New York City Mayor's Office of Animal Welfare

Testimony in Support of Intro 943 (Ryder's Law/Romanch's Law)

July 15, 2026

My name is Allie Taylor, and I serve as the Director of the Mayor's Office of Animal Welfare. At the outset, I want to express my sincere condolences to the family of Romanch Mahajan. His death is a heartbreaking tragedy, and our thoughts are with his family and loved ones.

The mission of the Mayor's Office of Animal Welfare is to advance policies that improve the lives of animals and the people who care for them throughout New York City. Our work is guided by the principle that as our understanding of animal welfare evolves, our policies should evolve with it.

Horses are intelligent, highly social prey animals with complex behavioral and physical needs. Their welfare depends on opportunities for movement, social interaction with other horses, predictable environments, and freedom from chronic stress. The conditions of Midtown Manhattan streets and Central Park, including dense traffic, loud and unpredictable noise, extreme weather, air pollution, and constant interaction with vehicles and pedestrians, cannot be altered through licensing and operating rules to meet the needs of horses.

While the horse carriage industry has long been subject to regulation, inherent challenges exist when horses to work in busy urban environments. Even healthy, well-cared-for horses remain vulnerable to injury, illness, fatigue, and fear in ways that can compromise animal welfare. Animal welfare policy should seek not only to respond to harm after it occurs, but to prevent foreseeable suffering whenever possible.

New York City has repeatedly demonstrated that it is willing to reevaluate longstanding practices as public values evolve. The City has prohibited the use of wild animals in circuses, ended the retail sale of foie gras produced through force-feeding, and enacted numerous other policies that take into consideration the quality of life and feelings of animals. With Intro 943, we have the opportunity to continue that tradition of thoughtful progress.

Importantly, Intro 943 offers the horses something the current system does not: a path to lifelong retirement. The bill seeks to provide important safeguards for the horses themselves by prohibiting their transfer for slaughter or continued use in commercial horse-drawn carriage operations. Equine sanctuaries, horse rescue organizations, and private adopters have already offered to provide lifelong care for the carriage horses – at no cost to their current owners – when the industry is phased out. This extraordinary commitment from the animal welfare community demonstrates that a compassionate transition is possible.

We are, however, critical of the insufficiencies of the worker protections in the bill and we look forward to working with the Council to address those concerns as we move forward on an important issue for New Yorkers.

New York City has long been a national leader in advancing animal welfare. Intro 943 represents an opportunity to continue that leadership by ensuring that our laws reflect both our values and our growing understanding of what animals need to thrive.

For these reasons, the Mayor's Office of Animal Welfare respectfully supports the spirit of Intro 943 and we look forward to working with the City Council on this legislation.

Mayor's Alliance for NYC's Animals®

Steve Gruber, Director of Communications
Mayor's Alliance for NYC's Animals

Testimony for the Committee on Health hearing on Int. 943 in relation to prohibiting the operation of horse drawn cabs

July 15, 2026

My name is Steve Gruber and I am the Director of Communications for the Mayor's Alliance for NYC's Animals.

I will be brief.

It is time for the carriage horse business to end.

The pros and cons of the carriage horse industry have been debated for years.

Now it's time for New York City to end the debate – and end this cruel, dangerous, and outdated tradition that no longer has a place in New York City.

Why?

Because carriage rides cause suffering, injury, and death to carriage horses – most recently, the death of Carriage Horse Deniz.

Because carriage rides can cause accidents, injury, or death to riders, as one did on June 17th when a visitor to our city, Romanch Mahajan, was killed in an accident in Central Park.

Because carriage horses can, and do, become triggered by environmental factors, such as sights, sounds, and smells, that can cause them to bolt unexpectedly, putting themselves, the driver, carriage passengers, and pedestrians in harm's way.

Because visitors to New York City don't come here just to take a carriage horse ride. The health of New York's tourist industry does not rely upon carriage horse rides to thrive.

Carriage horses do not belong on New York City streets, inside or outside a park.

We agree that carriage drivers need and deserve to work. But their jobs should not come at the expense of the safety of pedestrians, carriage riders, drivers, and horses. Electric cars have been presented as an option to NYC carriage-horse drivers, allowing them to remain employed doing what they have done all along – driving tourists around the city. This option allows drivers to not have to look for work elsewhere.

Once again: it's time for the carriage horse business in New York City to end.

Thank you.

NEW YORK CITY DEPARTMENT OF HEALTH AND MENTAL HYGIENE
Alister F. Martin, MD, MPP
Commissioner

Testimony

of

Corinne Schiff
Deputy Commissioner of Environmental Health
New York City Department of Health and Mental Hygiene

before the

New York City Council
Committee on Health

on

Introduction 0943-2026

July 15, 2026
New York, NY

Good morning, Chair Schulman and members of the Health Committee. I am Corinne Schiff, Deputy Commissioner for Environmental Health at the New York City Health Department. On behalf of Commissioner Martin, thank you for the opportunity to testify today on Introduction 943. I am joined by Carlos Ortiz, Chief of Staff and Deputy Commissioner of External Affairs, at the NYC Department of Consumer and Worker Protection (DCWP).

Before discussing the legislation, I want to express my deep condolences and those of the Health Commissioner, and all of us at the Health Department, to the family of Romanch Mahajan. His death associated with a horse carriage ride was a terrible tragedy. It is unimaginable what his family is going through.

The oversight of the carriage horse industry requires citywide coordination, and the Health Department works closely with many other agencies also involved, including DCWP, NYPD, DOT, and NYC Parks. We also work closely with the Mayor's Office of Animal Welfare.

The Health Department is charged with issuing initial and renewal licenses for the carriage horses under the Administrative Code. Our process includes reviewing the horses' health certificates to check that horses are examined by their veterinarians every four to eight months, as well as reviewing owner records showing that the horses have had at least five weeks a year of vacation or furlough at a horse stable that allows daily access to a paddock or pasture. We make periodic observations of the horses' movement and overall body condition at the three Central Park hack stands, where carriages must pick up and discharge passengers, and monitor weather and issue weather-related suspensions. We also conduct the training course for aspiring carriage horse drivers that is a prerequisite to obtain a horse carriage driver license from DCWP.

Mayor Mamdani has been clear that New York City should join the other cities that no longer allow operation of a horse carriage industry, and the Administration supports the intent of Introduction 943. To promote a good outcome for the horses the bill would require the Health Department to provide horse owners with information about individuals and organizations that can receive or acquire horses for humane purposes and require owners to certify that they are not transferring or selling their horse for an inhumane purpose. The bill provides a two-year phase out period, providing time for owners and drivers to make this transition, and requires a workforce development program. The Administration is, however, critical of the insufficiencies of the worker protections in the bill and we look forward to working with the Council to address those concerns as we move forward on this important issue for New Yorkers.

Thank you for the opportunity to testify. Deputy Commissioner Ortiz and I can now take your questions.

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

DEBORAH J. GLICK
Assemblymember 66TH District
New York County

CHAIR
Environmental Conservation

COMMITTEES
Governmental Operations
Rules
Ways and Means

July 15, 2026

NYC Council Committee on Health
New York City Hall
New York, New York 10007

Re: Introduction 0943-2026 - Prohibiting the Operation of Horse Drawn Cabs

Dear New York City Council Committee on Health:

Thank you for the opportunity to testify in strong support of the passage of Introduction 0943-2026 which would ban the operation of horse drawn carriages in New York City, ensuring the drivers a fair transition to new employment, and retiring the horses to sanctuaries and rescue facilities for their healing and freedom.

I have long been a supporter of banning the use of horses for carriage rides in New York City. Horse drawn carriages are an outdated industry where animals are exploited for profit as entertainment, comparable to the use of wild and exotic animals in roadside zoos and circuses for entertainment which New York City has previously outlawed. The recent series of incidents involving horse drawn carriages are predictable results of horses being put to work in our increasingly hot and congested city, and represent preventable chaos and tragedy. We learn of countless reports of horses fleeing and bolting, colliding with cars resulting in injury, collapsing and taking their last breaths on our streets, and most recently the tragic death of Romanch Mahajan to whose family and friends I extend my sincere condolences.

Horses should not be subjected to our crowded parks and streets, breathing in exhaust fumes and spending their days working through the snowy and frigid winters and scorching hot summer days, dressed in costume with blinders on, and living in insufficient stalls in buildings that are ill-suited to comfortably shelter horses. Even on New York City's most beautiful day, this type of animal entertainment is outdated and unnecessary, causing avoidable stress and risk to animals and people, especially when humane alternatives exist. As long as 15 years ago, we were having the same discussion, with calls for replacing the horse drawn cabs with electric vehicles to carry visitors through our parks. It's time for the debate over banning horse drawn cabs to finally end, and for us to prioritize safety for the horses and people alike.

It is expected that horses will bolt when frightened and collapse when overworked, and no amount of tighter reins, hitching posts, studies, or regulation and reform could effectively avoid or alter the innate behavioral responses of these powerful animals. Horse carriage rides are an antiquated tradition and a divisive attraction, one which New Yorkers largely agree its time has passed. We must not hold onto industries which no longer serve New Yorkers, and we must not allow animals or people to suffer when modern alternatives exist. Following years of incidents in which horses collapsed, bolted, or crashed in our streets, the only appropriate way to avoid the next tragedy involving horses is to effectively pass Introduction 0943-2026 and ban horse drawn carriages in New York City.

Thank you for your time and attention.

Sincerely,

Deborah J. Glick
Assemblymember

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Brad Hoylman-Sigal, Borough President

Testimony of Manhattan Borough President Brad Hoylman-Sigal to the NYC Council Committee on Health regarding Intro. 943

July 15, 2026

Good afternoon, Chair Schulman, Members of the Committee and Council Member Marte, sponsor of Romanch's Law and thank you Speaker Julie Menin for your support of this legislation. Thank you for convening this hearing. I am Brad Hoylman-Sigal, and I have the honor of serving 1.6 million New Yorkers as Manhattan Borough President.

Times Square was once lined with blacksmiths and stables and home to the Vanderbilts' American Horse Exchange. In fact, my extended family once ran a small business called Miller's Harnesses. Even though Miller's Harnesses is no longer in business and there have been dramatic changes in the transport of goods and services and people in Manhattan, the horse carriage industry continues to operate on the busiest pathways of Central Park, the world's third most visited tourist attraction.

Today we're reckoning not only with an industry many say needs to be more tightly regulated, if not outlawed altogether, but the death of a young man, Romanch Mahajan, who came to New York for what was supposed to be the trip of a lifetime, and who fairly assumed, along with his family, that when they took a city-regulated tourist ride, it would be safe. This was an avoidable tragedy; one no family should ever have to face.

The death of anyone, especially a young person, should be enough to demand change. But, for my testimony today, my team and I wanted to take a step back and look at the sober statistics around this issue. So, we reviewed public records, including Department of Health and Mental Hygiene data, for every documented report of a carriage-horse incident in or around Central Park going back to 1982.

What we found was evidence of 96 serious carriage horse incidents, including human injuries, and 40 horse deaths. Between 1982 and 2026, the annual incident rate has more than quadrupled. In just under half those cases, a horse died. And when a horse escapes its carriage, our data show a person is hurt half the time. The trend is only getting worse with time. Over the last thirteen months alone, we counted eight incidents, more than double the pace the industry has averaged since 2019. We collaborated with a Professor from Columbia University on a forecast model based on this dataset. If the pattern holds, our forecast shows we could see sixteen to thirty more carriage incidents by 2030, almost certainly with human injuries, and upwards of eleven more horse deaths.

New Yorkers are concerned about this trendline too: We've seen the recent public opinion polling by Zenith Research found that 68% of respondents supported ending horse-drawn carriages in New York City. In concert with this finding, 311 data shows 175 horse-related animal-abuse complaints since 2020, two-thirds of them from inside two streets of the park and the industry's own stables.

It's clear the status quo is unacceptable. That's why I joined my colleagues in cosponsoring Romanch's Law.

But any serious case for winding this industry down has to reckon with the hundreds of workers who will be at risk of losing their livelihood. I want to be clear that the drivers doing this job every day are not to blame for these tragedies. And the City has an obligation to collaborate with them on finding a professional landing. Intro. 943 directs DCWP to build a workforce transition program. I urge this Committee and DCWP to make sure it is funded and staffed before drivers lose their routes.

Intro. 943 also prohibits selling or transferring any horse for slaughter or into another city's carriage business. Last September, two dozen equine rescues and sanctuaries offered to place every horse this industry retires. I hope this Council can work with that coalition to ensure a smooth and safe transition. The full horse incident record, a review of 311 data, and our analysis is available on our website.

In honor of Romanch Mahajan and in a tribute to his loving family who are here today, I urge this Council to pass Romanch's Law.

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Testimony of the Central Park Conservancy
NYC Council Health Committee — Romanch's Law (Intro. 0943)
July 15, 2026

Good morning. My name is David Saltonstall and I am Vice President for Government Relations & Policy at the Central Park Conservancy, the non-profit that manages the Park on behalf of the City, and I am joined by Roger Mosier, the Conservancy's Chief of Park Operations.

The Conservancy supports Romanch's Law, and we urge the Council to pass it without delay.

We do not take this position lightly. Over the past thirteen months, Central Park has seen eight separate horse-related incidents — runaway carriages, collisions, injured drivers, and a horse that collapsed and died in front of stunned parkgoers. Last month, that pattern ended in tragedy: 18-year-old Romanch Mahajan, visiting with his family from India, was killed when a horse bolted near Cherry Hill.

It was a devastating loss, and our hearts go out to his family, who have spoken so eloquently here today.

Public safety is the Conservancy's paramount concern. Horse-drawn carriages are simply incompatible with a modern, crowded park used by millions of visitors a year. This has become painfully clear over the last 13 months, during which there have been 8 frightening incidents endangering, injuring, or killing Park-goers, carriage drivers, and horses.

The Park's roads were not built for the volume of people we welcome every day to share safely with half-ton animals whose natural instinct is to bolt when spooked. No amount of regulation, and no single piece of hardware, can correct for an animal's basic instincts.

The public agrees. A poll the Conservancy commissioned two weeks ago found that 68% of New Yorkers support ending City licensing of horse-drawn carriages in the Park—support that holds across every borough, demographic, and political affiliation.

Keeping New Yorkers safe does not and must not come at the expense of those affected. We strongly support the provision of real job workforce development services for the drivers and stable workers who will be displaced, as well as humane homes for the horses. We would not be the first to do so: London, Paris, Salt Lake City and Philadelphia already have shown how to end this practice responsibly.

It is time for New York City to join the rest of the world and phase out horse carriages, in the name of public safety and public health, and in honor of Romanch Mahajan. We urge the Committee to advance this legislation. Thank you.

CENTRAL PARK CONSERVANCY
717 Fifth Avenue
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July 16, 2026

The Honorable Lynn Schulman
Chair, Committee on Health
New York City Council
250 Broadway
New York, NY 10007

Dear Chair Schulman,

First, thank you for your leadership this week in steering a long and complicated hearing on Romanch's Law. We remain grateful for the opportunity to testify and to have the Central Park Conservancy's perspective entered into the record. We wanted to follow up on that testimony, both to better answer some of the questions you asked of CPC and to offer some thoughts on the road ahead.

You asked how much CPC spends annually on repairs and maintenance directly related to wear-and-tear from horse carriages. It is hard to calculate precisely, but over the years CPC and the City have undertaken several major capital projects to repair damage to the Park caused explicitly by horse carriages.

- **The Drives:** The most recent example is the roughly $7 million that NYC DOT spent in 2025 and 2026 to repave and restripe the entire six-mile loop known as The Drives. In the areas of the Park where horses travel, their metal hooves degraded the new pavement almost immediately, and that damage is compounded every day. The striping in the horse lanes was also completely worn away within months and has remained so ever since — which is itself a safety issue, since those markings exist to direct users into specific lanes.

- **Bethesda Arcade:** One of the most historic structures in the Park is the Bethesda Arcade, just below the 72nd Street Transverse, which contains thousands of delicate, historic tiles forming an elaborate geometric ceiling. Horses have long parked on the road directly above this arcade, in violation of the Park's own rules, and for years the waste they left behind leaked through the roadbed, severely damaging the tiles below.

  To keep that damage from worsening, the Conservancy was forced to invest in special Belgian tiles — at a cost of roughly $340,000 — to create a thicker moisture barrier between the horses above and the historic Arcade below. That expense would not have been necessary but for years of horses relieving themselves in an area where they were never supposed to be parked in the first place.

- **Cherry Hill:** A third example is Cherry Hill, an area near Bethesda where horses have traditionally parked so passengers can take in the surrounding views. Over the years, the road surface there has been torn up more than once, requiring repeated efforts to repave or otherwise shore up the roadbed. Those efforts have amounted to about $750,000 since 2012. The situation has deteriorated again, to the point that the Conservancy is now considering a further investment of roughly $200,000 within just a few years of the last repair to address damage caused by horses.

You also asked how much CPC spends on sanitation related to horse waste.

- Carriage drivers are required by regulation to keep hampers on all their horses, ostensibly to prevent droppings from hitting the road. In practice, this regulation is flouted on a daily basis, leaving a trail of manure on the Drives in the areas horses frequent most. Carriage drivers pay for a dedicated cleaner or two to sweep up, but the effort is deeply inconsistent and manure on the Drives remains an ever-present condition in those areas.

We hope this adds some useful detail to the questions you raised, and we look forward to working with the Council to help shape Romanch's Law in any way you find useful.

The Road Ahead

As for the road ahead, we would like to raise as part of our formal testimony a few remaining concerns we have as you begin the process of amending Romanch's Law and perhaps looking beyond the horse carriage debate to broader safety issues within the Park and the city as a whole:

- **Phase-out timeline.** CPC remains concerned about the length of the proposed phase-out in Romanch's Law. Two years is a long time, and it leaves a long window in which more accidents can happen. There have been eight serious incidents involving breakaway horses or horse fatalities since May 2025 — roughly one every two months. A two-year phase-out all but guarantees that we will be confronting the next accident, and likely others after it, each with the potential to injure or kill an innocent bystander. Connecting displaced workers to new jobs is and should be a paramount concern, but that process should not come at the expense of prolonged risk to the public.

- **Pedicabs.** We fervently believe a well-regulated pedicab fleet is the right solution to fill the gap left by horse carriages — they are an existing fleet, they do little to no damage to the Drives, and they offer a way for less ambulatory visitors to get around the Park. We support the strong package of bills developed by Council Member Gale Brewer, which also have the backing of the Times Square Alliance, the Center for

Justice Innovation, and, critically, the NYC Pedicab Alliance – a group of reform-minded pedicab drivers who see the abuses in today's marketplace and want to address them. Those bills are now in the drafting stage but are available for review to you and your staff.

- **E-bikes.** We heard a great deal during this process about bikes and e-bikes, and CPC agrees that too often they travel too fast or are ridden recklessly in the Park and elsewhere. This is not a problem unique to Central Park, but we would welcome a conversation about limiting the speed of e-bikes and other bicycles in the Park to 15 miles per hour, paired with much better enforcement against reckless cycling, which we see every day.

Thank you again for your leadership on this complex set of problems, and of course we remain available if you have any additional questions. In the meantime, we look forward to supporting your continuing reform efforts in any way we can.

Sincerely,

David Saltonstall
Vice President for Gov't Relations & Policy

Roger Mosier
Chief of Park Operations

CC

TESTIMONY IN SUPPORT OF INTRO 943 to PHASE OUT THE NYC CARRIAGE HORSE BUSINESS
NYC COUNCIL COMMITTEE ON HEALTH

JULY 15, 2026

Elizabeth Forel / Coalition for NYC Animals, Inc
elizforel@gmail.com

My name is Elizabeth Forel, and I am the president of the **Coalition for NYC Animals**. In 2006 I started the first ever ban campaign under the subcommittee **Coalition to Ban Horse-Drawn Carriages** after the tragic accident involving Spotty, a carriage horse who spooked, crashed and died on 9th Avenue and 50th St. on his way back to his stable. The driver was sitting in the box seat but could not control the reins when Spotty spooked.

I also write a Substack **Animals Matter** and co-produced the website **Compassionate Tourism** about electric horseless carriages.

I thank all the Council Members who have signed on as sponsors to Intro 943. To those who have not, please know that Intro 943 does not abandon the drivers. Instead, it mandates a workforce transition program to retrain and place these workers in stable, sustainable jobs – with the opportunity to get benefits such as medical, vacation, sick days and retirement – something they do not currently have.

The new poll by the **Central Park Conservancy** showed that 68% of New Yorkers support legislation to prohibit horse-drawn carriage operations in the city. Other polls have shown 70-80%.

THIS IS MY TESTIMONY IN SUPPORT OF INTRO 943 AND OPPOSED TO INTRO 937.

Why the horse-carriage business should be banned in NYC:

ACCIDENTS

Horses are nervous and sensitive prey animals who can spook and bolt at the slightest provocation – a loud unexpected noise, from a truck engine to an umbrella opening. They can become unwitting weapons, injuring or killing themselves, passersby – or destroying property. At 1500 to 2000 pounds, they are extremely powerful and difficult to control. This business should not be operating in one of the most congested cities in the world – whether the streets or crowded Central Park.

I have been keeping tabs on the number of **REPORTED accidents** involving carriage horses for years. Drivers who are involved in an accident are not required to report it. The way the accidents are publicized is if the police or media are notified. My documentation goes back to July 18, 1982. Since that time, there have been 128 accidents, 30 horse deaths and tragically 1 human death.

The industry bill, Intro 937, is focusing on the use of hitching posts in Central Park – purportedly to prevent a horse from spooking. It is ill-advised and could seriously hurt or kill a horse who spooked while tied to a post. It is shocking that these so called "horse-experts" would suggest such folly. Further, horses don't just spook in Central Park where the union wants to install hitching posts. My records (linked in this document) reveal that in the last ten years, there have been 11 serious spooking accidents outside Central Park.

This is a recent Substack on this issue with comments from two equine experts:

HITCHING POSTS for Carriage Horses in NYC - a bad, ill advised, deceptive and desperate idea

It is wrong to assume that just because horses are tied to a post, they will not spook and bolt. **And in this case, they could break their neck**.

With the recent tragic death of young Romanch Mahajan in a horse spooking accident, it is incontrovertible proof that the current system is unsafe for humans and inhumane for animals.

HUGE HORSE TURNOVER IN THIS BUSINESS

In 2013, I published a 7 ½ year study of horses in the carriage business – **https://banhdc.org/whatwillhap.shtml.**

By tracking city records, this study revealed that an average of 71 horses vanished from the Department of Health rolls every single year, totaling 529 horses over a 7 ½ year period starting from the end of 2005. They were replaced by 516 horses. Although some of the horses might have gone to a good retirement, we believe that this high turnover mostly represents horses who became lame, sick, too nervous, or too old to work and were quietly pulled from the registry to be sold off. There is nothing to indicate that this pattern has changed.

Carriage horses seen in Central Park are only a fraction of the total animals passing through the system. This is something the public generally does not comprehend. They often believe that if the business were to end, the horses would go to slaughter – when that is exactly what might be happening now. Advocates want to offer a sanctuary solution for all the horses.

Because the law does not require specific information, many of the horses most likely went to the auctions, such as New Holland Sales Stables in Pennsylvania, which is held every Monday, where they may be purchased by kill buyers and shipped to Canada and Mexico for slaughter.

The NYC law states this - **§ 17-329 Disposition of licensed horse.**

" The department shall be notified of the transfer of ownership or other disposition of a licensed horse within ten days thereafter. Such notice shall include the date of disposition and if sold in New York city, the name and address of the buyer or other transferee and such other information as the commissioner may prescribe. A horse shall not be sold or disposed of except in a humane manner."

In other words – The Dept of Health only requires the name and address of the buyer if the horse were sold in NYC, which would most likely be to another carriage driver. It does not address the issue of horses being sold outside NYC, which would likely be to an Amish farm or directly to the horse auctions.

In 2010, I was notified of a NYC carriage horse (identified by his hoof number) at the New Holland, PA auction. He had been purchased by a kill buyer who was then convinced to work with a broker to see if he could get more money. This was Friday, June 25, 2010, and the horse would have been put back in the kill pen the next day, most likely on his way to the slaughter pipeline in Canada or Mexico.

This is a tribute to that horse - who was rescued and became known as Bobby II Freedom and was much loved. . https://myemail.constantcontact.com/Remembering-Former-NYC-Carriage-Horse-Bobby-II-Freedom.html?soid=1103168065014&aid=YxwTN8B5FEA

Horses in the carriage trade will find good placement and the issue is currently being considered and researched. However, the horses are privately owned, and it is up to the horse owners if they want to sell. It is hoped they will not sell to another carriage business – or take the horse to auction – as they did with Bobby II Freedom. There are many horse sanctuaries and responsible horse owners throughout the country who would be happy and honored to provide a good home to a NYC carriage horse.

If the horses go to the kill auctions, it is the owner who brings them there - they don't go on their own volition.

CARRIAGE HORSE STABLES

Carriage horse stables in NYC are fundamentally inadequate. There are three carriage horse stables located on the far west side of Manhattan between W. 37th St. and W. 52nd St. Horses are allowed by law to work nine hours a day, seven days a week. By NYC law, the stalls, most of which are on upper floors, accessed by a steep ramp, must be a minimum of 60 sq. ft. Yet equine experts recommend 144 sq. ft (12 x 12) for a standard bred horse and 196 sq.ft.(14 x 14) for larger draft horses.

Horses need daily turnout or pasture time to socialize with other horses, to play, run, buck and roll; to mutually groom one another. They continue to be deprived of this most basic need because, again, there simply is not the space in NYC and confirms this business needs to end. A so-called 5-week yearly "vacation" is grossly unsatisfactory.

In 2014, while visiting one of the stables, the Daily News reported on a comment made by actor, Danny Glover, *"I think people need to come by to see the product themselves."* This revealing comment says it all – to the carriage trade and their supporters, horses are "products"– not sentient beings.

Please look at the comments made in a NY Times article when Christine Quinn orchestrated a similar fiasco in 2010. The first comment by "Elizabeth" is mine.

https://archive.nytimes.com/cityroom.blogs.nytimes.com/2010/04/14/council-passes-fare-increase-and-vacation-for-carriage-horses/

Because the stables are located blocks away from Central Park, horses must walk up to 1.5 miles each way through dense Midtown traffic, breathing in heavy exhaust fumes and enduring sensory overload before their workday even begins – and on the return trip. It's been described as a "nose to tailpipe" existence.

In the summer when the business has been suspended, the industry allows the drivers an additional half hour to complete their rides – then the horses walk over steaming hot asphalt on their way back to the stables.

GOOD UNION JOBS??: The Transit Workers Union (TWU) represents/supports the Carriage drivers – **but these are not "good union jobs."** There are 68 privately owned businesses (or 68 medallions/carriages) The NY Times reports there are approximately 110 active carriage drivers who do not own a medallion. It is hard to know the exact number because the fee to renew this license is about $30 every two years – and as with many jobs that require a license, renewal is preferred.

Non-owner NYC horse carriage drivers typically operate as independent contractors – like gig workers- rather than direct employees. They pay a "lease" fee or commission to the medallion/carriage owner out of their daily earnings and keep the rest as their pay, which relies entirely on customer fares and tips.

They do not get any benefits such as sick days, paid vacation, medical coverage, workers' compensation, unemployment benefits, or retirement benefits. The same holds true for the owners who, if they want health insurance, must buy their own policies.

A real union job—such as a position with the City of New York —would provide meaningful benefits and protection, and very likely real union membership. This is something that CM Chris Marte's **Intro 943** will address by creating a humane transition plan that supports drivers while ending the carriage horse trade.

Why deny this to the workers just to help make the TWU more powerful?

ELECTRIC HORSELESS CARRIAGES

For many years, we have been concerned about the drivers' jobs if the carriage trade were to end. When we visited Guadalajara on a fact-finding mission to see the former horse carriage drivers with their beautiful electric horseless carriages, we thought this was the job solution for NYC. A win/win situation. The Mexican drivers loved the carriages; they made more money, did not have to worry about equine care; and loved the way the public received them. This is the website https://compassionatetourism.org/

However, when we returned to NYC, the union (Teamsters) told us they had no interest. No compromise. The TWU eventually said the same. Why?

To be clear, I no longer support the addition of these carriages on the congested NYC streets.

Many people have lost their jobs and have had to recreate themselves. It is common. Sometimes, the job became obsolete; sometimes layoffs due to the economy. Most people do not have the City of NY looking to help them in a transition. But Intro 943 does just that.

INTRO 943 SHOULD NOT BE IN THE HEALTH COMMITTEE

The Health Committee is chaired by CM Lynn Schulman who has a history of opposing bills to ban horse-drawn carriages. For the 2021 election, she secured the endorsement of Voters for Animal Rights by checking "yes" to a question directly asking whether she would support a citywide ban on horse-drawn carriages. After winning the seat, she was appointed Chair of the Health Committee, where subsequent bills to phase out the carriages were sent. She refused to move the bill forward for four years.

By that time, Schulman had also received the endorsement of the Transport Workers Union (TWU), which represents the carriage drivers. Later, as Chair of the Health Committee, she abstained from voting on a revived 2025 carriage ban bill (Ryder's Law), effectively allowing the legislation to die in committee. Schulman was the second sponsor of the industry bill, Intro 937.

As of Friday, July 10th, Schulman also added her name as a sponsor of Intro 943 while still sponsoring Intro 937. I understand the pressure from both sides of this issue – but because of her strong alliance with the TWU actively backing the carriage trade's preservation, I question how fair a hearing there will be on Intro 943 – or even the ultimate vote out of committee and to the entire Council. I fear she will not be a neutral arbiter in the Council.

There is plenty of evidence to show that Intro 943, the bill to phase out the horse carriage trade, is the right thing to do.

Although it is probably too late now, the bill should have been moved to another unbiased committee. It could have been Transportation, Parks & Recreation or Consumer & Worker Protection. Or CM Shulman should have recused herself from involvement with these bills.

TWU – THEIR POWER IN NYC

There is no doubt that the unions in NYC are very powerful. Most of us are union supporters – they helped to create the middle class, and we acknowledge and respect that. But when they are bullies and aggressors, it is a different scenario. The TWU likes to position this issue as one between "wealthy elites" especially in the real estate business and working class/immigrant families.

It is patently and demonstrably not true!

Between 71% and 80% of NYC voters support shutting down this business on the grounds of animal welfare, cruelty, and public safety. We are not involved in the real estate industry, nor are we wealthy.

However, many of the owners of the 68 medallions are asset-heavy wealthy entrepreneurs, sitting on multi-million-dollar Manhattan land. And some even live in other states and countries, not directly involved.

The TWU pressures City Council members with primary challenges and pulling campaign financial support. This is a common tactic and there are many NYC council members who have succumbed to this. It is likened to the Republicans in Congress who do Donald Trump's bidding for fear of losing their seat.

The danger of this in NYC government is that fewer and fewer people will vote because it is so corrupt.

When a union can force some politicians to quietly strip their names from a bill, kill it in committee, or not support it at all, it proves that lawmakers are ultimately accountable to their financial and organizational backers, **not their constituents**. This breeds intense public cynicism and distrust and causes regular voters to feel that participating in local politics is pointless.

The fairness of our democratic process hangs in the balance and so does the integrity of the City Council.

My advice to these council members is to represent your constituents – this is why you were elected.

We, the people, deserve much better.

By opposing and blocking Ryder's/Romanch's law, the union's manipulation has tangible, dangerous real-world consequences. It means that documented hazards—like sensitive horses – prey animals - navigating gridlocked Midtown traffic or congested Central Park – and now the first death of a person –Romanch Mahajan - are allowed to persist solely to protect a "business model. "

This is the current position taken by the carriage business:

"*Onur Altintas, who owns four horses and a carriage operating in Central Park, was among those worried about an end to their livelihood. He said the industry provides hundreds of jobs to drivers, stable hands, farriers, and others in horse-related trades.*

"We are sad about what happened. Nobody wants that. But it's not like this is happening every day," said Altintas. "Car crashes and plane crashes are happening every single day. One horse makes an accident, and the world is destroyed? Come on."

I wonder how Mr. Altintas would have felt if it were his son or nephew.

The council under the former leadership had killed Ryder's Law and effectively shielded the assets of a few owners for their own political careers –prioritizing private profit margins over public welfare. (Adrienne Adams and Lynn Schulman)

Surely, this City is better than that. But is it! It remains to be seen.

MORE ON POLICY STAGNATION AND PRECEDENT

When some members of the City Council give in to union bullying on one niche issue, it signals weakness and sets a dangerous precedent that any robust or modern policy reform can be entirely paralyzed if a powerful union claims it affects their membership and influence.

Progress is deadlocked because politicians are too afraid of losing their next primary to pass responsible laws that go against the unions. They prioritize their own re-election over public safety and horse welfare.

This is Trumpism under a different name.

But the general public did not vote the Union into Council positions.

REAL ESTATE ISSUE:

The "real estate" issue is discussed on the TWU website. To people who don't practice critical thinking, they may believe that NYClass, the not-for-profit organization that has spearheaded this campaign, simply wants the valuable land on which the three existing stables sit.

But it is absurd to target Steve Nislick, the founder of NYClass. Does anyone really think that he has been coveting this property for twenty plus years? If it even came to that, the property owners do not have to sell to him. As a matter of fact, they don't have to sell at all. They could rent their lucrative real estate resources for vehicle storage or garages, event spaces such as galleries, artist studios, private dog boarding, and veterinary clinics. Real estate experts estimate their combined value at $65 million to $70 million. Their families would not only be set for life, but the owners could give the drivers a good share of it.

TOURISTS - WHY DO THEY COME TO NYC?

Tourists come to NYC to experience the dynamism of the City; to visit premier cultural institutions such as world class museums and music venues; to see architectural landmarks such as the Statue of Liberty, the Empire State Building, Chrysler Building and the World Trade Center; first-rate restaurants and Broadway theater.

If they are around the Central Park area – taking a carriage horse ride is an afterthought. Tourists do not come to NYC solely to take a carriage ride.

Tourist guidebooks like Frommer's no longer promote NYC horse-drawn carriages due to ethical, safety and animal cruelty concerns. Fodor's strongly discourages New York City carriage horse rides, emphasizing animal welfare. Both are among the top travel guidebooks in the US.

REGARDING THE "PHASE Out" IN INTRO 943

The bill will not take effect for two years after passage. Please reconsider this. Many deadly accidents can occur in two years.

COMMENTS ON INDUSTRY BILL INTRO 937 – OPPOSED

The **Advisory Board** was enacted in 1981 – written into the NYC Administrative Code – Statue 17-331. It's never been successful and there is no reason to think resurrecting it will be different. Because it was to be made up of stakeholders with diametrically opposed views, the board could rarely reach a consensus – and it disbanded.

In addition, the board is toothless and has no regulatory or enforcement power.

7:00 AM new starting time – this is the beginning of the morning rush hour with high commuter volume. It would make little difference. Horses are allowed to work nine hours a day and would be returning at 4:00 PM, which is the evening rush hour. Many drivers take their horses out later and may work until 3:00 AM.

Weather – this bill would require that the National Weather Service be used to determine suspensions. Presently, the street-level thermometer used is considered superior. It measures the actual temperature that the horses experience on asphalt determined at each of the three hack lines.

I believe the industry and TWU do not like this because the drivers have lost more time since the Real Heat bill, Intro 1425-A, went into effect in 2020. Before this bill passed, the city only suspended carriage operations based on a raw temperature of 90°F. Intro 1425-A legally forced the city to factor in relative humidity, establishing the Equine Heat Index (EHI) threshold of 150. This is a good explanation – on banhdc.org

Hitching Posts – Please read this: HITCHING POSTS for Carriage Horses in NYC - a bad, ill advised, deceptive and desperate idea

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Please support and vote for Intro 943 and shut down this dangerous business. It's the right thing to do for the horses, the drivers who will get better jobs, public safety, and the citizens of NYC.

###

Good morning, I am Bill Ketzer, Senior Director of Government Relations for the ASPCA, and I appreciate this opportunity to testify in support of Intro. 943.

The ASPCA has worked to protect horses since our founding in 1866. Our support for Intro. 943 is rooted in that 160-year history.

We have endorsed many efforts to regulate carriage horse welfare. While those reforms have improved certain aspects of the industry, they cannot address the fundamental and persistent challenges associated with horses pulling carriages through one of the busiest, loudest, and most densely populated urban environments in the world. It is inherently dangerous and inhumane.

Our position is not based on this summer's tragic events alone; it reflects years of experience and recognition that the risks associated with horse-drawn carriage operations are unavoidable. Carriage horses must navigate congested streets, construction zones, emergency vehicles, constant traffic, and thousands of pedestrians each day. These intelligent and sensitive animals are large and powerful, and even the best-trained horse can react unpredictably when frightened or startled.

The recent death of carriage horse Deniz – followed days later by the tragic death of eighteen-year-old Romanch Mahajan in Central Park – remind us that the consequences extend beyond equine welfare. They also affect carriage drivers, passengers, park visitors, and everyone who shares New York City's streets and public spaces.

These were not isolated incidents. In the last 13 months alone, a horse collapsed and died, horses ran into moving traffic, collisions overturned carriages, tourists were been forced to leap from runaway carriages, and multiple drivers were seriously injured.

The growing consensus is that the risks associated with this activity cannot be eliminated through additional regulation, and New York City should adopt a lasting solution, not another study or another decade of incremental reforms. We need a credible transition that protects horses, supports workers, and reflects the values of a modern city.

This legislation provides a thoughtful and responsible approach, and the ASPCA respectfully urges the Council to pass Intro. 943 and begin that transition.

Memo in Support of Intro. 943 - Ryder's/Romanch's Law

Submitted by the American Society for the Prevention of Cruelty to Animals (ASPCA)
July 15, 2026

The American Society for the Prevention of Cruelty to Animals (ASPCA) supports the passage of Intro. 943, which would responsibly phase out horse-drawn carriage operations in New York City and establish a workforce transition program for affected workers.

The ASPCA has worked to protect horses since our founding in 1866, offering them access to water and good care and supporting efforts to improve living and working conditions, strengthen oversight, and enhance equine welfare. In recent decades, we have advocated for phasing out the carriage horse industry in New York City because we believe that we cannot provide an environment that adequately addresses the physical, behavioral, and welfare needs of horses pulling carriages in one of the most densely populated urban centers in the world.

Our position has long been guided by a simple principle: horses should not be required to pull a carriage amid constant traffic, congestion, construction activity, noise, and other urban stressors.

This conclusion is not based upon any single incident. It reflects decades of experience, observation, and engagement with an industry that presents challenges unique to an urban environment. Carriage horses are expected to navigate crowded streets, interact with motor vehicles, emergency responders, construction activity, and thousands of pedestrians each day. While regulations can improve certain aspects of horse care and management, experience has demonstrated that regulation cannot overcome the fundamental challenges associated with operating horse-drawn carriages in an urban environment like New York City. The risks to horses, workers, passengers, and the public are not simply the result of insufficient oversight; they are inherent to the activity itself.

Recent events have renewed public attention to and concern for public safety and equine welfare. The death of carriage horse Deniz and the tragic loss of a young visitor, Romanch Mahajan, during a carriage-related incident in Central Park underscore a reality that no amount of training, oversight, or infrastructure improvements can fully address—horses are large, powerful animals capable of unpredictable behavior when frightened or startled. Even a single moment of lost control with a carriage in tow can have devastating consequences for both people and animals.

The Central Park Conservancy has joined the effort to end this practice, documenting numerous horse-related incidents in and around the Park over the last thirteen months, including runaway horses, carriage collisions, overturned carriages, horses entering traffic, injuries to drivers, and incidents involving visitors.

Concerns regarding carriage horse operations are no longer being raised solely by animal welfare organizations. The Central Park Conservancy, elected officials, public safety advocates, and members of the public have increasingly expressed concern regarding the continued

operation of horse-drawn carriage services. The Conservancy's position is particularly noteworthy given its longstanding role as steward of one of New York City's most iconic public spaces and its historical reluctance to engage in the broader policy debate surrounding the industry.

Similarly, both Mayor Zohran Mamdani and Speaker Menin have publicly acknowledged the need to explore a path toward ending horse-drawn carriage operations while ensuring a fair transition for affected workers. This convergence of viewpoints is significant. Stakeholders who have historically approached this issue from different perspectives are increasingly arriving at the same conclusion: the long-term future of horse-drawn carriage operations in New York City warrants serious reconsideration.

New Yorkers have seen this issue gain momentum before, only to watch meaningful action stall. For years, policymakers have acknowledged concerns regarding horse welfare, public safety, traffic conflicts, stable conditions, and the challenges of operating carriage horses in a modern urban environment. Yet despite repeated studies, hearings, reforms, and promises, horses continue to work under the same basic conditions and incidents continue to occur.

Intro. 943 offers a responsible and pragmatic solution. It would prohibit new carriage horse licenses, sunset existing licenses by June 2028, require the humane retirement and placement of carriage horses, and establish a workforce development program to assist drivers and other affected workers as the industry transitions. The bill recognizes that workers deserve support and respect throughout this process while acknowledging that continued operation of the industry is not in the best interests of horses or the public.

Any successful transition must include meaningful workforce development opportunities, retraining assistance, economic support, and a humane retirement plan for every horse currently working in the industry. We are encouraged that both the Mayor and Speaker have recognized the importance of developing a just transition for affected workers and believe that planning for that transition should begin now.

New York City does not need another study, another advisory process, or another decade of incremental reforms. It needs a credible transition plan that responsibly phases out horse-drawn carriage operations, protects workers, and ensures humane outcomes for every horse currently in the industry.

After decades of debate, repeated accidents, the deaths of carriage horses, and now the tragic loss of a young man's life, New York City should move beyond temporary fixes and incomplete reforms. The humane, responsible, and sensible course of action is to phase out horse-drawn carriage operations and implement a thoughtful transition plan for both horses and workers.

The ASPCA respectfully urges the City Council to pass Intro. 943 and begin that transition.

Respectfully,

Michelle Villagomez
Senior Director, Municipal Affairs
ASPCA



As a long-time resident of New York City, and board member of the League of Humane Voters/NY, I'm writing to request that you advance Intro 943 (Romanch's Law; formerly Ryder's Law) that would **finally** ban the cruel, dangerous, and now deadly to humans, horse carriages.

I live close to Central Park. The smell of horse urine, especially in the summer months, permeates the air and diminishes the beauty of nature in the park. It is also necessary to watch where you walk to avoid stepping in horse manure.

I trust that you will choose to protect the horses, tourists, and NYC public by advancing Intro 943.

Sincerely,

Sherry Reisch

LEAGUE OF HUMANE VOTERS/NY

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July 15, 2026

VIA EMAIL to: testimony@council.nyc.gov and jcastro@council.nyc.gov
Hon. Lynn Schulman
Chair, Committee on Health
New York City Council
250 Broadway, New York, NY 10007

Re: *The tragic death of Romanch Mahajan and Intro 943 "Romanch's Law"*

Statement of Sagar Chadha, Esq. — Liakas Law, P.C., counsel to the Mahajan family

Good morning. My name is Sagar Chadha. I am a Senior Partner at Liakas Law, and I have the solemn privilege of representing the family of Romanch Mahajan — Deepak, Priya, and eleven-year-old Manik, who were all in that carriage on June 17, and the estate of the eighteen-year-old son they lost. You have heard from this family this morning. I will not try to add to their words, because nothing can. I am here to speak to what this Council, and this City, do next.

The City of New York is liable for Romanch Mahajan's death, and for the physical and psychological injuries inflicted on his mother, his father, and his little brother — and we will be serving formal notices of claim on the City and its agencies to hold it accountable. Why the City? Three reasons, all of them already sitting in the public record. First, the City knew. Its own executive order, signed nine months before Romanch died, recites in black and white that carriage horses had repeatedly bolted — sometimes with passengers on board — and that this presented a significant danger to those passengers.

The City described the exact event that killed this young man, in its own official document, and then let it happen. Second, this happened in the City's own park — a park it owns, operates, and invites more than forty million visitors a year into — during an activity the City licenses,

regulates, and profits from. When you invite the world's families into your front yard and sell them a ride, their safety is your responsibility.

Third, this was preventable. Eight incidents in thirteen months, with numerous multi-human catastrophic incidents going back decades upon decades. Written warnings from the very organization that manages the park. Even the union has said publicly that it asked for basic safety measures for years and never got them. **Let me be specific about what that means. In the entire expanse of Central Park, at every scenic stop where the City knows drivers pause so tourists can take their photographs, there is not one hitching post. Not one tethering point. Not one device of any kind to secure a fifteen-hundred-pound animal or arrest a bolting horse**. The drivers themselves begged for them — for years — and the City, which controls every inch of that park, never installed a single one. The City has known for decades that horses were being left unmanned, over and over, often for the very photo stops that are sold as part of the ride — and it never provided a safe way for that to happen.

That is a failure, and it is the City's failure. Knowledge, control, and the ability to prevent — the City had all three and did nothing, and that is the definition of negligence. Our notices of claim will be served imminently, and our lawsuits will follow. And they will prove every word of this.

Romanch Mahajan came to this city to celebrate the beginning of his life. New York owes his family two things: an end to this industry, and accountability for his death. We are here today for the first. We will see the City in court for the second. Thank you.

Very truly yours,



Sagar Chadha, Esq.

I'm a native New Yorker. Grew up riding horses in Central Park from the age of seven. Claremont stables. Dixie Dew in Queens. Been riding and caring for horses all my life.

I moved to California to complete my graduate school education at UCLA and to start a horse sanctuary based on that love I developed for horses as a child.

I want to provide two different perspectives. One is that as a sanctuary owner and as an ethnologist, an animal behaviorist, I know what it takes to provide an ideal life for a horse. I have studied equine behavior and equine ecology for the past 40 years. Horses may be bred to pull carriages but that doesn't mean that's what they want to do day after day in an environment that is simply not conducive for horses albeit their ability to adapt, reluctantly or not with blinders and curb bits and whips, to many of the things humans ask them to do. Once you have the land and pasture and barn and fencing and all the other appropriate infrastructure it does not cost more than $6,000 a year for a reliable and reputable sanctuary to provide a home for a horse. My sanctuary is willing to provide homes for several of the horses from the carriage industry and their former owners are welcome to continue to visit with them should they so desire.

The other perspective is that I'm not only an animal behaviorist but also a human behaviorist- a licensed clinical psychologist- and as a child I was personally traumatized by seeing the horses in Central Park pulling carriages. I didn't understand as a child how they were allowed to be in the sun in the rain on concrete with feed bags. I never noticed them getting water. I was in Central Park several times a week and I asked my parents repeatedly why this was allowed. I have since found that others, children and adults, are also distressed by seeing these horses. Traditions are often changed once we recognize the cruelties behind them. Including slavery. And I support this bill.

Lorin Lindner, PhD, MPH

Founder / CEO

Lockwood Animal Rescue Center

Serenity Park Sanctuary

Association for Parrot C.A.R.E.

WRITTEN TESTIMONY BY THE ANIMAL LAW COMMITTEE

NEW YORK CITY COUNCIL
COMMITTEE ON HEALTH

SUPPORT FOR INT. 0943-2026,
PROHIBITING THE OPERATION OF HORSE DRAWN CABS

WEDNESDAY, JULY 15, 2026

The New York City Bar Association's Animal Law Committee appreciates this opportunity to discuss the City Bar's support for Intro. No. 0943-2026, in relation to prohibiting the operation of horse drawn cabs.

