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*Smithsonian National Air and Space Museum Archives*

## **New York Airways Collection - Proposals, "Skylink", 1967-1968**

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The rail and truck facilities are located in a way to cut down on peripheral congestion in the metropolitan area. The barges eliminate the need for bridge and tunnel use by trucks except for emergencies and out-sized loads which would be permitted during early morning hours. The Subway Freight Stations are strategically located in Manhattan, Bronx, Brooklyn and PATH areas of New Jersey to keep freight traffic to a minimum on city streets. For example, the garment center congestion might prescribe several freight stations in contrast to no stations in residential areas. A department store area such as that occupied by Bloomingdale's and Alexander's would certainly justify a common freight terminal. This would permit transport of goods directly from the subway to the stores, by-passing the streets.

The Ghetto WaR plan is designed to put unemployed people to work. The AIRLINK plan would serve the same purpose. First, there would be work in constructing the AIRLINK stations and their rail connections to the subways. There would also be the construction of the Subway Freight Stations. Once constructed, operating the AIRLINK Subway Freight system would probably employ as many or more people as are now employed in the passenger system.

The cost, of course, would be great. The savings brought about by traffic congestion relief would be well worth the cost. The rebirth of pleasant living in New York would make whatever it costs a tremendous bargain.

The gigantic program will take a great deal of planning, of course, and then years to completely put into being. But part of it can be put into effect at an early date. The New York Airways helicopters are available now to move freight to and from barges during the hours of 11:00 P.M. to 6:00 A.M. Temporary heliports could be located in Harlem and Brooklyn to begin operation soon, and the 30th Street and Wall Street heliports are available now.

It is believed that special subway trains using present equipment operating at night, along with temporary methods of transporting freight between subway stations and heliports could be worked out soon. Thus, help relieve the most critical traffic congestion points. The experience of this temporary operation would be useful in planning the overall SKYLINK program, and would help gain the public understanding and support that would be needed to insure success over the long haul.

The SKYLINK-Ghetto WaR program would be a natural from the standpoint of promotion. Imagine subway trains, stations, helicopters, barges, trains, planes, trucks, new buildings, products, product ads etc. all displaying the Ghetto WaR seal of participation. Workers involved in the early

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