We trust above amendment will cause violation to be removed.

Isaac A. Hopper
per A. A. W.

New York, Sept. 1 1897

This [illegible] the action of [illegible] statement [illegible] [illegible] and are hereby [illegible]

Approved,

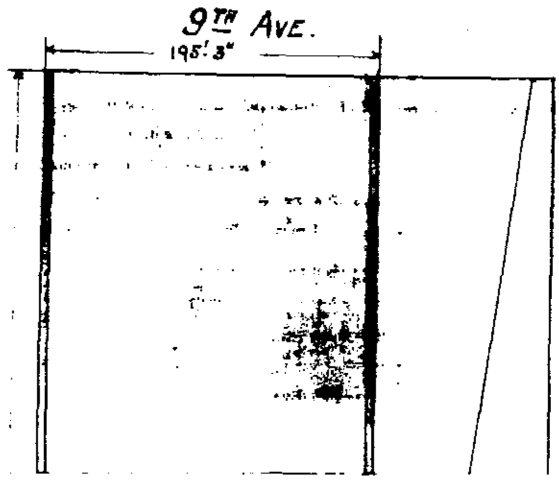
Franz F. J. Weiher Jr
First Dep.
Superintendent [illegible]

Copied 9/3/97 [illegible]

REPORT UPON APPLICATION.

Department of Buildings of the City of New York.

New York, 189



Department of Buildings of the City of New York.

STATE OF NEW YORK,
CITY AND COUNTY OF NEW YORK, ss.

Plan No. 1347 WB '96 Buildings.

R. P. Tomassek

being duly sworn, deposes and says: I reside at No. 417 West 156 Street, in the City of New York aforesaid: I am the Engineer for the Third Ave R.R. Co. which company is the owner of the premises known and designated as the South side of 218 Street between Ninth and Tenth Avenues

in the said City of New York: that the work proposed to be done upon the said premises, in accordance with the accompanying detailed statement in writing of the specifications and plans of such proposed work, is authorized by them and that I am

authorized by them to make application to the Superintendent of Buildings for the approval of such detailed statement of specifications and plans in their behalf.

Deponent further says that the full names and residences of the owner or owners of the land, and also of every person interested in said building or proposed building, platform, staging or flooring, either as owner, lessee, or in any representative capacity, are as follows:

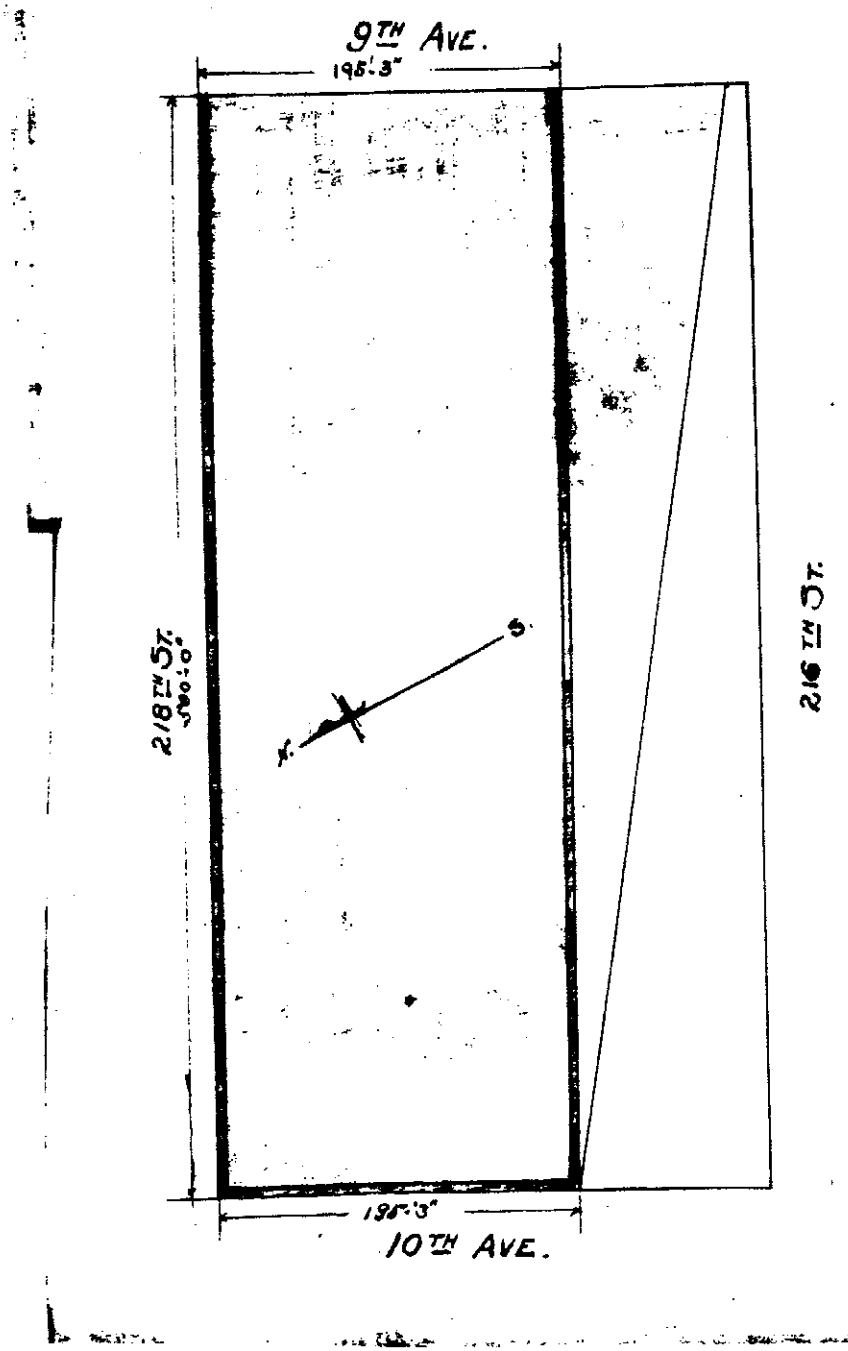
That the President of the said Company is Albert G. Elias 65th St & 3rd Ave