For approximately twenty years, the City Bar has urged the Council to enact legislation to ameliorate the extremely harsh conditions under which our City's carriage horses work and live. At the same time, the City Bar has argued that such legislation could not create fully humane conditions and that a ban of carriage horse rides was the only humane solution. Despite broad and vocal public support for reforms including the ASPCA and the Humane Society, no legislation was enacted to eliminate most of the conditions which make the City a deadly and inappropriate environment for horses or to eliminate the threats to public safety.[1] This has hurt horses and served as a betrayal of the public interest.[2]

As indicated by a landmark 2007 audit report by the NYC Comptroller, historically the City has failed to enforce even the inadequate protective provisions under the current

[1] That is, the City was unwilling to reduce the workday of the horses or even to require minimum turnout periods. Nor has any legislation been enacted to redefine permissible working conditions to take into account weather conditions such as humidity in the summer and wind in the winter and weight restrictions on carriage loads or to require improved stables, stalls sufficient in size to allow a horse to lie down and turn about, and a prohibition on the sale of any carriage horse for slaughter.

[2] A 2022 poll found that 70 percent of New Yorkers support a ban, reflecting growing concerns about both animal welfare and public safety. *See* Charlotte Pointing, "One Tragedy May Have Changed the Future of Horse Carriages in New York Forever," VEGNEWS (July 1, 2026), available at https://vegnews.com/nyc-horse-drawn-carriages (all websites last visited July 13, 2026).

About the Association
The mission of the New York City Bar Association, which was founded in 1870 and has over 20,000 members, is to equip and mobilize a diverse legal profession to practice with excellence, promote reform of the law, and uphold the rule of law and access to justice in support of a fair society and the public interest in our community, our nation, and throughout the world.

Administrative Code. That audit found that the horses were not provided with enough drinking water and risked overheating on hot asphalt. He also discovered that the horses lack proper veterinary care and were forced to live in their own waste due to inadequate drainage. He also cited the NYC Department of Mental Health and Hygiene (DOHMH) and NYC Department of Consumer Affairs for their legal non-compliance.[3]

Moreover, the presence of horses on the City's congested streets posed a danger to the public, as is evidenced by the numerous and unceasing instances of spooked horses bolting, putting both horses and people at risk. In a report on the previous iteration of this bill, we identified dozens of such incidents between 2006 and 2023,[4] and since 2023 many more casualties have accrued reaching perhaps a tipping point this summer which included a human death. Because of such risks, horse drawn carriages have been banned in countries and many large cities in the United States and abroad.[5]

On behalf of the City Bar, representatives from the Animal Law Committee have testified multiple times in recent years in support of substantial reform or a ban, all the time advocating for a full

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[3] NYC Comptroller 2007 audit: "Audit Report on the Licensing and Oversight of the Carriage-Horse Industry By the Departments of Health and Mental Hygiene And Consumer Affairs," June 27, 2007 (MH07-092A), at https://comptroller.nyc.gov/reports/audit-report-on-the-licensing-and-oversight-of-the-carriage-horse-industry-by-the-departments-of-health-and-mental-hygiene-and-consumer-affairs/. Among other things, the audit cited (1) DOHMH for its failure to establish a horse advisory board required by the City's Administrative Code and (2) the Department of Consumer Affairs for its failure to conduct required carriage inspections.

Follow-up NYC Comptroller 2009 audit: "Follow-up Audit Report on the Licensing And Oversight of the Carriage-Horse Industry by the Departments of Health and Mental Hygiene and Consumer Affairs," September 21, 2009 (FS09-124F), at https://comptroller.nyc.gov/reports/follow-up-audit-report-on-the-licensing-and-oversight-of-the-carriage-horse-industry-by-the-departments-of-health-and-mental-hygiene-and-consumer-affairs/. The report noted implementation of many of its recommendations, but identified new, additional problems. *See also* "NYC Bar Association Letter to Commissioner Frieden," September 24, 2007, at https://www.nycbar.org/pdf/report/HorseAdvisoryBd%20lt_dft%2092407.pdf. It recommended, among other things, that an independent, non-industry veterinarian to be appointed to the equine advisory board that was mandatory for NYC DOHMH to create per Comptroller W. Thompson's audit. To our knowledge, this non-partisan appointment was not made.

[4] The Animal Law Committee's report on Int. 573-2022 is available at https://www.nycbar.org/reports/report-on-horse-drawn-carriage-legislation/?back=1.

[5] Horse drawn carriages have been banned in cities such as Philadelphia (PA), Chicago (IL), San Antonio (TX), Salt Lake City (UT), Florida-several cities, Biloxi (MS), Camden (NJ), Breckinridge (CO), Brussels, Malaga, Melbourne, Montreal, Prague, Cartagena, and the Mexican state of Quintana Roo (which includes tourist hubs Cancun and Cozumel). *See* "Philadelphia Officially Says "Neigh" to Horse-Drawn Carriages," PETA, *available at* https://www.peta.org/features/horse-drawn-carriage-bans/; Manual Rueda, "Cartagena's iconic horse carriages give way to electric buggies," NPR (Dec. 21, 2025), https://www.npr.org/2025/12/21/nx-s1-5648546/cartagena-horses-colombia-animal-welfare; Allison Hester, "Victory! Horse-Drawn Carriages & Bullfighting Banned in Cancun and Cozumel, Mexico," LADYFREETHINKER (Mar. 1, 2024), https://ladyfreethinker.org/victory-horse-drawn-carriages-and-bullfighting-banned-in-cancun-and-cozumel-mexico/.

It is also banned in whole countries such as Israel. Alisa Mullins, "Israel Becomes First Country to Ban Horse-Drawn Cart," PETA (Sept. 22, 2014 and updated Apr. 2, 2024), https://www.peta.org/news/israel-becomes-first-country-ban-horse-drawn-carts/.

ban of carriage horse operations in the City,[6] and consistently pointing out operational and regulatory inadequacies associated with the industry.

Although NYS Agriculture & Markets Law prohibits overdriving animals, failure to provide sustenance and veterinary care, as well as other forms of cruelty, there appears to be virtually no enforcement of complaints and reports that cite these very concerns and violations. There appears to be no oversight for horses subjected to 9-hour workdays in stressful environments or horses housed, spending the rest of their days cramped in inadequate stables, and in addition, veterinarians do not all agree that the furlough allotted to these horses meets a horse's regular need for turnout in a pasture or paddock.[7] Nor are the horses guaranteed a retirement after they are of a certain age.[8] Accordingly, the horses are at risk for slaughter after they are too weak to work, an abhorrent practice that New York State has sought to regulate.[9]

In addition to addressing the problems discussed above, a ban on horse drawn carriages would provide several important benefits:

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[6] *See* https://documents.nycbar.org/files/2019549-Testimony_Carriage_Horse_Heat_Relief.pdf; https://www.nycbar.org/reports/horse-carriage-passenger-boarding-areas-proposed-dot-rules/?back=1; https://www.nycbar.org/wp-content/uploads/2023/05/20071887-TestimonyreIntro35and86CarriageHorses.pdf; https://www.nycbar.org/wp-content/uploads/2023/05/TestimonyCarriageBill.pdf.

[7] A five-week period annually away from pavement is not enough to adequately maintain hoof health. Many of the carriage horses will spend this period pulling wagons for fairs and events—not an ideal "vacation." "Horse Drawn Carriages," ANIMAL WELFARE INSTITUTE, https://awionline.org/programs/equines/horse-drawn-carriages/.

[8] "Carriage horses cannot be younger than five years to be placed into rental service and not older than 26 years to be licensed." *See* "Horses Working in NYC," NYC Health, https://www.nyc.gov/site/doh/health/health-topics/horses.page. But humane "retirement" is not provided for. Horses not re-registered with DOHMH are often sold at auction, either to return to farm work or be sold for slaughter, with only rare opportunities for true retirement. ANIMAL WELFARE INSTITUTE, https://awionline.org/programs/equines/horse-drawn-carriages/.

[9] *See i.e.* Susan Wagner, "Remembering Bobby II Freedom, Rescued NYC Carriage Horse," EQUINEADVOCATES (June 25, 2025), https://www.equineadvocates.org/remembering-bobby-ii-freedom-2025/ (telling the story of Bobby II Freedom, a former New York City carriage horse that was rescued from a kill pen at a New Holland, PA, slaughter auction. He was purchased through a special "broker-owned horse program," which was extremely unusual but presented the opportunity to save him from dying in a Canadian slaughterhouse.)

The process followed to send American horses to slaughter is described as follows: "Approximately 25,000 American horses are exported for slaughter each year, with roughly 80% of the animals sent to Mexico. Unlike horses involved in breeding, competition, ranching, or other legitimate equine activities, these horses are funneled through a low-value commodity pipeline that aggregates animals from multiple sources and transports them long distances solely for slaughter. The horses are not moving through established veterinary programs or organized equine enterprises. They are swallowed up by kill buyers, shipped through a fragmented transportation chain, denied any veterinary care and often any food or water, and transported hundreds or even thousands of miles to slaughter facilities across our two major borders." Wayne Pacelle, USDA Halts Trafficking of Horses for Slaughter to Mexico, CENTER FOR HUMANE ECONOMY (June 9, 2026), https://centerforahumaneeconomy.org/usda-halts-trafficking-of-horses-for-slaughter-to-mexico/. It is worth noting that while federal law has effectively shuttered domestic horse slaughterhouse operations at present, the United States remains a major source of horses destined for slaughter and human consumption abroad. Each year, thousands of American horses are transported to slaughterhouses in Mexico and Canada. *See* "Report in Support of New York State Legislation Prohibiting the Slaughter of Horses for Human Consumption," New York City Bar Association, Reissued July 2023, https://www.nycbar.org/reports/report-in-support-of-new-york-state-legislation-prohibiting-the-slaughter-of-horses-for-human-consumption/.

1. Phasing out licensing for this industry would relieve DOHMH of the obligation to devote scarce resources to monitoring carriage horse welfare, a system that has not adequately protected the horses.

2. A ban would reduce the City's exposure to financial liability arising from injuries and deaths caused by carriage horse incidents.

3. It would also protect the public from the persistent risk of injury when horses become spooked, bolt, or are otherwise involved in dangerous incidents.

4. Critically, a ban is the only meaningful way to protect the horses themselves.

In sum, we support the passage of Int. 0943-2026 which we believe is long overdue.

Animal Law Committee
Mikki Golar, Co-Chair
Sherry Ramsey, Co-Chair

Contact:
Elizabeth Kocienda, Director of Advocacy | 212.382.4788 | ekocienda@nycbar.org
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NYSHC, Inc. P.O. Box 424 Arkport, New York 14807

Testimony to the New York City Council regarding a Local Law to amend the administrative code of the City of New York, in relation to prohibiting the operation of horse drawn cabs. Int. Bill 943.

Submitted: July 13, 2026

Dear Esteemed Members of the New York City Council,

The New York Horse Council (NYSHC) was founded in 1966 as an umbrella organization for the equine community residing in New York State. Our mission is “To create a strong unified voice for all horse interests toward the preservation of a future for horses in New York State.” The NYSHC board of directors and its membership is composed of a diverse group of industry professionals making our organization uniquely qualified to assist in all matters pertaining to horses in New York State.

At this time, we are abstaining from a direct position on Int. No. 943 a bill to amend the administrative code of the city of New York, in relation to prohibiting the operation of horse drawn cabs.

The New York State Horse Council, Inc. would like clarification on the intent of language contained in New York City Int. 943 pertaining to disposition of licensed horses. We agree, horses should not be sold for slaughter, and it is, in fact, illegal in NY (Agriculture & Markets Law Section 385 Prohibition of slaughtering horses for human or animal consumption). However, we also recognize that the carriage horses in New York City (NYC) are privately owned, and as such, their owners are responsible for their humane disposition.

We recognize New York City has evolved since the inception of the carriage industry and that Central Park is now host to millions of tourists and residents, who all have a vision for the use of the park. Your support of enforcement of current regulations pertaining to suspensions and revocations within the NYC carriage industry will improve the safety of the horses, drivers, passengers and general public.

We welcome the opportunity for thoughtful discussion so we can work together to find fair and humane paths forward; for the city, the residents, the visitors, the carriage industry and the horses.

Respectfully,

Pauline Burnes, President, NYSHC, Inc.

Pauline E. Burnes, President, NYSHC
pauline.burnes@nyshc.org
[redacted]

The New York State Horse Council, Inc. is a member of the American Horse Council, National Coalition of State Horse Councils, Empire State Council of Agricultural Organizations (CAO), and New York Council of Non-Profits (NYCON).
For more information visit: www.nyshc.org

NYSHC, Inc. P.O. Box 424 Arkport, New York 14807

The New York State Horse Council, Inc. offers guidance to New York City, the Carriage Horse Industry, and any city agency that may be affected by the horses and the carriage operations for the duration of the Carriage Horse Industry in New York City. Further evaluation of the New York City (NYC) Carriage Horse Industry could result in further recommendations.

RECOMMENDATIONS FOR BEST PRACTICES

- There shall be an experienced licensed carriage horse driver to be attentively seated in the box of the carriage holding the lines of the horse when a driver needs to leave the carriage horse for any reason.
- All potential drivers shall be trained and tested on the proper fit, adjustment and care of the bridle and the harness in its entirety. This shall include the proper care and maintenance of the horse carriage.
- Train drivers to make sure their horses don't eat ANY plants not on their regular diet, in Central Park or elsewhere. Drivers must ensure horses do not eat ANY plants along their route in Central Park or elsewhere.
- All carriage horse drivers shall be required to take a driver's test, (like the auto driver's test) with a knowledgeable, experienced, licensed carriage horse operator and shall pass the practical carriage driver's test with horse and carriage, prior to being awarded a NY City Carriage Horse Operator's license.
- All drivers shall be retested and license renewal annually.
- All drivers shall be reminded daily that they are responsible for their horse's and passengers' safety.
- Carriage horse drivers should NEVER "leave the box" when there are customers or other people in the carriage. This includes taking pictures. Violations will be subject to suspensions and revocation of their license.
- Each carriage horse stable shall have a knowledgeable, experienced, certified inspector hired by the NYC Health Dept. to inspect all carriage horses, their harness, and the carriage prior to leaving the stable for work each day.
- The re-design of Central Park Carriage drives has created safety issues with shared use paths and trails. Another re-design is recommended to provide dedicated Carriage Drives and Bridle paths within Central Park and increase safety for pedestrians.
- An education program should be implemented so all users of Central Park know how to safely share the trails.
- Violations of speed limits in Central Park need to be strictly enforced.
- Work with the Central Park Conservancy to educate the public on Shared Use Trails, and that horses have the right-of-way, especially on Bridle Paths and Carriage Drives.
- The use of e-bikes, e-scooters and pedicabs in Central Park and New York City are increasing. Enforcement of speed limits in Central Park will benefit all users of the park. Many parks have banned the use of e-bikes on public trails.

The New York State Horse Council, Inc. is a member of the American Horse Council, National Coalition of State Horse Councils, Empire State Council of Agricultural Organizations (CAO), and New York Council of Non-Profits (NYCON).
For more information visit: www.nyshc.org

EQUINE
RESCUE RESOURCE
HELPING HORSES IN NEED

July 15, 2026

New York City Council
Committee on Health
VIA EMAIL testimony@council.nyc.gov

RE: SUPPORT - Intro 943 – Romanch's Law

Equine Rescue Resource Inc. is a New York nonprofit equine welfare organization, founded in 1999 in New York City, in the borough of the Bronx. Within a few short years, all operations were relocated to upstate New York to ensure a good quality of life for the rescued horses.

The horse and carriage industry under discussion today, is not the industry that graced the paths of Central Park 50 years ago.

MEDALLION OVERSIGHT: The industry started with 68 medallions, operating out of 5 stables. Now, only 3 stables are left. There are still 68 medallions, but some are co-owned, and some are leased out to multiple individuals, to cover 2 shifts per day, am and pm, 7 days a week. These leases can cost upwards of $3,000 and do not include the board and care the horses require. We were advised some medallion owners face hardships when leases and board bills are not paid and drivers keep the earnings. New York City needs to investigate the management of medallions and the lack of enforcement of long-standing regulations. A system also needs to be implemented, possibly with a GPS tracker based program modeled after Uber, so drivers charge honest fares and money is accounted for. Carriage horses that go on vacation should be microchipped for tracking purposes. For the medallion owners that wish to retire from the industry, New York City should implement a fair buy back plan, which could expedite the industry phase out period.

LIVING CONDITIONS: 60 square feet is not acceptable for a horse stall, that is less than half the horse industry standard of 144 square feet, or 12' x 12'. The maximum work day for a horse is 9 hours, so a carriage horse will spend at least 15 hours a day standing in 60 square feet which compromises horses physical and mental health.

COMMUTING: carriage horses stabled on 37th and 38th Streets commute 2.1 miles or 30 minutes at a walk, to Central Park South, through considerable traffic. After a shift or weather suspension, another 2.1 mile commute.

PARK CARRIAGE PATHS: Central Park carriage paths are utilized by tourists, pedestrians, joggers, pedicabs, e-bikes, racing bikes, delivery service vehicles, motorized scooters, skate boards, dogs, garbage trucks, emergency vehicles, maintenance vehicles and more. The carriage horses should be kept on level areas of the carriage paths while waiting, in areas that provide shade. This will alleviate neck and back issues and help prevent overheating.

FOOD & WATER: Horses are grazing animals and typically avoid weeds and poisonous plants, unless they are truly hungry. Grain should not be dumped on the ground, pigeons harass the horses who then sometimes trample and kill these birds. The feed can also become contaminated by the birds and what is wasted attracts rats.

TRAINING: Carriage driver and carriage horse training is insufficient; the NYPD should be consulted on their training protocols for both horsemanship and preparing horses for New York City.

OVERSIGHT/ENFORCEMENT: Under NYC law, horse drawn carriages are classified as vehicles and subject to the Vehicle & Traffic Law (VTL). In Central Park on July 8, 2026 we observed drivers distracted on their cell phones, not maintaining control of their vehicle/carriage by not holding the lines, a driver sleeping in a carriage and numerous horses not properly tethered. Photos are available.

HEALTH: Some horses appeared to have poor or overdue farrier care. One horse was found to be thin. Of most concern was a standardbred horse with rapid breathing, possibly from overheating. We addressed the driver, who made excuses and refused to take action to help his horse. Photos and video available. We brought these matters and others to the attention of two TWU 100 representatives in the park; neither took action to correct conditions.

SUITABILITY OF HORSES: Some of the horses used to pull carriages are draft breeds, bred for calm dispositions and heavier work loads. They are considered a cold blood breed. Many of the horses found in Central Park were standardbreds, considered a hot blood breed, which are smaller and lighter than a draft horse, bred for speed and used in the harness racing industry. Standardbreds do make nice pleasure driving horses, but cannot support the same heavy work load a draft horse can and do startle and spook easier.

STABLES: The buildings used as stabling on 37th and 38th streets appear in poor condition and should be inspected for structural integrity, especially in light of the partial building collapse concern on East 42nd Street. Interior temperature and air quality is also a concern. A strong urine odor was detected outside 38th Street stable.

Horse carriages are no longer necessary transportation; they are a form of recreation and amusement. The health and welfare of carriage horses are in the hands of people who stand to make money keeping them in service. The health and welfare of the residents and tourists in New York City are in your hands. Please support Intro 943.

Sincerely,

Cindy Hummel

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Humane Society of New York
ANIMAL CLINIC / VLADIMIR HOROWITZ AND WANDA TOSCANINI HOROWITZ ADOPTION CENTER
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SUPPORT INTRO. NO. 943, ROMANCH'S LAW

The Humane Society of New York strongly supports Intro. No. 943, "Romanch's Law," and urges the New York City Council to pass this humane and long overdue legislation.

The first task I was assigned as an animal protection attorney was to work on carriage horse legislation to try to reform the industry. There were concerns about horses working double shifts, horses working in traffic, horses working in adverse weather conditions, lame horses being worked, and the dangerous and inhumane conditions in stalls. That was almost 50 years ago. The result was the passage of the Horse Licensing and Protection Law, thanks in large part to then Councilmembers Henry Stern, Antonio Oliverii and Morton Povman. Yet, even after the passage of this law which prohibited the horses from being worked in adverse weather conditions, four carriage horses dropped dead in our city streets during the extreme heat in the summer of 1982. And for years since then, the law and regulations have been amended again and again to address the ongoing serious humane and safety problems associated with the carriage horse industry, including where the horses can be worked, hours allowed to be worked, weather conditions when they can be worked, vacations, training, and more. Yet injuries and deaths persist.

Despite being regulated by numerous city agencies, including the Department of Health and Mental Hygiene, the Department of Consumer Affairs, and the Department of Transportation, along with the ASPCA and police having enforcement authority, the carriage horse industry continues to jeopardize the health, well-being, and safety of the public and the horses.

It has been said many times that this industry is an accident waiting to happen. The accidents causing injuries and death have happened and continue to happen. There have been multiple incidents of spooked horses colliding with vehicles causing serious injuries to people and horses in addition to damage to vehicles. And now, a young man tragically lost his life. And there have been numerous incidents of carriage horses collapsing in our streets causing the horses to be injured and, in some instances, resulting in the horses being euthanized. See: Carriage Horses - NYC : NYC CARRIAGE HORSE ACCIDENTS - THE HARSH TRUTH - 128 ACCIDENTS -- 30 HORSE DEATHS - 1 HUMAN DEATH updated 7/4/26.

It is time to move on. And many cities already have. For example, Chicago passed a law which prohibits the operation of horse-drawn carriages for the transportation of passengers for hire (Chicago Municipal Code 9-80-280). And Philadelphia just enacted a law which states: "No person shall offer the commercial services of a horse for rent or

for hire for the purpose of pulling any carriage, sled, sleigh, wagon, or other similar vehicle" (Philadelphia Code section 10-108.3). Montreal also enacted a law prohibiting Horse-Drawn Carriages. This law states: "No person shall carry on the business of transporting persons by means of a horse-drawn carriage, sleigh or futter on the public domain." The law further states: "Permits issued under the By-law Respecting Horse-Drawn Carriages (17-079) become null and void on the date this By-law comes into force" (Ville de Montréal, By-law 18-041).

There is nothing charming about horses traveling in highly populated city streets and parks among vehicles, pedestrians, and bicyclists. There is nothing charming about people and horses dying in our streets. Regulations have not adequately protected horses or people from the dangers inherent in the use of horse-drawn vehicles in the busiest city in the world.

We do suggest that the language in Intro. 943 be amended to require animal sanctuaries be given the first opportunity to acquire the carriage horses and that auction sales of these horses be specifically prohibited. This will better ensure that these horses will truly obtain a humane retirement.

It has been almost 50 years since I first testified before the New York City Council about the very serious humane and safety concerns associated with the carriage horse industry in New York City. Regulatory laws and administrative regulations have been given many decades to work. They have not adequately worked. Let's not wait any longer. The Humane Society of New York urges you to pass Intro. No. 943. It is the right thing to do. It's time.

Dated: July 15, 2026

Elinor Molbegott, Esq.
Legal Counsel/Animal Issues

Humane World for Animals

Testimony for New York City Council Committee on Health
7/15/26 - Intro 943

Amends the administrative code in relation to prohibiting the operation of horse drawn cabs

Good morning, Chair Schulman and Honorable Council Members,

My name is Brian Shapiro, New York State Director of Humane World for Animals – formerly the Humane Society of the United States - and I'm testifying on behalf of our New York City members and supporters expressing strong support for Intro. 943.

This legislation would address many of the safety and animal welfare shortcomings of the horse-drawn carriage industry that have continued for decades. Horses continue to bolt, and carriages still overturn. Horses, passengers, drivers, and bystanders are still injured or worse.

The industry's answer is more rules, training, infrastructure, inspections, and increased enforcement – all funded by taxpayers. But it did not need to wait for another law, death, or accident to prompt responsible change – it could have done so *itself* after the 2007 audit or the 2009 audit. It could have done so after any of the recent, tragic accidents, and it could have done so any time over the past 160 years.

City agencies have tried regulations, inspections, work limits, and even a legally mandated Rental Horse Advisory Board. Compliance should not look like a regulator standing beside every carriage with an open ticket book and pen, especially when the City's own records do not provide a complete picture.

Our recent records requests highlighted an oversight gap that allows issues to go unnoticed by the City. The Department of Health and Mental Hygiene maintains records on horses, while the Department of Consumer and Worker Protection covers drivers, carriages, and businesses. But the records are not linked making it impossible to verify each horse's workload or required rest.

Yet, the answer cannot be constructing another taxpayer-funded enforcement system propping up a private industry that the majority of New Yorkers do not accept.

Perfect rules cannot change the nature of these horses or the environment in which they are being used. A new hitching post won't prevent a horse from being a horse - or spare tired feet and legs from the harsh pavement.

The City Council has an opportunity to ultimately address this in a way that reflects compassion, responsibility and care for the horses and people affected. Humane World for Animals and equine rescue organizations stand

ready – *and have always been ready* - to ensure that each carriage horse has access to a safe and humane future. Many horses are older animals deserving of a secure path forward and a peaceful and celebrated retirement.

Humane World for Animals is appreciative of your time today and respectfully asks that Intro. 943 be advanced and brought to the full council for a vote. Thank you for the opportunity to present this information.

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July 20, 2026

New York City Council
Committee on Health
250 Broadway
New York, NY 10007

Animal Defenders International and our New York City supporters urge this committee to pass bill 0943 to phase out horse-drawn carriages. We are thankful that the Committee took the time to hold a hearing on this important bill. We address arguments mentioned during the hearing opposing this bill.

Counterarguments.

1. **Removing poisonous plants will not protect horses from being overworked to pull carriages, causing them to suffer, die, and pose a public safety threat.**

Councilmember Gennaro's bill to ban the Japanese yew in Central Park would protect animals like Deniz the horse who died after eating said plant. However, this bill would not do anything to address the horses' working conditions. It would not lighten their workload or otherwise protect them. Removing a flower would not have stopped the horse who killed Romanch. Removing a flower would not have saved the horses who suffer and died of exhaustion from pulling carriages.

2. **Although concerns for other dangerous activities are valid, that does not mean that we cannot address the danger of horse-drawn carriages, which, unlike most other dangerous activities, also involves profound animal suffering that strikes the conscience.**

Just because there are other dangerous activities in NYC that cause injuries to people does not mean that we cannot address this issue of horse-drawn carriages without addressing all sources of injury. The presence of other dangers does not mean we should be silent on this one. A city that addressed only the single largest risk on its streets, and nothing else, would never regulate anything at all.

What sets this issue apart, and what makes it worth addressing on its own terms, is that horse-drawn carriages involve a form of harm that most other dangerous activities in this city do not: the sustained, daily suffering of animals forced to pull heavy loads through some of the most congested, exhaust-choked, and unforgiving streets in the country.

3. **Employment should not come at the cost of animal suffering and a public safety risk.**

This bill previously died in this committee due to concerns about eliminating jobs for the drivers. Although the drivers deserve to make a living, this should not be at the expense of horses or a risk

to the public. Furthermore, this bill does not immediately ban horse-drawn carriages and therefore provides more time for drivers to find alternative employment. For example, the electric-carriage business could replace horses and still provide jobs to these drivers.

Governments routinely regulates industries out of existence or transforms them, even at a cost to jobs. Governments outlawed prohibition-era saloon workers, asbestos manufacturers, leaded-gasoline producers, and incandescent-lightbulb factories. Sometimes the government steps in to regulate and ensure the safety of its constituents at the cost of some needing to make a career shift. It has happened before, and it needs to happen here to prevent profound, consistent, and documented animal suffering and public safety issues.

Support for Bill 0943: Romanch's Law.

This bill was renamed for Romanch Mahajan after he was killed while trying to save his mother, who was stuck in a carriage pulled by a horse who had become spooked. We are incredibly sorry for Romanch's family and their loss. We hope that this bill can prevent such tragic losses from ever happening again.

Subjecting horses to the intense working conditions of pulling carriages in the City has proven to be a serious public safety issue. Mistreating animals causes unacceptable pain, fear, and distress to the animals. This increases the risk of them panicking and trying to escape, which poses a risk to the public as well as to the animals themselves.

These horses are forced to work even if they are exhausted, fearful, and in need of rest. That is why this bill was previously named Ryder's Law, to honor one of many horses who collapsed and died of exhaustion from pulling carriages in the City. For example, in 2025, another horse named Lady collapsed and died in Hell's Kitchen after her shift of pulling carriages in Central Park. Horses today still work in extreme heat, breathe exhaust fumes, and navigate traffic that terrifies them, risking injuries to both horses and people, just as Ryder and Lady once did.

Recent accidents have proven the danger is real. This is not a tradition worth preserving; it is cruelty to animals and a public risk that we can end today. Chicago and Philadelphia banned horse-drawn carriages, and St. Augustine is considering doing the same. If they can do it, then so can New York City.

Conclusion.

Therefore, for the sake of the public and the horses, we urge you to please pass bill 0943 and phase out the use of horse-drawn carriages.

Thank you,



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ALDF Intro 943 Testimony in Support

On behalf of the Animal Legal Defense Fund—the nation's preeminent legal advocacy organization for animals—I submit this testimony in support of Intro 943, Romanch's Law, which would responsibly phase out New York City's horse-drawn carriage industry. We thank Council Member Marte for introducing the bill and all of the sponsors for their support- and we thank you Chair Schulman for posting in committee today.

In 2014, the Animal Legal Defense Fund's successful state Freedom of Information Act (FOIA) lawsuit revealed that New York City carriage drivers had committed more than a dozen "hit & runs" over the previous five years and that children, cyclists, pedestrians, carriage drivers, passengers, and NYPD officers had all been physically injured by accidents involving New York City's horse carriages.

In one incident, a child was rushed to the hospital after falling out of a carriage and run over by a wheel. In another incident, a carriage driver was found by police "laying in the street, not moving" after being thrown to the ground. Another carriage driver was hospitalized in a coma after his horse became startled and collided with a station wagon. The latest unimaginable tragedy exemplifies the urgent need to bring an end to the horse carriage industry in New York City.

In 2019, the Animal Legal Defense Fund was also part of a coalition that helped pass the Carriage Horse Heat Relief Bill, a measure that prohibits horses in the carriage industry from being worked when the heat index reaches 90 degrees or above. Despite this step, horses are still suffering.

For decades, previous efforts to improve standards and regulations have failed to result in any meaningful improvements to horse health and welfare or public safety. A prohibition on horse-drawn carriages is the only way to definitively protect the public and the horses in New York City.

By pairing a phaseout of the industry with workforce support and protections for carriage horses, Intro 943 provides a balanced and compassionate approach to reform. To that end, the Animal Legal Defense Fund is committing to contributing to the cost of transport for the horses.

For these reasons, we urge you to pass Intro 943. Thank you for your consideration.

Sincerely,

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Animal Welfare Institute

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July 15, 2026

Council Member Schulman, Chair
New York City Council, Committee on Health
250 Broadway
New York, NY 10007

RE: Support for Intro 943 – Romanch's Law

We are grateful to Speaker Menin, Council Member Marte, Chair Schulman, and Committee for calling this hearing on Intro 943, Romanch's Law. The Animal Welfare Institute is one of the nation's oldest animal protection groups and we lead the Homes for Horses Coalition – a network of over 500 equine rescues and sanctuaries across the United States. AWI fully supports this legislation to phase out horse-drawn carriages in the city. This reform is long overdue, and we trust the Council will do the right thing by ending these unnecessary rides.

The question is not whether horses can pull these carriages, but whether the circumstances pose too many risks – and the answer unequivocally is yes. Horse-drawn carriages do not need to continue in such a densely populated setting with conditions that run counter to equine welfare, not to mention countless factors that can cause these horses to spook and bolt.

Romanch's death is an unimaginable tragedy that no family should have to face; it should weigh heavily on all of us as we consider how to prevent more accidents. As the Central Park Conservancy put it: "This is the tragedy we feared when we first called…for horse carriages to be banned from Central Park due to the risks they pose."

In June, immediately after a 16-year-old horse named Deniz collapsed and died, struggling to breathe in front of onlookers, Philadelphia became the latest city to prohibit horse-drawn carriages. New York must be a leader in this space before the next inevitable accident occurs.

There have been far too many troubling incidents in recent years. Continuing the status quo is not tenable for the sake of New Yorkers, visitors to the city, and the horses themselves. The risks and problems are well understood. The exhaust, pollution, noise, lights, traffic, congestion, asphalt, temperature extremes, long hours, lack of access to pasture and turnout – these are just some of the welfare concerns that exist and the list could easily go on. How many times do we have to see a horse collapse or spook before taking action? Hopefully, no longer. Thank you.

Sincerely,

Joanna Grossman, PhD
Equine Program Director
Animal Welfare Institute

Testimony of Transport Workers Union Local 100
New York City Council Committee on Health
Hearing on Proposed Legislation Concerning Horse-Drawn Carriages
July 15, 2026

Good morning, Chair Schulman and members of the Committee.

My name is Carlos Bernabel, Secretary Treasurer, and I am appearing today on behalf of Transport Workers Union Local 100. Proudly representing more than 44,000 working men and women who operate and constantly move New York City's transportation system.

I appreciate the opportunity to testify in opposition to Int. 943, to ban the horse-carriage industry in New York City.

I am an immigrant from the Dominican Republic; my family came to the United States in search of a better life. I am a Bus Operator by trade. As a bus operator, I know safety is extremely important. The death of Romanch Mahajan is a tragedy. After being in operation for more than 150 years, the horse-carriage industry is still the safest transportation in the world. We can all agree that one death is too many. Data from CrashCount.nyc, reports many fatalities throughout the 51 City Council Districts New York City traffic safety: 113 deaths, 20661 injuries in 2026 year-to-date.

From June 2022 to July 2026 only seven City Council Districts reported zero deaths, they are Districts 19, 29, 42, 47, 49, 50 & 51. There have been 20,661 injuries and 113 deaths due to unsafe traffic conditions from January to July 2026! Those deaths are too many as well. There's no push to ban any other industry because those accidents are not tied to legislation that gives more to the rich and takes from the poor, middle-class, and working people. As elected officials, you should not make decisions on whose death matters because it is important to special interest groups passing legislation. Every tragedy that occurs matters. The members of TWU Local 100 work very hard, some of them have lost their lives and will never go home to their loved ones. Transit workers are also still serving the people of New York without a contract. The City Council is looking to ban the horse-carriage industry from existence and looking to increase their wages at the same time. Doesn't everyone deserve fair wages, and pay increases? How does that look for New Yorkers that struggle every day to make ends meet?

No one cares about the horses more than the carriage drivers that work with them every day. I know many of you want them to go to sanctuaries, however, a non-working horse is a dead horse! Part of the wages from the rides around Central Park provide a life for the hardworking carriage drivers. The funds received for the carriage rides also provide the horse with 2 medical physicals per year, their food, vacation benefits, bales of hay, and constant veterinary care. The horses receive better care than most humans. It costs anywhere from $8,000 to $40,000 per year to care for a horse. That price does not include the cost of providing living accommodations each year which can start at $20,000 - $25,000. Many sanctuaries will not be able to sustain these

costs, and the horse will be slaughtered, which is one of the reasons why this industry has been so important. According to the NYC Comptrollers Report approximately 4,300 cats and dogs are euthanized in New York City each year. There is complete silence about this from the Animal Welfare and Animal Rights advocates. How many pets or causes are they donating to with all the contributions they receive each year? How many animals have they rescued this year alone? The ASPCA documented that 597,000 – 920,000 pets are euthanized across the United States annually. Horses are more difficult to care for than cats and dogs. It is estimated that 4.3 – 6 million horses are slaughtered worldwide each year. I know this is hard for many to understand but our horses are still alive because they have jobs.

I am truly saddened by the death of Romanch Mahajan. I think it is safe to say that the carriage driver had no malicious intent and was looking to provide the Mahajan family with great customer service on their first visit to New York. The Mahajan family probably chose to take a horse-carriage ride in New York because the industry was banned in India. Unfortunately, no one could ever predict that this tragedy would happen, and he would lose his life. We all wish that never occurred. Ryder's Law, now Romanch's Law is not about horses, it's not about animals, it's not even about the death that occurred on June 17, 2026. It is and will always be about greed and real estate!

Many City Council members have advocated for worker rights and protections, immigration, the prevention of wage theft, evictions, affordable housing, deed theft, tenant protections, food insecurity and so much more. What about horse-carriage drivers? They also need these protections. Their medallions were purchased from the City of New York, and the carriage drivers believed they would be able to operate for a lifetime. Some of our members inherited this business from their parents. If the City eliminates these jobs, it will send these workers right into a life that you said you did not want New Yorkers to have; a life without a job, food, protections, and a home. Please do not fail these workers for people's special interests. Many members of NYCLASS, for example, spend their entire day in Central Park filming, taking photos, and taunting our workers. Some of them even go to our members and scream in their faces. These are actions that could potentially spook a horse. As we have seen, planting Japanese yew in Central Park could kill a horse and any other animal that accidentally ingest this harmful foliage.

I am asking on behalf of the horse-carriage drivers that instead of passing Int. 943, you consider looking at Int. 937 sponsored by James Gennaro. Maybe considering Int. 937 first would have been a good faith effort and shown due process by the Council. If this Council's goal is to ban the horses and you really would like to help the horse-carriage drivers you may consider other ways they can work in Central Park. If you decide to ban, and strip them of the jobs they love, there must be ways you can really help. I'm sure you can also consider ways to replace the carriage drivers and the horse's income that allows them to still love and provide for their horses.

A Council Member made an online post about the horse manure. Did you know that many gardeners throughout the 5 Boroughs of New York City bring pails, shovels and other paraphernalia to collect the horse's manure to maintain the community gardens many of you have in your districts? This city deserves to be educated about the horse carriage industry. Many elected officials speak about the need for green energy; the horse and carriage industry is a business that does not promote pollution and is not an existential threat to climate change.

In closing, I urge this Council to not only consider one tragic death but, think of all of the visitors and the residents that have visited, loved, lived, worked, and died tragically in the great City of New York that have never been recognized. I also ask that you consider what saving horses really looks like and reject Int. 943.

Thank you for your consideration.

TRANSPORT WORKERS UNION
OF GREATER NEW YORK • AFL-CIO • LOCAL 100

John V. Chiarello, *President*
Carlos Bernabel, *Secretary Treasurer*
Shirley Martin, *Recording Secretary*
Alexander Kemp, *Administrative VP*

Testimony of Transport Workers Union Local 100
New York City Council Committee on Health
Hearing on Int. 943 – Horse-Drawn Carriages
July 15, 2026

Good morning, Chair Schulman, Members of the Committee, and Staff.

My name is Sharase DeBouse, Political & Legislative Director of Transport Workers Union Local 100. Our union proudly represents more than 40,000 diligent and essential transit workers, and the hardworking carriage drivers, stable workers, and horse handlers who make up New York City's historic horse-drawn carriage industry.

We appreciate the opportunity to testify today, but I would be remiss if I did not begin by expressing our disappointment with this legislative process. This hearing process is very unfair.

Many members of this Council chose to co-sponsor Int. 943 before ever sitting down with the workers whose lives would be forever changed by this legislation. Before speaking with TWU Local 100, before hearing from the families who have devoted generations to this industry, and before this public hearing was even held, many Council Members had already decided the outcome. That is not what meaningful public participation looks like. Public hearings should exist to inform legislative decisions—not simply ratify decisions that have already been made like a kangaroo court.

We expected Council Members in leadership roles to at least hear every voice before publicly making a decision. Our members deserve due process. They deserve to be heard before the City votes to eliminate their livelihoods.

While some organizations claim that polls show 70% of New Yorkers no longer support the industry. Horse-drawn carriage rides have operated in New York City continuously since 1863 at the height of the Civil War. They have survived two World Wars, the 1918 influenza pandemic, the Great Depression, September 11th, SuperStorm Sandy, and COVID-19. While thousands of small businesses throughout this City permanently closed following the pandemic, these hardworking families have persevered against all odds.

It is remarkable that an industry which has endured for more than 160 years now faces elimination not because it failed the public, but because a vocal political campaign by the donor class seeks to erase it.

The horse carriage industry is not some unregulated relic of the past. It is one of the most heavily regulated animal industries anywhere in the United States. New York City has

repeatedly strengthened protections governing veterinary care, inspections, work hours, weather restrictions, stable conditions, and the humane treatment of horses. When concerns arose regarding extreme heat or cold, the City responded by strengthening regulations. Those reforms worked.

Our union does not want horses to work in dangerous traffic conditions. If additional improvements are needed to enhance safety for both horses and the public, we welcome that conversation. But eliminating an entire industry should never be the first solution when reasonable reforms remain available.

There is also a significant economic and constitutional dimension to this proposal.
For decades, New York City created and regulated a limited medallion system for horse carriage operators. Individuals invested substantial sums of money to purchase these City-authorized licenses, along with horses, stables, equipment, insurance, and businesses, relying upon the regulatory system established by the City itself.

Int. 943 will make those investments worthless.

Many in the horse-carriage industry still carry significant debt associated with purchasing these businesses. Eliminating the industry will not eliminate their mortgages, business loans, or financial obligations. Many face the real possibility of losing not only their businesses but also their homes.

The Fifth Amendment to the United States Constitution prohibits government from taking private property for public use without just compensation. Whether this legislation ultimately constitutes a compensable regulatory taking is a question for the courts, but it is unquestionably a serious constitutional issue that deserves careful consideration before this Council votes to extinguish valuable property interests that the City itself created.
This legislation also raises serious questions about what happens to the horses themselves. Supporters often suggest the horses will simply retire to beautiful sanctuaries where they will spend the rest of their lives roaming freely.

Where are those sanctuaries?
How many horses have committed placements?
Who is paying for decades of feed, veterinary care, transportation, and maintenance?
Who will eliminate the financial burden of the workers that have tremendous investments?
Those questions remain unanswered.

Our members consider these horses part of their families. They do not want them sold at auction or placed into uncertain circumstances.
Ironically, this Council recognized in this year's budget just how expensive animal care can be by funding assistance for low-income pet owners. Caring for horses requires even greater resources. The Council should not assume that lifelong care will somehow materialize without a concrete and enforceable plan.

Just as troubling is the complete absence of any meaningful transition plan for the workers. No real replacement jobs have been identified. No retraining program has been established. No compensation has been proposed. No economic impact study has been presented.

This Council is looking to vote to eliminate an entire industry without first explaining how

hundreds of working New Yorkers will support their families afterward.
Beyond the immediate consequences lies an even larger principle.
Central Park belongs to every New Yorker.
It does not belong exclusively to wealthy donors, advocacy organizations, or private conservancies.

The Central Park Conservancy has performed commendable work by helping to restore and maintain our City's most treasured park, and we respect those contributions. However, its financial support does not confer ownership. Decisions about who may lawfully work in a public park belong to the people of New York, through their elected representatives—not to those with the largest checkbooks.

Moreover, it should be noted for the record that a horse named Deniz died in Central Park after ingesting a lethal amount of Japanese yew, a highly toxic shrub that the Conservancy unilaterally planted in the park without taking the safety of horses into account. Where's the Animal rights and welfare organizations outrage over that action and tragic death?

When TWU Local 100 proposes exploring modern, humane stable facilities within or adjacent to Central Park—facilities that could include educational programming, veterinary partnerships, school visits, and family attractions—the discussion changed dramatically.

The Central Park Conservancy had no objection to the horses when the debate centered on whether they should continue commuting from their current stables. Its position changed when we proposed using public park resources to create a world-class educational facility. I'm sure there is space in Central Park for these facilities.

We believe that proposal deserves serious consideration. Instead of eliminating the horses, New York City could create one of the nation's premier urban equestrian education centers while simultaneously addressing many of the concerns that have been raised about the horses' daily travel to and from the existing stables.

This debate also establishes a troubling precedent. If one licensed occupation can be eliminated because some influential voices consider it aesthetically undesirable or inconvenient, what comes next?
Will the next campaign target portrait artists?
Street musicians?
Food vendors?
Performers?
Tour guides?

Every one of these occupations contributes to the unique character of Central Park. Public spaces should remain places where working New Yorkers from every background can earn an honest living.

Finally, I would ask each member of this Committee to reflect on how public policy should be made. Several members of this Council have stated publicly that they received large numbers of emails, phone calls, and social media messages urging support for this legislation. That is part of democracy.

But democracy also requires discernment. Were those communications from residents of

your districts? Were they verified constituents?
Or were they generated by well-funded national advocacy campaigns paid for by Central Park Conservancy?

Leadership sometimes requires resisting political pressure rather than yielding to it. Every major advance in the labor and the civil rights movement was opposed by loud voices. If those who came before us had surrendered every time they faced organized opposition, intimidation, or public pressure, many of the rights we enjoy today would never have been won.

The hardworking men and women of the horse carriage industry are not asking for special treatment.
They are asking for fairness.
They are asking to be heard.

They are asking this Council to preserve good union jobs, respect longstanding investments, protect the horses they love, and preserve a New York tradition that has endured for more than a century and a half.

TWU Local 100 respectfully urges the Council to reject Int. 943 and instead work collaboratively with labor, animal welfare advocates, industry representatives, and the public to modernize—not abolish—this historic industry. Instead of having celebratory online posts, all parties involved should have been invited to the table to discuss this industry and start from a place we all agree on. We all want the horses to be safe.

We offer condolences to Romanch Mahajan's family. Last year pilot Sean Johnson, Agustin Escobar, his wife, and their 3 children were visiting New York City from Spain and perished in a helicopter that crashed in the Hudson River while celebrating their child's 9th birthday. This is not being said to accuse the people in that industry of wrongdoing. Like Romanch, their deaths and so many tragic deaths are heartbreaking, infuriating, and preventable. However, their deaths have not been tied to a negative political agenda. So many transit workers and our brothers and sisters throughout the labor movement have died, in unforeseen tragic deaths. What type of memorials are in place for union members that have lived, worked and died in New York City? Many of the people in this room today have never even called to offer condolences.

I wish to God that as humans we had the ability to go back in time and prevent all tragedies from happening. It's devastating that nothing we do here today will return Romanch to his loving parents, family and friends. I pray that God heals every broken heart.
Thank you for the opportunity to testify.

Testimony of Pete Donohue, Communications Director, Transport Workers Union of America

Just 7 months ago, this same committee rejected this exact same bill:
You rejected the claims that the carriage horses are being mistreated,
You rejected claims that the horses aren't receiving proper medical care
You rejected claims the horses don't have suitable housing.
You rejected claims that is cruel somehow for a 1,600-pound draft horse to propel a carriage with giant wheels.
You voted against advancing that bill to a hearing.
So, what has changed?
For the first time in 167 years of carriage rides being a popular feature of Central Park, a passenger fatality occurred.
One fatality in 167 years.
Carriage rides are the safest mode of travel in NYC. That is just a fact.
The fatal accident involving Romanch Mahajan was an absolute tragedy. No question.
Was more tragic than the death of bicyclist Salvador Nico Garcia, who was killed in a bicycle accident in the park last summer.
Was it more tragic than the death of bicyclist Charles Cheeseboro who was killed in a bicycle accident in the park in 2019?
Is it more tragic than the death of 28 people killed in accidents involving two-wheeled motor vehicles in NYC in the first 6 months of this year.
No
Are you considering banning walking, biking, scooters, taxicabs, buses or the subway?
Of course not.
Because that defies all logic and common sense.
So does banning carriage horses.
The city can address any safety concerns it has by governing, regulating, inspecting, and enforcing rules aimed at preventing horses from getting away from their handlers.
In all fairness to the immigrant drivers, carriage owners, and the horses themselves, the city should shelve this proposed ban. Govern. Don't cancel. That's what voters want, not a knee-jerk reaction to an unprecedented tragedy. (There are polls backing that up: Slingshot Poll and Honan Survey Release - Carriage Ban)

Testimony of TWU International President John Samuelsen on proposed carriage-horse ban

This is hearing based on politics, not on the pursuit of animal welfare or public safety.

