

Memo. of Interview re F. R. Station October 23, 1911.

Present at Mr. Fyrnes Office: Vice Pres. Fyrnes, Dr. Knight, Mr. Suck (latter part of interview) and Mr. Russell.

Mr. Fyrnes stated that if the Engineering Dept. and the town were in agreement as to the plans he would agree that the station should be commenced as soon as the tide of business changed. Then if we were not satisfied with that prospect he would suggest that we petition the R. R. Commission.

He then went on to explain that the N. H. Company was endeavoring to reach an agreement through the legislature or through the R. R. Commission with the Boston & Providence Company by which the latter company would finance improvements made on the Boston & Providence line, including for example, four tracking and electrification and incidentally such an agreement would include the Hyde Park station. He concluded with the statement that he would agree that the N. H. road would "advance" the money to build the Hyde Park station.

This appeal to the R. R. Commission that has been suggested by Mr. Fyrnes at each conference with him now appears to be favored by the N. H. R.R. in the expectation that it can be used before the Commission as a starting point from which to further the general agreement with the Boston & Providence covering all improvements on the Boston & Providence line. Query: Is that not a big question to be settled only by long drawn out negotiations which will defer unnecessarily the building of our station if we are drawn into it?

To be ret'd to Dr Knight

Your committee had several satisfactory interviews with the local Engineering Department of the New York, New Haven & Hartford Railroad Company in May and June.

On August 25 we called upon Vice President Fyrnes the resident manager at his suggestion. Mr. Fyrnes gave a half hour to the matter of our new station and the relation of the road to the town. He emphasized his desire to give full consideration to the public feeling in Hyde Park relative to a new station and his intention to co-operate in this and in all other respects in which the Company could do so in building up the town to the mutual advantage of both. He referred to the fact that the town and the railroad management have got to live and do business together for many years and that the best interests of both will be served by meeting each other half way.

Mr. Fyrnes explained that another Vice President of the Road, Mr. McHenry who is in general charge of all engineering work involving new stations and the like, had taken an interest in the character of the Hyde Park station to be put up. Mr. Fyrnes arranged by telephone with Hartford for an appointment with Vice President McHenry for the following Tuesday and on that day the two Vice Presidents, Fyrnes and McHenry, spent an hour and a half with us on the matter.

Mr. McHenry is regarded in Railroad circles as an eminent engineer and has had charge during the past few years of the expenditure of ten million dollars in new stations and other improvements on one short four track line running out from New York City. He now proposes to begin building ^{on} the four track lines out from Boston the type of Station that he has been putting up at West Chester and other towns on the Harlem division out from New York where there is a heavy suburban traffic. He proposes to make the Hyde Park station the first of this new modern type in this territory.

With this in view Vice President McHenry is giving the engineering plans for our station his personal attention and the architectural features of the design are to be drawn in the office of Cass Gilbert or some equally good architect.

It is understood to be the purpose of the railroad to make the new Hyde Park Station an example of the sort of station they propose building in the future in similar situations; it will be as nearly perfect as it can be from the operating standpoint and architecturally a public building that will be an attractive feature of the town. It will be built for the future in anticipation of the electrical equipment of the ^arod from Readville to Boston rather than for the immediate present. It will be large and roomy, convenient to use and to operate for the public and for the railroad and will be a sightly building occupying a commanding location in its part of the town.

Briefly the proposed building will be located on the same level as the River Street bridge, itself bridging the tracks immediately adjacent to the widened highway. The ticket offices and waiting rooms will be on the street level with carriage entrance at the Business street end of the building and broad enclosed stairways and baggage elevations^{ors} to the ingoing and outgoing tracks; also probably a small waiting room on the track level.

Mr. Byrnes stated that he considered that the Railroad Company was committed to building the new Hyde Park station and that therefore he did not anticipate that it would be effected by any general policy of curtailing improvements which the Company might feel obliged to adopt temporarily. He saw no reason why the matter should not be carried right along to completion in regular course. It would seem reasonable to expect to see the work underway next year.

It now looks as if Hyde Park were going to be re-
compensed for its long wait for a new station, for we shall
be fortunate if ours is made the first station of its type
about Boston and is for this reason designed with special
care as the standard for future stations in this vicinity.

(Signed)

Adolph Sreck
Arthur L Russell
Jay King Knight.