R. P. Tomassek C.E.

Sworn to before me, this 6th day of Mar 1897

A. G. Newman

Notary Public, New York County.


9TH AVE.
195'3"
218TH ST.
216TH ST.
195'3"
10TH AVE.

REPORT UPON APPLICATION.

Department of Buildings of the City of New York.

New York, _____ 189

To the Superintendent of Buildings:

I respectfully report that I have thoroughly examined and measured the wall ____ etc., named in the foregoing application, and found the foundation wall ____ to be built of _____ inches thick. _____ feet below curb, the upper wall _____ built of _____ inches thick, _____ feet deep, _____ feet in height, and that the mortar in said wall _____ is _____ hard and good, and that the wall _____ built as party wall ____ and _____ in a good and safe condition.

What is the nature of the ground? _____

What kind of sand was used in the mortar? _____

(The Inspector must here state what defects, if any, are in the wall.)

(The Inspector must state the thickness of wall in each and every story.)

No. _____

Department of Buildings of the City of New York.

STATE OF NEW YORK, CITY AND COUNTY OF NEW YORK, } ss.: Plan No. _____ N. B. 96 _____ Buildings.

Isaac A. Hopper

_____ being duly sworn, deposes and says: I reside at No. 249 West 65th Street, in the City of New York aforesaid; ~~I am the~~ Chief Engineer of the Third Avenue Railroad Co. the owner of the premises known and designated as the Third Avenue Route, side of 125th Street between 3rd and 10th Avenues

That the said City of New York; that the work proposed to be done upon the said premises, in accordance with the accompanying detailed statement in writing of the specifications and plans of such proposed work, is authorized by the said Third Avenue Railroad Co., and that he is authorized by the said Company to make application to the Superintendent of Buildings for the approval of such detailed statement of specifications and plans in his behalf.

Deponent further says, that the full names and residences of the owner or owners of the land, and also of every person interested in said building or proposed building, platform, staging or flooring, either as owner, lessee, or in any representative capacity, are as follows:

The Third Avenue R. R. Co.,
Albert J. Elias, President
65th Street & Third Ave.
New York City.

Sworn to before me, this 27th day of December, 1896

A. Thompson
Notary Public, New York County.

Isaac A. Hopper

REPORT UPON APPLICATION.

Department of Buildings of the City of New York.

New York, ... 189

To the Superintendent of Buildings:

I respectfully report that I have thoroughly examined and measured the wall ___ etc., named in the foregoing application, and found the foundation wall ___ to be built of ..... inches thick, ... feet below curb, the upper wall built of ..... inches thick, ... feet deep, ... feet in height, and that the mortar in said wall is ..... hard and good, and that the wall ..... built as party wall ..... and ..... in a good and safe condition.

What is the nature of the ground? .....