Let's start with the prime sponsor, Councilman Marte. At a hearing on Ryders' law last year, Marte said this about horses giving carriage rides:

"If it was an individual, if it was a human pushing a horse carriage, we will call that inhumane. If it was any other living animal, whether it's a dog or a cat pushing
the carriage, we will call that inhumane. Why do we have to put horses at a different level?"

This is one of the most unintelligent comments ever uttered by a city council member. A 1,600-pound horse is not comparable to a Chihuahua, Cocker Spaniel, or Siamese cat, Councilman. But that is in fact the mindset of the animal rights fundamentalists Council Speaker Julie Menin and others are now following and acquiescing to.

Speaker Menin knows this isn't an issue of safety in the park.
If safety in the park was a real concern, she would hold a hearing on the bill – which 20 councilmembers signed onto it when introduced – that would prohibit e-bikes and motorized scooters in the Central Park. Nearly 70 people, including pedestrians, were injured in Central Park in accidents involving bicyclists, e-bike riders and e-scooters in the last five years. One was killed last year.

This is absolutely a political issue. Speaker Menin and some Council members want to end the noise from animal rights fundamentalists – and their real estate backers: the constant phone calls, emails, social media posts and social media threats. Ironically, they are wrong on this too: polls show strong support among New Yorkers for protecting the immigrant workers and their current jobs, their horses, and the history of Central Park.

This bill strips blue-collar workers of their jobs – and future income. It offers nothing in return. Just a promise of a workforce development program. And words from the Speaker about potential future jobs. With no mention of NYC compensation to medallion owners who paid in some cases several hundred thousand dollars for right to work in this industry. NAFTA has come to Central Park. At best, this bill is half-baked, exposing workers and ironically, horses, to harm's way.

July 15, 2026

Memo in Support of Intro 943: Romanch's Law to Ban Horse Carriages

World Animal Protection, an international animal protection organization with hundreds of thousands of members and headquartered in New York City, supports Intro 943, **Romanch's Law (formerly known as Ryder's Law)**, sponsored by Council Member Christopher Marte. This bill would prohibit the issuance of new horse-drawn cab licenses and end horse-drawn cabs beginning June 1, 2028, allowing existing carriage drivers to find alternative employment and ensuring sanctuary and rescue placements for horses. **We request your co-sponsorship and passage of this legislation**.

Dangerous for Horses and People

Horses who pull carriages spend their lives navigating a confusing, loud environment that their bodies were not designed for. Horses are large prey animals who have an instinctive fear response. In New York City, they're constantly subjected to stimuli that trigger this response, such as sudden movement from buses and taxis inches from their bodies, sirens, backfiring cars, and people and cyclists darting in front of them. Spooked carriage horses have bolted into traffic, collided with vehicles, and dragged carriages through crowded intersections.

Last month, Romanch Mahajan, a teenager visiting from India with his family to celebrate his high school graduation, was killed when a horse pulling his carriage bolted. Unfortunately, this tragedy was not unexpected. Advocates have been raising the alarm about this very real danger for years. Accidents are unavoidable when horses are allowed to pull people through densely crowded, loud environments like Central Park and Midtown.

In addition to the relentless psychological stress that horses who pull carriages experience, they also suffer physically. Horses pull people on hard pavement day after day and stand for hours in brutal summer heat. When they're not forced to pull carriages, horses are kept in cramped buildings, often multiple stories up. It's a far cry from their natural lives as herd animals who need companionship and space to graze and roam.

Protecting Horses and Workers

Protecting both the people who depend on the carriage industry for their livelihoods and protecting horses is possible. Romanch's Law directs the Department of Consumer and Work Protection to oversee a workforce development program to assist industry workers to move into other fields prior to 2028. Carriage drivers are independent contractors without health benefits, paid sick leave, or retirement contributions. They deserve more than that. Animal advocacy groups like Voters for

Animal Rights have repeatedly offered to work with the TWU Local 100 to create a transition that ensures drivers have secure employment. More than two dozen nonprofit organizations have agreed to fund the transport of the horses to sanctuaries where they can live their lives in peace.

New Yorkers Want to End the Horse Carriage Industry

In polls, more than 2/3 of New York City voters support ending the horse carriage industry. The Central Park Conservancy also supports the bill's passage. Regulations are not enough to protect horses or people. It's time to shut down this cruel and dangerous industry.

Thank you for your consideration,

World Animal Protection

535 8th Avenue, 3rd Floor
New York, NY 10018

This testimony is in favor of the new legislation to bring an end to the Carriage horse industry in NYC.

As a resident of Hell's Kitchen I have watched the carriage horses pass along 10th avenue on the way to and from Central Park in all weather: frigid temps and blistering heat. This is unspeakable cruelty that no living creature should have to endure. The human death is unfortunate, but why is that the reason to stop this abhorrent industry. It's the ongoing cruelty to the horses that must be stopped. No further reason should be necessary.

The carriage horse drivers and stable owners claim to love and respect animals however, with the following I'll share ample evidence showing that they do not care about the welfare of animals at all.

This experience spans the time period between 1999 and 2020 and relates first hand testimony of actions of the owner of the Carriage Horse stable on 36th Street between 10-11th Aves.

The stable repeatedly acquired several unneutered cats as a rodent deterrent at the stable. Due to ill treatment and neglect the cats would often flee the stable and over time, the overflow population of neglected cats grew to over 100 cats living in the junk heap leading down to the railroad tracks next to the stable.

Urban Cat League, Inc. repeatedly offered free spay/neuter and vaccinations for the cats, but neither the police, community board, HKNY Alliance, nor the Dist. 3d Councilmember could compel them to do right by the cats and permit Urban Cat League volunteers to access the stable to spay/neuter and vaccinate the cats living inside the stable. NYC law requires Rabies Vaccination for any free-roaming cat but that law was refuted with impunity.

With zero cooperation from the stable, all of the outside cats were gradually neutered by Urban Cat League and each time new cats would leave the stable and join the colony, they would be vetted also. This was a completely unnecessary 17 year project of daily efforts to gradually trap and medically treat each one of the cats while providing food, water and shelter to these unadoptable feral cats.

Any persons who truly care for animals would have accepted this open offer to help the cats and prevent such large-scale neglect.

Sincerely, Mike Phillips, President and cofounder, Urban Cat League, Inc.

International Chair: Jill Diamond Chastain

"True courage is fighting the unknown daily when you're not really sure of the strength of your weapons."

7/15/2026

Dear People:

My name is Jill Diamond, and I'm the International Secretary for the World Boxing Council. The World Boxing Council, the largest sport's organization, is composed of 176 membra nations.

The reason I bring this up is because many of those nations are considered by us to be less sophisticated, especially by New York City standards. And yet most of these nations have laws that protect animals more completely, consider it a federal crime to abuse them, and gives them rights.

What happened to New York? Why is a law that is supported by over 75% of our population being denied? It speaks of incredible corruption and lack of compassion.

I stand by my words. And will do my best to publicize through my network any negative outcome to this hearing. As it is often said, we are the voice for the voiceless.

Cordially,

Jill Diamond

WBC International Secrretary
WBC Championship Committee, Co Chair
WBC Board of Govgernors
Ring Supervsor
Women's Division, Chairperson
World Boxing Cares, Int Chairperson
NABF, Board of Directors

36 West 22nd Street
Third Floor
New York, N.Y. 10010
212.627.2017
310.738.2204
jdiamond@neverhitalady.com

Committee on Health, July 15, 2026
Testimony in Favor of Intro 943, Romanch's Law
Edita Birnkrant, Executive Director, NYCLASS

Good afternoon, Chair Schulman, and members of the Health Committee. My name is Edita Birnkrant, Executive Director of NYCLASS. **For nearly twenty years I have documented and reported the dangers and cruelty of horse carriages, but today I want to amplify a voice that deserves this Council's attention. Anita McGill, whose family owned and operated Chateau Stables, once the largest stable in New York City for nearly 50 years, reached out to me because she said several carriage owners are now desperate for a way out of the business even before a ban goes into effect and before another human fatality occurs. Anita's fully testimony is as follows, and she is willing to speak to you further if you have any questions:**

"My name is Anita McGill, I am part of Chateau Stables, my family's business, they owned the largest fleet of horse and carriages in our family stable at 608 west 48th Street. In 2018 we sold our stable and semi-retired to our family farm in PA.

I have been asked to submit a statement by some current horse and carriage owners to seek some relief and get help for them to be offered a fair option to get out of the carriage business. My opinion talking with them, is the quaint leisure horse and carriage ride is no longer like it used to be, they are now squeezing past Citibikes, pedicabs, runners, baby strollers, and the millions of park goers.

There are approximately 17 million more park visitors now than there was in the early 2000's. I feel there is no more safety issues that can be applied to lower the risk of more and more accidents happening.

Hitching posts to me are only a recipe for more problems, it encourages drivers to walk away, and leave the horses alone. Not every horse accepts being tethered "pull back" horses when they feel tension, panic and back up and bust up what's behind them.

Horses can rub their bridles off on hitching posts as well, creating a whole set of different problems. Plus, there are not 68 carriage parking spaces, might sound good on paper, the idea of hitching posts, but in reality it makes no sense.

Frederick Olmstead designed the park to be seen by horse and carriage, yes, he did, but not in 2026. Central Park is totally different, just in the past 10 years it exploded with millions more population, and traffic.

Business is way down, I hear from some owners, there is nobody applying for a horse and carriage license, owners struggle to pay the board, what is the benefit? I hope the city allows the horse and carriage owners to get out graciously and compensate them so they and their horses can live peacefully."

I respectfully urge you to pass Intro 943, Romanch's Law and implement it as swiftly as possible to prevent further tragedies. It is critically important that the current phase-out time in Intro 943 of *two years* be amended and drastically reduced, ideally to six months or under. The carriages are operating in the exact same conditions that have led to eight violent runaway horse crashes in just the last year; multiple injuries of carriage drivers and bystanders, and on June 17th the death of Romanch Mahajan.

I have attached multiple videos of carriage drivers continuing to leave horses and passengers unattended while taking photos, and of drivers leaving horses unattended in busy areas of the park. At any moment those horses could spook and bolt, throwing passengers to the pavement, and trampling bystanders. All the attached videos were taken after the death of Romanch Mahajan to show the continued reckless disregard for life that carriage drivers are continuing to display. One video was filmed on July 14th, the day before the hearing and shows a carriage driver stepping far away from the horse and carriage to take photos of the family inside which included a toddler. This was a busy street with cars in front and behind of the horse, and cyclists and pedestrians whizzing by.

Not only is this a clear violation of law, but it also shows that even just a few weeks after the death of a passenger, drivers are behaving in the same way that caused the death. This means that the public remains in grave danger as long as the horse-drawn carriages operate. There can be no time for delay in passing and enacting the law with the shortest possible phase-out time possible.

Thank you,

Edita Birnkrant

Outlook

FOIL Control #: 2026FR00079 - Veterinary records from Dr. Kraig Kulikowski - carriage horses

From recordsaccess <recordsaccess@health.nyc.gov>
Date Wed 1/21/2026 2:21 PM
To Edita Birnkrant <edita@nyclass.org>
Cc Bernadette O'Donnell <bodonnell1@health.nyc.gov>

FOIL Control #: 2026FR00079

Ms. Birnkrant,

The NYC Department of Health and Mental Hygiene (DOHMH) acknowledges receipt of your Freedom of Information Law request. It has been assigned the above-noted control number and has been processing. You should receive a response within twenty(20) business days. Please note that as of January 1, 2019, the Department charges the statutorily allowable fee of 25¢ per page for FOIL responses of records maintained in hard copy format only. All inquiries about the status of your request should be made with the control number noted above.

Thank you,

FOIL Administration
Office of the General Counsel
NYC Department of Health and Mental Hygiene - City of New York
42-09 28th St.,CN30, Long Island City, NY 11101
Telephone: 347-396-6116
Fax: 347-396-6087
Email: recordsaccess@health.nyc.gov I nyc.gov/health

From: Edita Birnkrant <edita@nyclass.org>
Sent: Tuesday, January 20, 2026 8:58 PM
To: Bernadette O'Donnell <bodonnell1@health.nyc.gov>; recordsaccess <recordsaccess@health.nyc.gov>
Subject: [EXTERNAL] FOIL REQUEST: Veterinary records from Dr. Kraig Kulikowski - carriage horses

Dear DoH,

I am formally requesting any and all records and documents related to **veterinary tests and examinations of horses performed by Dr. Kraig Kulikowski** during the month of December, 2025. I do not know the exact dates these exams occurred, but I believe they occurred in Dec of 2025. According to media reports, Dr. Kraig Kulikowski was approved by DoH to examine over a dozen carriage horses. I request all documents and records related to these exams of carriage horses in New York City performed by Dr. Kraig Kulikowski. Thank you.

If possible, please expedite this request.

Best regards,

--



Edita Birnkrant

EXECUTIVE DIRECTOR

edita@nyclass.org
917.940.2725
nyclass.org

NYCLASS
We Love Animals and We Vote!

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Forward suspect email to phish@oti.nyc.gov as an attachment (Click the More button, then forward as attachment).

NYC Health

Clinical Exam of Active Carriage Horses
Component of Carriage Horse Stable Health and Safety Inspections

Equine Veterinary Examination Form

Veterinarian Name: Dr. Kulikowski 12/8/25

Stable: Clinton Park / 52nd St

Horse Name: Sophia

Horse Tag Number: 3707

Mare ☑ Gelding ☐

Horse Color: Black

Horse Breed: Draft

Date of Exam: 12/8/25

Instructions: For each system listed below, select one of the following:

- Sound – No issues detected
- Unsound – Abnormalities or concerns present
- Notes – Additional observations or comments

System Assessed	Sound	Unsound	Notes
Integumentary	☐	☒	5 scars (old) left side behind wither Dermatitis on back
Respiratory	☒	☐	
Circulatory	☒	☐	
Digestive	☒	☐	
Dental	☒	☐	
Urogenital	☒	☐	
Nervous	☒	☐	
Ocular	☒	☐	

System Assessed	Sound	Unsound	Notes
Musculoskeletal	☐	☒	Bilateral Thickened Suspensory Hind Legs Significant tendon sheath effusion Bilateral hind
Body Condition Score			Provide score 5
Locomotor	☐	☐	Declined Trotting
Hoofs and Shoeing	☒	☐	

☐ Gait not assessed due to ~~space limitations~~ Lack of consent. No Bloodwork performed due to lack of consent.
The examination must not occur outside the stable property.

Summary

Select one:

☒ I have conducted an examination and determine the horse is unfit to work as a NYC carriage horse because:
Sophia needs a complete lameness work up on both hind legs. Soft tissue structures noted above are enlarged and painful to palpation

☐ I have conducted an examination and determine the horse is currently unfit to work as a NYC carriage horse but could be reassessed after the owner provides a veterinarian report or letter showing the results of further investigation to address the following:

☐ I have conducted an examination of the horse.

Signature: [signature] Date: 12/8/25

NYC Health

Clinical Exam of Active Carriage Horses
Component of Carriage Horse Stable Health and Safety Inspections

Equine Veterinary Examination Form

Veterinarian Name: Kulikowski

Stable: 52nd St

Horse Name: Layla

Horse Tag Number: 3800

Mare ☒ Gelding ☐

Horse Color: Black

Horse Breed: Draft

Date of Exam: 12/8/25

Instructions: For each system listed below, select one of the following:

- Sound – No issues detected
- Unsound – Abnormalities or concerns present
- Notes – Additional observations or comments

System Assessed	Sound	Unsound	Notes
Integumentary	☒	☐	Scar on back behind withers
Respiratory	☒	☐	
Circulatory	☒	☐	
Digestive	☒	☐	
Dental	☒	☐	
Urogenital	☒	☐	
Nervous	☒	☐	
Ocular	☒	☐	

System Assessed	Sound	Unsound	Notes
Musculoskeletal	☒	☒	Bilateral Tendon Sheath effusion behind Rt thickening check l. gament region
Body Condition Score	5		Provide score 5
Locomotor	☐	☐	Declined to trot
Hoofs and Shoeing	☒	☐	

☐ Gait not assessed due to ~~space limitations~~ lack of consents. No bloodwork performed due to lack of consents.
The examination must not occur outside the stable property.

Summary

Select one:

☐ I have conducted an examination and determine the horse is unfit to work as a NYC carriage horse because:

_____
_____
_____
_____

☐ I have conducted an examination and determine the horse is currently unfit to work as a NYC carriage horse but could be reassessed after the owner provides a veterinarian report or letter showing the results of further investigation to address the following:

_____
_____
_____
_____

☒ I have conducted an examination of the horse.

Signature: K. K Date: 12/8/25

NYC Health

Clinical Exam of Active Carriage Horses
Component of Carriage Horse Stable Health and Safety Inspections

Equine Veterinary Examination Form

Veterinarian Name: Kulikowski

Stable: Clinton Park

Horse Name: MARADONA

Horse Tag Number: 4541

Mare ☐ Gelding ☒

Horse Color: Bay

Horse Breed: STB

Date of Exam: 12/8/24

Instructions: For each system listed below, select one of the following:

- Sound – No issues detected
- Unsound – Abnormalities or concerns present
- Notes – Additional observations or comments

System Assessed	Sound	Unsound	Notes
Integumentary	☐	☒	Old scar over withers
Respiratory	☒	☐	
Circulatory	☒	☐	
Digestive	☒	☐	
Dental	☐	☒	Very sharp Dental points - Needs Dental
Urogenital	☒	☐	
Nervous	☒	☐	
Ocular	☐	☒	Left eye corneal scar + Cataracts

System Assessed	Sound	Unsound	Notes
Musculoskeletal	☐	☒	Tendon sheath effusion bilateral behind, Pain on palpation at suspensory - good ROM
Body Condition Score	4		Provide score 4
Locomotor	☐	☐	Declined Trotting
Hoofs and Shoeing	☒	☐	

☐ Gait not assessed due to ~~space limitations~~ lack of consent. No bloodwork performed due to lack of consent

The examination must not occur outside the stable property.

Summary

Select one:

☐ I have conducted an examination and determine the horse is unfit to work as a NYC carriage horse because:

_____

_____

_____

_____

☐ I have conducted an examination and determine the horse is currently unfit to work as a NYC carriage horse but could be reassessed after the owner provides a veterinarian report or letter showing the results of further investigation to address the following:

_____

_____

_____

_____

☒ I have conducted an examination of the horse.

Signature: _____ Date: 12/8/25

NYC Health

Clinical Exam of Active Carriage Horses
Component of Carriage Horse Stable Health and Safety Inspections

Equine Veterinary Examination Form

Veterinarian Name: Kulikowski

Stable: Clinton

Horse Name: Raspberry

Horse Tag Number: 3743

Mare ☐ Gelding ☐

Horse Color: Bay

Horse Breed: STB

Date of Exam: 7/8/25

Instructions: For each system listed below, select one of the following:

- Sound – No issues detected
- Unsound – Abnormalities or concerns present
- Notes – Additional observations or comments

System Assessed	Sound	Unsound	Notes
Integumentary	☐	☒	Scar behind withers on Dorsal Spine
Respiratory	☒	☐	
Circulatory	☒	☐	
Digestive	☐	☒	Soft Manure
Dental	☐	☒	Very sharp Dental points - Needs Dental
Urogenital	☒	☐	
Nervous	☒	☐	
Ocular	☒	☐	

System Assessed	Sound	Unsound	Notes
Musculoskeletal	☐	☒	Bilateral tendon sheath effusion Hind legs
Body Condition Score			Provide score 4
Locomotor	☐	☐	Declined trotting
Hoofs and Shoeing	☒	☐	

☐ Gait not assessed due to ~~space limitations~~ Lack of consent. No bloodwork performed due to lack of consent

The examination must not occur outside the stable property.

Summary

Select one:

☐ I have conducted an examination and determine the horse is unfit to work as a NYC carriage horse because:

_____

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☐ I have conducted an examination and determine the horse is currently unfit to work as a NYC carriage horse but could be reassessed after the owner provides a veterinarian report or letter showing the results of further investigation to address the following:

_____

_____

_____

_____

☒ I have conducted an examination of the horse.

Signature: _____ Date: 12/8/25

NYC Health

Clinical Exam of Active Carriage Horses
Component of Carriage Horse Stable Health and Safety Inspections

Equine Veterinary Examination Form

Veterinarian Name: Kulikowski

Stable: Clinton

Horse Name: Destiny

Horse Tag Number: 4515

Mare ☑ Gelding ☐

Horse Color: Bay

Horse Breed: STB

Date of Exam: 12/8/25

Instructions: For each system listed below, select one of the following:

- Sound – No issues detected
- Unsound – Abnormalities or concerns present
- Notes – Additional observations or comments

System Assessed	Sound	Unsound	Notes
Integumentary	☐	☑	Scar behind wither on Dorsal spine
Respiratory	☑	☐	
Circulatory	☑	☐	
Digestive	☒	☐	
Dental	☒	☐	
Urogenital	☒	☐	
Nervous	☒	☐	
Ocular	☒	☐	

System Assessed	Sound	Unsound	Notes
Musculoskeletal	☐	☒	RF thickery check leg. Reqm.
Body Condition Score			Provide score 4
Locomotor	☐	☐	Declined Trotting
Hoofs and Shoeing	☒	☐	

☐ Gait not assessed due to ~~space limitations~~ Lack of consent. No bloodwork performed due to lack of consent

The examination must not occur outside the stable property.

Summary

Select one:

☐ I have conducted an examination and determine the horse is unfit to work as a NYC carriage horse because:

_____

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☐ I have conducted an examination and determine the horse is currently unfit to work as a NYC carriage horse but could be reassessed after the owner provides a veterinarian report or letter showing the results of further investigation to address the following:

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☒ I have conducted an examination of the horse.

Signature: _____ Date: 12/8/25

NYC Health

Clinical Exam of Active Carriage Horses
Component of Carriage Horse Stable Health and Safety Inspections

Equine Veterinary Examination Form

Veterinarian Name: Kulikowski

Stable: Clinton

Horse Name: Blacky

Horse Tag Number: 3086

Mare ☐ Gelding ☒

Horse Color: Black

Horse Breed: Draft

Date of Exam: 12/8/25

Instructions: For each system listed below, select one of the following:

- Sound – No issues detected
- Unsound – Abnormalities or concerns present
- Notes – Additional observations or comments

System Assessed	Sound	Unsound	Notes
Integumentary	☑	☐	
Respiratory	☒	☐	
Circulatory	☑	☐	
Digestive	☒	☐	
Dental	☐	☒	Sharp Dental points – I need of Dental,
Urogenital	☒	☐	
Nervous	☑	☐	
Ocular	☒	☐	

System Assessed	Sound	Unsound	Notes
Musculoskeletal	☒	☐	
Body Condition Score			Provide score 6
Locomotor	☐	☐	Declined Trotting
Hoofs and Shoeing	☒	☐	

☐ Gait not assessed due to ~~space limitations~~ Lack of consent. No bloodwork performed due to lack of consent

The examination must not occur outside the stable property.

Summary

Select one:

☐ I have conducted an examination and determine the horse is unfit to work as a NYC carriage horse because:

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☐ I have conducted an examination and determine the horse is currently unfit to work as a NYC carriage horse but could be reassessed after the owner provides a veterinarian report or letter showing the results of further investigation to address the following:

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_____

☒ I have conducted an examination of the horse.

Signature: _____ Date: 12/8/25

NYC Health

Clinical Exam of Active Carriage Horses
Component of Carriage Horse Stable Health and Safety Inspections

Equine Veterinary Examination Form

Veterinarian Name: Kulikowski
Stable: West Side Livery
Horse Name: Max
Horse Tag Number: 4500
Mare ☐ Gelding ☒
Horse Color: Bay
Horse Breed: STB/Draft
Date of Exam: 12/9/25

Instructions: For each system listed below, select one of the following:

- Sound – No issues detected
- Unsound – Abnormalities or concerns present
- Notes – Additional observations or comments

System Assessed	Sound	Unsound	Notes
Integumentary	☐	☒	Old scars over dorsal spine
Respiratory	☒	☐	
Circulatory	☒	☐	
Digestive	☒	☐	
Dental	☐	☒	Sharp Dental Points
Urogenital	☒	☐	
Nervous	☒	☐	
Ocular	☒	☐	

System Assessed	Sound	Unsound	Notes
Musculoskeletal	☐	☒	Effusion of fetlock joints + tenderness on sheath
Body Condition Score			Provide score 4
Locomotor	☐	☐	Declined Trotting
Hoofs and Shoeing	☒	☐	

☒ Gait not assessed due to ~~space limitations~~ lack of consent. No bloodwork due to lack of consent

The examination must not occur outside the stable property.

Summary

Select one:

☐ I have conducted an examination and determine the horse is unfit to work as a NYC carriage horse because:

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☐ I have conducted an examination and determine the horse is currently unfit to work as a NYC carriage horse but could be reassessed after the owner provides a veterinarian report or letter showing the results of further investigation to address the following:

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☒ I have conducted an examination of the horse.

Signature: _____ Date: 12/9/25

Component of Carria... Clinical Exam of Acti...

NYC Health

Clinical Exam of Active Carriage Horses
Component of Carriage Horse Stable Health and Safety Inspections

Equine Veterinary Examination Form

Veterinarian Name: Kulikowski
Stable: Clinton Park
Horse Name: Moonlight
Horse Tag Number: 4428
Mare ☒ Gelding ☐
Horse Color: Bay
Horse Breed: Draft
Date of Exam: 12/9/25

Instructions: For each system listed below, select one of the following:

- Sound – No issues detected
- Unsound – Abnormalities or concerns present
- Notes – Additional observations or comments

System Assessed	Sound	Unsound	Notes
Integumentary	☐	☒	Old scar on Dorsal spine behind withers.
Respiratory	☒	☐	
Circulatory	☒	☐	
Digestive	☒	☐	
Dental	☒	☐	
Urogenital	☒	☐	
Nervous	☒	☐	
Ocular	☒	☐	

System Assessed	Sound	Unsound	Notes
Musculoskeletal	☐	☑	RF thickening in check ligament region
Body Condition Score			Provide score 5
Locomotor	☐	☐	Declined to Trot
Hoofs and Shoeing	☒	☐	

☒ Gait not assessed due to ~~space limitations~~ lack of consent. No blood work performed due to lack of consent.
The examination must not occur outside the stable property.

Summary

Select one:

☐ I have conducted an examination and determine the horse is unfit to work as a NYC carriage horse because:

_____
_____
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☐ I have conducted an examination and determine the horse is currently unfit to work as a NYC carriage horse but could be reassessed after the owner provides a veterinarian report or letter showing the results of further investigation to address the following:

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_____
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☒ I have conducted an examination of the horse.

Signature: _____ Date: 12/9/25

NYC Health

Clinical Exam of Active Carriage Horses
Component of Carriage Horse Stable Health and Safety Inspections

Equine Veterinary Examination Form

Veterinarian Name: Kulikowski
Stable: Clinton Park
Horse Name: Napoleon
Horse Tag Number: 4259
Mare ☐ Gelding ☒
Horse Color: Black
Horse Breed: Draft
Date of Exam: 12/9/25

Instructions: For each system listed below, select one of the following:

- Sound – No issues detected
- Unsound – Abnormalities or concerns present
- Notes – Additional observations or comments

System Assessed	Sound	Unsound	Notes
Integumentary	☐	☒	Scars on back behind withers
Respiratory	☒	☐	
Circulatory	☒	☐	
Digestive	☒	☐	
Dental	☐	☒	Sharp dental points - needs dental
Urogenital	☒	☐	
Nervous	☒	☒	Shivering from either cold or anxiety owner claims anxiety
Ocular	☒	☐	

System Assessed	Sound	Unsound	Notes
Musculoskeletal	☒	☐	
Body Condition Score			Provide score 7
Locomotor	☐	☐	Declined to trot
Hoofs and Shoeing	☒	☐	

☒ Gait not assessed due to ~~space limitations~~ non consent. No bloodwork performed due to non consent.
The examination must not occur outside the stable property.

Summary

Select one:

☐ I have conducted an examination and determine the horse is unfit to work as a NYC carriage horse because:

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☐ I have conducted an examination and determine the horse is currently unfit to work as a NYC carriage horse but could be reassessed after the owner provides a veterinarian report or letter showing the results of further investigation to address the following:

_____
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_____
_____

☒ I have conducted an examination of the horse.

Signature: _____ Date: 12/9/25

Clinical Exam of Active Carriage Horses
Component of Carriage Horse Stable Health and Safety Inspections

Equine Veterinary Examination Form

Veterinarian Name: Kulikowski
Stable: Clinton Park
Horse Name: Bazooka
Horse Tag Number: 3797
Mare ☐ Gelding ☒
Horse Color: Dark Bay
Horse Breed: Draft
Date of Exam: 12/9/25

Instructions: For each system listed below, select one of the following:

- Sound – No issues detected
- Unsound – Abnormalities or concerns present
- Notes – Additional observations or comments

System Assessed	Sound	Unsound	Notes
Integumentary	☐	☒	Scar behind withers on dorsal spine
Respiratory	☒	☐	
Circulatory	☒	☐	
Digestive	☒	☐	
Dental	☐	☒	sharp dental points - Needs dental
Urogenital	☒	☐	
Nervous	☒	☐	
Ocular	☒	☐	

System Assessed	Sound	Unsound	Notes
Musculoskeletal	☒	☐	
Body Condition Score			Provide score 5
Locomotor	☐	☐	Declined to test
Hoofs and Shoeing	☒	☐	

☒ Gait not assessed due to ~~space limitations~~ lack of consent. No blood work performed due to lack of consents
The examination must not occur outside the stable property.

Summary

Select one:

☐ I have conducted an examination and determine the horse is unfit to work as a NYC carriage horse because:

_____
_____
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☐ I have conducted an examination and determine the horse is currently unfit to work as a NYC carriage horse but could be reassessed after the owner provides a veterinarian report or letter showing the results of further investigation to address the following:

_____
_____
_____
_____

☒ I have conducted an examination of the horse.

Signature: _____ Date: 12/9/25

NYC Health

Clinical Exam of Active Carriage Horses
Component of Carriage Horse Stable Health and Safety Inspections

Equine Veterinary Examination Form

Veterinarian Name: Kulikowski
Stable: Clinton Park
Horse Name: Sunny
Horse Tag Number: 4719
Mare ☐ Gelding ☒
Horse Color: Chest
Horse Breed: STB x Draft
Date of Exam: 12/9/25

Instructions: For each system listed below, select one of the following:

- Sound – No issues detected
- Unsound – Abnormalities or concerns present
- Notes – Additional observations or comments

System Assessed	Sound	Unsound	Notes
Integumentary	☒	☐	
Respiratory	☒	☐	
Circulatory	☒	☐	
Digestive	☒	☐	
Dental	☒	☐	
Urogenital	☒	☐	
Nervous	☒	☐	
Ocular	☒	☐	

System Assessed	Sound	Unsound	Notes
Musculoskeletal	☒	☐	
Body Condition Score			Provide score 5
Locomotor	☐	☐	Declined Trotting
Hoofs and Shoeing	☒	☐	

☒ Gait not assessed due to ~~space limitations~~ lack of consent. No blood work due to lack of consent.
The examination must not occur outside the stable property.

Summary

Select one:

☐ I have conducted an examination and determine the horse is unfit to work as a NYC carriage horse because:

_____
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☐ I have conducted an examination and determine the horse is currently unfit to work as a NYC carriage horse but could be reassessed after the owner provides a veterinarian report or letter showing the results of further investigation to address the following:

_____
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☑ I have conducted an examination of the horse.

Signature: _____ Date: 12/9/25

NYC Health

Clinical Exam of Active Carriage Horses
Component of Carriage Horse Stable Health and Safety Inspections

Equine Veterinary Examination Form

Veterinarian Name: Kulikowski
Stable: Patgi Stable
Horse Name: Lucky
Horse Tag Number: 4473
Mare ☐ Gelding ☒
Horse Color: Gray
Horse Breed: ~~STB~~
Date of Exam: 12/9/25

Instructions: For each system listed below, select one of the following:

- Sound – No issues detected
- Unsound – Abnormalities or concerns present
- Notes – Additional observations or comments

System Assessed	Sound	Unsound	Notes
Integumentary	☒	☐	
Respiratory	☒	☐	
Circulatory	☒	☐	
Digestive	☒	☐	
Dental	☐	☒	sharp Points
Urogenital	☒	☐	
Nervous	☒	☐	
Ocular	☒	☐	

System Assessed	Sound	Unsound	Notes
Musculoskeletal	☒	☐	
Body Condition Score			Provide score 4
Locomotor	☐	☐	Declined Trot in
Hoofs and Shoeing	☒	☐	

☒ Gait not assessed due to ~~space limitations~~ Lack of consent. No Bloodwork due to ~~for~~ lack of consent

The examination must not occur outside the stable property.

Summary

Select one:

☐ I have conducted an examination and determine the horse is unfit to work as a NYC carriage horse because:

_____

_____

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_____

☐ I have conducted an examination and determine the horse is currently unfit to work as a NYC carriage horse but could be reassessed after the owner provides a veterinarian report or letter showing the results of further investigation to address the following:

_____

_____

_____

_____

☒ I have conducted an examination of the horse.

Signature: _____ Date: 12/9/25

NYC Health

Clinical Exam of Active Carriage Horses
Component of Carriage Horse Stable Health and Safety Inspections

Equine Veterinary Examination Form

Veterinarian Name: Kulikowsky
Stable: Patgin Stable
Horse Name: Johnny Walker
Horse Tag Number: 43 56

Declined exam - not comfortable with exam.

Mare ☐ Gelding ☐

Horse Color: _____

Horse Breed: _____

Date of Exam: _____

Instructions: For each system listed below, select one of the following:

- Sound – No issues detected
- Unsound – Abnormalities or concerns present
- Notes – Additional observations or comments

System Assessed	Sound	Unsound	Notes
Integumentary	☐	☐	
Respiratory	☐	☐	
Circulatory	☐	☐	
Digestive	☐	☐	
Dental	☐	☐	
Urogenital	☐	☐	
Nervous	☐	☐	
Ocular	☐	☐	

System Assessed	Sound	Unsound	Notes
Musculoskeletal	☐	☐	
Body Condition Score			Provide score
Locomotor	☐	☐	
Hoofs and Shoeing	☐	☐	

☐ Gait not assessed due to space limitations
The examination must not occur outside the stable property.

Summary

Select one:

☐ I have conducted an examination and determine the horse is unfit to work as a NYC carriage horse because:

_____
_____
_____
_____

☐ I have conducted an examination and determine the horse is currently unfit to work as a NYC carriage horse but could be reassessed after the owner provides a veterinarian report or letter showing the results of further investigation to address the following:

_____
_____
_____
_____

☐ I have conducted an examination of the horse.

Signature: _____ Date: _____

New York City Carriage Horse Clinical Examination

Dear Department of Health,

While an independent clinical exam is the right start for managing the health and soundness of the carriage horses in New York, the exam as currently structured is not sufficient to establish horses “fit" to do their work as a NYC carriage horse.

The single most important part of the clinical exam is the locomotive exam. The locomotive exam simply is not complete without trotting the horses. Not only is trotting part of the horse’s job requirements, it is an integral part of the standard locomotive exam adopted by the American Association of Equine Practitioners. The AAEP establishes that horses should be graded on a scale of 0 to 5 where 0 is 100% sound and grade 5 is non weight bearing on a limb. A grade of 1 means the horse is inconsistently lame at the trot. A grade of 2 establishes a horse is consistently lame at the trot. In the absence of trotting, it is impossible to establish if a horse is grade 1 or grade 2 lame/unsound.

The next biggest factor for establishing a sound locomotive exam is to confirm that the horse being evaluated is not on any painkillers that would mask unsoundness. The generally accepted standard in the equine industry to establish that a horse is not on painkillers that could mask unsoundness is a drug screen. This blood work looks for medications that would make an unsound horse look sound. This blood work is similar to the anti-doping technologies used in race and competition horses (as well as humans) to make sure horses that are unfit for work do not work or compete.

When owners do not consent to evaluations with their horse at the trot and furthermore do not consent to this blood work, owners are making it impossible to establish whether their horse is “fit or “unfit” to work as a carriage horse. The owner's lack of compliance with thorough health and soundness exams is problematic when most other parts of the equine industry are constantly establishing and improving welfare monitoring. Performance/working horse organizations all over the world are increasing equine welfare protocols and regulations not withdrawing from those protocols. The manager at Clinton Park accused me aggressively of not being honest about Sophia (Tag #3707) the morning of 12/9/25. He appeared to be upset that I had not informed him that Sophia was found to have issues incompatible

with working on 12/8/25 when she was examined. I tried to explain to him that my findings are not for me to make public knowledge. He demonstrated no concern with the fact that Sophia was obviously sore on both hind legs. When the general consensus is not to cooperate and lash out at any health care issues, the priorities of those involved comes into question. The overwhelming majority of the horses I examined had scars on their back. While the scars were currently healed and not going to impact the horses on that day, at some point all of those horses with scars had improperly fitting tack that caused trauma to the horses' backs. Findings like that should not be acceptable norms. A good percentage of the horses were in need of dental care. I did not find that a reason to call a horse unfit to work, but good dental care is crucial for long term welfare. While some facilities were better than others, the stalls were oftentimes too small for the size horses in them. Most of the horses were draft type horses and draft horses are taller, wider and heavier than the average horse. If anything, I would hope these stalls larger than the typical 12 foot by 12 foot standard stall. The stall size is even more critical considering the lack of turn out/pasture space.

Twelve horses were evaluated over the days 12/8/25 and 12/9/25. The owner of Johnny Walker (Tag #4356) declined to present his horse even though he and his horse were in the stable at the agreed upon time. Another horse was not presented at West Side Livery because the owner or handler could not/did not show at the agreed upon time. I was not able to record that horse's information.

Sincerely,

Kraig Kulikowski DVM

New York City Carriage Horse Clinical Examination

Dear Department of Health,

The examination form for “Blacky”, Tag #3086, from 12/8/25 was not marked “sound" or “unsound" in the locomotive row for a couple of reasons. The primary issue with making a determination of sound or unsound for locomotive purposes is that an equine needs to be evaluated at the trot. The American Association of Equine Practitioners uses a standard grading scale of lameness/locomotion of 0 to 5. A score of 0 is reserved for sound horses during locomotion. A score of 5 is reserved for horses that are non-weight bearing on a limb. Horses that are grade 1 lame, are inconsistently lame at the trot. Horses that are grade 2 lame are consistently lame at the trot. Without evaluating a horse at the trot a determination of “sound" during locomotion is impossible. Due to the lack of consent to trot horses during the clinical exam, I am unable to make a determination of “sound” in good faith.

The second reason that a determination of soundness cannot be established is that any horse that may be on painkillers could appear sound during the exam while on these masking agents. Combining the locomotive exam with a clean drug screen is the single best and only way to confidently establish soundness for the locomotive exam. Due to the lack of consent for this blood work, a judgement of soundness cannot be established at any gait.

The locomotive portion of the exam is the single most important part of a clinical exam when considering a horse “fit" or “unfit" to perform a duty.

Sincerely,

Kraig Kulikowski DVM

12/10/25

New York City Carriage Horse Clinical Examination

Dear Department of Health,

The examination form for “Raspberry”, Tag #3743, from 12/8/25 was not marked “sound" or “unsound" in the locomotive row for a couple of reasons. The primary issue with making a determination of sound or unsound for locomotive purposes is that an equine needs to be evaluated at the trot. The American Association of Equine Practitioners uses a standard grading scale of lameness/locomotion of 0 to 5. A score of 0 is reserved for sound horses during locomotion. A score of 5 is reserved for horses that are non-weight bearing on a limb. Horses that are grade 1 lame, are inconsistently lame at the trot. Horses that are grade 2 lame are consistently lame at the trot. Without evaluating a horse at the trot a determination of “sound" during locomotion is impossible. Due to the lack of consent to trot horses during the clinical exam, I am unable to make a determination of “sound” in good faith.

The second reason that a determination of soundness cannot be established is that any horse that may be on painkillers could appear sound during the exam while on these masking agents. Combining the locomotive exam with a clean drug screen is the single best and only way to confidently establish soundness for the locomotive exam. Due to the lack of consent for this blood work, a judgement of soundness cannot be established at any gait.

The locomotive portion of the exam is the single most important part of a clinical exam when considering a horse “fit" or “unfit" to perform a duty.

Sincerely,

Kraig Kulikowski DVM

12/10/25

New York City Carriage Horse Clinical Examination

Dear Department of Health,

While an independent clinical exam is the right start for managing the health and soundness of the carriage horses in New York, the exam as structured is not sufficient to establish horses “fit" to do their work as a NYC carriage horse.

The single most important part of the clinical exam is the locomotive exam. The locomotive exam simply is not complete without trotting the horses. Not only is trotting part of the horse’s job requirements, it is an integral part of the standard locomotive exam adopted by the American Association of Equine Practitioners. The AAEP establishes that horses should be graded on a scale of 0 to 5 where 0 is 100% sound and grade 5 is non weight bearing on a limb. A grade of 1 means the horse is inconsistently lame at the trot. A grade of 2 establishes a horse is consistently lame at the trot. In the absence of trotting, it is impossible to establish if a horse is grade 1 or grade 2 lame/unsound.

The next biggest factor for establishing a sound locomotive exam is to confirm that the horse being evaluated is not on any painkillers that would mask unsoundness. The generally accepted standard in the equine industry to establish that a horse is not on painkillers that could mask unsoundness is a drug screen. This blood work looks for medications that would make an unsound horse look sound. This blood work is similar to the anti-doping technologies used in race and competition horses (as well as humans) to make sure horses that are unfit for work do not work or compete.

When owners do not consent to evaluations with their horse at the trot and furthermore do not consent to this blood work owners are making it impossible to establish whether their horse is “fit or “unfit” to work and be a carriage horse.

Sincerely,

Kraig Kulikowski DVM

12/10/25

New York City Carriage Horse Clinical Examination

Dear Department of Health,

The examination form for “Moonlight”, Tag #4428, from 12/9/25 was not marked “sound" or “unsound" in the locomotive row for a couple of reasons. The primary issue with making a determination of sound or unsound for locomotive purposes is that an equine needs to be evaluated at the trot. The American Association of Equine Practitioners uses a standard grading scale of lameness/locomotion of 0 to 5. A score of 0 is reserved for sound horses during locomotion. A score of 5 is reserved for horses that are non-weight bearing on a limb. Horses that are grade 1 lame, are inconsistently lame at the trot. Horses that are grade 2 lame are consistently lame at the trot. Without evaluating a horse at the trot a determination of “sound" during locomotion is impossible. Due to the lack of consent to trot horses during the clinical exam, I am unable to make a determination of “sound” in good faith.

The second reason that a determination of soundness cannot be established is that any horse that may be on painkillers could appear sound during the exam while on these masking agents. Combining the locomotive exam with a clean drug screen is the single best and only way to confidently establish soundness for the locomotive exam. Due to the lack of consent for this blood work, a judgement of soundness cannot be established at any gait.

The locomotive portion of the exam is the single most important part of a clinical exam when considering a horse “fit" or “unfit" to perform a duty.

Sincerely,

Kraig Kulikowski DVM

12/10/25

New York City Carriage Horse Clinical Examination

Dear Department of Health,

The examination form for “Layla”, Tag #3800, from 12/8/25 was not marked “sound" or “unsound" in the locomotive row for a couple of reasons. The primary issue with making a determination of sound or unsound for locomotive purposes is that an equine needs to be evaluated at the trot. The American Association of Equine Practitioners uses a standard grading scale of lameness/locomotion of 0 to 5. A score of 0 is reserved for sound horses during locomotion. A score of 5 is reserved for horses that are non-weight bearing on a limb. Horses that are grade 1 lame, are inconsistently lame at the trot. Horses that are grade 2 lame are consistently lame at the trot. Without evaluating a horse at the trot a determination of “sound" during locomotion is impossible. Due to the lack of consent to trot horses during the clinical exam, I am unable to make a determination of “sound” in good faith.

The second reason that a determination of soundness cannot be established is that any horse that may be on painkillers could appear sound during the exam while on these masking agents. Combining the locomotive exam with a clean drug screen is the single best and only way to confidently establish soundness for the locomotive exam. Due to the lack of consent for this blood work, a judgement of soundness cannot be established at any gait.

The locomotive portion of the exam is the single most important part of a clinical exam when considering a horse “fit" or “unfit" to perform a duty.

Sincerely,

Kraig Kulikowski DVM

12/10/25

New York City Carriage Horse Clinical Examination

Dear Department of Health,

The examination form for “Lucky”, Tag #4473, from 12/9/25 was not marked “sound" or “unsound" in the locomotive row for a couple of reasons. The primary issue with making a determination of sound or unsound for locomotive purposes is that an equine needs to be evaluated at the trot. The American Association of Equine Practitioners uses a standard grading scale of lameness/locomotion of 0 to 5. A score of 0 is reserved for sound horses during locomotion. A score of 5 is reserved for horses that are non-weight bearing on a limb. Horses that are grade 1 lame, are inconsistently lame at the trot. Horses that are grade 2 lame are consistently lame at the trot. Without evaluating a horse at the trot a determination of “sound" during locomotion is impossible. Due to the lack of consent to trot horses during the clinical exam, I am unable to make a determination of “sound” in good faith.

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The locomotive portion of the exam is the single most important part of a clinical exam when considering a horse “fit" or “unfit" to perform a duty.

Sincerely,

Kraig Kulikowski DVM

12/10/25

New York City Carriage Horse Clinical Examination

Dear Department of Health,

The examination form for “Napoleon”, Tag #4259, from 12/9/25 was not marked “sound" or “unsound" in the locomotive row for a couple of reasons. The primary issue with making a determination of sound or unsound for locomotive purposes is that an equine needs to be evaluated at the trot. The American Association of Equine Practitioners uses a standard grading scale of lameness/locomotion of 0 to 5. A score of 0 is reserved for sound horses during locomotion. A score of 5 is reserved for horses that are non-weight bearing on a limb. Horses that are grade 1 lame, are inconsistently lame at the trot. Horses that are grade 2 lame are consistently lame at the trot. Without evaluating a horse at the trot a determination of “sound" during locomotion is impossible. Due to the lack of consent to trot horses during the clinical exam, I am unable to make a determination of “sound” in good faith.

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The locomotive portion of the exam is the single most important part of a clinical exam when considering a horse “fit" or “unfit" to perform a duty.

Sincerely,

Kraig Kulikowski DVM

12/10/25

New York City Carriage Horse Clinical Examination

Dear Department of Health,

The examination form for “Bazooka”, Tag #3797, from 12/9/25 was not marked “sound" or “unsound" in the locomotive row for a couple of reasons. The primary issue with making a determination of sound or unsound for locomotive purposes is that an equine needs to be evaluated at the trot. The American Association of Equine Practitioners uses a standard grading scale of lameness/locomotion of 0 to 5. A score of 0 is reserved for sound horses during locomotion. A score of 5 is reserved for horses that are non-weight bearing on a limb. Horses that are grade 1 lame, are inconsistently lame at the trot. Horses that are grade 2 lame are consistently lame at the trot. Without evaluating a horse at the trot a determination of “sound" during locomotion is impossible. Due to the lack of consent to trot horses during the clinical exam, I am unable to make a determination of “sound” in good faith.

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The locomotive portion of the exam is the single most important part of a clinical exam when considering a horse “fit" or “unfit" to perform a duty.