What kind of sand was used in the mortar? .....

(The Inspector must here state what defects, if any, are in the wall.)

(The Inspector must state the thickness of wall in each and every story.)

.....

.....

.....

.....

.....

.....

Inspector.

FINAL REPORT OF INSPECTOR.

New York, July 1 1895

To the Superintendent of Buildings:

Work was commenced on the within described building on the 18 day of Jany 1894 and completed on the 1 day of May 1895, and all the iron and steel girders, beams and columns are properly set, and of size as per application, and all the work upon said building has been done in accordance with the foregoing detailed statement, except as noted below.

Respectfully submitted,

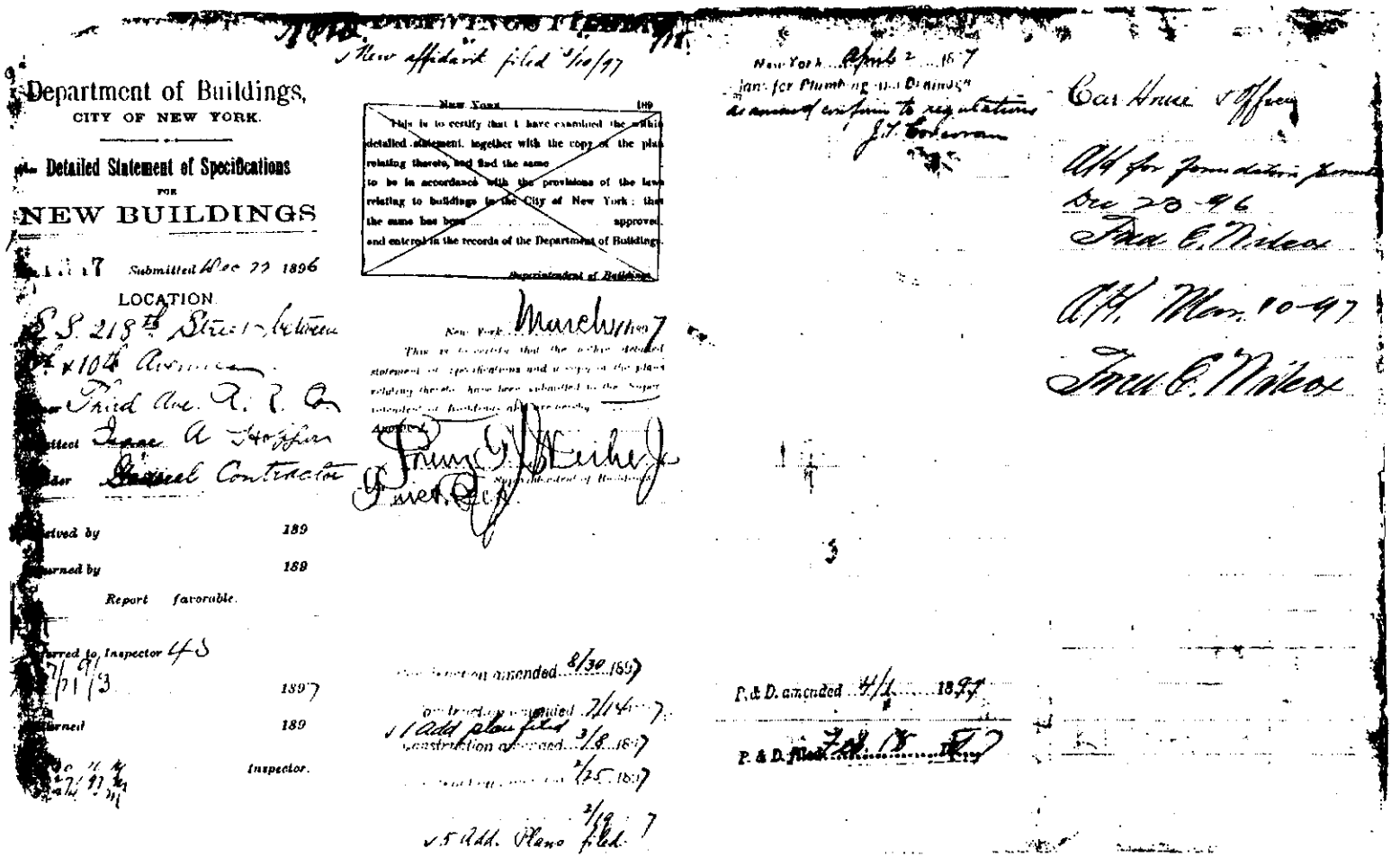
Geo. L. Allmoney *Inspector.*

REMARKS.