Sincerely,

Kraig Kulikowski DVM

12/10/25

New York City Carriage Horse Clinical Examination

Dear Department of Health,

The examination form for “Maradona”, Tag #4541, from 12/8/25 was not marked “sound" or “unsound" in the locomotive row for a couple of reasons. The primary issue with making a determination of sound or unsound for locomotive purposes is that an equine needs to be evaluated at the trot. The American Association of Equine Practitioners uses a standard grading scale of lameness/locomotion of 0 to 5. A score of 0 is reserved for sound horses during locomotion. A score of 5 is reserved for horses that are non-weight bearing on a limb. Horses that are grade 1 lame, are inconsistently lame at the trot. Horses that are grade 2 lame are consistently lame at the trot. Without evaluating a horse at the trot a determination of “sound" during locomotion is impossible. Due to the lack of consent to trot horses during the clinical exam, I am unable to make a determination of “sound” in good faith.

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The locomotive portion of the exam is the single most important part of a clinical exam when considering a horse “fit" or “unfit" to perform a duty.

Sincerely,

Kraig Kulikowski DVM

12/10/25

New York City Carriage Horse Clinical Examination

Dear Department of Health,

The examination form for “Destiny”, Tag #4515, from 12/8/25 was not marked “sound" or “unsound" in the locomotive row for a couple of reasons. The primary issue with making a determination of sound or unsound for locomotive purposes is that an equine needs to be evaluated at the trot. The American Association of Equine Practitioners uses a standard grading scale of lameness/locomotion of 0 to 5. A score of 0 is reserved for sound horses during locomotion. A score of 5 is reserved for horses that are non-weight bearing on a limb. Horses that are grade 1 lame, are inconsistently lame at the trot. Horses that are grade 2 lame are consistently lame at the trot. Without evaluating a horse at the trot a determination of “sound" during locomotion is impossible. Due to the lack of consent to trot horses during the clinical exam, I am unable to make a determination of “sound” in good faith.

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The locomotive portion of the exam is the single most important part of a clinical exam when considering a horse “fit" or “unfit" to perform a duty.

Sincerely,

Kraig Kulikowski DVM

12/10/25

New York City Carriage Horse Clinical Examination

Dear Department of Health,

The examination form for “Sunny”, Tag #4719, from 12/9/25 was not marked “sound" or “unsound" in the locomotive row for a couple of reasons. The primary issue with making a determination of sound or unsound for locomotive purposes is that an equine needs to be evaluated at the trot. The American Association of Equine Practitioners uses a standard grading scale of lameness/locomotion of 0 to 5. A score of 0 is reserved for sound horses during locomotion. A score of 5 is reserved for horses that are non-weight bearing on a limb. Horses that are grade 1 lame, are inconsistently lame at the trot. Horses that are grade 2 lame are consistently lame at the trot. Without evaluating a horse at the trot a determination of “sound" during locomotion is impossible. Due to the lack of consent to trot horses during the clinical exam, I am unable to make a determination of “sound” in good faith.

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The locomotive portion of the exam is the single most important part of a clinical exam when considering a horse “fit" or “unfit" to perform a duty.

Sincerely,

Kraig Kulikowski DVM

12/10/25

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

CHAIR
Environmental Conservation

COMMITTEES
Governmental Operations
Rules
Ways and Means

DEBORAH J. GLICK
Assemblymember 66TH District
New York County

July 15, 2026

NYC Council Committee on Health
New York City Hall
New York, New York 10007

Re: Introduction 0943-2026 - Prohibiting the Operation of Horse Drawn Cabs

Dear New York City Council Committee on Health:

Thank you for the opportunity to testify in strong support of the passage of Introduction 0943-2026 which would ban the operation of horse drawn carriages in New York City, ensuring the drivers a fair transition to new employment, and retiring the horses to sanctuaries and rescue facilities for their healing and freedom.

I have long been a supporter of banning the use of horses for carriage rides in New York City. Horse drawn carriages are an outdated industry where animals are exploited for profit as entertainment, comparable to the use of wild and exotic animals in roadside zoos and circuses for entertainment which New York City has previously outlawed. The recent series of incidents involving horse drawn carriages are predictable results of horses being put to work in our increasingly hot and congested city, and represent preventable chaos and tragedy. We learn of countless reports of horses fleeing and bolting, colliding with cars resulting in injury, collapsing and taking their last breaths on our streets, and most recently the tragic death of Romanch Mahajan to whose family and friends I extend my sincere condolences.

Horses should not be subjected to our crowded parks and streets, breathing in exhaust fumes and spending their days working through the snowy and frigid winters and scorching hot summer days, dressed in costume with blinders on, and living in insufficient stalls in buildings that are ill-suited to comfortably shelter them. Even on New York City's most beautiful day, this type of animal entertainment is outdated and unnecessary, causing avoidable stress and risk to animals and people, especially when humane alternatives exist. As long as 15 years ago, we were having the same discussion, with calls for replacing the horse drawn cabs with electric vehicles to carry visitors through our parks. It's time for the debate over banning horse drawn cabs to finally end, and for us to prioritize safety for the horses and people alike.

It is expected that horses will bolt when frightened and collapse when overworked, and no amount of tighter reins, hitching posts, studies, or regulation and reform could effectively avoid or alter the innate behavioral responses of these powerful animals. Horse carriage rides are an antiquated tradition and a divisive attraction, one which New Yorkers largely agree its time has passed. We must not hold onto industries which no longer serve New Yorkers, and we must not allow animals or people to suffer when modern alternatives exist. Following years of incidents in which horses collapsed, bolted, or crashed in our streets, the only appropriate way to avoid the next tragedy involving horses is to pass Introduction 0943-2026 and ban horse drawn carriages in New York City.

Thank you for your time and attention.

Sincerely,

Deborah J. Glick
Assemblymember

▫ DISTRICT OFFICE – 853 Broadway, Suite 2007, New York, New York 10003-4703 • (212) 674-5153, FAX (212) 674-5530
▫ ALBANY OFFICE – Room 621, Legislative Office Building, Albany, New York 12248 • (518) 455-4841, FAX (518) 455-4649
glickd@nyassembly.gov

THE CITY OF NEW YORK
OFFICE OF THE COMPTROLLER
MARK D. LEVINE

Wednesday, July 15, 2026
10:00 a.m.
Council Chambers, New York City Hall
New York, New York

Testimony of Comptroller Mark Levine re: Intro 943 (Romanch's Law, formerly Ryder's Law)
Office of the New York City Comptroller Mark Levine

A Local Law to Phase Out the New York City Horse Carriage Industry by July 1, 2028, and to Immediately Prohibit the Issuance of New Horse Carriage Licenses

Good morning Chair Schulman and members of the Committee. Thank you for the opportunity to testify today in support of Introduction 942, which would gradually phase out the use of horse carriages in New York City.

This has been an issue New York City has long grappled with, and now is the time to get it right. Today, horses continue to face daily exposure to noise, air pollution, long workdays, heavy loads, and limited access to pasture. This significantly diminishes the health and quality of life of carriage horses. The American Veterinary Medical Association recommends that horses be maintained on soft surfaces to reduce hoof damage. Yet carriage horses in New York City spend much of their time on paved streets and receive limited access to pasture and adequate periods of rest. Exposure to constant and sudden loud noises is not only an animal welfare concern but also a public safety issue. Unexpected noises can startle horses, causing them to bolt or behave unpredictably, which may endanger passengers, pedestrians, the horses themselves, and nearby vehicles.

Recent events have underscored the serious consequences of inadequate protections for horse welfare. On June 10, a 16-year-old carriage horse named Deniz collapsed and died

in harness after ingesting the highly toxic Japanese yew plant along the carriage route while carrying two passengers.

And on June 17, tragedy struck when 18-year-old Romanch Mahajan, who was visiting New York City, lost his life following an incident involving a runaway horse carriage in Central Park. No family should have to lose a loved one because of a horse carriage ride. This tragedy was preventable, and we have a responsibility to ensure it never happens again.

Romanch's death was the eighth documented horse carriage-related incident in just 13 months. During that time, horses have bolted into traffic, collided with vehicles, overturned carriages, and thrown drivers from their seats, resulting in injuries and significant safety risks. These are not isolated incidents—they reflect a recurring pattern that continues to put both people and horses in harm's way. Most importantly, these dangers are preventable, and we have an obligation to act before another tragedy occurs. Other major cities have ended horse-drawn carriage operations for these reasons. Chicago banned horse-drawn carriages in 2021, joining cities such as London, Paris, and Las Vegas that have also moved away from the practice.

While I strongly believe that now is the time to sunset the carriage horse industry in New York City, I equally strongly believe that we must provide workers who currently depend on the industry for a living with a just transition. Intro 943 provides a transition period by phasing out horse-drawn carriages by July 1, 2028, immediately prohibiting the issuance of new licenses, and requiring the City to establish a workforce development program to help current carriage drivers transition to new employment. Given their experience as unionized transportation workers, the City should prioritize pathways into other transportation-related careers. I encourage the Council to continue to work with workers and organized labor to further refine these strategies and ensure we meet the needs of these New Yorkers.

Other major cities have successfully made this transition, replacing horse-drawn carriages with alternatives such as vintage-style electric vehicles that preserve the tourism experience while eliminating the risks to both people and horses.

New York doesn't have to choose between honoring history and protecting people or animals. I respectfully ask this Committee to vote yes and move Intro 943 forward. Thank you for your time.

15 July 2026
To: New York City Council
From: Melissa Pellicer, Managing Director, One Kind World Foundation

Transcript of Testimony: Romnach's Law

Good morning, Chair and Members of the Committee.

My name is Melissa, and I am the managing director of One Kind World Foundation.

I begin by thanking the advocates, experts, sanctuaries, organizations, and the Council Members who have worked tirelessly to bring us to this hearing. Their perseverance has ensured that neither the horses nor the public have been forgotten.

Today, I speak for Romanch Mahajan, whose life was taken last month. I speak for Deniz, Ryder, Lady, Aisha, and for every life whose suffering has too often been dismissed as the price of preserving commercial entertainment.

I have walked beside these horses. I have seen the fatigue in their eyes as they pulled heavy carriages through traffic, sirens, construction, diesel fumes, and oppressive summer heat. There is nothing in the nature of a horse that prepared it for this existence.

Horses have evolved to move almost continuously, grazing for much of the day, living in close social bands, and responding to danger by fleeing from it. These are biological imperatives, shaped over millions of years of evolution. We cannot expect an animal whose nervous system evolved for open landscapes and flight to thrive amid the relentless noise, congestion, and unpredictability of Manhattan.

When the day's work is over, their suffering does not end. They are reportedly returned to carriage horse facilities where they spend prolonged periods confined to stalls, with severely restricted movement, no opportunity to graze, and longstanding concerns having been raised about ventilation and the conditions in which they are kept. A life that should be defined by movement, companionship, and choice is instead reduced to work and confinement.

To those Members of this Council who continue to oppose this legislation I ask only this: What ethical principle justifies allowing this to continue?

The carriage drivers also deserve our support. They deserve dignified employment that does not depend upon the exploitation of sentient beings. New York has more than enough ingenuity and resources to make that transition possible.

We are better than this.

Civilizations are ultimately remembered less for the traditions they preserved than for the injustices they possessed the wisdom to abandon. New York now has the opportunity to become a leader, not only in commerce and culture, but in compassion.

I respectfully urge you to pass Romanch's Law.

Thank you.

Open Plans Testimony on 7/28/26 New York City Council

Committee on Health re: Introduction 943 (Int. 943-2026)

To whom it may concern,

My name is Jackson Chabot, and I am the Director of Advocacy and Organizing at Open Plans, a nonprofit organization that works to create human-centered, livable streets and public spaces where people can safely walk, bike, gather, and enjoy their communities. We believe our parks, plazas, and streets should be designed first and foremost for people, and that public policy should reflect that vision.

Open Plans supports Introduction 943 (Int. 943-2026) and the phase-out of horse-drawn carriages in Central Park.

Central Park is one of New York City's greatest public spaces. As the city's premier park, it should set the standard for how New York designs and manages public space in the 21st century. It should be designed and managed to prioritize the people who use it every day—to walk, bike, run, gather, experience nature, and commute. Yet horse-drawn carriages occupy valuable park roadways, accelerate the wear and tear of roadbeds, create conflicts among park users, and preserve a use of the park that no longer reflects how millions of New Yorkers and visitors experience this iconic public space.

As New York continues to modernize its streets and parks, we have an opportunity to rethink how Central Park's limited roadway space is allocated. Therefore, we believe that removing horse-drawn carriages would help reduce conflicts among park users and create opportunities to improve the park's circulation for everyone.

Open Plans believes this should be part of a broader vision for a more people-centered Central Park. The park should prioritize people walking and biking - for recreation, exercise, and daily life - and its policies and design should reflect this priority. We call on the Mamdani administration, NYC DOT, NYC Parks, alongside the Central Park Conservancy, neighbors, and other stakeholders, to champion and create numerous cross-park bike routes, bi-directional protected bike lanes around the entire park, and safer access to and through the park. Every decision about how park space is used should move us closer to a park that is safer, more accessible, and more enjoyable to navigate without vehicles.

Open Plans also strongly opposes any proposal to replace horse-drawn carriages with electric or other motorized carriage services. The goal should not be to preserve the carriage business with a different propulsion system, but to reclaim park space for people. This legislation presents a rare opportunity to reduce vehicle presence in one of New York City's most treasured public spaces and dedicate that space to walking, biking, recreation, and public enjoyment instead.

Introduction 943 represents an important step toward modernizing Central Park for the millions of people who use it each year. Our public spaces should evolve alongside the needs of New Yorkers, reflecting contemporary priorities around safety, accessibility, recreation, and sustainable transportation. We urge the Council to seize this opportunity to put people first and advance a vision of Central Park designed for human-centered use—not for vehicle access.

Thank you for the opportunity to testify.

Best,
Jackson

July 13, 2026

New York City Council

Health Committee

RE: Horse Carriage Testimony

Dear Committee and Council Members,

As a small, NYC business owner for over 30 years, I am empathetic and supportive of the needs and issues many fellow owners face. I have had a retail store, a wholesale business and an online business during my three plus decades manufacturing products. And I have also seen those categories increase in sales, decrease in sales and then dissolve completely, due to changing times. As the Founder and CEO of The Good Home Company, I have had to adapt whether I wish to or not. This is not personal but part of running a company and has happened since commerce and business began.

It is with that thought that I write to you and encourage you to acknowledge that the time has come to retire the business of handsome cabs also known as horse carriages.

My business manufacturers high end natural cleaning products. When I started it in my kitchen in Chelsea, the chemical industry was still stuck in the 1950s using preservatives and ingredients that we would now never use due to their negative impact on the environment and human health. If it wasn't for vanguard businesses like mine, the Body Shop, Patagonia and more, we would still be ignoring the use of child labor, unregulated manufacturing waste and pollution and animal testing.

Fortunately, times have changed and our views of what we find acceptable have progressed. This change came from public awareness and pushback, but it did not come from the industry itself wanting to change.

We have absolutely reached that point with the Horse Carriage industry and it is time that we finally take the step to no longer allow it.

The harms to the horses in this industry has existed for years. Accidents with cars, horses being scared from extreme noise and now as climate change worsens, horse deaths from heat. And now innocent tourists are dying.

The tragedies have long been ignored and covered up with marketing; calling it romantic, a beloved New York tradition, saying the horse are well cared for, when most of us know this isn't the case. We have reached that tipping point, where we know enough of the harms, that we cannot consciously allow this to continue.

I urge you to support Council Member Marte's Bill, Intro 943 **Romanch's Law**.

Let the greatest city in the world be the example for what real progress looks like and how to move on to safer forms of tourism for humans and sentient beings.

Sincerely,



Christine Dimmick

CEO/Founder

The Good Home Company, Inc.

NY, NY 10272

christine@goodhomeco.com

New York Farm Bureau
Kat Slye-Hernandez, PhD
Deputy Director of Public Policy
P.518.588.6338
kslye-hernandez@nyfb.org

MEMORANDUM OF OPPOSITION

Int 0943-2026 Prohibiting the operation of horse drawn cabs (Council Member Marte)

Date: 7/16/2026

The New York Farm Bureau (NYFB), the state's largest agricultural advocacy organization, would like to express our opposition to this bill. This move to eliminate horse carriages in New York City would devastate everyone in the industry and many support industries as well as remove one of the only opportunities for people in the City to interact with a horse.

The effort to ban horse-drawn carriages throughout New York City is not based on sound science or veterinary discretion. There are misconceptions regarding the welfare of carriage horses. Opponents of horse-drawn carriages argue that the horses face harsh conditions and overwork. However, these horses receive excellent care. Like their counterparts on farms, these horses live long lives with regular examinations, frequent farrier care, veterinary treatment, and adequate rest. Their spacious stalls are cleaned at least once, and often several times, daily.

When harnessed, the horses eagerly head to the park, where they work fewer than nine hours a day. They also enjoy five weeks of vacation per year in the countryside, a requirement from a 2010 bill supported by the horse carriage and agricultural community. Horses receive at least 15 minutes of rest per 2 hours of work and do not work in extreme temperatures (below 19 degrees or above 89 degrees, or 80 degrees with high humidity). Owners regularly coordinate with veterinarians to maintain the health and condition of each horse.

Additionally, carriage horses are not stressed by working in the city. A 2014 study by Dr. Joe Bertone of Western University found that NYC carriage horses have exceedingly low cortisol levels while working in the city. These horses also provide the public, especially youth, with an opportunity to connect with agriculture by learning about and meeting these animals.

Approximately 200 horses, 150 drivers, and an additional 200 employees work full-time in the carriage industry. This community comprises owner-operated small businesses that take pride in caring for their horses and carriages. This bill would negatively impact not only the owners and drivers but also the farriers, veterinarians, hay suppliers, harness makers, stable employees, park manure sweepers/trough

cleaners, pasture owners, trailer drivers, and others, including the mushroom farmer who uses NYC carriage horse manure to fertilize crops.

It is well known how disconnected many communities are from agriculture and the farming community. AWESOME (Animal Welfare Education/Supporting Our Metropolitan Equines) is a nonprofit organization that enables city youth to meet these horses and take free carriage rides through Central Park. They learn about different horse breeds, their physical and mental attributes, and the roles horses have played throughout history. These connections are vital for agricultural education, which is urgently needed in today's society as more and more people are disconnected from agriculture.

The loss of horse-drawn cabs would also reduce economic activity in related sectors. The carriage industry is integral to New York City's tourism sector, attracting visitors who contribute to the local economy. Removing this attraction could decrease tourist spending, adversely affecting businesses that depend on tourist traffic.

The bill also attempts to place restrictions on who can purchase a horse previously licensed to pull a horse-drawn cab. It is not the seller's responsibility to know the buyer's plans for the horse, nor is it the City's place to dictate that a seller must verify such. It is impossible to determine whether someone will use the horse for another horse-drawn cab, and you cannot hold someone accountable for the unknowable actions of another.

Furthermore, the proposed workforce development program is vague and unlikely to adequately address the full economic impact of suddenly terminating an entire industry. The proposed program is only for those directly working with horses and horse drawn cabs, but there are many industries and workers, as mentioned above, that are interconnected with horse drawn cabs who will be without a job. Many of these workers, who are excluded from the workforce development initiative, have specialized skills that may not easily transfer to other fields. While the bill directs the City to institute workforce development and retraining for those who will lose their jobs, it does so without a time frame or deadline. This could leave horse cab drivers and business owners without income to support their families if the program is not up and running before the ban takes effect on June 1, 2028. Additionally, there is no financial allocation for administering this program and given the City’s current financial issues, it is doubtful there will be money to faithfully administer this program to actually help those who will be without a job due to this ban.

The reasons behind this proposed bill and recent statements made by its supporters about the treatment of horses in the NYC horse cab industry are not based on science or veterinary recommendations. The equine community is an essential part of New York agriculture, and this bill would result in the loss of small businesses, jobs, and a reduction in vital agricultural education.

The death of Romanch Mahajan was horrific and preventable. We recognize the industry needs new reforms, which is why we ask that you support Int 937, which would modernize regulations and provide a mechanism for studying the industry and recommending best practices to DOH and other agencies to adopt.

We urge you to consider the significant negative impacts of this bill and ask that you vote against this bill when it comes up for a vote at a Council meeting.

NYSHA URGES STRONG SUPPORT for Bill # 0943-2026 (Prohibiting Horse-Drawn Cabs)

The New York State Humane Association—one of the oldest animal welfare organizations in the United States—**strongly supports Bill # 0943-2026**, sponsored by Councilman Christopher Marte. This critical legislation will permanently prohibit horse-drawn cab operations in New York City effective June 1, 2028. Crucially, the bill mandates that the Department of Consumer and Worker Protection administer a comprehensive workforce development program to seamlessly transition industry drivers and workers into stable, safe alternative fields of employment.

The Inherent Public Safety Crisis: Prey Animals in Urban Centers
Horses are biologically hardwired as flight animals. When startled, their instinct is to bolt.

- **Uncontrollable Triggers: Heavy city traffic, sirens, motorcycles, and sudden horn blasts easily trigger a horse's flight response.**
- **Zero Operator Control: Once a horse enters a panic-driven flight response, a human driver cannot physically control the animal or the multi-ton carriage attached to it.**

A Century-Long History of Preventable Tragedies
New York City's dense urban environment has never been, and will never be, a safe space for horse-drawn transportation.

- **Historical Danger: As early as 1867, horse-powered transit caused an average of four fatalities per week and injured 40 pedestrians in the city.**
- **The June 17, 2026 Tragedy: This inherent danger was horrifically demonstrated by the preventable death of Romanch Mahajan, an 18-year-old tourist from India. After a carriage horse bolted in Central Park, Mr. Mahajan was killed when he was thrown to the pavement while trying to protect his mother. Public safety demands that this tragedy never be repeated.**

Severe, Inhumane Animal Welfare Concerns
Official records confirm that dozens of carriage horses have died directly on New York City streets.

- **Documented Mortality: Advocates have recorded at least 30 carriage horse deaths since 1985 alone.**
- **Recent Casualties: Recent tragedies include the death of Deniz, a 16-year-old horse in Central Park, and Lady, a 15-year-old mare.**
- **Environmental Abuse: Forcing horses to stand on blistering, hot asphalt while inhaling toxic urban smog for hours on end is overtly inhumane and biologically detrimental.**

Conclusion
Many of our organization’s long-standing members possess expertise in equine behavior and safety. Based on our extensive evaluation, continuing this antiquated practice likely constitutes a direct violation of **NYS Anti-Cruelty Laws**. State law explicitly defines animal cruelty as *any* act, omission, or neglect whereby unjustifiable pain, suffering, or death is caused or permitted.

To protect public safety, fulfill the city's ethical obligations, and shield workers via a just transition program, the New York State Humane Association urges the NYC Council to **pass Bill # 0943-2026 immediately**.

From: Janet White
To: Testimony
Subject: [EXTERNAL] TESTIMONY -- Support of Intro 943 (Romanch's Law)
Date: Friday, July 17, 2026 4:04:16 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report suspected phishing emails with the Phish Alert Button or forward them to [redacted] as an attachment.

Good afternoon, New York City Council Members.

My name is Janet White. I am the founder and director of Carriage Horse Freedom, an animal advocacy organization in Philadelphia dedicated to ensuring legislative bans on horse-drawn carriages.

It is unmistakably clear—especially in light of the recent tragedies—that horse-drawn carriages pose unacceptable risks to public safety and animal welfare. These dangers are simply too great to ignore or tolerate in a modern city.

On June 11, 2026, Philadelphia City Council voted to ban horse-drawn carriages -- the same day the Ryder's Law legislation was reintroduced in New York City.

The sponsor of the bill, Council Member Mark Squilla, sent the following statement to New York City Council and Mayor Mamdani:

"Philadelphia tried incremental welfare reforms over the years, but it became clear that neither public safety nor animal welfare could be fully protected without ending the practice altogether.

Although we never experienced tragedies on the scale New York City has, we acted because the risks were unmistakable and a full ban was the only way to prevent future harm to both people and horses.

We encourage you to pass Romanch's Law.

We are proud of the progress we made in Philadelphia and stand ready to share our experience as you pursue a safer, more humane future for New York City."

I join Council Member Squilla, the majority of New Yorkers, and the majority of reasonable, responsible people in urging you to pass Intro 943 (Romanch's Law) -- to end the horse carriage industry, send the horses to loving sanctuaries, and help drivers transition to new employment -- without delay.

Thank you.

Janet White
Founder & Director

Carriage Horse Freedom
Philadelphia, PA
[redacted]
www.carriagehorsefreedom.com

Statement to the New York City Council

Chairperson and Members of the Council,

My name is Jenn Sroka, and I serve on the Board of Directors for the Carriage Operators of North America (CONA), an international organization representing professional horse-drawn carriage businesses throughout the United States and Canada.

CONA exists to promote the humane welfare of carriage animals, support professionalism within our industry, educate the public, and serve as a resource to government agencies considering legislation affecting commercial carriage operations. Those principles guide my comments today.

Everyone involved in this discussion shares a common goal: the welfare of horses. Where we may differ is in how that goal is best achieved.

Professional carriage horses are not simply employees, rather they are valued partners. Their health, conditioning, and well-being are the foundation of every reputable carriage business. A horse that is unhealthy, stressed, or poorly cared for cannot safely perform its work, and responsible operators understand that better than anyone because they live with these animals every day.

Across North America, commercial carriage operators invest tremendous time and resources into veterinary care, nutrition, hoof care, properly fitted equipment, appropriate work schedules, retirement planning, and ongoing training. Many operators exceed the standards required by local regulations because caring for horses is not just a legal obligation, it is a personal commitment and the very heart of their profession.

Legislation should always be based on objective evidence, veterinary science, and demonstrated outcomes rather than perception or misinformation. When concerns arise, they should be addressed through enforceable standards, inspections, education, and collaboration with veterinarians, equine professionals, and experienced carriage operators.

Blanket prohibitions or legislation designed to eliminate the industry altogether do not improve horse welfare if existing horses are already healthy, well-monitored, and protected under comprehensive regulations. Instead, they eliminate skilled jobs, remove small family-owned businesses, diminish an important part of New York City's history and tourism, and disregard the expertise of the people who dedicate their lives to these animals.

Horse-drawn carriage operations have been part of New York City's cultural identity for generations. They connect residents and visitors with the city's history in a way that cannot be replicated by any motorized alternative. Thousands of families have built their

livelihoods around this profession while maintaining deep bonds with the horses in their care.

As a Board member of CONA, I have seen firsthand that our members welcome accountability. We support reasonable regulations, continuing education, and standards that genuinely improve animal welfare. What we cannot support is legislation whose practical effect is to eliminate an industry despite the absence of evidence that responsible, regulated carriage operations cannot provide excellent care for their horses.

The Council has an opportunity to demonstrate that thoughtful policy making can protect both animals and people. Rather than adopting measures that would effectively end a longstanding profession, I encourage the Council to continue working with veterinarians, equine experts, regulators, and professional carriage operators to strengthen welfare standards where appropriate while preserving the livelihoods of responsible businesses and the welfare of the horses they cherish.

Thank you for your time and your consideration.

Jenn Sroka

To the Chair and Members of the City Council,

Thank you for the opportunity to testify today.

My name is Sam Moon, and I am the Executive Director of Catskill Animal Sanctuary, located just two hours north of New York City. On behalf of our organization, I am here to express our strong support for Intro 943.

Every day, we care for rescued horses and other farmed animals who have found safety, peace, and lifelong refuge at our sanctuary. That experience has given us a deep understanding of what horses need to thrive: space to move freely, predictable surroundings, and an environment where they can express their natural behaviors without the constant stress of traffic, noise, and congestion.

New York City's streets simply cannot provide those conditions. Horses are intelligent, sensitive animals, and even the calmest, best-trained horse can be startled by sirens, construction, crowds, or other unexpected events. When that happens, the risks extend beyond the horse to carriage operators, passengers, cyclists, and pedestrians.

As a sanctuary, we believe our responsibility is to provide animals with environments that prioritize their welfare rather than ask them to adapt to conditions that compromise it. We can acknowledge the role horses have played in our history while embracing a future that does not require them to work in one of the busiest urban environments in the world.

For the welfare of horses and the safety of the public, we respectfully urge the Council to pass Intro 943.

Thank you for your time and consideration.

Respectfully submitted,



Sam Moon
Executive Director
Catskill Animal Sanctuary
316 Old Stage Road
Saugerties, NY 12477

The Rosie Project
10343 Roselle St.
San Diego, CA. 92121

July 15, 2026

Laura Spielman

City Council Testimony for Intro 943 Romanch's Law

My name is Laura Spielman. I am a founder of the Coalition for Responsible Carriage Horse Retirement. And I am here to ask you to vote yes on Romanch's Law.

Firstly, to the Mahajan family, I am so very sorry for your loss.

I am here as a New Yorker. I was born and raised here. Both sides of my family have lived here since the 1800s. My great grandfather served as a mounted PD in the park in the 20s. Mounted Police serve a vital public function. Horse drawn carriages do not.

What I am about to say to you is not political. It is professional. I am a certified Equine Specialist for two international organizations, and I serve on both the Humane Society and ASPCA's Large Animal Emergency Response Teams. I built and currently run an equine program for the Department of Defense, working with the Navy, the Marines, and Wounded Warriors. I also work with the VA, the prison system, law enforcement, children with developmental disabilities, and the general public. In the last five years, I have worked with over 200 people and 20 or so horses in my program. I hold a perfect safety record because I put safety first. That means the safety of humans and horses. As a matter of fact, each horse in my program has at least two humans there just for its safety.

I know that the retirement plan is a central concern here, and it can be done. I have done it before. I have worked on a large scale rescue effort involving over 160 horses, every one evaluated, treated, and placed. That is the same model the Coalition for Responsible Carriage Horse Retirement is prepared to bring to these horses: individual evaluation, a placement plan for each one, and a coordinated timeline so no horse is displaced without a place to go. I know from direct experience that a retirement of this size is not a hope. It is a plan, and it is one we are ready to execute.

And here is the science, grounded in the work of equine neuroscientists like Dr. Steve Peters, and why these horses should be retired, not retrained. A horse sees nearly 340 degrees around its body but has blind spots directly in front and behind, so traffic reads as an unseen threat. Its eyes adjust to light far more slowly than ours do, so a shift from sun to shadow or a camera flash causes real disorientation, not disobedience. Their hearing can trigger a full flight response from a siren or a backfire in under a second, faster than any driver can react. And per Ms. Hansen's testimony, her horse is scared of little dogs and wheelie things, and they

have always, and will always be allowed in the park. So, unless her horse miraculously overcomes this fear, as she stated, her horse remains a spooking risk.

This same biology that governs a horse's fear also governs its body. Many of the horses used in the carriage trade are not draft horses at all, and they are not biologically built to pull the weight of a carriage and its passengers even under the best conditions, let alone in a setting as demanding as Central Park. Mr. Genaro's point that draft horses are calmer and less likely to spook may hold true in some instances, but calmer does not mean incapable of spooking. It still happens, and it happens often.

This is not a training failure. More training will not fix it. It is biology doing what millions of years of evolution designed it to do, in an environment that will never stop asking it to do the opposite. This is why the accidents will not stop.

Pass Intro 943, Romanch's Law. For Romanch, for the horses, and for New York.

Thank you for your time and for hearing me today.

Post testimony thoughts:

Japanese yew is toxic to many animals, but it poses the greatest threat to Central Park's carriage horses because horses are the only true grazing animals regularly present in the park. Grazing animals naturally consume vegetation continuously and in substantial quantities. Dogs, squirrels, birds, raccoons, and rodents may occasionally nibble or investigate plants, but they do not graze in the same sustained manner.

Comparing a horse's risk of yew poisoning to that of a dog is therefore not an equal or scientifically meaningful comparison because the two animals are fundamentally different by nature. Horses are herbivorous grazers, biologically driven to consume surrounding vegetation, whereas dogs do not graze as part of their natural feeding behavior. The relevant issue is not simply whether Japanese yew is toxic to both species, but whether each animal is naturally likely to consume enough of it to be harmed. A horse's normal feeding behavior makes it far more likely to ingest a dangerous or fatal quantity of yew needles or branches. That is precisely why city law prohibits carriage horses from consuming any vegetation in Central Park, a necessary safeguard that recognizes a horse's natural grazing behavior and places responsibility on its driver to prevent access to park plantings.

The suggestion that the Central Park Conservancy planted Japanese yew as some deliberate attempt to sicken carriage horses is not a serious argument, and it does not deserve to be treated as one. Japanese yew is a common ornamental plant used in landscaping across the country, planted for its appearance and hardiness, not as a weapon. The real issue was never why the plant is there. It is that a grazing animal placed in an environment full of ornamental plantings will, by its very nature, encounter something like this again. That is the whole point. It is not a conspiracy. It is biology, and it is exactly why this arrangement keeps failing these horses.

July 15, 2026

Hon. Lynn C. Schulman, Chair
Committee on Health
New York City Council
City Hall
New York, NY 10007

Re: Written Testimony in Support of Intro. 943 (Romanch's Law)

Dear Chair Schulman and Members of the Committee,

On behalf of Compassion in World Farming, our thousands of supporters across New York City, and as a longtime Brooklyn resident, I respectfully submit this written testimony in strong support of Intro. 943, Romanch's Law, legislation that would phase out the use of horse-drawn carriages in New York City.

The continued use of horse-drawn carriages on the streets of New York City is an outdated practice that no longer reflects the values or realities of our city. Horses are required to navigate congested traffic, loud construction, air pollution, extreme weather, and constant interactions with vehicles, bicycles, and pedestrians. These are conditions fundamentally incompatible with the welfare needs of prey animals whose well-being depends on calm, predictable environments.

Beyond the welfare concerns for the horses themselves, this issue is also one of public safety. Recent tragic incidents have once again highlighted the inherent risks of placing large animals in one of the busiest urban environments in the world. While regulations have attempted to improve conditions over the years, they cannot eliminate the fundamental dangers created by mixing horse-drawn carriages with modern city traffic.

The legislation also establishes workforce development opportunities for individuals currently employed within the industry. This balanced approach demonstrates that New York City can protect animals without putting undue hardships on the workers in this industry.

New York City has long been a national leader in advancing humane protections for animals. Passing Romanch's Law would continue that tradition by ending an outdated and abusive industry and reflecting modern standards of public safety, compassion, and responsible governance.

For these reasons, Compassion in World Farming U.S. strongly urges the Committee to advance Intro. 943 and urges the full New York City Council to pass this important legislation.

Respectfully submitted,



Matthew Dominguez
U.S Executive Director

Compassion in World Farming Inc.
211 East 43rd Street, 7th Floor
New York City, NY 10017
ciwf.com info@ciwf.com 678-902-2493 EIN: 46-1822635

NYC Health Committee Testimony

Good morning, Chairperson Julie Menin and members of the Health Committee. Thank you for the opportunity to testify today.

My name is Michael Petrelli. I am an experienced horse trainer and the founder of Equine Advocacy Alliance. I have spent decades working with horses, and I know firsthand the care, respect, and understanding they require. My testimony today is based on years of experience with horses and countless hours documenting the realities of the carriage horse industry in New York City.

I have witnessed horses working in heavy traffic, extreme weather, constant construction, blaring sirens, and overwhelming crowds. I have documented horses that have collapsed, horses involved in crashes, and horses running loose through Central Park and city streets. Every one of those incidents placed both the horses and the public in danger.

Now we have witnessed the unthinkable. Eighteen-year-old Romanch Mahajan came to New York City from India to celebrate his graduation with his family. Instead of returning home with happy memories, he lost his life during a horse-drawn carriage ride in Central Park. My heart goes out to his family. His death is a heartbreaking reminder that this is no longer just an animal welfare issue—it is also a public safety issue.

As a horseman, I can tell you that horses are prey animals. They can be gentle and well-trained, but they are also instinctive. When frightened, they react. No law, regulation, inspection, or training program can eliminate thousands of years of instinct. That is why horses do not belong in one of the busiest and most congested cities in the world.

This is not about attacking every carriage driver or stable owner as an individual. There are a small handful who genuinely care deeply about their horses and do everything they can for them. But those few do not change the reality of the industry itself. No matter how well one horse is treated, no horse belongs pulling carriages through the congestion, traffic, noise, and hazards of modern New York City.

We have reached a point where the risks outweigh the tradition. We owe it to the horses, to New Yorkers, and to every visitor who comes to this city expecting to return home safely.

As an experienced horse trainer, I know what horses need. As an advocate, I've documented what these horses endure on the streets of New York City. I respectfully ask you to pass Ryder's Law and end the horse-drawn carriage industry in New York City. The time has come to put the welfare of these horses and the safety of the public first.

Thank you.

EQUINE ADVOCATES

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Chatham, NY 12037-0354
518.392.0175
www.equineadvocates.org
info@equineadvocates.org

PROMOTING THE HUMANE AND RESPONSIBLE TREATMENT OF HORSES

Testimony of Susan Wagner of Equine Advocates as an Expert Witness Speaking In Favor of Intro 943, "Romanch's Law" Health Committee Hearing - July 15, 2026, at 10 AM

I'm Susan Wagner president of Equine Advocates the national non-profit equine protection organization I founded more than 30 years ago. We operate from a 173-acre horse sanctuary in Chatham, NY, home to 82 horses, ponies, donkeys and mules which included three former NYC carriage horses all of whom were left broken down, injured and crippled as a direct result of the cruel and inhumane work they were forced to do and the unnatural lives they were forced to lead pulling carriages in NYC.

The most famous of the three was the late ******Bobby II Freedom*** (Hoof #2378) who would have died in a Canadian slaughterhouse if he hadn't been rescued. Bobby's story proved that some NYC carriage horses are sent to slaughter. Bobby was shipped from the huge New Holland, Pennsylvania slaughter auction to ***Rhinebeck Equine Hospital in Rhinebeck, NY where his initial Discharge Report stated he was overloaded with worms, was "head-nodding lame" and underweight. Later, at ***Cornell University Equine Hospital where more intensive diagnostics were performed, he was diagnosed with chronic navicular bone disease, tendinopathies and fractures from old injuries in both of his front legs.

The other two carriage horses also underwent extensive testing at Cornell. ******Jack*** (Hoof #3661), who has been with us since 2016, was diagnosed with navicular disease, evidence of an old bone fracture and bilateral forelimb osteoarthritis after his owner was done with him. ******Sheena*** (Hoof #2920), who passed away in 2023 was anemic, suffered from left limb lameness, hoof ligament disease as well as active inflammation (hyperfibrinogenemia).

A 2013 *****Study by the Coalition to Ban Horse-Drawn Carriages** documented that an average of 71 New York City carriage horses disappeared off the rolls every year over a 7 ½-year period for a total of 529 horses!

Where Did They Go? We Believe Presumed Slaughtered! Presumed Dead!

Does NYC really want to be among the last modern cities in the world to allow this inhumane and unspeakable cruelty of horses to continue? The Mamdani Administration says it is progressive - a positive word indicating improvement and moving forward. In keeping with that progressive platform, I urge the new mayor and the current City Council to allow NYC to finally step out of the Dark Ages and join the growing number of great cities in the U.S. and around the world to ban horse-drawn carriages.

Please swiftly pass Intro 943 - "Romanch's Law!

Sincerely,

Susan Wagner
President & Founder
Equine Advocates
www.equineadvocates.org

PS: On behalf of Equine Advocates, I would like to offer our assistance if Intro 943 passes with respect to placing the horses. Whether money is raised privately and/or the city works out a financial arrangement with the carriage horse operators to purchase the animals, we can help to ensure that these animals are placed in accredited sanctuaries and kind homes. I recently spoke with the executive director of the Global Federation of Animal Sanctuaries (GFAS) and they have also agreed to help with the safe placement of the horses should the ban pass.

Attachments and Link:

*** **Bobby II Freedom (Former NYC Carriage Horse)** – According to an official document from the Department of Health obtained by Equine Advocates after Bobby's arrival here in 2010, his year of birth was listed as 1990. See articles pertaining to Bobby.

*** **Rhinebeck Equine** – See initial Discharge Report for Bobby II Freedom.

*** **Cornell University Hospital for Animals** – See Official Discharge Reports for Bobby II Freedom, Jack and Sheena.

*** **Jack (Former NYVC Carriage Horse** - According to an official document from the Department of Health obtained by Equine Advocates after Jack's arrival here, his year of birth was listed as 2004.

***Sheena (Former NYC Carriage Horse)** – According to an official document from the Department of Health obtained by Equine Advocates after Sheena's arrival here in 2017, her year of birth was listed as 1997.

*** **Link to Study by the Coalition to Ban Horse-Drawn Carriages:**
NYC Carriage Horse List - Horse disposition.pdf

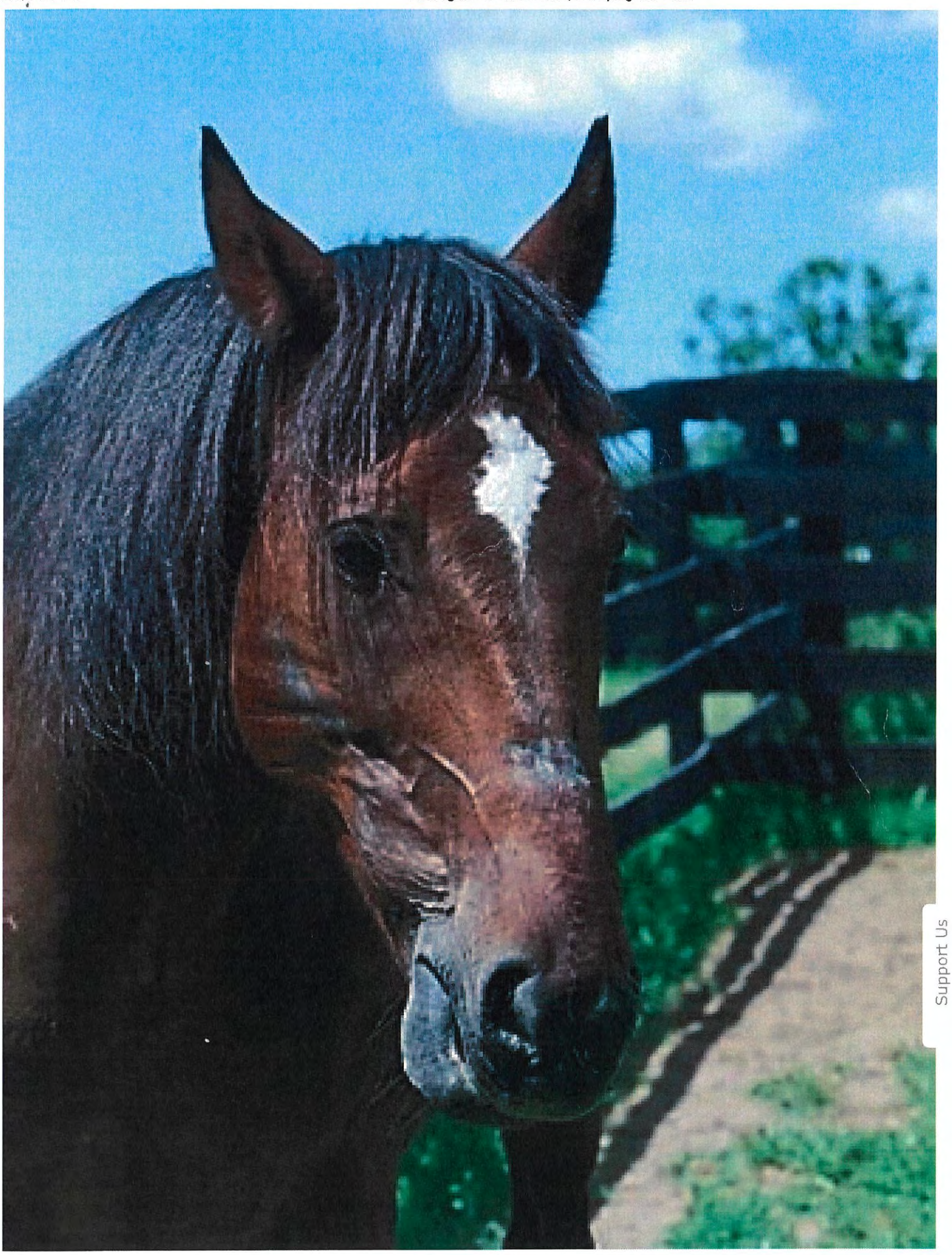
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Passages: Horse Heaven, Escaping the Plate

Editor
July 08, 2010

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Elizabeth Hess, the author of "Nim Chimpsky: The Chimp Who Would be Human" lives in Spencertown, NY. She writes here about ***Equine Advocates****, an animal rescue facility in Chatham, NY that is welcoming visitors this Sunday, July 11, 11 a.m. - 4 p.m.* Last week, the staff at Equine Advocates, a manicured, 140 acre horse sanctuary, gathered at the main barn to welcome a new arrival. "Getting this horse is a real coup," Susan Wagner, president of Equine Advocates, told me as we waited in the hot sun for the horse. "48 hours later and he would have been chopped meat." Americans don't eat horses. However, we send them to slaughter and export the results for consumption without moral hesitation. Advocates like Wagner publicize this miserable reality for horses and save as many of them as possible. Most of the 80 residents at her sanctuary, once slaughter bound, detoured to safety. This week, a group of rescuers worked together to buy one particular horse from what Wagner calls "a kill pen" at the New Holland Sales Stable, in Lancaster County, Pennsylvania. New Holland is synonymous with slaughter. Bobby (AKA Billy # 2783) is an 18 year old, lame, worm-ridden, New York City carriage horse with bad teeth and a nasal drip. "Wait until you see him," Wagner says. "He's adorable." Wagner loves all horses, but carriage horses, from her perspective, are working class heroes. For years, she has supported legislation to ban New York's controversial carriage trade, where a few hundred horses pound the pavement, pull heavy loads, and are monitored by the American Society for the Prevention of Cruelty to Animals. "It's not only the traffic accidents," explains Wagner. "It's the horrible conditions in the stables and the physical wear and tear on the horses. They never get to run, walk on grass, or socialize with other horses." But getting custody of a carriage horse, even an unwanted one, is virtually impossible. According to Elizabeth Forel, the founder and president of the **Coalition to Ban Horse-Drawn Carriages**, New York City drivers sell off about 70 horses each year, one third of the stock. "But it's difficult to learn where they go," explains Forel. Their owners are not about to give their horses to the enemy—those who would like to shut the industry down.



When the van pulls into Equine Advocates, the staff breaks into applause. Minutes later, Wagner leads a bay gelding down a ramp, and he walks gingerly into the warm light of a spectacular Columbia County morning. Bobby moves slowly, doing what he is told, which is probably what he's been doing for most of his life. As soon as he stops for the crowd to approach, Bobby lifts his crusty nostrils into the air to catch the wafting scent of hay, grass, other horses. Paradise. I walk up and give him a pat on his wide neck, which is covered with nicks, maybe bites or scrapes from his experience in the pen at New Holland. The skin on his nose is scarred, bald from years of wearing heavy equipment. "I can't wait to get the halter off him," Wagner tells me as she leads him to a nearby paddock where she will set him free. How did Wagner get Bobby? Every carriage horse gets a 4-digit number, issued by the Department of Health, etched into his or her left front hoof. Ironically, Bobby's number, 2873, saved his life. According to Wagner, these numbers are usually sanded off prior to sale, erasing the horse's identity as a NYC carriage horse. "The industry doesn't want the public to know that these horses are worn out and subsequently sold off to buyers for slaughter," she explains. "It just might take the romance out of a midnight trot around Central Park."

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Rescuing Bobby required team work. The first rescuer, a woman at New Holland, spotted his hoof number, took a photo, and put out an Internet alert. Luckily, the alert reached Elizabeth Forel, a tireless adversary against the carriage trade, who has been getting FOIA records from the DOH on carriage horses for years. She looked up the horse's number, identified him as a resident of West Side Livery Stable, where the carriage horses live, and took it upon herself to rescue him from death. Forel raised the funds to purchase Bobby (from Friends of Animals) and asked Equine Advocates to offer him life-time sanctuary. Within 24 hours, a check for $800 bought Bobby's freedom and Wagner sent a hauler to bring him home. Wagner walks Bobby over to a small catch area where he has room to run, a covered shed filled with soft bedding and fresh water. Then she removes his halter and gives him a pat on the nose. For a minute, the naked horse doesn't move. A sleek, black thoroughbred named Clive, rescued from inside a defunct motel near Albany, runs over to check out the new guy. The horses can't touch each other; they are about 30 feet apart. Clive is eager for access to the new horse, but Bobby shows restraint, patience. Hard work and no play seem to have turned him into a sweet, bomb-proof fellow. After a few minutes, Bobby lowers his large head and grabs a mouthful of grass, flicks his tail back and forth, and chews. Only one mouthful before he gingerly falls to his knees, rolls onto his back, and rocks back and forth, scratching his hide and kicking his legs in the air with palpable horse-joy. He eventually gets up and walks over to his trough for a long, cool drink of water. "I can't wait to groom him," Wagner says. "He's going to love that." **—Elizabeth Hess**

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Remembering Former NYC Carriage Horse Bobby II Freedom

- Post published:June 25, 2026



Bobby and Susan during the winter of 2020

A message from President & Founder Susan Wagner:

Dear Friends,

I vividly remember the events of this day 16 years ago, as if it were yesterday. At around 3:00 PM on June 25, 2010, I received a frantic phone call from my good friend and colleague Elizabeth Forel of the Coalition to Ban Horse-Drawn Carriages. She said time was of the essence and that we had to move quickly to rescue a former New York City carriage horse who was languishing in a kill pen at the large New Holland slaughter auction in Pennsylvania. This was a very unusual situation, since he was available for purchase through a special "broker-owned horse program," which gave us the unique opportunity to save this horse from being shipped to die in a Canadian slaughterhouse. But we had to move fast because the purchase had to be made by 5:00 PM.

Forel and Friends of Animals donated emergency funds to help me expedite the mission, and I was able to purchase the horse quickly and successfully over the phone before the deadline. I arranged for a hauler to pick him up and deliver him to the equine hospital in Rhinebeck, New York, where my sister, Karen, and I anxiously awaited his arrival. Finally, at around 8:00 PM, the trailer pulled in, and off walked this adorable bay gelding with large

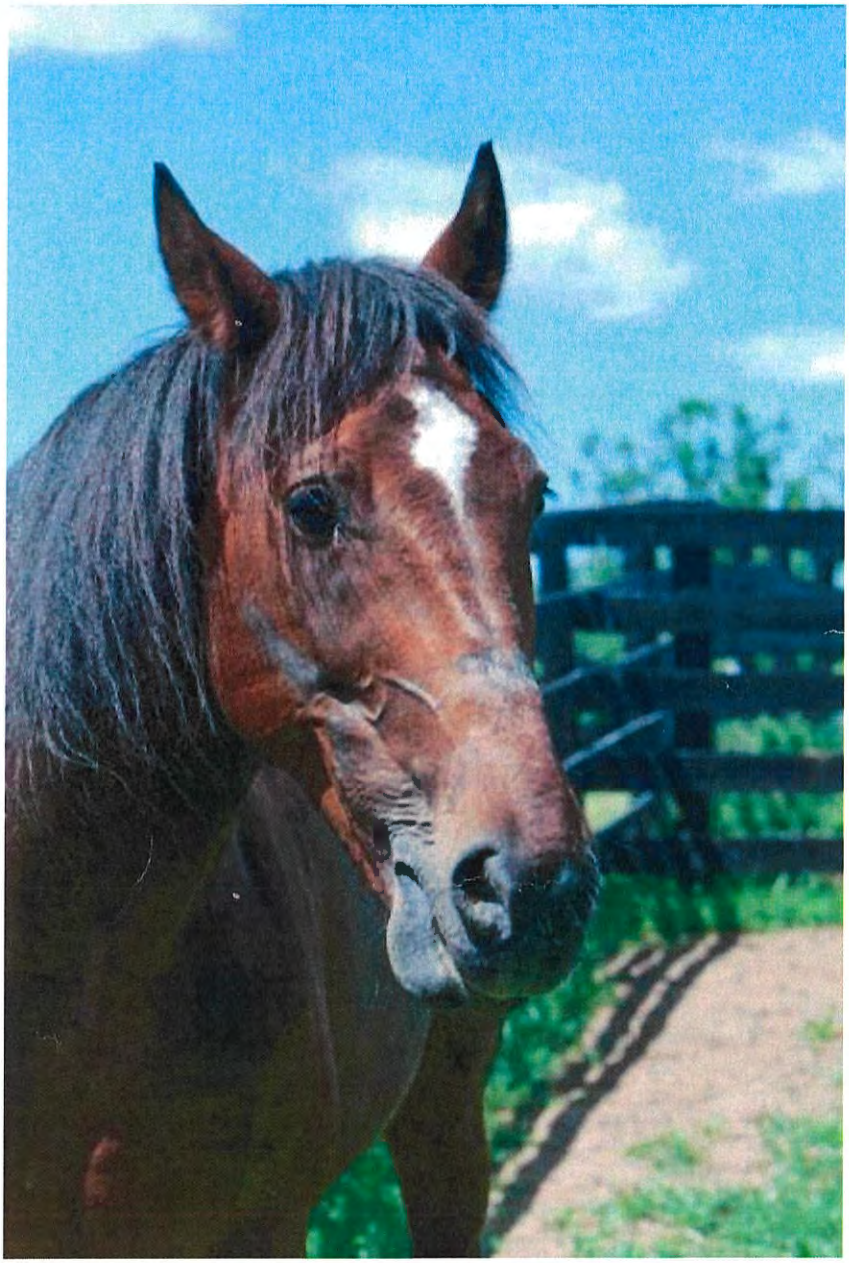
expressive eyes. He had mud all over his feet, which hid the identifying 4-digit hoof number that had been carved into his front left hoof. This is the way all NYC carriage horses are licensed with the NYC Department of Health. However, as soon as his feet were washed off, there was his hoof number, "2873." Mission accomplished! A New York City carriage horse was rescued from slaughter.



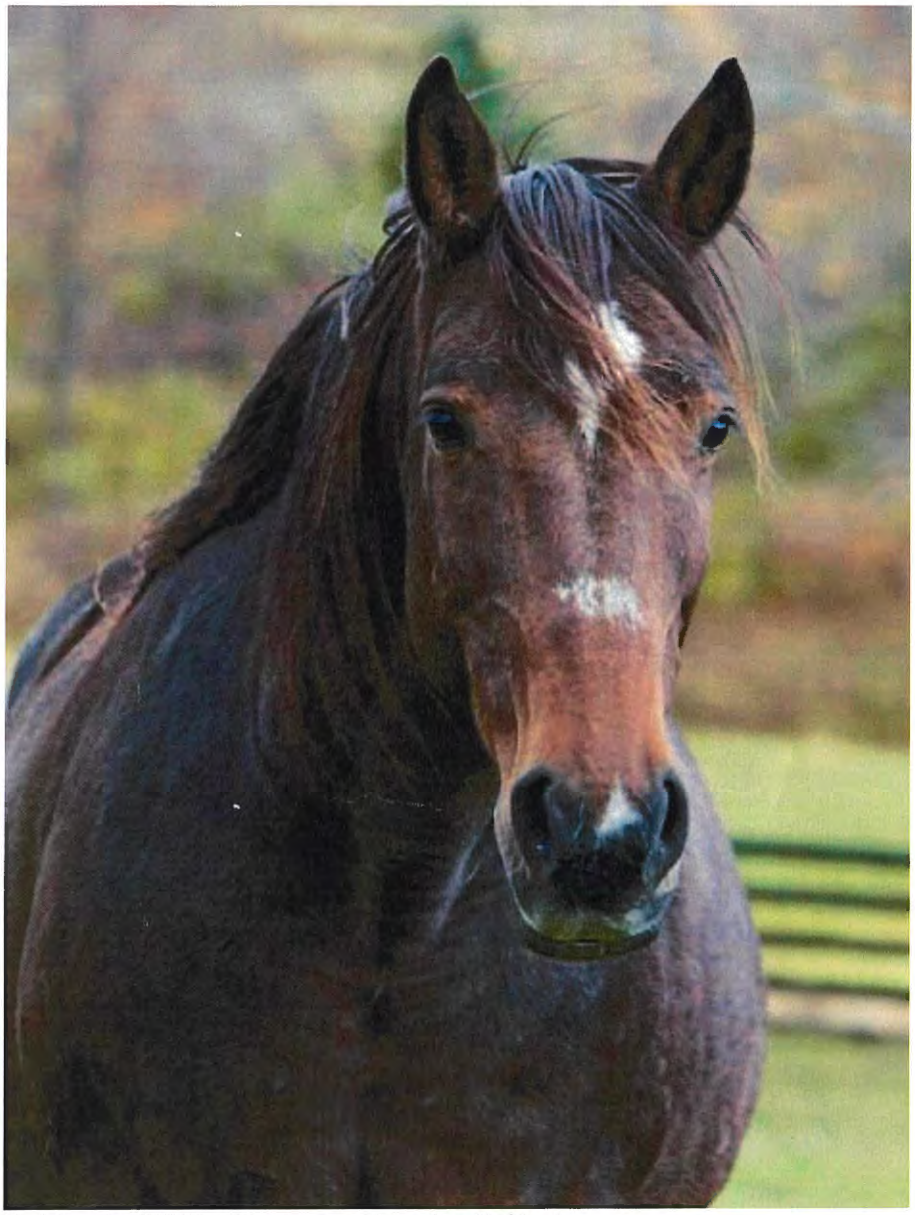
Bobby's 4-digit hoof number

The rest is history. Bobby's moving and inspiring story went viral as he became an ambassador for ending the urban carriage horse trade in New York City, as well as in other busy urban centers around the country. His rescue had a real impact on New Yorkers. After years of carriage horse operators and drivers denying that their horses went to slaughter, Bobby proved that this was not true. We also expressed our belief that they laundered many of their old, injured, and used-up horses through the Amish and others, so they could try to claim they were not responsible for their horses ending up in kill pens.

When interviewed by the New York Times, one of the two carriage horse operators who used Bobby for "six or seven years" and then scrapped him for slaughter was asked by the reporter as to why. That operator said, "I didn't want to put it in service anymore. It was old." Finally, the truth was out thanks to Bobby, the "it" boy, who lived to tell the tale. Through his story, the public became aware that former NYC carriage horses were sent to slaughter.



Bobby on the day he arrived at Equine Advocates.
Noticed his scars from his years as a carriage horse. Photo by Jim Craner.



Bobby in 2013. Photo by Nousha Salimi.

We had learned from official documents that Bobby's birth year was 1990. Because we did not know his exact birth day, we celebrated June 25th as the date of Bobby's Re-Birth-Day, meaning the day he was rescued and started his new life here at the sanctuary. Every year on that day, we would throw a well-attended birthday party for Bobby, who held court and seemed to love the adoration and being the center of attention.

Bobby was with us for 12 precious years. He passed away on June 14, 2022, at the ripe old age of 32. However, I believe, had he not succumbed to the very serious degenerative soundness issues and injuries he suffered from his years of pounding the pavement on NYC streets, he might have lived even longer. He had a tremendous will to live. Although his body gave out, his spirit never did. I miss him every day.

It seems fitting at this time to also mention Ryder, the former NYC carriage horse who collapsed on the street in Manhattan less than a month after Bobby died. Ryder took over the role of ambassador, but sadly, he did not survive for very long. The horse was very old and very sick. I wondered what kind of veterinarian or knowledgeable horse person could have ever allowed a horse in that condition to do anything physical, much less pull a carriage in NYC. Ryder died two months later, but his story did not end there. Legislation named in his honor was later introduced to ban horse-drawn carriages in NYC, and Ryder's Law was reintroduced this year. Sadly, the decades of endless tragedies of NYC carriage horses spooking in traffic, collapsing, or dying were not sufficient enough warnings to convince NYC officials to finally ban horse-drawn carriages. Nor were the human injuries that occurred over the years due to this cruel and dangerous business.

On June 17th, an 18-year-old teenager from India named Romanch Mahajan died when he was thrown from a horse-drawn carriage after the horse spooked and took off in Central Park. He was vacationing in NYC with his family, who were also in the carriage with him. This terrible tragedy should never have happened. Now, it's up to New Yorkers to make sure this never happens again. We urge the 70 percent of NYC residents who say they oppose horse-drawn carriages in the city to become proactive and use their collective power as voters to call for a permanent ban once and for all. "Ryder's Law" has been renamed "Romanch's Law" in honor of the young man who died.

On this day, when we remember Bobby, it's now more important and urgent than ever that the Mamdani Administration and the NYC Council accomplish what their predecessors have failed to do. I quote the great Brooklyn-based film director Spike Lee with this plea: "Do the Right Thing!"

Sincerely,

Susan Wagner, President

What You Can Do to Help NYC Carriage Horses

The New York City Council hearing on Romanch's Law, which would ban horse-drawn carriages in New York City, is officially scheduled for **July 15, 2026.**
If you live in NYC and/or have family and friends who do, please contact and urge these officials to support passing the ban:

- NYC Mayor Zohran Mamdani
- NYC Council Speaker Julie Menin
- New York City Council Members

If you live in or near NYC, please attend the hearing! Show your support for Romanch's Law so those who live in, work in, or visit the city are protected, as well as the horses who don't belong in crowded urban centers. This law addresses two vitally important issues facing New Yorkers: Public Safety and Animal Cruelty.

Paul C. Mountan, DVM
Jnotes D. Mort, DVM
Jeffrey A. Williams, DVM
Amy L. Grice, VMD
Nina Deibel, DVM

Lance H. Bassage, II, VMD, DACVS
Andrea Sotela, DVM
James N. Nutt, VMD, DACVS

Rhinebeck Equine, L.L.P.

A Lifetime of Caring

Exam Summary

Date:	June 29, 2010
Patient:	**Bobby II** – approx 18 yo bay carriage horse gelding
Case:	02432
Owner:	Equine Advocates C/o Susan Wagner

Bobby II presented to Rhinebeck Equine on June 28th, 2010 for a physical exam, blood work, and fecal exam following rescue. He was a carriage horse and other previous history is unknown.

On presentation, Bobby II was bright and alert and had slight bilateral serous discharge from both nostrils. His temperature was 99.9 and he was placed in a stall overnight. A fecal examination was performed overnight that showed approximately 250eggs/gram of strongyle and ascarid eggs. A complete physical exam in the morning revealed a slight head tilt to the left and bilateral dried nasal discharge. He had a scar and rub over the dorsal noseband area, a rub over his left eye, and a white scar around his cranial neck. He had bilateral mild ocular discharge and crusty skin between his mandibles. His jugular vein fill was within normal limits and no heart murmurs were heard with a heart rate of 36. His lung sounds were clear with a respiratory rate of 16. He had a rub over his dorsal left knee and tendon sheath and fetlock effusion in all four limbs that was within normal limits for age and previous use. His left hoof number is 2873. His external prepuce and sheath looked normal. His digital pulses were within normal limits and his gut sounds were good. His mucus membranes were pale pink, but moist and a CRT less than 2 seconds. He has a right front lameness of unknown etiology grade III/V according to the AAEP guidelines, which means that he is consistently head nodding lame on his right front limb at the trot in a straight line on hard ground. He was weight taped at 1120 pounds. His bloodwork was within normal limits with a PCV of 31% and TP of 6.4g/dL.

Cornell University Hospital for Animals

College of Veterinary Medicine

Eq/Farm Animal Hospital
607-253-3100

Box 20
Ithaca, NY 14850-6401

Eq/Farm Animal Fax
607-253-3787

Client Discharge Instructions

Client:	Referring DVM:	Patient:	
SUSAN WAGNER PO BOX 354 C/O EQUINE ADVOCATES CHATHAM, NY 12037	MICHELE FERRARO W(845)677-5500 F(845)677-6009	BOBBY II FREEDOM EQUINE MIXED HORSE BAY CASTRATE	Case # 886150 1443 lb 0 oz DOB JUL 20, 1992

H(518)392-0175 F(518)392-0177

VISIT DATA

Admit Date: JUL 19, 2015
Discharge Date: JUL 23, 2015
Discharge Status: ALIVE
Discharging DVM: Dr Wade Walker
Service Chief: Dr Michelle Delco
Attending DVM: Dr Wade Walker
Student: Elizabeth Gorrell

Patient Care Instructions:

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PLEASE NOTE: Thank you for entrusting us to help you care for Bobby. If you have any questions or concerns, please contact us any time at 607-253-3100. Dr. Fortier and Walker (Orthopedic Surgery Service).

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DIAGNOSES:
1) Navicular disease - (flexor cortex erosion) right front
2) Severe DDFT tears - left and right front (R>L)
3) Fracture of the extensor process of P3 - left and right front, old injury
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PROGNOSIS:
Guarded. Bobby has a chronic diease that can flair up at any time. With good managment of his weight, feet, and pain he should be comfortable enough for small paddock turn out.
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MEDICATIONS:
PHENALBUTAZONE 1G TAB: Administer 1 tab (1g) by mouth every 12 hours as needed for pain. You can increase the dose if he seems painful but try and keep it as low as possible.

GABAPENTIN 660MG TAB: Administer 11 tabs (6.6g) by mouth every 8 hours as needed for pain.

GASTROGARD (1 tube paste): Admister 1/2 tube gastrogard PO once daily while on high doses of bute.
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ADDITIONAL CARE INSTRUCTIONS:
1) FEEDING: Please continue to keep Bobby on a high fiber low sugar diet. He should not have grain except for the small amount needed to give his medications. He should also not have high quality grass or hay. He should not be allowed to graze in the early morning as this is when the sugar concentrations in grass are highest.

2) MEDICATIONS: Please give all medications above as directed.

3) FOOT CARE: Please have Bobby's feet trimed and his shoes reset by Steve of the farriery department every 5 weeks. Small changes will be made at these apointments to continue to improve his comfort level. If he pulls a shoe please schedule for it to be reset as soon as possible.

4) MONITORING: Please monitor Bobby for any signs of systemic illness; not eating, collic signs, or lethargy. If you notice any of

these signs please let us or your primary care veterinarian know. If you notice a negative change in his lameness or comfort level please contact us as his disease may have progressed.

5) HOUSING: Please keep Bobby in a small area where he can not run and further injure himself. He can be turned out in a small paddock as long as the weather condititions are good. He can not be turned out with other horses who will encourage him to run around or bully him. He can be turned out with other calm horses.

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appt for 8/17 @ 10am

RECHECK:
Please schedule a recheck with Steve of the farrier service and Dr. Fortier in 5 weeks to reset his shoes.
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PROCEDURES / DIAGNOSTIC TESTS:
1) Physical exam: Bobby was bright, alert, and responsive. All his vital parameters were normal. His mucus membranes were pink, moist, and had a capillary refill time of less than 2 seconds. There was no nasal discharge and equal airflow bilaterally through both nostrils. There was no ocular discharge. There was no enlargement of the submandibular lymph nodes. Both jugular veins palpated smooth, were not distended, and filled normally. Cardiac auscultation reviled no murmurs or arrhythmias. Bronchovesicular sounds were heard in all lung fields, no crackles or wheezes were appreciated. There were normal gastrointestinal sounds in all quadrants. There was right front fetlock effusion and slight digital pulses. He was 4/5 lame on the right front.

2) Radiographs (Left and right front feet)
Boney remodiling of the extensor process in his right front foot. He also has a area of lucency in his navicular bone along the cortico! marjin in the right front. The left front has some boney remodiling around the extensor process of the coffin bone, less severe than the right.

3) Complete blood count (CBC):
Fibrinogen: 300 (RR: 0-200mg/dL)

4) Chemistry
Chloride: 106 (RR: 96-105mEq/L)
Glutamate Dehydrogenase: 12 (RR: 1-8u/L)
CK: 567 (RR: 142-548u/L)
Iron: 209 (RR: 75-206ug/dL)

5) Metabolic panel
Endogenous ACTH 28.4 (RR: 9-35pg/mL)
Insulin: 36.81 (RR: 10-40uIU/mL)
Lectin: 14.29 (RR: 1-4ng/mL)
Glucose: 98 (RR: 71-113mg/dL)

6) Thyroid panel
T4 4.20 (ug/dL)
T3 69.9 (ng/dL)

7) Salmonella fecal culture
Negative

8) MRI (Left and right front feet)
Right front: Severe multifocal, full and partial DDFT tears with adhesions to the navicular bursa, CSL, and navicular bone. Moderate synovitis of the coffin joint. Flexor cortex of the navicular bone erosion. Severe, chronic, enthesiopathy of the common digital extensor tendon. Incidental hoof cartilage ossification.
Left front: Moderat to severe, locally extensive DDFT tears with adhesions to the naviucular bursa and CSL. Moderate synovitis of the coffin joint. Incidental hoof cartilage ossificatin

9) Corrective shoeing
Egg bar shoe with a roller toe. There is wedge support at the heals, about 4 degrees.

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HISTORY:
Bobby a 23 year old, Clydesdale/Standardbred cross, gelding presented to the Cornell Equine Hospital for right front lameness. He was a NYC carriage horse previously and adopeted 5 years ago. Bobby began to show lameness in his right front foot back in April. The primary vet assessed and treated Bobby three times before referral. On 4/22/15 a PD block improved his lameness. Radiographs of the fetlock revealed exostosis of the extensor processes of the coffin bone with some degenerative joint disease. Bobby was treated with Legend HA, Bute, and a recommendation to back up the toes on shoeing. On 4/29/15 there was intermittent improvement. The farrier had backed the toes up well. He was given a second dose of Legend. On 6/1/15 Bobby received a third injection of Legend and intra-articular steroids into the right front coffin joint.

Bobby is currently on 2g of Bute twice a day (has been on for about 2 weeks), Omeprezole daily and Gastroguard once a week. He also had an Adequan series beginning on 5/12/15; he received an injection every 4 days and has had a total of 7.
He is current on his vaccinations. Bobby was dewormed on 6/26/15 with Ivercide and is scheduled to be dewormed with Panacure following the results of his fecal egg count.

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VISIT SUMMARY:
On presentation Bobby was bright, alert, and responsive. All his vital parameters were normal. His mucus membranes were pink, moist, and had a capillary refill time of less than 2 seconds. There was no nasal discharge and equal airflow bilaterally through both nostrils. There was no ocular discharge. There was no enlargement of the submandibular lymph nodes. Both jugular veins palpated smooth, were not distended, and filled normally. Cardiac auscultation reviled no murmurs or arrhythmias. Bronchovesicular sounds were heard in all lung fields, no crackles or wheezes were appreciated. There were normal gastrointestinal sounds in all quadrants. There was right front fetlock effusion and slight digital pulses. He was 4/5 lame on the right front.
Bobby was maintained on 1g of Bute at 8pm. He rested comfortably overnight. He continued to eat, drink, and defecate normally.

On Monday 7/20/15 Bobby was bright, alert, and responsive. All of his vital parameters were normal. There were no significant changes in his physical exam. He was sedated with 200mg of Xylazine for radiographs of both front feet. Radiographs showed that he had a fracture of the extensor process in his right front foot. He also has a cyst in his navicular bone in the right front. The left front has some boney remodeling around the extensor process of the coffin bone, less severe than the right.No endocrinopathies noted. He recived 2g of Bute IV after physical exam and radiographs. Blood was drawn for complete blood count, chemistry, and metabolic testing. Bobby was maintanied on Bute and Gastroguard. He rested comfortably overnight. He contineud to eat, drink, and defecate normally. He was held off feed starting at 2am.

On Tuesday 7/21/15 Bobby was bright, alert, and responsive. All of his vital parameters were normal. There were no significant changes in his physical exam. A IV catheter was placed in his left jugular vein. Bobby was induced under general anesthesia for his MRI of both front fee. He recovered uneventfully from anesthesia, but did have mild facial nerve paralysis on the left. Bobby was maintanied on Bute and Gastroguard. He was started on Gabapentin. He rested comfortably overnight. He contineud to eat and drink normally. He had decreased manure overnight and was kept on a decreased amount of hay.

On Wendsday 7/22/15 Bobby was bright, alert, and responsive. All of his vital parameters were normal. There were no significant changes in his physical exam. Bobby was maintanied on Bute, Gastroguard, and Gabapentin. He rested comfortably overnight. He contineud to eat and drink normally. He had decreased manure overnight and was kept on a decreased amount of hay.

On Thursday 7/23/15 Bobby was bright, alert, and responsive. All of his vital parameters were normal. There were no significant changes in his physical exam. Bobby was examined by the farriery service. He was shoed with a egg bar shoe that increased his breakover and elivated his heals. Bobby was maintanied on Bute, Gastroguard, and Gabapentin. He was latter discharged to the care of his owner.

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CLIENT SIGNATURE:
Please sign below to indicate that you have reviewed the contents of this Discharge Statement and that all of your questions and concerns regarding your animal's cere have been answered.

_____
Owner/Agent Signature *Date*

Thank you for bringing your animal to the Cornell University Hospital for Animals. We hope that you have been satisfied with the service and treatment. If you wish to discuss these matters, contact us at 607-253-3100.

Cornell University Hospital for Animals

PO Box 6791, Ithaca, NY 14851-6791

Medical Records

Request/Result Detail

Client	Client #36632	Patient	Case # 886150	Request # 377228
WAGNER, SUSAN		BOBBY II FREEDOM		Last Visit Date: 07/19/2015
PO BOX 354		EQUINE		DOB: 07/20/92
C/O EQUINE ADVOCATES		MIXED HORSE		BAY
CHATHAM, NY 12037		CASTRATE		654.545 kg
	(518) 392-0175			

Admission Date/Time: JUL 19, 2015 11:15 AM
Discharge Date/Time: JUL 23, 2015 02:57 PM
Reason for Visit: Lameness
Discharge Status: ALIVE
Primary Diagnosis:

Area	Date Needed	Priority	Status
IMAGING	07/21/15 01:53:30 PM	ROUTINE	COMPLETE 07/22/15 11:49 AM

MRI FRONT LEG(S)-REQ

Requesting DVM: WALKER, WADE
Student: GORRELL, ELIZABETH
Requested by: VAIL, MARJORIE
Srv/Sect: EFAH/ORTHOPEDIC SURG EFAH
Last Request Date: None.

BRIEF HISTORY/REASON FOR EXAM: lameness right front, radiographs showed abnormal navicular bone
DIFFERENTIAL DIAGNOSIS: open
SEDATION REQUIRED?
IMAGES REQUIRED AS?
PROJECTION/VIEWS: rf foot primary
SPECIAL INSTRUCTIONS/CONSIDERATIONS:
PROCEDURE STATUS CONFIRMED; HAS AUTHORIZATION
CONTACT NAME AND NUMBER? Dr. Walker
IMAGES AVAILABLE? RDVM FILMS, DICOM , OR JPEG YES

Results
Coded Result COMPLETE
Result Date/Time: 07/21/15 02:07 PM

Findings: EXAMINATION: FSE MRI of the right-thoracic digit (159 images; 5 sequences) in transverse (PD, STIR), sagittal (PD, STIR) and dorsal (PD) planes. FSE MRI of the left-thoracic digit (136 images; 5 sequences) in transverse (PD, STIR), sagittal (PD), and dorsal (STIR) planes. Images are compared with radiographs from 7/20/15.

RIGHT-THORACIC DIGIT: The deep digital flexor tendon (DDFT) is severely abnormal. The lateral lobe is mildly enlarged proximal to the middle scutum, moderately enlarged at the level of the navicular bursa, and contains a nearly full-thickness, primarily transversely oriented, high-signal tear that extends from the levels of the middle scutum to the navicular bone. The medial lobe is moderately enlarged at the level of the navicular bursa, and contains a large transversely oriented tear. At the level of the navicular bursa, there is a large amount of amorphous low-signal tissue that effaces the adjacent border with the DDFT. At the level of the collateral sesamoidean ligament (CSL), the DDFT has an irregular dorsal surface with amorphous low-signal material between the DDFT and CSL. The navicular bone has a large focal cortical defect along the flexor cortex at the level of the sagittal ridge and slightly lateral. At this same level the DDFT has an intermediate (central) full-thickness defect: this lesion is bridged to the defect in the flexor cortex of the navicular bone by high signal tissue. The navicular bone also has moderate increased signal within the medulla. In the coffin joint, the dorsal and palmaroproximal pouches are distended with a large amount of fluid and low signal bands and amorphous material. The hoof has some small cracks dorsodistal with increased signal. At least one of these cracks extends deep to the distal phalanx (near the crena) with loss of bone and a slightly concave margin. The distal phalanx also has mild increased signal at the distal attachments of the DDFT, impar ligament, and common digital extensor tendon. The extensor process has a large sliver of ossification that extends proximally, dorsal to the common digital extensor tendon. The lateral

Medical Records

Request/Result Detail

Client	Client # 36632	Patient	Case # 886150	Request # 377228
WAGNER, SUSAN		BOBBY II FREEDOM		

hoof cartilage has a large region of ossification. The medial hoof cartilage has a small region of ossification.

LEFT-THORACIC DIGIT: In the DDFT, the lateral is moderately enlarged and has an extensive high signal tear that extends from the proximal aspect of the scan to the distal aspect of the navicular bone: the tear is nearly full thickness, bulges the contour of the palmar aspect, proximally <6-9> and the dorsal aspect, distally <6-17>. The navicular bursa is thick with amorphous low signal material that effaces the dorsal margin of the DDFT. There also is effacement of the space between the DDFT and CSL. In the coffin joint the dorsal pouch is severely distend with fluid and low signal bands. The hoof has several cracks that extend to the sensitive lamina without increased STIR signal. The hoof cartilages are mildly ossified.

CONCLUSION:

RIGHT-THORACIC LIMB:

1. Severe, multifocal, full and partial, DDFT tendon tears with adhesions to the navicular bursa, CSL, and navicular bone
2. Moderate synovitis, coffin joint
3. Small hoof crack with pedal osteitis
4. Severe, chronic, enthesiopathy, common digital extensor tendon
5. Incidental hoof cartilage ossification

LEFT-THORACIC LIMB:

1. Moderate-to-severe, locally extensive, DDFT tendon tears with adhesions to the navicular bursa and CSL
2. Moderate synovitis, coffin joint
3. Incidental hoof cartilage ossification

The conclusions described in this report are based on the available information. If additional images (or other information) are obtained, then these conclusions might change.

ADDITIONAL EXAMS PERFORMED:

TECHNICAL COMMENTS:

DVM: SCRIVANI, PETER **Asst DVM:** COOLEY, STACY **Student:**

Entered by: COOLEY, STACY 07/21/15 02:07 PM **Approved by:** SCRIVANI, PETER 07/22/15 11:07 AM

Cornell University Hospital for Animals

College of Veterinary Medicine

Eq/Farm Animal Hospital
607-253-3100

Box 20
Ithaca, NY 14850-6401

Eq/Farm Animal Fax
607-253-3787

Client Discharge Instructions

Client:	Referring DVM:	Patient:	
SUSAN WAGNER		JACK	
PO BOX 354		EQUINE	Case # 886900
C/O EQUINE ADVOCATES		PERCHERON	
CHATHAM, NY 12037		BAY	1477 lb 1 oz
		CASTRATE	DOB
H(518)392-0175 F(518)392-0177			

VISIT DATA

Admit Date: JAN 28, 2016
Discharge Date: FEB 05, 2016

Discharge Status: ALIVE
Discharging DVM: Dr Emma Gorenberg
Service Chief: Dr Dorothy Ainsworth

Attending DVM: Dr Emma Gorenberg
Student: Katharine Lavacca

Patient Care Instructions:

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PLEASE NOTE: If you have any questions or concerns, please contact us any time at 607-253-3100. Drs. Gorenberg and Ainsworth (Internal Medicine Service), Drs. Le and Ducharme (Orthopedics Service)

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PROBLEMS:

1. Left hind limb lameness
2. Polydipsia
3. Crusting, scaling, pruritic lesions of the distal limbs
4. Mildly elevated muscle enzymes

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DIAGNOSES:
1. Chorioptic mange (suspected)
2. Right front limb: mild thrush/white line disease
3. Old fracture of the left 2nd tarsal bone, long collateal ligament desmitis
4. Osteoarthritis of the left tarsometatarsal and distal intertarsal joints
5. Bilateral LF and RF navicular change, LF coffin joint cyst
5. Bilateral forelimb proximal interphalangeal osteoarthritis
6. Polydipsia

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PROGNOSIS: Good for pasture soundness. Though Jack is lame at a trot, he shows no signs of discomfort walking or at rest and likely has good comfort for life on pasture.

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MEDICATIONS:

None needed at this time.

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ADDITIONAL CARE INSTRUCTIONS:

1. Jack shows signs of presumptive chorioptic mange. This disease can be a lifetime management issue and we recommend therapy to help resolve some of the inflammation. We have clipped all four limbs to promote cleaning and clearance of infection. Please use a mild soap to keep limbs clean and dry. Lime sulfur dip can be used every 2 weeks for a minimum of 3 treatments to help clear the mange. Deworming with ivermectin is also recommended. Please call us or your regular veterinarian for consultation on continuing to manage this condition.

2. Please monitor Jack for any worsening of his lameness. If he appears lame or uncomfortable in this pasture at any time, please contact us or your regular veterinarian. Jack can likely go without shoes at this time as long as he is routinely trimmed.

3. Please monitor Jack's drinking and urination. If these increase or change, please let us or your regular veterinarian know.

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RECHECK:

None needed at this time as long as Jack continues to be comfortable at home.

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PROCEDURES / DIAGNOSTIC TESTS:
1.SERIAL HEMOGRAMS
1/28/16

Abnormal values	Reference Range
Hematocrit (%) 29 (L)	(34 - 46)
Hemoglobin (g/dL) 10.6 (L)	(11.8 - 15.9)
RBC (mill/uL) 5.6 (L)	(6.6 - 9.7)
Platelet Count (thou/uL) 86 (L)	(94 - 232)

Interpretation: The cause of these mild decreases in hematocrit and platelets is unknown at this time, and had resolved at subsequent testing.

1/30/16: No significant abnormalities.

2. SERIAL CHEMISTRY
1/28/16

Abnormal Values	Reference Range
Albumin (g/dL) 2.7 (L)	(3.0 - 3.7)
A/G Ratio 0.7 (L)	(0.8 - 1.4)
AST (U/L) 404 (H)	(199 - 374)
Creatine Kinase (U/L) 598 (H)	(142 - 548)

Interpretation: The mildly elevated AST and CK can be due to trailering.

1/30/16: No significant abnormalities.

3. STREP EQUI (STRANGLES) PCR ON NASAL SWAB: Negative

4. SALMONELLA FECAL CULTURE: Pending

5. QUANTITATIVE FECAL: 53 eggs/gram Strongyles

Interpretation: Low shedder at this time.

6. DENTAL EXAM/SKULL RADIOGRAPHS: Hooks on 411s/311s and 106/206, as well as mild points on all arcades. Mild wave. Evidence of mild infundibular damage. Rutine float perfromed. Skull radiographs within normal limits.

7. HOCK/STIFLE RADIOGRAPHS, P3 RADIOGRAPHS:
Left tarsus: Osteoarthritis vs. bony remodeling of second tarsal bone and head of left MTII. Mild osteoarthritis of the distal joints
Left stifle: Mild osteoarthritic changes. Navicular changes in both front feet.

8. PSSM DNA TEST: Results pending

9. SKIN SCRAPING: No evidence of mites.

10. NEUROLOGIC EXAM: No evidence of neurologic deficits.

11. LAMENESS EXAMINATION: Bilateral osteoarthritis of forelimb proximal interphalageal joints suspected. 3/5 LH lameness noted. Positive to LH upper limb flexion.

12. ACTH- Within normal limits

14. LEFT TARSUS ULTRASONOGRAPHY: Long collateral ligament desmitis, old avulsion fracture of 2nd tarsal bone, osteoarthritic changes of distal joints.

15. URINE ANALYSIS: No signifigant abnormalities. Hypersthenuric.
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HISTORY:

Jack, a 12-16 year old Percheron gelding, was presented to Cornell Large Animal Hospital for a full physical work up. He was rescued and brought to Equine Advocates on 1/25/16. He is up to date on vaccines and is not on any medications. He eats 4lbs of 12% protein pellets twice a day and free access hay.

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VISIT SUMMARY:

On 1/28/16 Jack was bright, alert and responsive. His vital parameters were within normal limits. He had mild mucopurulent discharge from the left nostril. He had second degree AV block on auscultation of his heart (a normal finding in horses). Examination of his distal limbs revealed evidence of ectoparisitism. Blood was drawn for a hemogram and chemistry panel. A nasal swab was taken to perform a Strep equi (Strangles) PCR. Feces was taken for salmonella culture and quantitative fecal analysis.

On 1/29/16 Jack was quiet, alert and responsive. His vital parameters were within normal limits. He passed several piles of manure overnight. He was evaluated by the optho service and his eyes were clinically normal. He had a lameness exam performed and was 3/5 lame on his left hind leg and positive to upper limb flexion in that limb. Left stifle effusion was appreciated.

On 1/30/16 Jack was quiet, alert and responsive his vital parameters were within normal limits. Blood was taken for a repeat CBC and Chemistry.

On 1/31/16 Jack was bright, alert and responsive. His vital parameters were within normal limits. He passed several piles of manure overnight. He was walked twice a day.

On 2/1/16 Jack was bright, alert and responsive. His vital parameters were within normal limits. He passed several piles of manure overnight. Jack was sedated and an oral exam was performed. Abnormalities are noted above He had an infundibular pocket noted and skull radiographs were performed to assess if there was any evidence of infection extending into the tooth. His skull radiographs appeared normal. He has stifle and hock radiographs performed which showed bony remodeling of the second tarsal bone suggesting either an old fracture or osteoarthritis (OA). The stifle had midle arthritic changes. He was walked twice a day with Angie.

On 2/2/16 Jack was bright, alert and responsive. His vital parameters were within normal limits. He passed several piles of manure overnight. Overnight his water consumption as monitored in liters over a 24 hour period Jack consumed 102 L of water, and for his weight he should consume 40L of water a day. Dermatology evaluated Jack and performed a skin scraping and found him free of mites, though this does not rule out disease. A full neurologic examination was performed and was normal.

On 2/3/16 Jack was bright, alert and responsive. His vital parameters were within normal limits. He passed several piles of manure overnight. Blood was drawn for an ACTH test, as Equine Cushing's Disease (PPID) can contribute to increased drinking and urination. Jack had an ultrasound of his left tarsus performed which showed an old avulsion fracture at the second tarsal bone, associated long collateral ligament desmitis, and osteoarthritic changes to the distal joints. Radiographs of the front feet revealed navicular changes in both RF and LF P3 as well as a cyst in the LF coffin joint.

On 2/4/16 Jack was bright, alert and responsive. His vital parameters were within normal limits. He passed several piles of manure overnight. Urine was collected for a urine specific gravity (1.035 (clinically normal)) and a urine analysis which was clincally normal. He was noted to stamp his feet and scratch his legs which is an indication of chorioptes mites. He enjoyed some turnout outside.

On 2/5/16 Jack was bright, alert and responsive. His vital parameters were within normal limits. He passed several piles of manure overnight. His legs were clipped and he had a lime sulfer treatment for his presumptive choripotes mite infestation, and was discharged to the care of his owners later that day.

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CLIENT SIGNATURE:

Please sign below to indicate that you have reviewed the contents of this Discharge Statement and that all of your questions and concerns regarding your animal's care have been answered.

_____

Owner/Agent Signature *Date*

Cornell University Hospital for Animals

College of Veterinary Medicine

Box 20

Ithaca, NY 14850-6401

Eq/Farm Animal Hospital
607-253-3100

Eq/Farm Animal Fax
607-253-3787

Client Discharge Instructions

Client:	Referring DVM:	Patient:	
SUSAN WAGNER		SHEENA	
PO BOX 354		EQUINE	Case # 888802
C/O EQUINE ADVOCATES		PERCHERON	
CHATHAM, NY 12037			1540 lb 0 oz
		FEMALE	DOB
H(518)392-0175 F(518)392-0177			

VISIT DATA

Admit Date: MAY 03, 2017
Discharge Date: MAY 09, 2017

Discharge Status: ALIVE
Discharging DVM: Dr Marta Cercone
Service Chief: Dr Gillian Perkins

Attending DVM: Dr Marta Cercone
Student: Sean Mcgrath

Patient Care Instructions:

Thank you for trusting us to help you care for Sheena. She is a beautiful, very sweet and gentle lady. If you have any questions or concerns, please contact us any time at 607-253-3100. Drs. Cercone, Ainsworth and Perkins (Large Animal Internal Medicine Service) and Irby (Ophthalmology)

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PROBLEMS:

1. Osteoarthritis- presumptive
2. Pastern dermatitis
3. Anemia and hyperfibrinogenemia
4. Hypoalbuminemia
5. Left forelimb lameness

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DIAGNOSES:

1. Ossification of collateral cartilages - Left forelimb
2. Enthesopathy at medial proximal attachment of digital cushion and distal digital annular ligament, left forelimb
3. Pastern dermititis
4. Normal eyes at this time

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PROGNOSIS:

Fair to good for long term comfort. The changes on Sheena's x-rays are all indicative of very chronic problems that may continue to require management to maintain her comfort.

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MEDICATIONS:

None at this time

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ADDITIONAL CARE INSTRUCTIONS:

1. Please continue to feed Sheena good quality hay and her senior grain diet at home. We believe the increased nutrition will help resolve her blood abnormalities.

2. It's recommended to try shoeing Sheena with pads on the front feet. This should help reduce some of the concussion on her joints and may help slow any further progression. Please have your farrier shoe her with the aim of easing her break-over and providing medial and lateral support with a pad. These shoes should be reset every 6-8 weeks. If you farrier has additional questions, he can contact Steve Kraus to discuss further shoeing options.

3. You may want to consider starting Sheena on a joint supplement to further support her joints. This could be an injectable product such as Adequan or an oral supplement such as Cosequin AU or Platinum Performance CJ.

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RECHECK:

1. Please have Sheena's blood work tested in 1-2 weeks for continual monitoring of her low albumin. If the albumin level will not be improved further diagnostics are recommended.

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PROCEDURES / DIAGNOSTIC TESTS:

5/03/2017
1. Complete Blood Count: mild anemia, hyperfibrinogeneima
2. Large Animal Chemistry panel: mildly low albumin and phosphate, mild incraese in AST (muscle enzyme)
3. Fecal Floatation: strongyels 80 eggs/gr
4. Salmonella fecal culture: no growth
5. Ophthalmology consult (OU=both eyes, OD= right eye, OS= left eye): All reflexes were intact OU. There was conjunctival hyperpigmentation OU. Schirmer tear test values were 24 OD and 18 OS (mm/min). Intraocular pressure was 16 OD and 23 OS (mmHg). All values were within normal limits. Intraocular exam was within normal limits apart from posterior cortical opacities OU and a pinpoint anterior lens capsule opacities superonasally OD. No treatments are recommended.

5/4/2017
1. Metabolic profile (fasted):
- ACTH: 15.8 pg/mL (rr 9-35)
- Glucose: 106 mg/dL
- Leptin: pending
- Insulin: 11.33 uU/mL (rr 10-20)

2. Farrier Consultation

5/5/2017
1. All shoes pulled by farrier

5/8/2017
1. Lameness consult - Left forelimb lameness grade 3/5
2. Radiographs - Left foot - Report pending

++++++++++++++++++++++++++
HISTORY:

Sheena is a 21 year old grey Percheron mare that presented to Cornell Equine Hospital on 5/3/2017 for a wellness exam after being rescued from New york city. She had been a carriage horse for a number of years. The owner reports that sometimes when Sheena urinates, it is not quite normal and she "wets" herself at times. She is doing well at home otherwise. She eats/drinks normally and is a calm mare to work with. She was briefly looked at by her farrier and possibly was reported to have "side bone" on her left front foot. She eats about 3 pounds of Senior grain twice daily and has access to as much timothy hay as she would like. She is going to a farm with multiple other horses and will be out to pasture for the majority of her time. Vaccination and deworming history is unknown.

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VISIT SUMMARY:

On presentation, Sheena was bright, alert, and well hydrated. Her vital parameters(heart rate, temperature, respiratory rate) were all within normal limits. Her body condition score was 6/9 (ideal 5/9). She had no murmurs or arrhythmias noted on auscultation on her heart, her capillary refill time was less than 2 seconds and her mucous membranes were pink and moist. Her lung sounds were clear bilaterally, no crackles or wheezes were auscultated. She had normal gastrointestinal sounds in all four of her GI quadrants. A blood sample was taken from her left jugular vein and submitted for diagnostic sampling. A fecal sample was also submitted for Salmonella culture and quantitative analysis. Sheena also received a consult today from Cornell's Ophthalmology Service. The presumptive findings are that both eyes are normal with no abnormalities found. The plan moving forward with Sheena is to draw an additional sample of blood tomorrow morning for evaluation of metabolic disease as well as get a consultation from our farrier.

5/4/2017
Today Sheena was bright, alert, and euhydrated. She was held off food last night and this morning in order to obtain a fasted blood sample for testing. The blood sample was submitted to the Diagnostic lab for testing of metabolic markers in blood to assess Sheena's endocrine function. Her glucose was read at 106 mg/dL on the fasted sample. The farrier consultation today revealed that Sheena's feet are okay at the moment. Her shoes can be removed at any time and when she grows out more hoof, she can be set on a regular trimming schedule every 3 months or so.

5/5/2017
Sheena was bright, alert, and well hydrated today. Her physical exam is unchanged from yesterday. She is eating well and passing

normal amount of manure in her stall. The farrier pulled all four of her shoes today. Her insulin test came back today within the normal limits indicating that an endocrine disease is low on the list of diagnosis for Sheena. Her leptin blood test is still pending.

5/6/2017-5/7/2017
Sheena continued to be bright and alert, have a good appetite, and pass normal amounts of manure over the weekend. Her physicals were unremarkable and vital parameters were within normal limits

5/8/2017
Sheena had a lameness consult with the orthopedic service which revealed a left forelimb lameness that localized to the distal limb. Radiographs were performed on her left front foot, pastern, fetlock; definitive report is pending.

5/9/2017
Dr. Irby performed a complete ocular exam on Sheena and found essentially normal eyes for her age (minor alterations in the fundus OU that are of no concern). STT > 25 mm OU, IOP 14 OS and 12 OD. Slit lamp biomicroscopy normal OU. A few chorioretinal scars OU. Gorgeous eyes.

++++++++++++++++++++++++++
DISCUSSION:

Scratches is a type of chronic seborrheic dermatitis that causes a hypertrophy and exudative process on the caudal aspects of the pasterns and fetlocks. It is often associated with poor stable hygiene, but the definitive cause is unknown. It has a higher incidence in heavy horses or the draft breeds with the hind limbs being more affected than the front limbs. In the acute phase the skin can become very pruritic, swollen, and painful. The lesions may produce a bad odor and be very sensitive to touch and treatment. It is also very common for the horse to lose its feathers with scratches. Aggressive and persistent treatment is successful in these cases. It involves keeping the area clean and dry, as well as the application of astringent products. Clipping the affected areas and regular washings with warm water and gentle soap is recommended. If cellulitis or an acute infection develops, a veterinarian visit is suggested to be placed on antibiotics systemically.