This flag was completed before I took charge

Geo. L. Allmoney

5



New affidavit filed 3/10/97

Department of Buildings,
CITY OF NEW YORK.

Detailed Statement of Specifications
FOR
NEW BUILDINGS

No. 17 Submitted Dec 22 1896

LOCATION

S.S. 218th Street between
2nd & 10th Avenues
Third Ave. R. R. Co.
Architect Isaac A Hopper
Builder General Contractor

Received by 189
Returned by 189
Report favorable.
Referred to Inspector 45
3/21/93 1897
Returned 189
Inspector.
2/24/97

New York, 189
This is to certify that I have examined the within detailed statement, together with the copy of the plan relating thereto, and find the same to be in accordance with the provisions of the laws relating to buildings in the City of New York; that the same has been approved and entered in the records of the Department of Buildings.
Superintendent of Buildings.

New York March 17th 1897
This is to certify that the within detailed statement of specifications and a copy of the plans relating thereto, have been submitted to the Superintendent of Buildings, all fees thereby required
Approved
Superintendent of Buildings.

New York April 2 1897
Application for Plumbing and Drainage
as amended conform to regulations
J.T. Coleman

Car House & Office
Alt for foundations
Dec 20 96
Isaac E. Nicoll
Alt. Mar 10-97
Isaac E. Nicoll

3

Application amended 8/30 1897
Application amended 2/14 1897
Add plans filed
Construction approved 3/8 1897
2/25 1897
Add. Plans filed 3/9 1897

P. & D. amended 4/1 1897
P. & D. filed 1897

KINGSBRIDGE BUS DEPOT
(KINGSBRIDGE CAR HOUSE)
HABS No. NY-6324 (Page 25)

Department of Buildings
CITY OF NEW YORK.

Detailed Statement of Specificati
FOR
NEW BUILDING

No. 6 Submitted Dec 18

LOCATION.

S. S. 218th Street (
27½ x 10th Avenue,
Owner Third Av. R.R.
Architect Isaac A. Ha
Builder Contract

Received by ... 18
Returned by ... 18
Report favorable.

Referred to Inspector ...
3/18/13 ... 18
Returned ... 18
Inspector

June
Com. June 15/97

New York, 18
This is to certify that I have examined the within detailed statement, together with the copy of the plans relating thereto, and find the same to be in accordance with the provisions of the laws relating to buildings in the City of New York; that the same has been approved and entered in the records of the Department of Buildings.
Superintendent of Buildings

New York, March 18
This is to certify that the within detailed statement, specifications and a copy of the plans relating thereto, have been submitted to the Superintendent of Buildings and are hereby approved.
Superintendent of Buildings

Amended Feb. 18/98
Kenneth Cox filed complete iron plans giving the detail sizes of 1st floor beams, Basement cast columns, steel columns in 1st floor, and roof construction and steel side

complete including
strain sheets. The roof
and such parts of the
sides that are steel
construction and not
brick walls are to be
covered with galvan-
ized corrugated
iron.

Isaac A. Hopper
by Thos T. Hopper Atty.

Amended Feb. 25-07
Cast columns at 9th Ave.
and clear height of Story
15'3" will be made not
less than 9" diam. at
10th Ave and clear height
of story 16'-1" columns
will be made not less
than 9" diam. These
Columns are

Car House & Office
excess of required strength
and they are made not
larger than 9" diam-
because of the great ad-
vantage in connecting
with the steel columns
above as shown by a
splice plate connection
thus securing cast and
steel columns centrums
and adding materially
to the strength of the
fields.

Isaac A. Hopper
per Adrian
A Board application
will be made for wall
construction of corrugated
iron Isaac A. Hopper
per Adrian

Inspector.

FINAL REPORT OF INSPECTOR.

NEW YORK, 189

To the Superintendent of Buildings:

Work was commenced on the within described building on the 18 day of Jan 189 7
and completed on the day of May 1897, and all the iron and steel girders, beams and columns are properly set, and of size as per application, and all the work upon said building has been done in accordance with the foregoing detailed statement, except as noted below.

Respectfully submitted,

W. H. Ullmann *Inspector.*

REMARKS.

This building has completed before the book district

W. H. Ullmann
Asst Insp. 10 Dist

KINGSBRIDGE BUS DEPOT
(KINGSBRIDGE CAR HOUSE)
HABS No. NY-6324 (Page 28)