Osteoarthritis is defined as a progressive degenerative disease of the joint and/or bony structures. There are two main classifications of arthritis, inflammatory and noninflammatory. The two main causes for non inflammatory arthritis are traumatic arthritis and idiopathic arthritis, meaning we are not sure why it happens. Inflammatory arthritis has many more categories including infectious, immune-mediated, coagulopathies, and gout. The most common type of arthritis in the horse is noninflammatory from a secondary cause or normal "wear and tear" changes in a joint. Treatment for this condition revolves around controlling the damaging inflammatory processes from further destroying the joint surfaces. This can be done with a multimodal approach aimed at slowing the progression of disease. Weight control, coupled with consistent low impact exercise, and the addition of a nonsteroidal antiinflammatory can effectively ameliorate the condition.

Ossification of the collateral cartilage, commonly referred to as side bone, is a common finding that is suggestive of chronic insult to the surrounding region. It occurs most frequently on the lateral aspect of the limb and is seen most commonly in the forefeet of heavy horses working on hard surfaces. When found to be the cause of lameness, as we suspect is the case with Sheena, corrective shoeing to protect the foot from concussion is shown to be helpful.

++++++++++++++++
Thank you for trusting us to help you care for Sheena. If you have any questions or concerns, please contact us any time at 607-253-3100.

CLIENT SIGNATURE:

Please sign below to indicate that you have reviewed the contents of this Discharge Statement and that all of your questions and concerns regarding your animal's care have been answered.

_____

Owner/Agent Signature *Date*

Thank you for bringing your animal to the Cornell University Hospital for Animals. We hope that you have been satisfied with the service and treatment. If you wish to discuss these matters, contact us at 607-253-3100.

Council Members,

I stand here on behalf of Romanch Mahajan’s extended family. I strongly support passage of Intro 943, "Romanch's Law" to shut down horse-drawn carriages, and urge the Health Committee and entire Council to pass it in law immediately. We sent a vibrant, heroic 18-year-old boy on a dream vacation to your city. We received his body back in a coffin.

Romanch did not die of natural causes. He died because an outdated, unregulated tradition failed him. When that horse panicked and bolted without a driver, Romanch fell from the moving carriage while trying to protect his mother. His final act on this earth was one of pure bravery.This tragedy was entirely preventable. No tourist should face death for taking a carriage ride in Central Park. No family should ever have to endure the agonizing, permanent grief that we carry every single day.

Tradition can never justify the loss of human life. We urge you to pass Romanch’s Law immediately. Do not wait for another family to be shattered. Let his legacy be the moment New York City chose public safety over negligence.

Thank you!

To whom it may concern;

Thank you. My name is Aaron Scott Jockers. I've been a carriage driver for 17 years. When I first got into the business I knew nothing about horses. I'd sat on a horse three times in my life. I'm still terrible at riding. Some think I'm terrible at driving. But in my career I've had one accident, when a car hit my carriage from behind while I was parked. The horse and I were fine, as the carriage is a tank.

But what kept our composure is the bond we shared as I had saved that particular horse's life a year prior. She was suffering from colic and I gave her a sedative every hour and a half for 72 hours, she never forgot that and it built a bond that saw her follow all my directions during our accident. Time really does slow down. But due to our connection it could not have went better.

Horses build a bond with their driver. Some horsemen say on a psychic level. They attach to your energy and feed off of it. For every single expert that says horses cannot handle traffic - they would be running off stand every single shift. They're not, and often it's because they look to us as we are their spiritual parents, just like when a kid falls and scrapes their knee, they look to see their parents' reaction first.

We must maintain an even composure at all times. We must stay in their line of sight or in contact with the reins. Only then can we prevent a horse running away. They are above all pack animals and we are their lead horse in the pack if that makes sense. They are our family and that's why the majority go out of their way to provide individualized health care which a sanctuary can't afford, and forever homes as they are certainly not disposable putting food on our families' tables for years and becoming above all else our family, and our friends.

The secret to being a good horse person is simply the horse has to like you. But it takes years of work and diligence to build a relationship, and to earn the respect and love of a horse. Many came from the Amish or racetracks where they were not shown the love they need. But that's also why they do so well with the public, children and families. They love the interaction, the pets and being told how pretty they see and how they're all good boys and girls. They live for that and they live to focus on a mission. Animal lovers refuse to accept a horse working its entire life simply cannot be put to pasture too soon, much like a working person exiled to a nursing home, they would die before their time. They enjoy activity, need a sense of purpose and live longer with something to do.

But I understand this goes against the emotions of the people that spoke. A great many of them won't understand what a service animal, bred for thousands of years into specific breeds to do so, really is. They will not comprehend horses like to work, they refuse to accept horses are physically better suited to push against a carriage collar than be sat and ridden on.

But we know what we're talking about. As a carriage company owner now, I have dedicated my life to my animals as they never get sick during business hours, it's always Two AM on Christmas Eve. My point is, it would take a lifetime of work to educate the public and it's on us

that we haven't, but with the politicization of the industry now more than ever, it's beyond time we do and bring our information into the new century to instill the correct information is available for those that truly want it. Some may never. But you have heard it from all sides. So thank you for tightening regulations. I was personally disgusted with the runaway accidents as most of them could have been prevented. But that doesn't mean end an industry either.

I've a lot more to say but I'm sure you've much more to read. Thank you for your time, and let's make it tougher on restriction and regulation but preserve our iconic history. And the horses are part of New York's best.

Thank you,
Aaron Scott Jockers
A Legacy Carriage

To whom it may concern:

I am writing to urge you to support Intro 943 and vote to end horse-drawn carriages in New York City. Both a tourist and a horse died last month due to this industry. This must stop.

Horses should not be working in the traffic, noise, and congestion of our city. New York can protect animal welfare while embracing safer, more modern alternatives.

There have now been several horse-related incidents in Central Park over the past 12 months, documented by Central Park Conservancy, which emphasize the need for a ban:

- May 19, 2026—A horse is spooked near Seventh Avenue and 59th Street and hit another carriage, causing it to tip over. One driver was taken to a local hospital in a neck brace.
- January 8, 2026—A horse named Destiny ran into oncoming traffic through the four-way intersection of Sixth Avenue and West 59th Street. Police said four to five cars were hit; the carriage struck a cab with enough force to tear its bumper off, and a Parks Department vehicle suffered damage.
- September 4, 2025—Two visiting tourists were forced to jump from a speeding horse-drawn carriage after the animal bolted from its two drivers along the East Drive, careening across a landscape and taking out a metal sign before finally coming to rest near Bethesda Terrace.
- May 26, 2025—Two horse-drawn carriages bolt through Central Park near the 60th Street & East Drive. Both carriage operators sustained injuries while attempting to regain control of the horses. The second driver broke his wrist catching his horse and needed surgery.
- May 18, 2025—A driver was hurt after two horse-drawn carriages collided in Central Park at the 7th Avenue hack line, causing the carriage to overturn and briefly trapping the driver, who was taken to a hospital by ambulance.

These carriages are cruel to horses and dangerous to humans. I support a ban to bring an end to this outdated industry.

Thank you
Abby Strzelecki

Testimony to the New York City Council

Good afternoon, Chair and members of the City Council.

My name is ABDERRAHIM BENRIALA, and I have served as a New York City horse carriage driver for the past 15 years. I appreciate the opportunity to address you today. This profession is more than a means of earning a living; it enables me to support my family with dignity and integrity, meet my financial obligations, and maintain a stable life. Each day, I rise early and work diligently because I take pride in my work.

Throughout my 15 years in this profession, I have developed a profound bond with horses under my care. These are living beings I know intimately. I spend more time with them than with most people, allowing me to recognize their habits, moods, and any signs of distress. I can discern when a horse is tired, uncomfortable, or unwell by observing his gait, breathing, or responsiveness. The health and well-being of the horses are fundamental, as our work depends entirely on their welfare.

These horses are an integral part of daily life in Central Park and the surrounding neighborhoods, particularly for residents of Central Park South. Many residents and visitors regard them as familiar presences. Each day, people interact with horses, and children often experience great joy when given the opportunity to touch or feed them. I have observed grandparents, schoolchildren, and tourists smiling as they meet the horses, and I have seen families take photographs and inquire about the horses by name. For many, these interactions create lasting memories and bring happiness to children. Additionally, the horses provide comfort and therapeutic value to visitors seeking stress relief, mental clarity, and peaceful moments in the park.

Our horses receive consistent veterinary care, daily grooming, appropriate nutrition, clean water, and adequate rest. Their well-being is ensured through New York City's comprehensive regulations, which include licensing, stable inspections, veterinary supervision, and restrictions based on weather conditions. The city mandates regular veterinary examinations and requires that horses be maintained in conditions subject to official review. During periods of extreme heat or cold, horses are not permitted to work. I have personally witnessed horses remaining in the stable during adverse weather, as required by regulations. I have also observed horses temporarily removed from service for minor health concerns and promptly referred to a veterinarian to prevent escalation. These regulations demonstrate that animal welfare is central to our profession.

There is a common misconception that carriage drivers do not care for their horses, but this does not reflect my experience. The horse I work with is my partner, and I treat him with respect each day. I am committed to his well-being and would never wish to see him suffer. I have devoted many hours to monitoring a horse's condition, seeking veterinary assistance, and remaining with him until his safety was assured. If I believed this profession was inherently cruel, I would not have dedicated 15 years of my life to it.

The horse carriage industry represents a significant aspect of New York City's history and culture. Visitors from across the globe come to Central Park to participate in this longstanding tradition. The industry supports not only drivers but also stable workers, farriers, veterinarians, feed suppliers, and numerous small businesses. It is a vital sector upon which many families depend on their livelihoods.

I recognize that the welfare of animals is a shared priority. I fully support reasonable enhancements to horse welfare that are grounded in scientific evidence, veterinary expertise, and practical experience. However, abolishing this industry would not benefit the horses and would deprive many hardworking families, including myself, of their livelihoods.

I respectfully urge the Council to consider the perspectives of those who work with these horses daily. I ask that decisions be informed by factual evidence rather than misconceptions, and that careful consideration be given to both the welfare of the horses and the families whose livelihoods depend on this honorable profession.
Thank you for your time and for reading my testimony.

Testimony of Abdurahim Sanginov
Regarding Intro 943 and Intro 937

My name is Abdurahim Sanginov, and I am a family member of horse carriage owner Naimjon Sanginov. For the past six years, my uncle has proudly operated his business, dedicating himself to the care, well-being, and dignity of his horses.

Two years ago, I achieved a lifelong dream of being accepted into a university. However, that dream quickly faced a major obstacle—finances. My parents were unable to afford my tuition, and it seemed that my opportunity for higher education was slipping away. At that critical moment, my uncle stepped in and made a life-changing decision: he committed to supporting my education financially. Because of his hard work and this business, I am now able to pursue my studies and continue working toward my American dream.

This business is not only a source of income for my uncle's family, but it has also directly changed my life. I have personally witnessed the level of care and dedication he gives to his horses. On extremely hot summer days, when temperatures reach 90–100 degrees, he still goes to the stable to wash, feed, and exercise them. Even in recent days, while my uncle has been outside of the United States, he has asked me to go to the stable to wash his horses and ensure they get proper exercise, especially during the heat when they are not working. This reflects the constant attention and responsibility he maintains for their well-being.

His horses, Champion and Bella, are not just working animals—they are beloved members of the family. His children visit them regularly, spending time with them, feeding them, and forming a genuine bond.

Every day, I see how much joy these horses bring to others. New Yorkers and tourists alike come to take photos, interact with the horses, and share meaningful moments with their families. Children bring carrots to feed them, laugh, and create memories. This is more than a business—it is a part of the city's culture and human connection.

Like my uncle, many horse carriage owners and drivers came to this country in pursuit of the American dream. This work provides them with stability, dignity, and the ability to support their families. At a time when even college graduates, including those in fields like computer science, are struggling to find stable employment due to rapid technological changes, it is vital to preserve existing, reliable jobs.

I respectfully urge you to consider the real human impact of this decision. Please do not take away the livelihoods of approximately 200 hardworking individuals and their families. Instead, I ask you to oppose Intro 943 and support Intro 937, which aims to improve the quality and regulation of this industry while allowing these workers to continue supporting their families and communities.

Thank you for your time and consideration.

Sincerely,
Abdurahim Sanginov

From: Achita Sharma
To: Testimony
Subject: [EXTERNAL] Support for Romanch"s Law – Ban Horse-Drawn Carriages in New York
Date: Thursday, July 16, 2026 1:14:08 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report suspected phishing emails with the Phish Alert Button or forward them to [redacted] as an attachment.

Respected Members of Council,

I am writing to express my wholehearted support for the ban on horse-drawn carriages in New York and to urge you to stand behind Romanch's Law.

No family should ever have to endure the unimaginable pain that ours lives with every single day.

On June 17, our beloved Romanch, just 18 years old, lost his life after a horse became uncontrollable. In his final moments, he acted with incredible courage, saving his mother's life. He had his entire future ahead of him—dreams to fulfill, milestones to achieve, and a lifetime waiting for him. Instead, his life was taken in a tragedy that we believe could have been prevented.

Had the proposed ban already been in effect, with horse-drawn carriages ending their operation as planned, this heartbreaking incident may never have happened. One decision could have saved a young life and spared an entire family from lifelong grief.

This is not just about our nephew. It is about ensuring that no other parent, sibling, child, or loved one has to experience such an irreversible loss. Public safety and animal welfare must come before preserving an outdated attraction.

We strongly support Romanch's Law and respectfully ask you to help make it a reality. Let Romanch's legacy be one that saves lives and prevents future tragedies.

Please stand with us. Ban horse-drawn carriages. Protect both people and horses. No other family should have to go through what we are living with

today.

Thank you for your time and for considering this urgent request.

Sincerely,

Achita Sharma

Sent from my iPhone

Council Members,

I stand here on behalf of Romanch Mahajan’s extended family. I strongly support passage of Intro 943, "Romanch's Law" to shut down horse-drawn carriages, and urge the Health Committee and entire Council to pass it in law immediately. We sent a vibrant, heroic 18-year-old boy on a dream vacation to your city. We received his body back in a coffin.

Romanch did not die of natural causes. He died because an outdated, unregulated tradition failed him. When that horse panicked and bolted without a driver, Romanch fell from the moving carriage while trying to protect his mother. His final act on this earth was one of pure bravery.This tragedy was entirely preventable. No tourist should face death for taking a carriage ride in Central Park. No family should ever have to endure the agonizing, permanent grief that we carry every single day.

Tradition can never justify the loss of human life. We urge you to pass Romanch’s Law immediately. Do not wait for another family to be shattered. Let his legacy be the moment New York City chose public safety over negligence.

Thank you!

Written Testimony
Adi Shmul

Wednesday, July 15, 2026
NYC Council Committee on Health

End NYC Horse Carriages

I am writing to express my support for legislation to end the use of horse drawn carriages in New York City. The practice of horse drawn carriages is a big concern for public safety and animal welfare. When you put horses in unethical, unnatural environments and situations, it puts not only the animal at risk but also the safety and health of New Yorker residents and tourists. The conditions in which the horses are kept are truly disturbing and unnatural. When they are not kept in these conditions, they are overworked and frightened. And being prey animals, can get spooked and flee out of pure instinct. Just look at what happened the other week with the tourist child being killed by the pressures and instincts of a horse fleeing under these conditions. It is a matter of public safety and animal welfare, and no amount of regulation or reform can prevent the next horse from spooking, bolting, and hurting or killing people or the horses themselves. Romanch's Law is the only solution to protect both people and horses.

I urge the nyc council to swiftly pass intro 943 to end the horse carriage industry, send horses to caring sanctuaries, and assist drivers in transitioning to new employment.

My name is Ahmed, I grew up in Hell's Kitchen, lived in NYC my whole life, live in the Bronx currently.

Even as a kid, seeing the horses pass sadly by with their carriages, it never made sense to me. Why are we making these poor horses stomp alongside traffic through all kinds of weather? I get that once upon a time we depended on horse carriages, but that time is long past, and the city we live in is hostile for them, between the cars and noise and people and traffic and weather ranging from the biting cold to the muggy heat. Is this what a horse's life should be? As a kid, the answer to that question was no, and it remains that way to this day, and I don't see how the answer can be any different for any compassionate individual.

July 3, 2026

RE: Carriage Horse Bill – NY

Dear Speaker Menin,

Thank you for your recent message regarding the future of New York City's carriage horse industry and for providing the opportunity to submit my testimony.

I have been a horse owner since I was a child. Horses have been part of my life for decades, and I know first-hand that they are sentient beings. They experience fear, stress, fatigue, pain, joy, and companionship. They trust humans to care for them, and with that trust comes a responsibility to protect them.

When I have visited New York City, I have seen carriage horses standing for hours in both sweltering summer heat and freezing winter weather. What I saw broke my heart. Many of the horses appeared tired and thin, with little muscle tone, standing on hard pavement with metal bits in their mouths for much of the day. I watched them trying to eat from small buckets while surrounded by constant traffic, blaring horns, fumes, and crowds. No animal deserves to spend its life in those conditions.

Supporters often argue that horse drawn carriages are part of New York city's history and tradition. I understand their historical significance. However, history should never be used to justify practices that no longer reflect our values. We are living in the 21st century. Our understanding of animal welfare has evolved, and we know far more today about the physical and psychological needs of horses than we did generations ago.

A truly compassionate society is measured by how it treats those who cannot speak for themselves. These horses have spent years serving the city and providing enjoyment for millions of visitors. They have earned the right to retire peacefully dash to graze in open fields, move freely, socialize with other horses, and live without the constant stress of traffic, noise, extreme weather, and confinement.

As legislators, you have an opportunity to demonstrate that New York City can honor its history while embracing a more humane future period ending the carriage horse industry is not about erasing tradition; It is about replacing an outdated practice with one that reflects today's standards of compassion and animal welfare.

I respectfully urge you to support legislation that ends the carriage horse industry and provides these horses with the safe, dignified retirement they deserve. Future generations will judge was not by the traditions we preserved, but by the compassion we showed when we knew we could do better. Thank you for your time and thoughtful consideration.

Respectfully,

Aixa Dengate – Horse Lover

From: Akanksha Dhiman
To: Testimony
Subject: [EXTERNAL]
Date: Thursday, July 16, 2026 9:22:32 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report suspected phishing emails with the Phish Alert Button or forward them to [redacted] as an attachment.

Subject : Support for Romanch's Law and the Ban on Horse-Drawn Carriages

Respected members of the council,

I am writing to express my strong support for Romanch's Law and for a complete ban on horse-drawn carriages.

The tragic death of 18-year-old Romanch is a heartbreaking reminder that preventable accidents can have devastating consequences. A young man with his entire life ahead of him lost his life while reportedly protecting his mother during an incident involving a horse-drawn carriage. No family should ever have to endure such an unimaginable loss.

This tragedy has highlighted the urgent need to reconsider the continued operation of horse-drawn carriages in busy urban environments. Public safety must always come first. If stronger safety measures or a ban had already been implemented, incidents like this might have been prevented.

Supporting Romanch's Law is about more than remembering one young life. It is about creating meaningful change that protects countless others in the future. It is also about recognizing that horse-drawn carriages pose risks not only to people but also to the horses that operate in congested city streets.

I respectfully urge policymakers to support Romanch's Law and take decisive action to end horse-drawn carriage operations. Let Romanch's legacy be one that inspires safer streets and prevents future tragedies.

No family should have to experience the grief and heartbreak caused by a preventable incident.

Thank you for your time and consideration.

Sincerely,

A Concerned Supporter

Council Members,

I stand here on behalf of Romanch Mahajan’s extended family. I strongly support passage of Intro 943, "Romanch's Law" to shut down horse-drawn carriages, and urge the Health Committee and entire Council to pass it in law immediately. We sent a vibrant, heroic 18-year-old boy on a dream vacation to your city. We received his body back in a coffin.

Romanch did not die of natural causes. He died because an outdated, unregulated tradition failed him. When that horse panicked and bolted without a driver, Romanch fell from the moving carriage while trying to protect his mother. His final act on this earth was one of pure bravery.This tragedy was entirely preventable. No tourist should face death for taking a carriage ride in Central Park. No family should ever have to endure the agonizing, permanent grief that we carry every single day.

Tradition can never justify the loss of human life. We urge you to pass Romanch’s Law immediately. Do not wait for another family to be shattered. Let his legacy be the moment New York City chose public safety over negligence.

Thank you!

WRITTEN TESTIMONY OF ALANNA BODMAN

In Opposition to Intro 943-2026

Submitted to the New York City Council Committee on Health following the July 15, 2026 public hearing

My name is Alanna Bodman. I have been a licensed New York City carriage driver since 2014 and have worked with approximately 200 individual horses, and I now own eight equines and six goats.

I am also an elected member of the carriage industry's self-policing Safety Committee. My colleagues have chosen and recommended me to serve as a representative for the carriage horses and our industry on the Rental Horse Advisory Board.

I have taken those responsibilities seriously. I have worked hard alongside other experienced horsemen and drivers to identify problems, improve safety practices and strengthen accountability within the business, although those efforts have repeatedly encountered political, administrative and practical obstacles.

I am not someone who believes the industry should never change. I have actively participated in trying to change it for the better.

That is precisely why I oppose Intro 943. This bill does not support those of us doing the difficult work of reform. It abandons that work and replaces it with elimination.

I attended the July 15 hearing on Intro 943 in person. I came prepared to listen respectfully to people on both sides, including the grieving family of Romanch Mahajan. Instead, I left horrified by what I witnessed.

Those of us opposing the bill waited nearly three hours before we were meaningfully permitted to speak. By then, many Council Members had left. While carriage drivers, horse owners, veterinarians, union representatives and others with direct experience were finally testifying, Council Members, including the Speaker, left the hearing room to be photographed posing with supporters of the ban. I watched members of the Council appear celebratory with the animal-rights crowd while we testified to a nearly empty room.

The Speaker had publicly announced her support for the ban on July 14, the day before the hearing that was supposedly being held to consider testimony.[1]

That should not be ignored.

A public hearing should be a place where minds remain open, not a ceremonial room where a decision already made is decorated with testimony.

The basic promise of procedural fairness is not merely that members of the public may speak. It is that decision-makers will listen before deciding.

The official social-media accounts of the New York City Council posted dramatic and sympathetic features about supporters of the ban. As of the submission of this testimony, I saw nothing comparable showing the people opposing it, the horses to whom we have devoted our lives, the workers whose livelihoods are at stake, or the extensive testimony offered by people who actually care for and work with these animals every day.

Individual Council Members then published their own posts portraying our industry and its workers as villains.

It felt like a kangaroo court. Not simply because some Council Members disagreed with us, but because the Council's conduct made our participation appear decorative. The photographs, public statements and one-sided official messaging conveyed that one side had already been declared morally righteous before the other side was permitted to finish speaking.

That is not meaningful public engagement. It is political theater performed with public resources.

Romanch Mahajan deserved better

I want to be absolutely clear about Romanch Mahajan.

He was eighteen years old. He came to New York with his family to celebrate his high-school graduation, and he should have returned home with them. His death was horrifying. It should never have happened. His parents' grief is unimaginable, and nothing in this testimony is intended as criticism of them.

Any parent in their position might understandably want the thing connected to their child's death erased from the world.

But it is the responsibility of lawmakers to determine what response is effective, proportionate and supported by the full record. Statistics do not reduce Romanch to a number. Statistics are how lawmakers make certain that policy is not determined by shock alone.

Romanch's death has been reported as the first known human fatality involving a Central Park carriage since carriage rides were introduced there more than 150 years ago. Reports following the incident state that the driver had dismounted to take a photograph, despite drivers not being permitted to leave the horse uncontrolled in that manner, and the horse bolted with no driver in the seat.[2]

That describes a specific human and procedural failure.

It points directly toward specific remedies: secure hitching posts, designated photography areas, strict rules governing when a driver may dismount, stronger practical examinations, meaningful discipline for unsafe conduct, continuing safety education and better management of traffic around the carriages.

It does not establish that every carriage, every driver, every horse and every carefully conducted ride is inherently unsafe.

By an industry estimate, approximately 3 million trips between the Manhattan stables and Central Park have been completed since the early 1980s. That figure does not even include the vastly greater number of actual passenger rides conducted within the Park. Across all those decades, one carriage incident has resulted in a human fatality.[3]

One death is one too many. But the rarity of the event matters when lawmakers are deciding whether the response should be targeted reform or total abolition.

Intro 943 was introduced on June 11, 2026. Romanch died on June 17. The bill and the campaign behind it existed before his death.[4]

His death may have become the final political catalyst, but it is not truthful to suggest that this legislation arose solely as a neutral response to his accident. Longstanding animal-rights organizations immediately incorporated a grieving family into a pre-existing abolition campaign.

The family's grief is sincere. The political campaign surrounding them is not new.

Their pain should not be used as a moral shield against questions, evidence or compromise. It is sickening to watch a family's unimaginable loss be absorbed into an agenda that existed before their tragedy and then used as a weapon against anyone who asks whether abolition is actually the wisest or safest response.

I believe that taking advantage of a family at its most vulnerable moment in order to advance a longstanding political campaign preys upon that family's grief, even when the family's own desire for action is entirely genuine and understandable.

Romanch deserves more than to become the final piece of campaign imagery for a decision politicians had already made.

He deserves a truthful investigation, individual accountability and reforms that directly address what failed.

New York ordinarily responds to danger with reform

Romanch's death should not be minimized by comparison to any other tragedy. The purpose of comparison is not to argue that his life mattered less. It is to examine how New York normally responds to risk, negligence and death.

In 2025, even during what the New York City Department of Transportation called the safest traffic year since recordkeeping began in 1910, 205 people died in New York City traffic. That was down from 253 deaths in 2024. The 2025 total included 111 pedestrians and 39 people killed in Manhattan alone.[5]

The City did not abolish taxis, Ubers, buses, tour buses, private vehicles or commercial traffic. It investigated crashes, redesigned streets, expanded enforcement and continued the work of Vision Zero.

From 2020 through 2023, e-bikes, stand-up scooters and mopeds were involved in eight of the city's 449 pedestrian fatalities and 1,276 of its 28,450 reported pedestrian injuries.[6]

The City Comptroller did not respond by recommending that every e-bike, scooter or moped disappear from New York. The recommendations included licensing, enforcement, infrastructure improvements, better data collection and a more coherent regulatory framework.

Central Park itself has experienced deaths and devastating injuries from risks unrelated to carriages.

In 2010, a six-month-old baby was killed by a falling branch at the Central Park Zoo. Her mother was also injured. Later that same year, a 46-year-old Brooklyn man was killed by a falling tree branch near East 67th Street.[7]

The City did not cut down Central Park. It inspected trees, reviewed failures and pursued changes in maintenance and oversight.

Pedestrians have also been killed by bicyclists inside Central Park. In 2014, Jill Tarlov, age 58, died after being struck by a racing cyclist. Only weeks earlier, 75-year-old Irving Schachter had died after another cyclist swerved into the running lane to avoid a pedicab. The New York City Department of Transportation recorded 309 crashes between cyclists and pedestrians citywide in 2013 alone.[8]

The Park must also contend with violent crime, electrical and infrastructure hazards, collisions among cyclists and pedestrians, e-bikes traveling where they should not, illegally motorized pedicabs, scooters, runners entering vehicle lanes, distracted visitors and the increasing mixture of incompatible traffic on its drives.

Stray or contact voltage is not an imaginary urban danger. In 2004, 30-year-old Jodie S. Lane was electrocuted after one of her dogs stepped onto an energized utility-vault cover in Manhattan and Lane came into contact with the electrical current while trying to help. Similar electrical hazards have continued to injure and kill animals and threaten people on New York City streets.[9]

Outside the Park, tourists and residents accept regulated risks when they enter taxis, Ubers, pedicabs, buses, subways, tour boats, cruise ships and sightseeing helicopters.

In March 2018, a doors-off sightseeing helicopter ditched in the East River. The pilot survived with minor injuries, but all five passengers drowned because they could not escape the harness-and-tether system used for the aerial photography flight.[10]

In April 2025, another New York sightseeing helicopter crashed into the Hudson River, killing six people: a family of five visiting from Spain and the pilot.[11]

In August 2025, a tour bus returning to New York City from Niagara Falls crashed on the New York State Thruway with 54 people aboard. Five passengers died and more than 40 people were evaluated or treated at hospitals.[12]

In Midtown Manhattan in 2025, a van driver struck two German tourists who were crossing with the walk signal near the New York Public Library. One, 50-year-old Alexandra Lewalter Maric, was killed.[13]

People have also been pushed or assaulted on New York subway platforms. In March 2026, 83-year-old Richard Williams died after a stranger shoved him from behind onto the tracks at the Lexington Avenue-63rd Street station. Two women visiting from Mexico had been shoved onto the tracks at a Lower East Side station in 2024, although they fortunately survived.[14]

None of these deaths or injuries is insignificant. None should be dismissed as merely the price of city life.

The point is that New York's usual response is to identify the failure, regulate the activity, correct dangerous conditions and punish reckless conduct. It does not normally seize upon one death as proof that an entire lawful activity, occupation or mode of transportation must cease to exist.

The City does not cut down Central Park because falling limbs have killed people. It inspects trees.

It does not eliminate bicycles because cyclists have killed pedestrians in Central Park. It discusses enforcement, speed, traffic design and separation.

It does not close the subway because people have been assaulted or pushed onto the tracks. It increases security and pursues physical and procedural safety measures.

It does not abolish traffic after hundreds of people die in a single year. It redesigns streets and calls the work Vision Zero.

It did not prohibit sightseeing helicopters after five passengers drowned in 2018 or after six more people were killed in 2025. It investigated the incidents and considered restrictions and stronger regulation.

Why, then, is reform considered an adequate response everywhere except here?

The extraordinary difference in the proposed response is evidence that this is not solely about one fatal incident. It is about a political and ideological campaign that has sought the elimination of the carriage industry for years.

Central Park was designed to accommodate horses

According to Frederick Law Olmsted and Calvert Vaux's design, Central Park originally contained three distinct categories of travel routes: pedestrian walkways, carriage drives and a bridle path. The Park's own historical account explains that these were intentionally separated because congested city streets posed safety concerns. Separating pedestrians, carriages and ridden horses offered visitors greater safety and peace of mind. [15]

The drives were carriage drives. They were not designed as undifferentiated corridors into which every possible form of modern transportation and recreation would eventually be crowded.

Today, horses and carriages must contend with large numbers of bicycles, runners, pedestrians, e-bikes, scooters and pedicabs, including pedicabs I have personally observed operating with illegal motors. They must also contend with visitors who often do not understand the flow of the drives, the meaning of traffic signals or how to behave around horses.

The City, the Parks Department and the Central Park Conservancy have allowed the separation envisioned in the original design to dissolve. They then point to the resulting congestion as evidence that horses no longer belong there.

Thousands of other vehicles and road users have been allowed to crowd drives originally intended for carriages and designed to remain separate from pedestrian and equestrian routes.

That dramatic transformation of the Park's traffic environment must be acknowledged in any honest safety discussion. The modern mixture of users is by no means free of serious injuries and fatalities.

Perhaps the carriage industry should become smaller. I am willing to discuss that honestly.

Gradual downsizing through attrition, park-only operations and stricter safety enforcement could preserve a smaller, safer and more highly regulated carriage industry without erasing it completely.

A smaller number of horses and licenses would also make other reforms more practical, including a stable within or immediately adjacent to the Park, dedicated areas for turnout and grazing, secure hitching posts and stronger separation from incompatible traffic.

But downsizing is not abolition.

Reform is not extinction.

A real compromise is available

I say this not only as a driver whose livelihood and horses are threatened, but as an elected member of our Safety Committee and a person chosen and recommended by my colleagues to serve as a carriage-horse representative on the Rental Horse Advisory Board.

I have already been working with others inside the industry to improve safety and accountability.

We have not refused reform.

We have faced repeated political, administrative and practical obstacles while trying to accomplish it.

The City should be helping responsible members of this industry develop, implement and enforce better standards, not using the existence of imperfect conditions as an excuse to destroy the entire business.

Those of us closest to the horses are not asking to be left entirely alone. We are asking to be treated as knowledgeable participants in the solution rather than predetermined villains whose testimony can be postponed, ignored or publicly distorted.

I am not asking the Council to pass Intro 937 unchanged. It is not perfect.

I am asking the Council to reject Intro 943 and develop a genuine compromise, drawing upon useful reform proposals already raised and going significantly further.

I am also asking that Intro 937 receive fair attention and a public hearing instead of being actively ignored despite strong pleas for it to be heard.

As of July 17, the Council's official legislative record shows that Intro 943 received its Committee on Health hearing on July 15 and was laid over in committee. Intro 937, introduced on the same date as Intro 943, remains listed only as introduced and referred to the Committee on Health. No hearing action is listed for it.[16]

Intro 937 includes proposals requiring the Rental Horse Advisory Board to study conditions and make recommendations, an annual survey and installation process for hitching posts, National Weather Service measurements for weather determinations, practical-examination criteria and probationary driver licensing.[17]

Those provisions are useful starting points, even if the bill requires revision and expansion.

A serious compromise package could include:

- A smaller industry reduced gradually through attrition rather than destroyed by law.
- Permanent, properly designed hitching posts, along with designated photography, loading, rest and watering areas, so no driver has any reason to leave a horse unsecured.
- Clear and enforceable rules governing when a driver may leave the carriage seat, including immediate discipline for leaving a horse without an appropriate person maintaining physical control.
- More demanding practical driver examinations, probationary licensing, continuing education, periodic refresher training and meaningful suspension or revocation for serious safety violations.
- Enforced separation of carriages from bicycles, e-bikes, illegally motorized pedicabs, scooters, runners and pedestrians on appropriate sections of the drives.
- An active and genuinely representative Rental Horse Advisory Board that includes experienced horsemen, equine veterinarians, carriage drivers, rental-horse owners, welfare specialists, union representatives and Central Park planners.
- A fair appointment process that does not allow seats intended to provide balanced expertise to default to openly abolitionist or otherwise biased individuals merely because qualified horse-industry applicants were not adequately recruited, processed or appointed.
- A stable within or immediately adjacent to Central Park, so horses would no longer need to travel through city traffic between the Park and the West Side stables. This would become substantially easier to facilitate with a downsized industry.
- At least one managed turnout or grazing area within the Park. A turnout area could be studied and implemented before the much larger process of constructing a Park stable is complete.

- Transparent and comparable incident reporting for all working-horse operations in the City, including carriage horses, Parks Department horses and NYPD mounted horses.

I have personally seen Parks Department horses allowed to graze beneath Pinebank Arch and in other areas without a handler holding a lead rope and without the horses being tethered.

If managed grazing is considered possible for agency horses, then a secure turnout or grazing area for carriage horses should at least be studied rather than dismissed as impossible.

The same city that seeks to eliminate carriage horses continues to use NYPD mounted horses and Parks Department horses.

I do not oppose those horses working.

Their value illustrates precisely why horses should not be driven out of every public role.

New York City's carriage-horse rules specifically guarantee no fewer than five weeks of vacation or furlough every twelve months at a facility providing daily access to paddock or pasture turnout. Carriage horses must also stop working at specified hot- and cold-weather thresholds, including 90 degrees Fahrenheit or higher, certain combinations beginning at 80 degrees under the Equine Heat Index, and 18 degrees or lower in winter. [18]

Mounted police horses and Parks Department horses are not licensed as rental horses and therefore are not governed by this same carriage-specific legal regime. They do not receive the same statutory five-week farm furlough under the carriage-horse law, nor are their working decisions controlled by the same carriage-specific temperature provisions.

That is not an argument that agency horses are completely unregulated. It is a comparison between two different regulatory systems.

In my years around working horses, I have also known of multiple accidents and deaths involving agency horses that received nothing resembling the sustained publicity, public incident cataloguing and political condemnation directed toward carriage horses.

I am not alleging a conspiracy, nor am I arguing that mounted units should be abolished.

I am pointing out that the reporting systems, degree of public scrutiny and political incentives are plainly unequal.

When an agency horse is involved in an incident, the City treats it as a matter to investigate and manage.

When a carriage horse is involved in an incident, abolitionists treat it as proof that our entire relationship with horses is immoral.

That is not a consistent safety standard.

I did not inherit this life. I fought to build it.

I was not born into a horse family.

When I was seven years old, I took a carriage ride in Montreal behind a mare named Queenie. The driver allowed me to hold the reins.

Allowing a young child to hold the reins in that manner is now widely considered unsafe and is generally not practiced or condoned, though it was common at that time. But it is undeniable that the encounter rooted itself in me.

It showed a child who did not come from money or horses that a life with these animals might somehow be possible.

Years later, I initially approached the carriage industry because I had heard the allegations against it and wanted to see the truth for myself. I volunteered around city horses, including with a therapeutic riding program hosted

by Chateau Stables, learned their care hands-on and eventually became licensed to drive in New York City in 2014.

What I discovered first-hand, to my delight and inspiration, was not a collection of objects being pulled around the Park.

I discovered individual horses with opinions, preferences, friendships, fears, confidence, intelligence and an enormous capacity for partnership.

Through this work, I met my fiancé, Kieran, as a fellow carriage driver working in Central Park.

We met as colleagues, each doing the demanding and highly specialized work of caring for and driving horses in New York City.

Our relationship grew from the life we shared around the horses.

Together, we now rent a farm upstate. Our hope was to retire our carriage horses there so that the animals who worked beside us could remain ours forever: not sold when they became less profitable, not passed from stranger to stranger, but kept safe and cared for by us for the remainder of their lives.

Kieran currently has a 26-year-old carriage horse named Blackie who is scheduled to retire at the end of this year.

Kieran brought Blackie into the industry in 2006. They have worked as partners for twenty years.

Blackie is not a tool for a business. He is Kieran's partner and a beloved member of our family.

We intend to keep him and allow him to live out his days with us. But that can only remain possible if our younger horses can take over the working legacy, support their own care and help finance the retirement of our older horses.

Proper horse care is exorbitantly expensive. Hay, land, feed, bedding, veterinary treatment, farrier care, dental care, medication, shelter, fencing and emergency care do not become free when a horse grows old.

I have devoted my adulthood to animals, but I am not independently wealthy.

My younger horses' work was intended to support the permanent retirement of my older horses.

That is not exploitation.

It is a multigenerational care plan.

I do not believe a horse becomes worthless when he can no longer work. I still own my first horse, whom I bought when I was twenty-three years old.

My promise to my horses has always been that once they are mine, I will do everything possible to keep them safe for the rest of their lives.

Intro 943 threatens my ability to keep that promise.

Abolition does not create retirement funding

National equine-welfare organizations are already operating under substantial pressure.

The Equine Welfare Data Collective reported that, by the end of 2023, participating equine-welfare organizations were operating at almost 95 percent capacity, with some regions exceeding 100 percent. More than 53 percent of horses entering those organizations had been surrendered directly by owners, commonly because of financial or personal hardship.

Its report on 2024 data found that more than half of horses entering shelter custody were still being surrendered by owners in need. It also found that organizations have consistently operated at higher capacity levels over time, reducing turnover and limiting their ability to accept additional horses.[19]

These are organizations already trying to help horses who have no secure home, no owner able to support them and no safe career.

Some sanctuaries and rescues are crying out for donations simply to maintain the horses they already have. Some well-intentioned facilities have themselves become overwhelmed, failed financially or required intervention when the number and needs of their horses exceeded their resources.

By current industry estimates, more than 150 carriage horses would be affected by abolition.[20]

Forcing more than 150 horses out of established homes and careers and expecting the rescue and sanctuary network to absorb them is not a sustainable welfare plan.

In practical capacity terms, every sanctuary or retirement spot occupied by a carriage horse who already had a loving owner, a home and a means of supporting his care is a spot unavailable to an at-risk horse who has none of those things.

Pushing 150-plus carriage horses into that network could therefore consume the capacity that might otherwise save 150-plus horses from neglect, abandonment, auctions or slaughter pipelines.

The result would not be 150 horses magically placed into limitless green sanctuaries.

It would be a reshuffling of a finite and already strained rescue system, with other vulnerable horses pushed farther down the line.

Intro 943 says carriage horses may not be sold or transferred for slaughter or for use in another horse-drawn cab business. It also creates a workforce-development program for human workers.[21]

But a prohibition on slaughter is not the same thing as funded lifetime care.

The bill does not make hay free. It does not pay farm rent for twenty years. It does not guarantee adequate sanctuary capacity. It does not create a permanent retirement trust for each horse. It does not ensure that a horse placed with a private farm or retirement home can never later be sold, dispersed or transferred beyond the original owner's control. It does not guarantee appropriate mental and physical stimulation required to maintain the health of these animals.

For owners who cannot personally care for retired horses as Kieran and I intend to do, the business's disappearance will also remove income and support structures that help secure responsible retirement placements.

I have seen what can happen when an apparently safe retirement arrangement collapses.

Bernard's owner experienced severe personal financial hardship. He trusted a farmer to care for his horse but became unable to pay the board. The farmer, trying to recover the unpaid cost of the horse's care, sold Bernard at auction.

That is the reality lawmakers must confront.

A promise that a horse will be "humanely disposed of" at the moment the industry closes does not guarantee what happens to that horse five months, five years or fifteen years later.

The safest long-term home for many of these horses is with the people who already know them, love them and have spent years planning for their retirement.

Destroying those people's livelihoods may make that outcome less likely, not more.

Horses are not machines.

But neither are they ornaments.

Work and love are not opposites.

A healthy horse can take pride and pleasure in purposeful, properly conditioned work with a trusted person.

The answer to bad horsemanship is better horsemanship.

The answer to unsafe conduct is enforcement.

The answer to congestion is thoughtful design.

The answer does not have to be making the horses disappear.

The human cost of making animals disappear

One of the greatest privileges of working with my horse in Central Park was watching children meet a horse for the first time.

Some had never stood beside an animal that large.

They would approach cautiously, touch a warm nose and suddenly light up. For a moment, a child surrounded by concrete, screens and machinery was in direct contact with another living species.

Those moments are deeply important in these changing times.

Horses are already disappearing from ordinary public life.

Fewer people grow up around farms. Fewer children understand how to approach, touch, read or care for a large animal. Increasingly, the only horse they encounter is a picture, a video or a digital simulation. Land is being sold to developers and bought up by foreign investors, shrinking acreage to keep horses and bale hay.

We are entering an age in which artificial intelligence can generate an image of a horse in seconds.

It cannot replace the warmth of a muzzle in a child's palm.

It cannot reproduce the smell of leather and hay, the movement of a breathing animal beside you, or the moral education that comes from learning to communicate with a being that does not speak your language.

Whatever its advocates' intentions, a politics that eliminates animals from every working and public role produces an extinctionist outcome.

The animals become abstractions.

They survive behind distant fences, in sanctuaries most children will never visit, or on screens, while human beings become more thoroughly sealed inside a technological world of our own creation.

Or, worse, animals who no longer have a viable place in human life end up neglected, abandoned, passed through auctions and slaughter pipelines, or bred in fewer and fewer numbers until they disappear from ordinary life entirely.

Many abolitionist activists already treat members of the public as villains merely for taking a carriage ride.

I have watched customers, including families with children, shouted at, filmed, followed, harassed and physically confronted because they were supposedly "supporting abuse." This conduct was serious enough to result in litigation and a preliminary injunction against NYCLASS and several individual activists. In 2017, the Appellate Division upheld restrictions after video evidence documented protesters harassing and intimidating drivers and customers, obstructing carriages, chasing moving carriages, physically interfering with people, and engaging in conduct near horses that threatened public safety.[22]

That movement is not satisfied by improving conditions. Its premise is that the human-animal working relationship is itself abusive.

I reject that premise.

Human beings have obligations to working animals: excellent care, competent handling, suitable equipment, proper conditioning, rest, veterinary treatment, safe conditions, retirement and respect.

Those obligations should be enforced rigorously.

But erasing the relationship is not the same thing as improving it.

Do not teach New York's children that compassion means making animals disappear.

Teach them that compassion means knowledge, responsibility, standards, accountability, partnership and lifelong care.

My request to the Council

Reject Intro 943.

Do not endorse any alternative bill unchanged merely because it is the only proposal currently available.

Give Intro 937 a fair hearing, consider its worthwhile provisions and use them as the beginning of a genuine negotiation rather than the end of one.

Bring experienced drivers, equine veterinarians, horse owners, union representatives, welfare experts, Central Park planners and responsible critics together.

Include those of us who have already been elected or selected by our colleagues to work on industry safety and horse welfare.

Consider downsizing through attrition.

Install permanent hitching posts.

Create secure photography, loading, watering and rest areas.

Restore separation among incompatible forms of traffic.

Build a Park or Park-adjacent stable.

Create turnout and grazing space, even if a turnout area must precede the stable.

Strengthen practical testing and continuing education.

Enforce consequences for individual wrongdoing.

Create transparent incident reporting for all working-horse operations, including city agencies.

Most importantly, hold a process in which opposition testimony is not delayed until the room has emptied and the political celebration has already begun.

Romanch Mahajan's death deserves truth, accountability and reform.

It should not be converted into a blank check for a campaign that existed before he died.

A fatal human failure should not be used to erase every responsible driver, destroy an entire lawful occupation, jeopardize the long-term security of more than 150 horses and sever one of New York's last living connections between ordinary people and animals.

A smaller, safer, park-centered carriage industry is a compromise.

Extinction is not.

Please reject Intro 943 and undertake the harder, more honest work of reform.

Endnotes and Sources

[1] New York City Council, "Speaker Julie Menin Announces Support for Romanch's Law to End Horse-Drawn Carriages in Central Park," July 14, 2026. The announcement identifies Menin as the first sitting Council Speaker to support legislation ending the carriage industry and states that the Council would formally begin considering the legislation at the following day's hearing.

URL: https://council.nyc.gov/press/2026/07/14/3175/

[2] NBC New York reported that Romanch Mahajan was believed to be the first person killed in a Central Park horse-carriage accident since carriage rides were introduced there more than 150 years ago. The Associated Press reported that the driver had dismounted to photograph the passengers, contrary to applicable rules, when the horse bolted.

NBC New York URL: https://www.nbcnewyork.com/manhattan/central-park-horse-carriage-rides-return-after-18-year-old-tourists-freak-death/6516852/

Associated Press URL: https://apnews.com/article/fb31eec155066042d13b2b5dd1ce7f3a

[3] The estimate of approximately 3 million trips between the Manhattan stables and Central Park since the early 1980s is an industry estimate supplied by the author. It is not presented as an independently published City statistic. It also does not include the much larger number of passenger rides conducted after the carriages entered Central Park.

[4] The New York City Council's official legislative record shows that Intro 943 was introduced and referred to the Committee on Health on June 11, 2026. Romanch Mahajan was fatally injured in the carriage incident on June 17, 2026. The bill would prohibit horse-drawn cab operations beginning June 1, 2028.

Council legislative record URL: https://legistar.council.nyc.gov/LegislationDetail.aspx?GUID=53C552B4-4BC2-41DA-A14A-560E74E7F3E1&ID=8067835&Options=ID%7CText%7C&Search=marte

Associated Press incident report URL: https://apnews.com/article/fb31eec155066042d13b2b5dd1ce7f3a

[5] The New York City Department of Transportation reported 205 traffic deaths in 2025, down from 253 in 2024. The 2025 total included 111 pedestrian deaths and 39 total traffic deaths in Manhattan.

URL: https://www.nyc.gov/html/dot/html/pr2026/traffic-deaths-reach-all-time-low.shtml

[6] The New York City Comptroller reported that e-bikes, stand-up scooters and mopeds were involved in eight of the 449 pedestrian fatalities recorded from 2020 through 2023. Those vehicles were also involved in 1,276 of the 28,450 pedestrian injuries recorded during that period.

URL: https://comptroller.nyc.gov/reports/street-safety-in-the-era-of-micromobility/

[7] A six-month-old baby was killed and her mother injured when a tree branch fell at the Central Park Zoo in June 2010. In February of that year, 46-year-old Brooklyn resident Elmaz Qyra was killed by a falling tree branch near East 67th Street in Central Park.

Baby's death, NBC New York URL: https://www.nbcnewyork.com/news/local/baby-killed-by-tree-branch-at-central-park-zoo/1891182/

Elmaz Qyra, ABC7 New York URL: https://abc7ny.com/archive/7298147/

[8] Jill Tarlov died in September 2014 after being struck by a cyclist in Central Park. Earlier that summer, 75-year-old Irving Schachter died following another collision with a cyclist in the Park. Contemporary reporting cited New York City Department of Transportation data showing 309 cyclist-pedestrian crashes citywide in 2013.

The New Yorker URL: https://www.newyorker.com/news/news-desk/bicycle-crash-kills-another-pedestrian-central-park

Gothamist URL: https://gothamist.com/news/cops-crack-down-on-central-park-cyclists-in-wake-of-pedestrian-death

[9] Jodie S. Lane, a 30-year-old Columbia University graduate student, was electrocuted in Manhattan in January 2004 after one of her dogs stepped onto an energized metal utility-box cover and Lane came into contact with the electrical current while attempting to help.

Los Angeles Times URL: https://www.latimes.com/archives/la-xpm-2004-feb-01-na-shock1-story.html

The Guardian URL: https://www.theguardian.com/world/2004/nov/25/usa.garyyounge

[10] The National Transportation Safety Board found that the pilot sustained minor injuries but all five passengers drowned following the March 11, 2018 East River sightseeing-helicopter accident. The investigation examined the passengers' inability to escape from the supplemental restraint system.

NTSB investigation URL: https://www.ntsb.gov/investigations/Pages/ERA18MA099.aspx

NTSB accident report URL: https://www.ntsb.gov/investigations/AccidentReports/Reports/AAR1904.pdf

[11] A sightseeing helicopter broke apart and crashed into the Hudson River on April 10, 2025. All six occupants were killed: a family of five visiting from Spain and the pilot.

Associated Press URL: https://apnews.com/article/new-york-helicopter-crash-e0368ea529659ee1513d92dcbf05a28d

[12] A tour bus returning to New York City from Niagara Falls crashed and rolled on Interstate 90 in August 2025. The bus carried 54 people. Five passengers died, and more than 40 people were evaluated or treated following the crash.

PBS NewsHour URL: https://www.pbs.org/newshour/nation/new-york-tour-bus-crash-on-interstate-leaves-multiple-people-dead-and-injured-police-say

[13] In September 2025, a van driver struck two German tourists near Fifth Avenue and East 40th Street as they crossed with the right of way. Fifty-year-old Alexandra Sabine Lewalter Maric was killed, and her husband suffered serious injuries.

NBC New York URL: https://www.nbcnewyork.com/manhattan/driver-arrested-midtown-struck-german-tourists/6396479/

CBS New York URL: https://www.cbsnews.com/newyork/news/nyc-midtown-deadly-hit-and-run/

[14] Eighty-three-year-old Richard Williams died in March 2026 after a stranger allegedly shoved him from behind onto the tracks at the Lexington Avenue-63rd Street subway station. Another man was also pushed onto the tracks during the same incident and survived.

Associated Press URL: https://apnews.com/article/b23094ac471ae0c48092ebb950b40a92

NBC New York URL: https://www.nbcnewyork.com/news/local/crime-and-courts/nyc-murder-charge-deadly-subway-platform-shove-83-year-old/6483369/

[15] The Central Park Conservancy explains that Frederick Law Olmsted and Calvert Vaux designed three distinct categories of pathways within Central Park: pedestrian walkways, carriage drives and a bridle path. The systems were separated to limit interactions among potentially conflicting forms of traffic and to improve safety.

Central Park Conservancy, "How Central Park Was Designed as a Park for the People":

URL: https://www.centralparknyc.org/articles/peoples-park-design

Central Park Conservancy, "The History of Central Park's Drives":

URL: https://www.centralparknyc.org/the-history-of-central-parks-drives

[16] As of July 17, 2026, the Council's official record shows that Intro 943 received a Committee on Health hearing on July 15 and was laid over in committee. The legislative history for Intro 937 lists its introduction and referral to the Committee on Health but does not list a public committee hearing.

Intro 943 legislative record URL: https://legistar.council.nyc.gov/LegislationDetail.aspx?GUID=53C552B4-4BC2-41DA-A14A-560E74E7F3E1&ID=8067835&Options=ID%7CText%7C&Search=marte

July 15 Committee on Health meeting record URL: https://legistar.council.nyc.gov/MeetingDetail.aspx?GUID=E7D597B7-AFD7-4AB0-B21F-8E4F254CA003&ID=1425278&Options=info%7C&Search=

Intro 937 legislative record URL: https://legistar.council.nyc.gov/LegislationDetail.aspx?GUID=91764453-1371-41EA-8A4A-E0297BE784E8&ID=8067779&Options=ID%7CText%7C&Search=0937

[17] Intro 937 proposes, among other things, Rental Horse Advisory Board study and recommendations, an annual survey and installation process for hitching posts, use of National Weather Service measurements for weather determinations, practical-examination requirements and probationary driver licensing.

URL: https://legistar.council.nyc.gov/LegislationDetail.aspx?GUID=91764453-1371-41EA-8A4A-E0297BE784E8&ID=8067779&Options=ID%7CText%7C&Search=0937

[18] The New York City Department of Health states that carriage horses must receive at least five weeks of vacation or furlough during every twelve-month period at a facility providing daily access to paddock or pasture turnout. The Department also lists carriage-specific weather restrictions, including cessation of work at 90 degrees Fahrenheit or higher, at certain Equine Heat Index combinations beginning at 80 degrees, and at 18 degrees Fahrenheit or lower.

URL: https://www.nyc.gov/site/doh/health/health-topics/caring-for-horses-working-in-nyc.page

[19] The Equine Welfare Data Collective reported that, at the end of 2023, participating equine-welfare organizations were operating at almost 95 percent capacity, with some regions exceeding 100 percent. Owner relinquishment accounted for 53.13 percent of reported intakes. Its subsequent report concerning 2024 data stated that more than half of horses entering shelter custody continued to be surrendered directly by owners in need.

Equine Welfare Data Collective Report 7 summary:

URL: https://unitedhorsecoalition.org/equine-welfare-data-collective-releases-seventh-report/

Equine Welfare Data Collective Report 7 PDF:

URL: https://unitedhorsecoalition.org/wp-content/uploads/2025/02/EWDC-REPORT-7-FINAL.pdf

Equine Welfare Data Collective Report 8 summary:

URL: https://unitedhorsecoalition.org/equine-welfare-data-collective-releases-report-8/

[20] The estimate that more than 150 carriage horses would currently be affected by abolition is an industry estimate supplied by the author. It is identified as an estimate because publicly available City information does not provide a sufficiently current and consistent count of every licensed and actively working carriage horse as of July 2026.

[21] Intro 943 would prohibit the issuance of new horse-drawn-cab licenses, prohibit horse-drawn-cab operations beginning June 1, 2028, require what the bill describes as the humane disposition of carriage horses, prohibit transfer for slaughter or use in another horse-drawn-cab business, and establish a workforce-development program for affected workers. The bill text does not establish a funded lifetime-care or retirement program for each affected horse.

URL: https://legistar.council.nyc.gov/LegislationDetail.aspx?GUID=53C552B4-4BC2-41DA-A14A-560E74E7F3E1&ID=8067835&Options=ID%7CText%7C&Search=marte

[22] Central Park Sightseeing LLC v. New Yorkers for Clean, Livable & Safe Streets, Inc., 157 A.D.3d 28, 66 N.Y.S.3d 477 (1st Dep't 2017). The Appellate Division upheld, with modifications, a preliminary injunction against NYCLASS and several individual activists after video evidence showed protesters harassing, threatening and intimidating carriage drivers, customers and prospective customers, including families with young children; obstructing access to and the movement of carriages; chasing moving carriages; physically touching people; and engaging in loud, aggressive conduct near horses that frightened them and endangered public safety. The court held that protesters remained free to express their views but could not obstruct lawful carriage operations, interfere physically with customers or horses, disrupt traffic, or create safety hazards. It also approved a nine-foot, consent-based buffer around customers in carriage loading and unloading areas and upheld restrictions on handing literature to passengers inside moving carriages.

URL: https://law.justia.com/cases/new-york/appellate-division-first-department/2017/656416-16-4281.html


VACCINATED
FOR COVID

Testimony in Support of Romanch's Law

I support Romanch's Law because I believe horses deserve living and working conditions that prioritize their welfare over entertainment.

Horse-drawn carriage horses in New York City work in one of the busiest urban environments in the world. They are exposed to heavy traffic, loud noises, extreme heat and cold, and the constant risks associated with sharing crowded streets with vehicles, cyclists, and pedestrians. Even with regulations in place, accidents can and do happen, placing both horses and people at risk.

These horses are powerful, intelligent animals that evolved to move freely across open spaces—not to spend long hours navigating congested city streets. While many carriage operators care deeply for their horses, the environment itself presents unavoidable challenges that cannot be fully eliminated through oversight alone.

I believe New York can honor its history while embracing more humane alternatives that do not rely on horses working in these conditions. Supporting Romanch's Law is an opportunity to improve animal welfare, enhance public safety, and reflect modern standards of compassionate treatment.

Thank you for considering this important legislation.

Sincerely,
Alaura Keoshgerian

Written Testimony Regarding Intro 943

To the City Council:

We need to bring this practice to an immediate conclusion. It is fundamentally wrong to subject these wonderful, sentient beings to such conditions. Our streets are entirely too crowded and loud, and forcing them to labor through intense summer heat and heavy winter snow is deeply unjust.

How can we allow this to continue? Commercial tourist entertainment is simply not worth the suffering inflicted on these creatures. This issue ultimately speaks directly to our collective conscience. We must stop this mistreatment and refuse to exploit the voiceless. Please vote in favor of Romanch's Law.

Respectfully,
Alessia Bilbao

July 15, 2026
To: The Honorable Members of the New York City Council Committee on Health
From: Alex Lubman, Upper West Side, lubmania@gmail.com
Subject: Testimony in Support of Intro 943 (Romanch's Law)

New York City has so much to be known for and so many qualities to take pride in. Horses controlled by the yanking of painful steel in their mouths as they carry people among traffic is not one of them. The memory of New York City a tourist takes home should not be one predicated on an animal's distress for their pleasure. The time is now to finally put an end to openly inhumane entertainment on our streets and in our park. There are safe and kind alternatives for these horses' lives, and elected officials are able to commit City resources to programs supporting the transition of current carriage drivers' livelihoods. Let us prevent people from associating New York City with exhausted horses collapsing in the streets from heat and lack of care, from seeing large animals catching lung-fulls of car and bus exhausts from right under their noses, and in some cases, from being privy to the natural reactions of these horses that can endanger pedestrian, rider, and motorist safety.

Thank you, Speaker Menin, for taking a stand in your role to assert the need for the actions proposed by Intro 943, and thank you to the Council Members who have sponsored this bill. Your efforts can save and improve lives across multiple species, and New Yorkers are ready to see this bill turned into law as quickly as possible.

I urge the Committee to vote YES on Intro 943.

I appreciate your attention to this grave matter.

Sincerely,
Alex Lubman

From: New York City Council
To: Testimony
Subject: Wed, Jul 15 2026 @ 10:00 AM - Committee on Health
Date: Friday, July 17, 2026 7:07:01 PM

Attendee will be: Submitting written testimony
[redacted]
Attendee name (Zoom name): Alexa Sessa
[redacted]
Hearing: Wed, Jul 15 2026 @ 10:00 AM - Committee on Health
Subject of testimony: I urge the New York City Council to pass Intro 943, also known as Romanch's Law, to end the horse carriage industry, retire the horses to loving sanctuaries. As someone who works in veterinary medicine, I believe we have a responsibility to advocate for the welfare of animals, and I respectfully ask you to support this legislation.
Organization: Self
Organization if "Other":

If a testimony was uploaded, it will be in the attachments.

City Council Testimony | Alexander Kemp

The New York City Council's Committee on Health is once again considering a bill that would end the 167-year tradition of carriage horses and carriage rides in Central Park. It's the wrong move and better alternatives exists.

Intro 943 would throw about 150 immigrant workers and their families into economic ruin. A ban would also force carriage drivers and owners to give up a combined 200 horses with which they have developed strong emotional bonds. And it would put these horses at risk of horrific fates; thousands of horses in the United States already are slaughtered or euthanized every year because they don't have owners financially willing or able to care for them or sanctuaries that can take them in.

We all remain shocked and devastated by the tragic death of Romanch Mahajan. This was, however, the first passenger fatality in the 167-year-old industry. At least 28 people, meanwhile, have died in accidents involving two-wheeled motorized vehicles in the first six months of this year alone. That doesn't mitigate the pain Romanch's

family is going through. We know that. But when deciding whether an entire industry should be eliminated, I respectfully suggest that context should be part of the discussion.

I recognize the pressure Council Members are feeling from the phone calls, emails and social media posts by animal rights fundamentalists. They have seized on this unprecedented tragedy to achieve their decades-long goal of banning carriages rides. They misguidedly believe that a horse doing such physical activity is cruel, despite scientific and veterinary medical evidence to the contrary.

Far from creating jobs for carriage drivers, as proponents falsely claim, Intro 943 only has a vague two-sentence reference to creating a workforce development program. That's little comfort to someone who has spent their entire adult life working with horses and has a family to feed.

More than 60 carriage owners, meanwhile, spent or have borrowed hundreds of thousands of dollars individually to buy city-issued carriage medallions, which are like city-issued yellow taxi medallions.

This bill says nothing about compensating these hardworking men and women whose life savings and investment would be eliminated.

There is an alternative. The city can take many steps short of a devastating ban. It could send inspectors regularly to the park to ensure drivers are fully complying with rules and regulations aimed at preventing horses from getting loose. It can and should install hitching posts and other safety infrastructure for drivers to tether their horses when idle as an extra safeguard.

Polling suggests that's exactly what New Yorkers want - safeguards. And that is why we support Intro 937, – a horse welfare, safety, and job protection act that would provide further oversight and infrastructure that will lead to transparency and accountability.

We aren't running from government scrutiny. We welcome it!

Instead of rushing to discard workers' livelihoods and an age-old New York tradition, I urge the City Council to pause efforts to ban this industry, which would cause so much collateral damage. The Council can instead govern and enact new safety measures, including

enhanced driver training, tougher driver exams, and installation of hitching posts.

Many cities around the world still have carriage rides, including Charleston, New Orleans, Vienna, Prague, Rome, Seville and Dublin. New York City can create a model system that preserves history and horses and sustains immigrant workers who came here seeking their American Dream.

Honorable NYC Council Members,

I did not write this, but I think it is very true and I received the approval to send it on to you from the writer. I hope it makes an impression on you, as it did on me. Thank you.

The phrase has become a ubiquitous refrain in comment sections and social media debates: "Don't worry, the rescues will take them."

It is a sentiment born of good intentions, but it is fundamentally disconnected from the harsh reality of animal welfare. To view the local rescue as an infinite safety net is to ignore the precarious reality of these organizations. Most are already operating at a breaking point, stretching their limited funds and man-hours to the absolute limit. They are the triage centers for the abandoned, the neglected, and the infirm.

Now, add the draft horse to this equation, and the structural integrity of this "safety net" begins to snap.

Draft horses are not simply "big horses." They are specialized animals with specialized needs. They require heavy-duty fencing, massive quantities of high-quality forage, and specialized farrier care that can cost double or triple that of an average riding horse. Many of these animals are accustomed to daily, structured interaction, high-calorie diets, and purposeful work. When you remove that structure—when you consign a creature bred for cooperation and labor to a crowded, underfunded rescue paddock—the physical and psychological consequences are immediate.

We aren't just talking about a change of scenery. We are talking about horses that become depressed, stall-bound, and physically compromised. Without the ability to perform the work they were bred for, their muscle tone deteriorates, their joints suffer, and their spirits wither. A rescue that cannot provide a draft horse with the specialized care it demands isn't a salvation; it is merely a waiting room for chronic lameness and behavioral decay.

But there is a broader, more existential tragedy at play here. When people campaign to end the ownership or the "working" of these breeds under the guise of "protection," they are inadvertently engineering the extinction of the very animals they claim to love.

The draft horse exists because of a symbiotic relationship with humanity. Breeders have spent centuries refining these animals specifically for their utility and temperament. If

you remove the necessity for them—if you render them "unusable" in the public eye—the market collapses. When the market collapses, the incentive for breeders to preserve bloodlines vanishes. They stop breeding. The knowledge of how to manage, train, and maintain these magnificent animals begins to die out with the older generation of horsemen.

People fail to realize that by trying to "save" the draft horse from the supposed burden of work, they are closing the door on the breed’s future. An animal that serves no purpose—and for which there is no economic or practical demand—is an animal that ceases to populate the earth.

True conservation doesn’t come from removing a breed from the human experience; it comes from ensuring there is a place for them within it. When you eliminate the function of the draft horse, you don't grant them freedom; you grant them a quiet, inevitable exit from existence. In our rush to "protect" them, we are systematically dismantling the very infrastructure that keeps them alive.

Thank you,

Alexandra Bontempo

July 15, 2026

Testimony in Support of Romanch's Law

To whom it may concern,

My name is Alexandra Jensen, and I am writing today in strong support of Romanch's Law.

The tragic death of Romanch Mahajan was a heartbreaking reminder that horse-drawn carriage rides are not just an animal welfare issue—they are also a serious public health and safety issue.

Horse-drawn carriages do not belong on the busy streets of New York City. Horses are forced to work in congested traffic, amongst construction, sirens, loud noises, and extreme weather. These are inhumane conditions for animals. Even the best-trained horse cannot predict or control the chaos of city streets. Beyond the streets, these horses often spend much of their lives confined to small stalls with little opportunity to move freely or access a pasture.

When horses become frightened or collapse from exhaustion and inadequate care, both they and the public are put at risk. Over the years, there have been numerous incidents involving runaway horses, collisions, injuries, and horses collapsing in harness. Every ride carries the potential for harm to the horse, passengers, drivers, pedestrians, and motorists.

Tradition should never outweigh compassion or healthy and safety. Romanch's Law protects both people and horses by ending an outdated practice while providing for the humane retirement of the horses and support for affected workers as they transition to new opportunities.

I respectfully urge you to vote YES on Romanch's Law.

Thank you for your time and consideration.

Alexandra Jensen 07/15/2026

From: Alexis
To: Testimony
Subject: [EXTERNAL] Please End Horse Drawn Carriages in New York City
Date: Sunday, July 19, 2026 10:14:33 AM

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Dear Council Member,

I am writing to urge you to take immediate action to end horse drawn carriage rides in New York City.

These horses are forced to work in heavy traffic, surrounded by constant noise, exhaust fumes, extreme weather, and crowded streets. No animal should have to spend its life pulling carriages through one of the busiest cities in the world for entertainment!!!!

New York City has the opportunity to lead with compassion by replacing this outdated industry with humane alternatives while supporting workers through a fair transition. Public safety is also a concern, as accidents involving carriage horses continue to put both the animals and people at risk.

I respectfully ask you to make ending horse drawn carriage rides a priority. These horses deserve retirement, care, and a life free from the stress and dangers of city streets!!

Sincerely,

Alexis Ardolino

Dear Council Members,

I have supported Ryder's Law, now known as Romanch's Law, for more than a decade. I am a lifelong New Yorker, and I grew up with the Central Park carriage horses as a familiar and beloved city institution. But institutions must evolve when we recognize that they cause suffering.

I believe the measure of a society is how it treats those who have no voice. The carriage horses cannot choose whether to work in extreme heat or cold, spend long hours walking on hard pavement, or navigate congested and dangerous city streets. Too many horses have collapsed, been injured, or died on our watch. Allowing this to continue is shameful and inconsistent with the humane values New York should represent.

We are responsible for being compassionate stewards of the animals in our care. Tradition alone is not a sufficient reason to continue subjecting horses to conditions that compromise their safety and well-being. It is time for New York City to move forward with a humane alternative that protects workers while ending the exploitation of these animals.

Please support and pass Romanch's Law. The carriage horses have no voice in this decision, so I am asking you to use yours on their behalf.

Sincerely,

Alexis Schoenberg

Council Members,

I stand here on behalf of Romanch Mahajan’s extended family. I strongly support passage of Intro 943, "Romanch's Law" to shut down horse-drawn carriages, and urge the Health Committee and entire Council to pass it in law immediately. We sent a vibrant, heroic 18-year-old boy on a dream vacation to your city. We received his body back in a coffin.

Romanch did not die of natural causes. He died because an outdated, unregulated tradition failed him. When that horse panicked and bolted without a driver, Romanch fell from the moving carriage while trying to protect his mother. His final act on this earth was one of pure bravery.This tragedy was entirely preventable. No tourist should face death for taking a carriage ride in Central Park. No family should ever have to endure the agonizing, permanent grief that we carry every single day.

Tradition can never justify the loss of human life. We urge you to pass Romanch’s Law immediately. Do not wait for another family to be shattered. Let his legacy be the moment New York City chose public safety over negligence.

Thank you!

To Whom It May Concern: July 17, 2026

I urge the New York City Council to swiftly pass Intro 943, also known as Romanch's Law, to end the horse carriage industry, send the horses to loving sanctuaries, and help drivers transition to new employment.

As a New York City resident who frequently walks her dog through Central Park, I am constantly coming face to face with the horses who are forced to work through awful conditions. From the extreme heat we have seen throughout this Summer and past Summers, it is quite alarming to see these horses working both in hot temperatures and late into the evening.

Please find a picture that I took of one of the Central Park horse carriages below working on Monday, June 8th, 2026, at 9:22PM at night.



Unfortunately, the horses cannot speak up for their rights. As a New Yorker who has seen the horses forced through these dangerous work conditions first-hand, I hope that the New York City Council acts quickly to pass Intro 943.

Thank You,

Allison Meyer

Allison Meyer

Good morning, Chairperson and members of the Committee on Health. My name is Allison Sole, and I live on the Upper West Side.

Thank you, Speaker Menin, for your historic leadership. By backing Romanch's Law last night, you proved this Council will no longer look the other way.

For too long, the horse carriage industry has scapegoated its tragedies—from decades of horse deaths to the devastating loss of 18-year-old Romanch Mahajan.

Polls show 70% of New Yorkers want this exploitation gone. As a daily Central Park dog walker who now avoids the West 72nd Street entrance to spare my own heartbreak, I routinely witness the reality. Drivers sit staring into their phones, ignoring horses that are visibly malnourished and lame—exhibiting the classic head jerk and leg raise of an animal in pain.

The industry defends this with mandated 5-week furloughs outside the city. But let's be honest about the pipeline: many are originally purchased from Pennsylvania Amish country after years of exhausting farm labor where whipping is well-documented. Even if they are allegedly resting during furlough, that environment follows them; one driver admitted to me that his horse returned with a fresh whip gash on its nose.

When these horses can no longer log 12-hour days on concrete or return on congested city streets to poorly ventilated, fire-hazardous stables, DOH data shows a massive turnover rate. They are routinely dumped back into auctions, facing farm labor or slaughter, with zero verification of true retirement.

This is purely a tourist attraction, <u>not</u> a city necessity. Please pass Intro 943, mandate proof of safe retirement, and transition drivers into alternative employment. For Romanch and Ryder, I thank you for your consideration.

Dear New York City Council,

I am writing in strong support of Intro 943.

The hearing this past week allowed people to speak to what most New Yorkers wholeheartedly believe.

We have heard stories of heartbreak, fear, loss, and hope. We have heard from people who have spent years advocating for these horses, from experts who understand their needs, and from New Yorkers who simply cannot reconcile what we know about animals with what we continue to ask them to endure.

This bill is not about condemning the people who have worked in the carriage industry. Many drivers care deeply for their horses. But caring about an individual horse does not change the reality that New York City is fundamentally incompatible with horse-drawn carriages.

A horse is not a machine. Horses are prey animals. They are sensitive, perceptive, and built to move freely. Yet every day we ask them to stand for hours amid blaring sirens, jackhammers, buses, taxis, delivery trucks, impatient drivers, bicycles, crowds of tourists, and constant chaos. No amount of regulation can transform one of the busiest urban environments in the world into a place that is appropriate for horses.

This is also about public safety. Time and again, horses have been injured, have collapsed, have bolted, or have become frightened in unpredictable city conditions. When that happens, the consequences extend beyond the horses themselves. Innocent people are put at risk as well. We have had a tragedy, the loss of a young life, and need to prevent anything like that from happening again. We cannot continue pretending these incidents are isolated when they stem from an environment that was never designed for horses.

Tradition, by itself, is not a reason to preserve a practice. New York has never been a city that clings to outdated customs simply because they have existed for a long time. We evolve. We adapt. We do better when we know better.

There was a time when horses were an essential part of transportation in this city. That time has passed. Today they pull carriages solely for entertainment. That is not an essential purpose, and it is not one that justifies asking living, feeling animals to spend their lives navigating Midtown Manhattan.

I also appreciate that Intro 943 recognizes the dignity of the workers whose livelihoods are connected to this industry. This legislation is not about abandoning people. It creates a pathway for transition while ensuring that the horses themselves are protected and humanely rehomed rather than discarded. Compassion should never require

choosing between people and animals. This bill recognizes that we can care for both.

The people of New York are ready for this change. Recent polling shows that a strong majority of New Yorkers support ending horse-drawn carriages. Across boroughs and across communities, people recognize that this is not the future they want for our city.

Every generation has an opportunity to decide what kind of city it wants to leave behind.

I hope this Council chooses to leave behind a city that values compassion over nostalgia, progress over inertia, and kindness over entertainment.

Years from now, I believe New Yorkers will look back and wonder why this practice lasted as long as it did. You have the opportunity to ensure that future begins now.

Please vote yes on Intro 943.

Thank you for your consideration.

Allison Thaler

New Yorker

Dear Council,

I am in favor of Intro 943, to ban horse carriages in NYC. Please follow other cities' leads and ban them ASAP! Even a two year phase-out is too long. More horses and possibly people will die. More accidents will happen. This should be a case of emergency management; how does a human death not qualify for this?

I grew up in East Texas and had 4 horses from age 5-17; my daddy was a cowboy. He taught us at an early age of 5 how highly sensitive horses are and that we should watch out for snakes when riding as they spook horses. He also would not allow us to get on any roads or ride when it was thundering, as traffic and loud noises scare them. Well one day, our horse got spooked by a snake and threw my sister and I off. Her leg was broken but I was okay. My dad was right.

When we rode, we were only allowed a couple of hours at a time as the horses needed shade, plenty of water, food and rest. This is simply standard for the horses across the board. I grew up going to horse clinics and showing my horses, and again, the first thing we were always taught was the sensitive nature of horses. To not risk them or us getting hurt, by putting them anywhere near traffic. For a small town, there wasn't much anyways, but even that was too much. I was thought this at my horse clinics too.

I have always been horrified for these animals, having to be in constant traffic, having to hear constant horn honking and sirens, ambulances and all the noises of the city and Central Park. People coming from every which way, bicycles, etc. Their nervous systems must be wrecked!! I have lived in NY since 2010, and was always told I'd get used to the noise. Well, I never have and never will. I am also highly sensitive but still less so than horses and other animals. It's wrong to put them through this any longer. I am baffled that accidents don't happen more often! But it's not a matter of "if", but "when". Time's up and they need to be retired to reputable sanctuaries ASAP! Not even a two year phase-out! I don't understand why the carriage drivers can't drive the electric carriages instead. It seems like a no brainer! I've seen too many videos on them unnecessarily hitting the horses, kicking them, slapping them, shoving their faces, etc. It's all over social media. And when a horse collapses, they don't seemed concerned for their well-being at all. I watch the videos. It's so heartbreaking . Most of them need to be banned from being allowed near an animal ever again!

My daddy passed away in a fire two decades ago, but if he ever saw those horses in Central Park, those tiny cement stalls they have to walk up ramps to every night, where they cannot lie down or turn around (I've been there), then have to go work all day long in these horrible conditions, that would have killed him I'm sure. These horses do not get adequate vet care, that was admitted yesterday in court. Time's up! Please pass Intro 943 and enforce an emergency stoppage of working horses ASAP! Or know that more bad things are coming soon.

Sincerely,

Ally Jones
Brooklyn, NY
[redacted]

Testimony Against the Horse Carriage Industry in NYC

Good morning, council members. My name is Alyssa Fernandez and I am here to express my condolences to Romanch's family & speak out against the continuation of the horse carriage industry in New York City.

At its core, this industry is inhumane, outdated, and dangerous. Horses are forced to work long hours in extreme weather conditions, exacerbated by climate change, navigating congested city streets filled with cars, buses, and noise. These intelligent and sensitive animals are subjected to constant stress, and their basic welfare needs are often overlooked. NYC's bustling streets are no place for horses.

Additionally, the carriage industry poses serious **public safety risks** for both pedestrians and drivers. Over the years, there have been countless incidents where horses have been spooked, leading to accidents that injured and killed both animals and people. We must evolve past animal drawn carriages. This is unacceptable in a modern, forward-thinking city.

The living conditions for these animals are equally appalling & this claim has not been given the chance to be refuted by independent veterinarians funded by the city. Based on limited observation due to drivers resistance to allow inspections to take place, it can been seen that many horses are confined to small, inadequate stables, with limited access to fresh air, proper veterinary care, and the ability to roam freely as their primal nature demands.

In a city that prides itself on progress, compassion, and innovation, we must ask ourselves—why are we clinging to an antiquated practice that exploits animals and endangers human life? There are humane alternatives, such as electric carriages, which are already in use and can be easily scaled while preserving the nostalgic charm for tourists without causing harm to people, horses or the environment.

I urge you to stand on the right side of history, advance this bill and please end the horse carriage industry in NYC. Let's lead with compassion and create a safer, more ethical city for both people and animals. Thank you again for your time.

[redacted]

[redacted]

From: Amanda Baez [redacted]
Sent: Saturday, 18 July 2026 07:47:03
To: Translation Service [redacted]
Subject: [EXTERNAL] Written testimony- Support for Intro 943

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report suspected phishing emails with the Phish Alert Button or forward them to [redacted] as an attachment.

Hello,

I am writing to urge New York City to end the use of horse-drawn carriages for tourism. Every day, these horses are expected to pull heavy carriages carrying multiple passengers through congested streets, surrounded by traffic, noise, extreme heat, bitter cold, and exhaust fumes. Regardless of regulations, this is not a natural or humane environment for horses.

Far too often, visitors see horses that appear exhausted, underweight, aging, or struggling to perform physically demanding work. There have been documented incidents over the years of carriage horses collapsing in public, becoming ill, or dying while working, raising serious concerns about whether this industry can truly protect animal welfare.

These horses are living, feeling animals not tourist attractions. They deserve lives free from pulling heavy loads through city streets for entertainment. No amount of oversight can eliminate the inherent risks posed by traffic, pavement, weather extremes, and the physical demands placed on these animals day after day.

When horses are no longer able to work, many advocates remain concerned about what happens to them after retirement and whether every horse receives lifelong care and protection. The City should prioritize policies that ensure humane outcomes for all carriage horses.

New York City has the opportunity to lead with compassion by replacing horse-drawn carriages with humane, modern alternatives that preserve the city's historic character without relying on animal labor. Tourism should never come at the expense of an animal's well-being.

I respectfully ask city leaders to put the welfare of these horses first and support legislation to end the horse-drawn carriage industry in New York City.

Sincerely,
Amanda Baez
[redacted]

Testimonial Opposing the Use of Horse-Drawn Carriages in New York City – reference Romach's Law Intro 0943

To Whom It May Concern,

I am writing to express my strong opposition to the continued use of horse-drawn carriage horses on the streets of New York City.

While horse-drawn carriages are often presented as a charming tradition and tourist attraction, this practice comes at an unacceptable cost to the welfare of the horses. These animals are required to navigate congested city streets filled with traffic, noise, pollution, extreme weather conditions, and hard pavement—an environment that is fundamentally unnatural for horses. Combine this with the fact that they are being forced to live out their lives in horrendously unhealthy and unnatural living conditions and the videos that are all over the place of thin, undernourished horses collapsing on the streets as their bodies give up – it is time for this to end.

Horses are sentient beings that deserve lives where their physical and emotional needs are prioritized. Forcing them to work in one of the busiest urban environments in the world exposes them to unnecessary stress and risks. Over the years, public reports of carriage horse injuries, collapses, and accidents have raised serious concerns about whether adequate protections are truly possible in such conditions.

Tradition alone should not justify practices that may compromise animal welfare. As our understanding of animal well-being evolves, so too should our policies. New York City has the opportunity to demonstrate compassion and leadership by transitioning away from horse-drawn carriages and embracing humane alternatives that do not rely on animals for entertainment.

As a lifelong horse owner and animal welfare advocate, I respectfully urge decision-makers to prioritize the safety, dignity, and welfare of these horses and take meaningful steps toward ending the use of horse-drawn carriages in New York City.

Thank you for your consideration.

Sincerely,

Amanda Dunn

From:	A M
To:	Testimony
Subject:	[EXTERNAL] 943 Romanch's Law
Date:	Wednesday, July 15, 2026 8:24:39 PM

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Dear Council,

As a resident of Hell's Kitchen and a constituent, I am writing to strongly urge you to support and co-sponsor Intro 943 (Romanch's Law).

I live by the carriage horses "stables" in Hells Kitchen and am appalled by their living conditions. Not only are they treated under terrible working conditions, but then they return to a sad walk up building with no room to move freely or grass to graze on. Their living quarters are cruel and claustrophobic. Their lives seem to be pure torture and no human or animal should be made to live and work under the conditions they're subjected to.

The conditions of modern, congested NYC streets are no place for working horses. We have seen tragic accidents, traffic collisions, and extreme weather take a severe toll on these animals. While it is a longstanding tradition, we must prioritize animal welfare in the 21st century.

Intro 943 offers a humane, sensible path forward by phasing out the industry and transitioning the carriage horses to reputable sanctuaries, while establishing workforce development programs for the drivers. In these modern times, the drivers have many options to continue to operate carriages without horses. There carriage industry can remain without the horses and the horses can continue a better life free of pain and torture elsewhere. Please stand up for animal welfare and help move this critical legislation forward.

Sincerely

Amanda McQuade

[redacted]

NY, NY 10018

[redacted]

From: New York City Council
To: Testimony
Subject: Wed, Jul 15 2026 @ 10:00 AM - Committee on Health
Date: Friday, July 17, 2026 9:29:41 AM

Attendee will be: Submitting written testimony
[redacted]
Attendee name (Zoom name): Amelia Cerda
[redacted]
Hearing: Wed, Jul 15 2026 @ 10:00 AM - Committee on Health
Subject of testimony: My name is Amelia Cerda, i testify against the cruelty and abuse this dustry are committing with the horses, this being being going on for years. You can see the the sadness on the horses faces. The excuses this industry has is this is the way to support their family. However they can do what others states and countries have done. They can use electric cars. Horses don't belong in the city working on extremities weather conditions and the noices that is not good for them. Their have been numerous of accidents including death. The last incident a young tourist died. Please think about that what this industry is doing is not good for the horses. It is time to pass the Ryder's Law 943 to take the horses out of the city. This industry only think about money. I think this is dangerous and is not safe. After everything that is going on it is obvious that this is not working. Please pass the Ryder's Law 943 it will make a difference for the horses. Thank you
Organization: Self
Organization if "Other":

If a testimony was uploaded, it will be in the attachments.

Dear Chair Schulman and Members of the Committee on Health:

I am submitting these comments in support of passage of Intro 0943, Romanch's Law. I am a native New Yorker, a lifelong Upper West-Sider, and an animal-law attorney. I have never lived more than four blocks from Central Park, in the West 70s, 80s and 90s. I ran in the park for 35 years and have spent countless hours there with my dogs and friends and family. I'm lucky to have this special place as my back yard.

Central Park is often called the jewel of New York City, and it is. But this jewel has a glaring flaw: the sight of horses—literal beasts of burden stripped of their dignity—being forced to pull heavy carriages through the park and congested city streets. Regardless of the weather, road conditions or their own physical condition, these horses are made to perform work that is fundamentally discordant with everything Central Park represents: refuge, beauty, nature and respite from the city.

As a taxpaying New Yorker and longtime park user, I feel genuine pain at being forced to witness this treatment of animals in the city I love and call home. The City's continued issuance of licenses does not merely allow the practice to continue; it normalizes it. It tells residents, visitors and children that using animals this way is acceptable entertainment simply because the government permits it. It is not, and it has to stop.

The carriage industry's long history is frequently offered as a reason to preserve it. But historical longevity is not a moral defense. A practice does not become humane merely because it has continued for generations. This industry has not stood the test of time; it has resisted it.

Those of us who live around Central Park have had a daily view of this industry for decades. We have seen exhausted horses, even dead horses, traffic incidents, violations and repeated failures of enforcement. Whatever regulations have existed have too often been ignored, flouted or inadequately enforced. It is clear that New York City cannot regulate its way out of the fundamental problems inherent in using horses to pull tourists through modern urban traffic.

Veterinarians and animal-welfare experts have addressed the underlying harms in detail. That evidence is important, but it need not be restated at length here. After decades of documentation and failed regulation, the Council has ample basis to conclude that this practice should end.

This issue has been politicized for so long that a basic distinction has been lost. Romanch's Law does not forbid anyone from ever working with carriage horses. It says that New York City streets and Central Park are no longer an acceptable place for this commercial use of animals. Those who wish to continue operating horse-drawn carriages may seek to do so where the practice remains lawful. They are not entitled to require New York City to continue licensing it.

This is a tiny private industry, not a municipal workforce. These are not City employees whose positions the government created and is now eliminating. A City license is permission to operate

under existing law; it is not a permanent guarantee that the City must continue authorizing a business regardless of its harms.

The workers deserve fair notice and a reasonable transition, and Romanch's Law already provides both. It gives the industry nearly two years to wind down and creates a dedicated City workforce-development program for drivers and other affected workers that continues after carriage operations end. That is more individualized assistance than most private workers receive when a business closes, an occupation becomes obsolete or a harmful practice is prohibited.

The industry was also previously presented with a direct path to modernization: vintage-style electric vehicles that could have preserved the Central Park tourism business without using horses. Existing operators could have adapted their garages, business experience and customer base to a humane alternative. They refused. Reasonable transition assistance cannot become an indefinite veto over ending the underlying harm.

The horses' futures have also been placed front and center. The suggestion that a ban will inevitably send them to slaughter is a false choice used to generate opposition to the bill. Romanch's Law prohibits their transfer for slaughter, and scores of accredited sanctuaries and established animal-protection organizations have offered to help secure permanent retirement placements. The choice is not between continued carriage work and slaughter. It is between continued exploitation on city streets and protected retirement.

Mayor Mamdani has said that he supports ending horse-drawn carriages but wants more robust worker protections. If he believes the bill is insufficient, he should identify precisely what additional protection he is seeking. The Council should also consider the majority of taxpaying New Yorkers who want this practice ended, the public that has watched these horses suffer for decades, those who no longer accept animal exploitation as entertainment, and the family now living with a loss few of us can imagine.

The interests of a relatively small number of private operators who want to continue this one business, in this one place, cannot be the determining factor in public policy. No one is owed the indefinite right to earn a living in precisely the manner they prefer, particularly when that livelihood depends upon a practice the City has concluded should end.

An industry that has been unwilling to reckon honestly with the harm it has caused—to animals and now to a grieving family—cannot be permitted to define the conditions under which that harm may finally stop.

Ending this practice is not merely within the Council's authority, it is the Council's responsibility. When decades of regulation have failed and the harm is ongoing, prohibition is not an overreach. It is the responsible exercise of government.

Please pass Romanch's Law without allowing undefined demands for additional worker protections to become another excuse for delay. The workers are entitled to a fair transition, and the bill provides one. They are not entitled to the indefinite continuation of horse-drawn carriage operations in New York City.

Sincerely,

Amy Trakinski
Upper West Side, Manhattan

My name is Ana Ludwig, and I am writing in support of Romanch's Law to end horse-drawn carriage rides in New York City.

Horse-drawn carriage horses are forced to work in one of the busiest and most congested urban environments in the world. They spend long hours on hard pavement, surrounded by constant traffic, loud noises, extreme weather, and exhaust fumes. These conditions are not consistent with their physical and behavioral needs as animals. Plus, their living conditions are completely inhumane.

This issue is also about public safety. Horses are prey animals that can become startled by sudden sounds, vehicles, or unexpected events. When that happens in a crowded city, the consequences can be dangerous for the horses, carriage drivers, passengers, pedestrians, and motorists alike. While regulations may reduce some risks, they cannot eliminate the unpredictable nature of working with large animals in dense city traffic.

New York City has the opportunity to move toward more humane, modern, and safer alternatives that do not require animals to work under these conditions. Supporting Romanch's Law is a compassionate step that protects both horses and the public.

I respectfully urge you to support this legislation and help bring an end to an outdated practice that no longer reflects our city's values.

Thank you for your time and consideration.

As a Hell's Kitchen resident, every single day—and every single night—I see horses pulling carriages coming and going, rushed by drivers through red lights, moving among big trucks and fast cars, breathing smog, listening to horns and loud engines. Sometimes, the horses come back to the stables as late as 1 a.m. I wonder what kind of tourists fancy riding through Central Park after midnight.

I have seen the horses trying to eat from tiny buckets, but it's nearly impossible because the pigeons devour their food and the drivers don't care. And sadly, I have seen whole families—five members—sitting in the carriages, not even enjoying the ride, just checking off items on their bucket list, while a poor horse pulls an extra-heavy load.

I urge the New York City Council to swiftly pass Intro 943, also known as Romanch's Law, to end the horse carriage industry, send the horses to loving sanctuaries, and help drivers transition to new employment.

Sincerely,

Ana Soto

I urge the New York City Council to pass Intro 943, also known as Romanch's Law, to end the horse carriage industry, send the horses to sanctuaries, and help drivers transition to new employment.

I first learned about this issue around 2016 after one of the accidents in which a horse was either killed or injured. Unfortunately, since then, even more such incidents have occurred on our streets. Now, a person has also died due to this issue.

This change is long overdue.

Support for Intro 943 (Romanch's Law)

Dear Members of the New York City Council,

I am writing as a New York City resident to express my strong support for Intro 943, also known as Romanch's Law.

I urge the Council to pass this legislation to end the horse carriage industry in New York City. Horses are living, sentient animals that should not be required to work in busy city streets amid heavy traffic, noise, and extreme weather conditions. They deserve the opportunity to live in safe, peaceful environments where their welfare comes first.

I also support ensuring that horses are retired to reputable, loving sanctuaries and that carriage drivers receive meaningful assistance transitioning to new employment. This approach recognizes both animal welfare and the livelihoods of the people affected.

New York City has the opportunity to adopt a more humane policy that reflects the values of compassion and responsible treatment of animals. I respectfully ask you to vote in favor of Intro 943 and move this legislation forward without delay.

Thank you for your serious consideration,

Andrea Baquero

We urge the New York City Council to swiftly pass Intro 943, also known as Romanch's Law, to end the horse carriage industry, send the horses to loving sanctuaries, and help drivers transition to new employment.

Dear Esteemed NYC Councilmembers. I am writing to you in regard to the situation with the NYC Carriage Horses and I beg you to hear me out.

About me: I am a visitor/tourist to your city and have family there. When I visit, I do go to see Carriage Horses. I am also a horse professional. I began riding in 1977 at age 10 and became a professional riding instructor and horse trainer in 1998. I have trained horses in two styles of English, in Western, and in Harness. I specialize in a specific breed of horses and have taken my horses and clients to numerous wins and awards including at the National/World level for my breed. At my peak, I had 36 head of horses that I was responsible for at my facility.

I have also ridden and worked with horses in several states and would like to share some input.

Out in the Texas desert, the Montana elevated ranges and all throughout our cattle producing states, horses work through all kinds of temperatures and weather conditions, along with the cowboys/cattlemen doing a very hard and thankless job. There are no regulations telling them when it is too hot or when it is too cold, or too wet, or too snowy, or too icy. They go out and get the work done and they are fine. Those horses work much, much harder than the NYC carriage horses and in much tougher weather conditions. They survive and thrive.

Here in Florida where I do my training, it gets hot. It gets very hot and humid. The horses I work with work in the heat. They give riding lessons, they jump. We go to shows outdoors in the heat. These horses work harder than the NYC carriage horses and they survive and thrive.

Pulling a four wheeled carriage on a paved and level roadway is not a hard job for a horse to have. The carriages have wheels with ball bearings that go around the axle. This allows the carriage to move forward on momentum with very little effort once the horse gets the carriage rolling from a standstill. The fact that the carriages have 4 wheels means that none of the weight of the carriage and passengers are pushing down on the shafts and horse. The only weight the horse carries is the 30 pounds of harness on his back. The only effort the horse puts into is work is starting the carriage rolling and stopping the carriage. Most of the forward motion of the carriage is controlled momentum that requires very little work. Go visit one of the carriage stables and ask to move a carriage by hand. The stable help does it all the time. It is

not hard for a 150-pound person to get the carriage rolling, and it is even easier for a 1200 - 1800 pound horse to do it, even with passengers in it.

I have spent a lot of time around horses and horses at pasture and in stalls. In pasture, horses do not "gallop about and play" like people think they do. They graze for a couple of hours, then stand snoozing. Even in the heat they do not always seek shade. I have had horses "sunbathe" in a sandy patch where the ground temperature was 120 degrees in the summer. They walk to another grazing patch and then they catch a snooze again. Much of the snoozing is done standing up. This is the same thing the carriage horses do on the line. They walk. they maybe jog a little. They snooze. They do not graze, but the drivers offer them grain and carrots as they work. The horses are content and they like their routine.

Horses are very much creatures of habit, and they are most comfortable in an environment where they have an established order and routine to their lives. They have been domesticated for between 4000-6000 years and have worked closely with humans ever since. They have been bred for a purpose.... like your labrador retriever who feels fulfilled retrieving (aka fetch), when your collie or sheepdog tries to "herd" the family members in the home he is doing what he was bred for and seeks that particular mental stimulation. If you have a terrier or a cat, they love to "hunt" squeaky toys that sound like little rodents. It is bred into them, and it is what makes them happy. Horses are no different. They were bred to work closely with humans and to pull carts and carriages and wagons. They are happy doing it. The horses that people claim "look miserable" are napping between fares or just walking so relaxed that their ears flop as they walk.

There are a lot of misunderstandings that the average person does not "get" about horses. They are not large dogs. The heat on the pavement does not affect their hooves like it does to our bare feet or the pads on a dog's foot (farriers will put glowing red 800 degree steel horse shoes on their feet and the don't flinch). Horses sweat to cool off and they are more efficient at sweating than humans are. This makes them better able to withstand hot temperatures. They are able to raise and lower the hair on their bodies to hold or release body heat. They have a specialized part of their digestive system called a cecum that breaks down fiber and the bacterial activity that does this produces heat internally in cold weather. Horses are very good at staying warm. Horses do not pant to cool off like a dog would. They sweat. People also think that a foamy mouth is a sign of dehydration (like with dogs). A foamy mouth is a relaxed mouth on a horse. A wet mouth is a good sign.

There is MUCH misunderstanding of horses and their care that the general public is conned into believing by activists.

Downed horses - ever since the regulations went into effect, there have been some downed horses but not due to exhaustion. There have been some down due to medical events. It is regrettable that it happens in public, but unfortunately it happens. Just like a jogger has a cardiac event in the park, or someone at a picnic on the park grass has a stroke, we do not know when our time is up and we do not know when our horse's time is up either. Sometimes it happens too young and it often is something we could not have predicted. Horses also trip and fall. A horse that is being inattentive (looking over at a passing friend, distracted by something, or just walking along relaxed) ...they can trip on a curb, slip on a manhole cover, or more likely step on their front hoof with a back hoof. They go down and don't have traction to get up unassisted. This is when the horse is unhitched so they do not break equipment or tangle themselves when being assisted to get up. Yet the activists in the park cry "exhaustion." There is a huge amount of propaganda about these accidents and real horse people can tell.

The propagandists are agenda driven, either radical animal rights people that do not want people to have any interaction with animals and are anti-domestication, or they are part of the group that is trying to force the carriages out of business to seize the stables cheaply for redevelopment (this is a valid argument that the carriage industry has). They take advantage of the non-horse public and non-horse politicians to help them advance their agendas and they rely on the lack of knowledge to sway the public.

As for the stables, the walls may show dirt, there is hay on the floor, there may be some mice or rats. Big deal. EVERY barn in the world has this issue. Horses get itchy and rub on the wall and transfer dirt and body oil to the wood or the brick. Horses throw hay everywhere, they are messy eaters and will destroy half a haybag just to get to the tastiest morsels first. A good barn will keep the horses fed, clean the manure and urine from the floor, keep manure away to minimize flies, exercise the horses on days they do not work, have knowledgeable staff that can spot illness or distress quickly, The NYC horses have all this and more! They even have fires sprinklers in the barns! I have been in some ritzy stabling and have NEVER seen sprinklers other than what is in NYC carriage barns.

The horses that pull the carriages in NYC are the most regulated horses in the world. There are no other horses anywhere that have to adhere to the strict temperature and work regulations that the NYC horses do. There are no governing bodies at the local, state, or federal levels telling me I cannot ride my horse due to temperatures, or vaccination status, or shoeing schedule. There is no regulation stating I can only work the horse for 9 hours a day and give a 15 minute break every 2 hours. Your typical backyard horse kept on a small private plot of acreage has no governing body telling the family that the kids cannot ride until the horse gets its shots and passes a licensing board.

The NYC carriage horses are the MOST regulated. I will say it again and again. The horses are fine, the owners and drivers love them and spoil them. They do not want other jobs (trust me, I have a desk job now after losing my business in a flood - I want to be out with the horses), they are healthy, they are loved, they are not stressed (cortisol tests show this). Statistically, they are safe and not a threat to the people. They have an incredibly low rate of accidents, and when something does happen it is blown out of proportion by the media and the propagandists even before all the facts are known (such as the case of the horse Deniz who passed last month after eating poisonous shrubbery - the activists and media portrayed it as a horse that collapsed and died from overwork - they know they can play on the emotional response to their narrative before the facts are released). YOU need to be better than a propagandist or their followers.

NYC does not need horseless carriages (aka more motorized vehicles), it does not need more pedicabs. In the middle of Central Park, which was specifically designed for horse carriages and foot traffic long before there were vehicles; with Central Park we have an escape from the hustle and bustle of the city, a green escape from the steel and brick and glass of the city; it is an opportunity to just slow down for 30-60 minutes and take a nice carriage ride through the park and listen to the rhythmic clip clop of horse hooves with the gentle swaying of the carriage. Life slows down for a short time.

Just remember: The city was built by the horses, the park was built for them. Don't Stop the Clip Clop.

Andrea Whiting

[redacted]

From: Andrei Ha
To: Testimony
Subject: [EXTERNAL] Support for Intro 943
Date: Friday, July 17, 2026 5:08:55 PM

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Hello,

I urge the New York City Council to pass Intro 943, also known as Romanch's Law, to end the horse carriage industry, send the horses to loving sanctuaries, and help drivers transition to new employment.

Regards, Andrei

Dear NYC Council,

We urge the New York City Council to swiftly pass Intro 943, also known as Romanch's Law, to end the horse carriage industry, send the horses to loving sanctuaries, and help drivers transition to new employment.

Thank you,
Angieleth B. Romero Perez

Good afternoon, Chair and Members of the Council.

My name is Aniela Gonzalez, and I'm writing you today to ask you to support legislation to end the use of horse-drawn carriages in New York City.

New York is one of the busiest, loudest, and most congested cities in the world. It is not an environment where horses can truly thrive. Day after day, they are expected to navigate traffic, breathe exhaust fumes, stand on hard pavement for hours, and work through extreme heat, cold, and unpredictable conditions. Even with regulations in place, these animals are still being asked to perform a job that belongs to another era.

This is not about blaming the drivers. Many care deeply about their horses. It is about recognizing that our understanding of animal welfare has evolved, and our laws should evolve with it.

Cities change. We replace outdated practices with safer and more humane alternatives all the time. New York has the opportunity to honor its history while embracing innovation. Humane, electric, horse-free carriages can preserve the iconic Central Park visitor experience without requiring living animals to work in an urban environment.

The question before us is simple: if we were designing New York City today, would we decide that horses belong in the middle of traffic, surrounded by taxis, buses, construction, sirens, and crowds? I believe the answer is no.

We have the chance to choose compassion without sacrificing tourism or tradition. We can protect animals while supporting workers through a thoughtful transition to modern alternatives.

I respectfully urge the Council to pass legislation ending horse-drawn carriage rides in New York City and to help create a future that reflects the values of a compassionate and forward-thinking city.

Thank you for your time and consideration.

Sincerely,
Aniela Gonzalez

Subject: Testimony in Strong Support of Intro 943 (Romanch's Law / Ryder's Law)
To: Chairperson Schulman and Members of the Committee on Health

To Chairperson Schulman and members of the Committee on Health:

My name is Anila, and I am a concerned advocate. I am writing to express my strong support for Intro 943, Romanch's Law. This critical legislation to phase out horse-drawn carriages is a necessary step for animal welfare, worker transition, and public safety.

The tragic death of 18-year-old Romanch Mahajan in June 2026, alongside the historic suffering of horses like Ryder, proves that horses and chaotic New York City traffic cannot safely coexist. Forcing these large, sensitive animals to navigate congested streets surrounded by cars, sirens, and asphalt is inherently dangerous. It puts tourists, pedestrians, drivers, and the animals themselves at constant risk of severe injury and death.

Furthermore, this bill responsibly protects workers by providing a just transition. By replacing horse carriages with modern, electric horseless carriages, we preserve jobs and tourism while evolving into a more compassionate city.

The current system is unsafe, outdated, and inhumane. I strongly urge the Committee on Health and the entire City Council to vote **YES** on Intro 943 to finally transition New York City away from horse-drawn carriages.

Thank you for your time and consideration.

Sincerely,

Anila Jasa

From: Ann Marie Rakovic
To: Testimony
Subject: [EXTERNAL] Carriage Horse Ban Testimony
Date: Wednesday, July 15, 2026 7:08:36 AM

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My name is **Ann Marie Rakovic**, and I am a resident of **Council District 5** on the Upper East Side. Thank you for the opportunity to submit testify today in support of **Romanch's Law**.

Romanch's death was heartbreaking, but it also forced many New Yorkers to ask whether horses belong in one of the busiest cities in the world. While individual owners may care deeply for their horses, no amount of care can eliminate the inherent risks of working in dense traffic, around buses, trucks, emergency vehicles, construction, extreme heat, and other urban hazards.

As a constituent, I believe our laws should reflect both compassion and common sense. We have reached a point where we can acknowledge the historical significance of horse-drawn carriages while also recognizing that history alone is not a sufficient reason to continue a practice when safer, humane alternatives exist.

Passing Romanch's Law would honor Romanch's memory by helping ensure that no other carriage horse is placed in similar circumstances. It would demonstrate that New York City is committed to evolving its animal welfare policies as our understanding of humane treatment grows.

I respectfully urge the Committee and the full Council to support Romanch's Law and move New York City toward a future that no longer relies on horses to work on our city streets or parks.

Thank you for your time, your service, and your consideration.

Ann Marie Rakovic

Testimony Before the New York City Council Committee on Health
In Support of Ryder's Law

Good morning, Chair and members of the Committee on Health.

Thank you for the opportunity to testify today in support of Ryder's Law. I urge the Council to pass this important legislation to end the operation of horse-drawn carriages in New York City and replace them with humane, modern alternatives while moving the horses into a healthy and dignified life and supporting the workers who have made them their livelihood.

For decades, carriage horses have been required to work in one of the busiest and most congested urban environments in the world. They navigate heavy traffic, loud construction, extreme weather, and crowded streets—conditions that are fundamentally different from the environments horses are naturally adapted to. Horses are creatures with incredibly sensitive senses of hearing. They also are flight animals, which means confinement such as the stables they are kept in in Ney York causes extreme stress to their systems.

Even with existing regulations governing care, food, water, veterinary oversight, and work hours, the reality remains that these animals spend their working lives surrounded by noise, pavement, and vehicles rather than open pastures and natural settings. In addition, much evidence has been shared recently that proves that these regulations are not adhered to in many cases.

Ryder's Law represents an opportunity to move New York City toward a more humane future. Advances in technology make it possible to preserve the tradition of sightseeing and support tourism without relying on live animals that belong in natural ranges. Replacing horse-drawn carriages with electric alternatives would allow visitors to continue enjoying the city's historic parks while eliminating concerns about animal welfare in an urban setting.

This issue is also one of public safety. Horses are prey animals and can become startled by unexpected sights and sounds. Even well-trained horses may react unpredictably in busy city traffic, creating risks for the horses, carriage drivers, passengers, pedestrians, and motorists. While such incidents are relatively uncommon, their potential consequences can be serious.

New York City has long been a leader in public health, innovation, and compassionate policymaking. Supporting Ryder's Law would reflect those values by recognizing that practices acceptable in the past can be reconsidered as society develops safer and more humane alternatives.

I also recognize that carriage drivers and stable workers have built their livelihoods around this industry. Any transition should include meaningful support for affected workers, including opportunities to participate in a replacement program using electric

carriages or other forms of employment assistance. Protecting animal welfare and supporting workers do not have to be competing goals.

I respectfully ask the Committee and the full Council to support Ryder's Law. Passing this legislation would demonstrate New York City's commitment to modern, humane, and forward-looking policies that prioritize both public safety and animal welfare.

Thank you for your time and consideration.

I urge the New York City Council to swiftly pass Intro 943, also known as Romanch’s Law, to end horse carriage industry, send the horses to loving sanctuaries, and help drivers transition to new employment. Please...this has been going on for far too long. It is so so cruel and makes NYC look Medieval.

From: Anne Streeter
To: Testimony
Subject: [EXTERNAL] Carriage Horse Bill
Date: Thursday, July 2, 2026 3:38:17 PM

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To whom it may concern:

I am writing from Montreal, Canada to comment on the issue of carriage horses in New York City. As you may know, following many years of controversy and complaints about the treatment of carriage horses and following a number of high profile accidents in the old historical sector of Montreal, Mayor Valerie Plante and her team chose to impose a ban on the horse carriage trade which came into effect on December 31, 2019. This was a great victory - for the horses, for concerned citizens and tourists and for City Council which no longer had to deal with this very controversial issue. The city is now quiet, clean and safe for both horses and people. Please do the right thing and follow in Montreal's footsteps.

Very sincerely,

Anne Streeter
[redacted]
Mount Royal, QC. Canada
[redacted]

June 17, 2026

Dear City Councilmembers,

I am writing today to urge the Council to pass Intro 943 (Romanch's Law) to finally bring an end to the troubled carriage horse industry in NYC. I understand that the bill addresses transitioning the drivers to other employment opportunities, which is an essential part of this initiative. I also understand that every effort will be made to place the horses in sanctuaries to live out their lives in peace from the traffic and exposure to the elements on NYC city streets year round.

I first saw the horse carriages when I moved to NYC in 1993. I lived near the stables in mid-town before moving to the UWS where I also saw horses and carriages regularly. Almost every time a carriage passed I heard onlookers express concern about horses forced into traffic. This public sentiment in support of banning carriages has only grown over the years. And with more horses keeling over in the streets, for whatever reason, and now the unthinkable–the death of an 18 year old tourist–it is truly the moment to finally put this industry out to pasture.

Considering these recent tragedies I have been appalled by the bullying behavior of TWU representatives and Councilmember Gennaro who are fully aware that family members are grieving the deep loss of Romanch.

I trust Councilmembers will vote with their consciences, and use common sense about what works best for NYC now, and for its future. It certainly isn't horses and buggies driven through modern city streets by people who benefit financially from the industry, along with the carriage and stable owners. It is time to come to our senses and move away from romanticizing old-timey carriages in the wholly modern streets of NYC. At some point all industries have to adapt to changing economic and social landscapes. I truly do not understand why the carriage horse industry has been protected from this reality for so many years.

Thank you for your efforts,



Anne Sullivan
65 7th Avenue
Brooklyn, NY 11217a
anne@miracleworkerpr.com

From: TJ Volonis
To: Testimony
Subject: [EXTERNAL] Support for Intro 943
Date: Saturday, July 18, 2026 3:33:16 PM

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I urge the NYC Council to quickly pass Intro 943, also known as Romanch's Law, to end the horse carriage industry, send the horses to safe sanctuaries, and help drivers transition to other forms of employment.

Thank you for lodging my testimony.

=Anthony Volonis
Brooklyn

To the New York City Council,

My name is Antonio Pascarella, and I live at [redacted], in Chelsea. I have been a long time New York City resident, and I **strongly support banning horse drawn carriages in New York City.**

This industry heartbreaking, disgusting and completely out of step with the values of a modern city. I've been writing my councilmember and fighting this for years. The fact that it's lasted this long in a progressive city, like New York City, which is usually at the forefront people and animal rights is very sad to me.

Every summer, I walk through Midtown and Central Park and see these horses standing on scorching pavement while the heat radiates off the sidewalks and streets. Anyone who has spent a summer in Manhattan knows how unbearable that heat can be. If it's exhausting for people, I can't imagine what it's like for these poor animals who are clearly suffering, and are expected to work hour after hour pulling heavy carriages through congested traffic for the pleasure of tourists. It's actually disgusting. Why are we still living in the 1800s?

The heat is just the beginning. These horses spend their days surrounded by honking cars, buses, trucks, construction noise, and constant commotion. This isn't a natural environment for horses and you know that in your heart.

Cities and people evolve. Just because we haven't to date doesn't mean it's too late to fix this disgusting behavior. Why do we accept this?

The small amount of horse workers will cry about jobs. But as Mayor Mamdani will say, we can work to rehome them into new careers. The same model is being done in South Korea with the phasing out of the dog meat industry. I try to be sympathetic, but it's hard to be sympathetic towards animal abusers.

We pride ourselves on being a progressive, compassionate city. Allowing horses to spend their days pulling carriages through crowded streets in extreme weather is inconsistent with those values.

I respectfully urge the City Council to vote in favor of ending horse drawn carriages in New York City. It is the right decision for animal welfare, for public safety, and for the future of our city.

Thank you for your time and consideration.

Sincerely,

Anthony Pascarella
[redacted]
New York, NY 10011

TESTIMONY IN SUPPORT OF INTRO 943

Areti Ayiotis
New York State Department of Education Teacher and Administrator

Good afternoon, Chair and members of the New York City Council.

My name is Areti Ayiotis. I am a New York State Department of Education teacher and administrator, and I am here today to express my strong support for Intro 943.

New York City's busy streets are no longer a safe or appropriate environment for horse-drawn carriages. Horses are regularly exposed to heavy traffic, loud noises, severe weather, and other stressful and unpredictable conditions. These circumstances can endanger the animals, carriage drivers, motorists, and pedestrians.

As an educator and administrator, I believe we have a responsibility to promote compassion, public safety, and humane treatment of animals. Intro 943 offers a responsible way to bring this outdated practice to an end while providing a transition period for the people who currently work in the industry.

I respectfully urge the City Council to support and pass Intro 943.

Thank you for the opportunity to testify.

If New York City Council votes to approve Intro 943, New York City will never be the same.

For so many of us, this would be heartbreaking—not only for our horses and the people who care for them every day, but also for countless horses and horse lovers around the world.

I respectfully plea every City Council member, and everyone who feels for our horses, to do everything possible to keep our carriage horses in Central Park.

Our carriage horses are far more than a tourist attraction. They are a living part of New York City's history and traditions, representing a unique connection between people, animals, and nature. They bring joy to countless families, children, and grandparents, creating cherished memories while preserving a tradition that has been part of the city's character for generations. The carriage horses serve as a bridge between cultures, generations, and communities, reminding us to slow down, appreciate the beauty around us, and value the enduring bond between humans and animals.

We all share a collective responsibility to protect our carriage horses and this treasured tradition, preserving it for future generations.

My deepest gratitude goes to everyone who stands with us and supports our horses.

A special thank you to our stable workers, carriage drivers, veterinarians, farrier, union and association, Native American spiritual leader Chief Philip Whiteman Jr., and to our customers and visitors. Your dedication, compassion, and support help ensure that our horses receive the care they deserve every day of the year.

Together, let's protect our horses, preserve a cherished tradition, and keep the spirit of New York City alive.

Ariel Fintzi, 

45 Years of Compassion, Care, and Commitment to Horses and People

New York City Council Committee on Health

Re: Written Testimony in Support of Romanch's Law (Intro. 967)

Dear Chair and Members of the Committee,

Thank you for the opportunity to submit testimony in support of Romanch's Law.
My name is Arielle Kebbel. I am an actress, animal advocate, and lifelong horse lover. Throughout my life, horses have taught me some of the most important lessons about trust, patience, resilience, and respect. They have an incredible ability to connect with us, but that connection comes with a responsibility to understand who they are and what they need.[a]
As someone who loves horses, I have also made it a point to learn from the people who have dedicated their lives to understanding them. Veterinarians, equine behaviorists, and welfare experts have shown us that a horse's ability to tolerate an environment should never be mistaken for evidence that it is thriving. We know that chronic stress affects both their physical and emotional well being, and that their welfare depends on more than simply adapting to the world we've created for them. I believe we have a responsibility to let that knowledge guide the choices we make today.

As our understanding of animal welfare continues to grow, so should our willingness to evolve. Throughout history, many traditions have changed as we learned more about the needs of the animals who share our lives. Progress is not about erasing history. It is about building a future that reflects our values and our knowledge.

New York City has an opportunity to lead with compassion by recognizing that horses deserve environments that allow them to thrive, not simply adapt.

Every tragedy has left us with the same question: if we knew we could do better, why didn't we? Today, you have the opportunity to answer that question. I hope you will choose compassion, choose progress, and pass Romanch's Law before another horse and another family pay the price for waiting.

Thank you for your time and thoughtful consideration of this important legislation.

Respectfully,

Arielle Kebbel

Written Testimony in Support of Intro 943 (Romanch's Law)

I am a New York City resident, and I support Intro 943, also known as Romanch's Law. I believe horses should not be used to pull carriages through busy city streets. They are living animals, not machines, and they deserve to live in environments where they can behave naturally instead of working in traffic, noise, extreme weather, and crowded conditions.

I understand that many carriage drivers care about their horses, and I also believe those workers deserve support as they transition to new employment. I hope the City can protect both the horses and the people whose livelihoods are affected.

I respectfully urge the New York City Council to pass Intro 943 and provide a humane future for these horses in appropriate sanctuaries while helping drivers transition into new jobs. Thank you for considering my testimony.

Wednesday July 15, 2026, 10:00 AM

Committee on Health

Public hearing on proposed legislation to begin winding down the horse drawn cab industry in New York City.

As a concerned citizen, I am writing to strongly urge the City Council to pass Ryder's Law to completely phase out and ban commercial horse-drawn carriages on public city streets. This issue has generated substantial adverse publicity on a national scale.

This outdated industry relies on forcing large herd animals into dense, chaotic urban environments that are fundamentally unsafe for animals, drivers, and pedestrians alike. The evidence of this danger is undeniable. Recently, a 16-year-old carriage horse named Deniz collapsed and died in agony on a Central Park path. This tragedy follows a string of continuous 2026 disasters in Manhattan: a multi-carriage collision in May that hospitalized a driver, a horse struck unconscious by an oncoming vehicle in April, and a panicked horse smashing into four vehicles on Sixth Avenue in January. Even the Central Park Conservancy recently stated that the carriage operations pose a severe risk to parkgoers, citing seven separate violent incidents in just over a year.

According to Merriam-Webster, abuse and cruelty entail intentional or criminally negligent mistreatment, neglect, or acts that cause unnecessary pain and suffering to animals. We must question why the city is actively supporting, encouraging, and even financially leveraging an operation that clearly meets the defined criteria for animal abuse.

According to NYC Health Guidelines, drivers are legally required to offer horses water "regularly" and allow them to drink at reasonable intervals. Official city audits and independent animal welfare reports have revealed that horses on the street frequently go for hours without any access to water. Equine veterinarians and horse welfare guidelines state that working horses pulling heavy loads on hard, unforgiving asphalt surfaces require active rest breaks of 20 to 30 minutes for every 2 to 3 hours of continuous work. This time is biologically necessary for the horse's heart rate to return to a baseline normal, for its muscles and tendons to cool down, and to prevent metabolic exhaustion or heat stress. Under NYC Health Guidelines, carriage horses are legally allowed to be worked for up to 9 hours a day. The law only requires a minimum of 15 minutes of rest for every 2 hours of work. Even that minimal 15-minute legal requirement is routinely bypassed in practice.

We must remember that these animals are not mechanical utilities, but living, sentient beings who deserve the same basic respect, care, and protection from harm that we afford to any member of our community.

Rigorous public opinion survey commissioned by the Central Park Conservancy revealed that 68% of New York City adults actively support a total ban on horse-drawn carriages. Only 20% oppose a ban, and 12% remain undecided. A total ban is the only definitive measure to protect the city from severe traffic liabilities, public health concerns, and the immense reputational damage associated with urban horse exploitation.

Rather than asking why citizens care so deeply about the welfare of these horses, the council must look inward and ask why its leadership has chosen to care so little about preventing institutionalized animal abuse.

Ashley Amos

I live on East 33rd Street, in the Murray Hill/Kips Bay area of Manhattan, and I'm submitting this testimony because I believe Romanch's Law (Intro 943) is long overdue.

Setting aside how I feel about this industry, the basic safety facts alone should be enough to end it. These are enormous, prey animals with a natural instinct to flee from what startles them, and we ask them to work in one of the most chaotic, high-stimulus environments imaginable. Car horns, sirens, buses, construction noise, motorcycles backfiring, crowds pressing in from every side — any one of these can spook a horse in an instant, and when it does, that horse is pulling a carriage through moving traffic, with tourists and pedestrians in the direct path of whatever happens next.

Then there's the exposure. These horses stand or walk for hours in exhaust-choked streets, breathing in smog at street level, working through summer heat that regularly hits dangerous levels on asphalt, and through winter cold and ice. No horse's life should be defined by traffic congestion and pavement — and perhaps no horse's life should be defined by being forced to “work” in the first place.

We've watched this arrangement fail for years, one horse at a time — animals collapsing, spooking, getting struck, being put down. And now the danger has reached beyond the horses entirely: a human being has died. When an industry has cost this many animal lives and has now cost a human life too, that isn't an argument for more caution or better regulation. It's an argument for ending it.

I urge the Council to pass Romanch's Law (Intro 943).

Respectfully,

Ashley Ascensio

Murray Hill/Kips Bay, Manhattan

Public Testimony Regarding NYC Carriage Horses

To the Members of the New York City Council, I respectfully submit this testimony in support of ending the use of horse-drawn carriages in New York City. As someone who cares deeply about animal welfare, I believe horses deserve living and working conditions that prioritize their health, safety, and natural behaviors. Busy city streets, heavy traffic, extreme temperatures, noise, and hard pavement create an environment that many people reasonably believe is not ideal for animals whose needs are very different from those of an urban setting. I appreciate the long history of the carriage horse industry and recognize that this issue affects both animals and the people whose livelihoods depend on it. I encourage the Council to pursue solutions that protect horse welfare while also supporting workers through a thoughtful transition. I ask the Council to carefully consider the available evidence, expert perspectives, and public concern regarding the welfare of carriage horses. I support policies that prioritize humane treatment of animals and encourage modern alternatives that preserve New York City's character without relying on horse-drawn carriage operations. Thank you for your time, consideration, and service to the people of New York City. Respectfully, A Concerned Citizen

My name is Audra Gibson, and I am submitting this testimony in relation to Intro 943 in relation to winding horse and carriage activity down in New York as of June 2028. I oppose the proposed legislation, Romanch's Law.

I currently work in midtown Manhattan and often visit Central Park on a weekly basis. It is my favorite place in the city. It is peaceful. It is quieter than the hustle and bustle of the city. People and animals are more at ease. It is idyllic. The horses and carriage are part of that. It is an amazing place to admire and appreciate these majestic animals, and I have a lot of respect for the owners and drivers who care for these horses.

I don't speak just as someone who appreciates this aspect of Central Park which has existed for generations, but also as someone who worked in the carriage industry and cared for horses for years in Charleston, SC prior to arriving in New York for work. The Charleston carriage industry is the busiest in the southeast. More than 40,000 tours take place in Charleston on an annual basis in the downtown historic district.

Charleston is widely considered one of the most, if not *the* most, regulated horse-drawn carriage industries in the United States. This includes heat restrictions; tours are suspended when temperatures hit 95 degrees or the heat index reaches 110. Individual companies put additional restrictions on top of that, checking each individual horse's temperature periodically to make sure if an individual animal gets too hot, they are taken out of the tour rotation or off for the remainder of the day. The city manages the route of tours and how many tours are taking place in the residential district at one time. The city restricts total carriage count, driving hours, and enforces strict weight limits to prevent overworking animals. Companies are required to take part in mandatory reporting and track the care of their animals. These Charleston companies keep detailed records and have an excellent standard of care. There has never been a heat related horse incident in Charleston, which has been confirmed by both veterinarians and city officials. The companies take impeccable care of their animals.

In spite of this high level of care and incredible record, in spite of how much we loved our horses and mule teams, like New York, organizations like PETA and well-meaning but ill-informed individuals targeted the carriage industry. Organizations like PETA are of the belief that animals have their own inherent rights and are not ours to use for food, clothing, entertainment, or experimentation. Based on this, PETA would also be against anything but a vegan diet, a leather coat, and the breeding of a dog as a household pet. And yet none of those things are getting attacked. No city is advocating for the ban of hamburgers, fashion choices, or being able to buy man's best friend as a pet. PETA is however able to use its profile and political power to attack the carriage industry, an industry which provides care for horses who would not necessarily have a home or safe life without it.

Additionally, there are well-intentioned, but uninformed individuals who are also attacking the carriage industry for one of two reasons. First, some people, including individuals that testified at the hearing this week claim that “horses are people” too and cannot fathom a happy existence for a horse beyond their narrow vision of a horse running free in a field or similar situation. Biologically, horses are not people. They are domesticated and have depended on humans for care for generations. In many situations, they cannot help themselves without humans. The individuals who attack the industry repeatedly speak to the fact that horses can’t speak up for themselves, and yet they make an assumption that if horses could talk, they would also be against horse tours, even though biology nor animal husbandry clues support that opinion.

Many breeds of horses are born and bred to work and specifically pull. As someone who saw horses in our carriage industry rotate between our city barns and country pastures, many horses preferred the city as it provided them with purpose, routine, socialization, and more human interaction than the pastures out at our company farms. Sometimes horses were brought back to the city because they were becoming lethargic, restless, or failing to thrive standing in a pasture with no purpose. Being upset that a horse is pulling a carriage is the basic equivalent to being upset that a collie instinctively wants to herd. It is simply part of their DNA, part of their nature and identity.

Secondly, there are individuals who sincerely care about the horses but do not have an accurate understanding of the horse’s work or behavior. As an example of this, some people think a carriage is too heavy for a horse to pull, not understanding that a draft horse can easily pull 1.5 - 3 times its weight easily. Pulling a wheeled carriage on a paved street is easy work for these horses. I am nowhere near as strong as these horses, and yet part of my job for years was to park our group-sized carriages. Our group carriages held 16 guests versus the vis-a-vis style carriages that seat 4 people. I could maneuver and park these carriages, even pushing them up our barn incline, as a 5 foot 3, 135 pound individual. It’s incredible what physics, suspension, and wheels can allow people to do easily. The same is true for horses.

Similarly, people less familiar with horses commonly misread equine body language which leads them to jump to incorrect conclusions. Soft, relaxed eyes indicate a horse is content, but relaxed eyes were commonly misinterpreted by people who insisted the horses were “exhausted”. A relaxed, droopy lower lip or chewing indicates calmness in a horse. But uninformed individuals who passed us on the street would insist that the horse was hungry or something was wrong with its mouth. A horse resting a hind leg with only the toe touching the ground means the horse is completely relaxed, but people would incorrectly jump to the conclusion that the horse had a hurt leg.

Significant misinformation like the examples above cause individuals to jump to the conclusion

that a horse is hurt, abused, or being mistreated, when facts indicate anything but. This is incredibly detrimental to the emotions and livelihood of a carriage driver, barn hand, or horse owner. Imagine owning a Husky puppy who loves being outside in the snow only to be accused of animal cruelty or abuse for letting your dog be out in the cold. Not only is the Husky not in danger; he often prefers this. These attacks are not only inaccurate, but incredibly unfair in this example as well as in the carriage industry.

I adored the horses and mules I had the privilege of caring for. I fed them nightly, I cleaned up their manure, gave them baths, made sure they had plenty to drink, monitored aspects of their health, and gave them scratches under their halter. I learned their behaviors and unique personalities. My favorite parts of my job were giving giant draft horses a hug, caring for them daily, and getting to introduce the public to these incredible animals. No amount of money would have been adequate for me to continue working at a carriage company who wasn't taking good care of their horses. After years in the industry, co-worker after co-worker exemplified the same attitude. I saw horse owners spend thousands of dollars on medical procedures for a horse's well-being knowing that the horse would never be able to give another tour. They did so because they cared deeply about these horses and respected them immensely. Those of us in the industry loved the horses we had the privilege of working with.

The more significant impact of misinformation about the carriage industry is that it could end up significantly harming the horses people think they are helping. The carriage industry provides these horses a roof over their head, care, hay, feed, vet visits, access to farriers, equine dentists, deworming care, and more. An equine vet who takes care of New York horses testified during your hearing this week that, although some horses would be rescued, shutting down the carriage industry would be a death sentence for many. This is true because when you take away the industry, you remove the most significant funding source for these horses, and generations of horses to follow.

Every year in New York, automobiles have more crashes and kill more people than carriages. Bicycle accidents, scooter accidents, motorcycle accidents, and even helicopter accidents in some cases harm and kill more people than carriages. In Central Park, dogs get off their lease and bite other dogs, people, and cause bicycle accidents. One hundred people a year are killed each year in New York crossing the street. The City of New York isn't lobbying for the ban of cars in the city. They aren't trying to stop the 1.5 million dogs a year from coming to the park. Nobody is testifying about the danger of residents or tourists crossing the street in the city.

The carriage industry is being held to a predictability and safety standard that none of the above situations or scenarios are being held to. The carriage industry is being treated extremely unfairly in comparison. There are significant dangers related to every other major form of transportation and other areas of tourism and entertainment. While some of those areas

face scrutiny in the form of examination or potential reform, no other industry is being threatened with complete obliteration.

I urge you to reconsider the expert testimony of equine veterinarians, examine regulations and conditions, and implement any appropriate reforms for the safety and well being of horses and humans alike. And then put resources in place to enforce those regulations with fines and suspending licenses or medallions as appropriate. Give the horses a safe route to walk in Central Park if you do not want them in midtown traffic. But don't operate on extremes and say the horses shouldn't breathe the same air I breathe in New York. In regard to reform and regulation, Charleston is again an excellent standard bearer for regulation and enforcement. Carriage company owners would be happy to come alongside city officials in New York and share what has worked well in this well-regulated, efficient market.

To close, late into testimony this week, a horse sanctuary owner in favor of the bill, simultaneously provided testimony that points to the difficulty to provide sanctuary rescue for all these horses. She stated that for sanctuary owners who already owned their land and barns (a big lift to start) it would still cost a minimum average of $6,000 per year per horse to care for them. I don't know how many horses are actively in the industry in New York. Based on the number of approximate licenses, if the estimate was somewhere around 100 horses, that would be a first-year investment of $600,000, and many of these horses will live 10-20 more years with good care. The unfortunate truth is that no group or individual calling for the end of the industry has stepped forward to provide the funding to keep these horses well-cared for, or even at a minimum, alive. If the carriage industry is shut down in New York, the unfortunate truth is that horses will lose their lives as a result. Knowing this, I can't understand anyone who claims they care for the well-being of these animals supporting this bill.

Please, I implore you, let the horses work. Let the horses live.

Subject: Support for Intro 943 (Romanch's Law)

Dear Members of the New York City Council,

My name is Aaron Augenblick. I am a New York City resident, the creator and executive producer of the PBS KIDS series *City Island*, and the founder and creative director of Augenblick Studios, an animation studio that has operated in New York City since 1999.

For more than 25 years, I have proudly built my career in this city and have watched New York evolve into a place that increasingly values compassion, innovation, and humane progress. I believe it is time for our laws to reflect those values.

As someone who bicycles through Central Park nearly every day, I regularly witness carriage horses working in dense traffic, extreme weather, and crowded conditions. Seeing these magnificent animals standing for long periods, navigating busy streets, and pulling heavy carriages through one of the world's busiest cities is deeply troubling. It has reinforced my belief that this outdated industry no longer belongs in modern New York.

Passing Intro 943 would not only provide these horses with the opportunity to live out their lives in sanctuary, but also help drivers transition to new employment. It is a thoughtful and compassionate solution that considers both animal welfare and the people whose livelihoods are affected.

New York City has long been a global leader in culture, creativity, and social progress. As my home for decades, I believe we have an opportunity—and a responsibility—to set an example for other cities around the world by ending an industry that no longer reflects our values.

I respectfully urge the Council to pass Intro 943 and bring an end to horse-drawn carriage operations in New York City.

Thank you for your time and consideration.

Aaron Augenblick
New York City Resident
Creator & Executive Producer, *City Island* (PBS KIDS)
Founder & Creative Director, Augenblick Studios (est. 1999)
Aaron@augenblickstudios.com

Although I am expressing my personal views here, I am also writing as the co-chair of the Parks and Environment Committee of Community Board 7/Manhattan. Our committee held two public hearings recently. One was regarding banning the horses from Central Park and the other was specifically regarding e-bikes in the park. Both occurred before the tragic death of the tourist Romanch Mahajan. At both meetings, with the room filled to capacity, including many speakers online who testified, there was overwhelming support for keeping the horse-drawn carriages and eliminating e-bikes from the park Instead. Undoubtedly, it was an e-bike that spooked the horse Romanch was traveling in with his family, the same way e-bikes terrify park-regulars and visitors daily.

Numerous people, such as I, consider the horses a long-time tradition that lend a pastoral and old-time flavor to Central Park.

Although I expect many will testify that the time has come to eliminate the carriages, so many who spoke at our CB7 meeting pleaded with the Conservancy to eliminate e-bikes instead. The e-bikes have caused chaos, numerous serious accidents, and fear among many crossing the drives. They have also discouraged park-users from using the park at all.

What happed to Romanch was horrific. We must learn from this so as to avoid future deaths in Central Park by **banning the e-bikes, not the horses**.

Thank you.

From: Barbara Endes
To: Testimony
Subject: [EXTERNAL] Re: Intro 943
Date: Friday, July 17, 2026 12:16:03 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report suspected phishing emails with the Phish Alert Button or forward them to [redacted] as an attachment.

Dear Council Members, Speaker Menin and Chair Schulman:

As a 22-year resident of New York, an animal advocate, a lover of parks and public spaces and my fellow human beings, I am writing in support of Intro 943 to phase out the horse carriage industry.

If there was a bill to end the industry overnight and send the horses to sanctuary immediately, I would support that bill instead, but we are supporting what is now on the table.

New York is supposed to be a city that leads the way, a city that innovates - and yet in this instance, it is stuck in the past. What a sad anachronism horse carriages are on the streets of New York in 2026.

The horses are treated brutally by this industry, in terms of physical well-being, psychological well-being, and suitability. The horses' legs fail. The bits in their mouths cause immense pain. They are made to stand on concrete for hours on end. They are worked like this for decades. It is well documented that they lack adequate access to veterinary care. Their stables are a joke. They are prey animals forced into a congested, loud, scary and dense urban environment every working day. When they get scared, they bolt. As many others have pointed out, this flight instinct cannot be trained out of them. And so they run when they are spooked, and these powerful animals can cause great danger to human life (as we saw tragically with Romanch and his family) and their own lives.

I understand that political pressure requires that the carriage industry workers be a main consideration in the passage of this legislation. However, as an animal advocate my priority is the protection of the most vulnerable parties. Humans can get other jobs. Jobs are phased out in other industries all the time. Why do a handful of carriage industry jobs come before the well being of dozens of sensitive, sentient, gentle creatures enduring grave abuse??

Please pass Ryder's/Romanch's law with a stipulation to enact its provisions as soon as possible, for the sake of the animals as well as the public.

Thank you,
Barbara Endes
[redacted], Brooklyn

I've been a horse owner for 50 yrs and I've owned and managed a boarding stable for 22 yrs. I've been following the controversy with the carriage horses for many years, and I strongly believe you should keep the carriage horses. Opposition to keeping the horses often focuses on their well-being, but the people “advocating” for them have little to no actual experience with horses, and many base their opposition on false or misleading information they've seen. Banning the horses does NOT help them or make them safer. It means they will be put at risk like other horses in this country that lose their homes. Forcing someone to give away their horses by not allowing their future use as a carriage horse anywhere would also devalue them and seems to me is likely illegal. I don’t see how that would even be enforceable. Sanctuaries are not a realistic option. Their limited space needs to be kept available for other horses that desperately need it. Sending privately owned carriage horses to sanctuaries means another horse would die for lack of a place to go. Banning carriage horses in NYC will exacerbate the problem of homeless horses in this country.

When other tourist industries experience an accident, the response is not to ban the entire industry. It is to determine what went wrong and make changes to fix the problem. This is why I'm asking you to schedule a hearing for Intro 937 which will help the horses, the drivers, and increase safety for everyone.

The NYC carriage industry has some of the tightest regulations concerning the management of horses anywhere in the country. Please consider the facts and do not bow down to the angry mob. Winston Churchill once said, "There is something about the outside of a horse that is good for the inside of a man.”

I was able to listen to some of the testimony online, and a lot of the testimony from anti-carriage forces was nothing but misinformation and pure emotion and anthropomorphism. I don't know how you could have taken some of them seriously.

Intro 943 not only ends the carriage business in NYC, but it does not have any real solutions for the problems you will create for the workers and the horses. In fact, by requiring the horses never again be allowed to do the job for which they are trained when they are no longer under NYC jurisdiction amounts to devaluing them and making it impossible for their owners to work with them somewhere else in the country or sell them for a decent price. How can that be legal? I hope the TWU sues the city if you do that.

All the talk about sanctuaries willing to take the horses presumes that the owners are willing to give away what was once a valuable animal to the very people that helped put them out of business. That is just twisting the knife after you stabbed the horse owner by making his investment in his business worthless.

Everyone was upset about the single fatality in over 100 yrs. Are you planning on banning bicycles, subways, aircraft and motor vehicles next? The death toll from those forms of transportation is astronomical in comparison. And, what about the police horses? There have been occasions where they have also gotten loose, and the work they do is much more dangerous than pulling a carriage. Will NYC ban them and lose their investment in the mounted unit? You would have to if you wanted to be consistent.

As a tourist to NYC, I'd be much more concerned with being kept safe from repeat violent offenders set free without bail, than from a horse.

I will try to keep this as brief as I can and too the point.

First, I will say that I support continuing the iconic NYC carriage rides in the park.

I don't have the facts/figures, I assume you do have them or can get them, but this industry brings in a lot of money to the area. It supports more than 200 people directly and hundreds more indirectly.

This is the livelihood of the drivers, owners, stable hands, veterinarians, farriers and more.

It supports purpose made buildings that alone are iconic, restaurants and other businesses.

It provides a much needed job for the horses themselves.

I know that you've vets already provided testimony on the expletory care these horses get so I defer to them on that point.

Your own rules in place already spell out significant work rules requirements for breaks, temperature, hours worked and generous time off (often way more than most humans get)

There has been one human fatality in all the years they have been operating. It is my understanding that this is still under investigation. While this is sad, it should not impede or reflect on the 160+ years that the carriage rides have been operating.

Yes, horses have died. And upon each fatality NYC has taken steps to ensure the health and wellbeing of these horses-evolving into the current rules and conditions.

NYC would be better served to keep the carriage rides. Limit the ebikes and bicycles into their own dedicated lanes, much like the carriage horse have their own lanes. Broader oversight with compliance with the rules with more spot inspections or even daily inspections to ensure the wellbeing of the horses.

This is simply common sense as opposed to the people who have no idea about horses and what their real needs are.

Consider, what will happen to those horses if you should stop the rides? Yes, some may arrive in rescue or sanctuary for a time before being sold on and eventually into the slaughter pipeline. These are not riding horses. Some breeds may die out completely as the drafts loose jobs they are bred to do.

What about the people that are currently directly employed in the industry? Grooms, Stable hands, security, drivers and owners? Consider the loss of revenue at the restaurants, shopkeepers and more.

Don’t make a hasty decision based on high emotion. Take some time to do a proper in-depth study on the impacts.

Take real time to visit the stables unannounced, talk with the vets and the farriers more than just the testimony. Talk with the shopkeepers and restaurant owners. Be sincere in your goal to find a better solution.

Good morning council members my name is Bella Casini and I am a lifelong horsewoman and animal welfare advocate. I am from Iowa and have been riding horses for 12 years and training horses for about 3 years

I am asking you to oppose Intro 943 and instead pass Intro 937. Every time I see anything that is said about the horses in Central Park being abused, I am like are people serious? One reason the carriage horses are not mistreated is because I see videos of them interacting with the elderly and children on a daily basis. As someone who has seen horses rescued out of neglectful situations, I can tell you that a horse would not be able to handle strangers walking up to them and petting or interacting with them if abuse was going on. So please stop calling the horses liars.

I would also like to address the most recent accident where an 18-year-old lost his life in a tragic horse carriage accident. I feel like I reiterate a lot of the feelings about it that other people have shared. Everyone is sad about what happened to Romanch Mahajan and we all want improvements to make the horse carriage industry safer. However, a ban is not a solution, because if a ban happens because of 1 accident, we need to ban anything with horses, since safety is never 100 percent guaranteed when doing things with horses.

What we can do is make improvements such as putting up more hitching posts, getting some pastures built in the park so the horses can live in the park instead of having to be in the stalls all day and so they don't have to commute to the park in traffic. These are just some of the ideas that can work to make it safer for both horses and humans.

I also encourage council members to look at other industries in the horse world and see how they have improved their part of the horse world. Improvements do work if you try to enact them.

Thank you for reading my testimony and please oppose **Intro 943 and instead pass Intro 937.**

Please do not ban carriages and horses in Central Park. They are part of New York City's history. Train the carriage drivers better and enforce the rules. Better oversite and training would nearly eliminate the problems and complaints of the carriage opposers.

Dear Council Members,

Please accept this written testimony regarding the proposed ordinance to ban horse-drawn carriages within our city limits. As a resident and a concerned member of this community, I am writing to express my strong support for this ban and to urge the council to vote in favor of phasing out this outdated industry.

While horse-drawn carriages are often romanticized as a historic tradition, the reality of operating them in a modern urban environment presents severe animal welfare issues and significant public safety hazards.

Our city streets were designed for motorized traffic, not for livestock. Forcing horses to labor for long hours on asphalt—frequently in extreme weather conditions—puts immense physical strain on these animals. They are subjected to constant exhaust fumes, hard surfaces that damage their hooves and joints, and the unpredictable noise of urban traffic. Horses are prey animals by nature; when startled by a honking horn, emergency siren, or sudden movement, their instinct is to bolt. In a crowded city center, a spooked carriage horse inevitably results in collisions, property damage, and serious injuries to both the animals and the public.

Furthermore, many cities worldwide have already successfully transitioned away from this practice, proving that we can preserve our tourism appeal without relying on animal labor. Do not position NYC as a behind-the-times city. We should be leading the way.

Replacing horse-drawn carriages with electric, vintage-style brass era replicas or other alternative tours would protect local tourism jobs while aligning our city with modern ethical standards.

Tradition should never outpace compassion or public safety. It is time for our city to take a progressive step forward and bring an end to this inherently unsafe and inhumane practice. I respectfully urge the City Council to pass the ban on horse-drawn carriages.

Thank you for your time, leadership, and consideration of this urgent matter.

Sincerely,

Blake Utne

From: Bonnie Brown
To: Testimony
Subject: [EXTERNAL] Writing in support of Romanch"s Law
Date: Wednesday, July 15, 2026 11:35:19 AM

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To the NYC Council regarding the hearing on Romanch's Law,

I am unable to be there in person today but wanted to testify in favor of Romanch's Law. I have been a resident in NYC since graduating from NYU in 2007.I used to be one of the many people who never gave a second thought to horse carriages until I witnessed them when I began to frequent Central Park.

At first, I was struck by how sad the horses are and it affected me to the point where I could no longer go to the areas in Central Park where the horses are working because I get so emotional and upset with the situation that I have to pretend that it does not exist. I have ever since been supportive in the fight to end horse carriages in NYC. This support was galvanized when I was walking towards the 59th Street A subway station and witnessed a horse carriage in traffic in Columbus Square clearly distressed and anxiously trotting in the exact direction of and on the same street as the cars and amongst the beeping and bumper to bumper traffic. I was so upset and the driver looked completely at ease while the horse was thrashing their head in both directions as if trying to escape their current circumstances. I have never forgotten that horse and how badly I felt for our treatment of these beautiful animals who deserve better.

Over the years I have witnessed the injuries, deaths, collapses, and most recently the tragic death of Deniz and Romanch in the headlines. I am angry that an 18 year old man had to die in order for this issue to finally be taken seriously when all along we have known how dangerous it is to put a sensitive animal such as horses in a chaotic city such as NYC and expect them to not be impacted or adversely affected by the unnatural environment they are forced to exist and work in. It is not only unnatural to them but it is inhumane not to mention irresponsible. These are huge animals who do not belong in small and crowded spaces.

Please let's all take action to remove these animals to a far more suitable environment where they can be horses instead of unpaid, unwilling employees for our need to be nostalgic for a time that has long since passed and with good reason. Horses being driven has always been dangerous but now that it is no longer necessary, it's insane to me that it still takes place. Please let's end this and find the horses a sensible solution. I would be willing to donate in that effort to place these horses in an appropriate environment.

I understand that the human workers are a concern but let's find a solution for all. We are creative and intelligent and can find a suitable resolution for all involved.

Thank you.

Kind regards,

Bonnie Brown
[redacted].
New York. NY 10040

Dear NYC Council Committee on Health,

As a born and raised citizen of NYC that is still living here, with no plans of leaving, I am writing to urge you all to continue to support and pass Romanch's Law which is currently Intro 0943, and vote to end horse-drawn carriages in New York City. Both a tourist and a horse died last month due to this industry. This industry should not continue to exist in NYC, these horses should live peaceful lives in open fields, not live a life pulling people who either don't know better or are fully aware of the abuse on the streets. This must stop.

Horses should not be working in the traffic, noise, and congestion of our city. New York can protect animal welfare while embracing safer, more modern alternatives like electric carriages instead that these carriage riders can be transitioned into.

As a constituent, I hope you will pass the legislation and help bring an end to this outdated industry.

I'd also like to point out that I'm getting sick of all the horse feces that stink up parts of Central Park, and I'm sure a lot of other people who like to visit Central Park, especially local residents, feel the same way. Believe me, it's a much stronger odor than dog feces, which is its own issue, but not one with a relatively simple solution such as Intro-0943.

Thank you for your time and your service to our community.

Sincerely,
Brad Tenezaca Moina

Written Testimony to the New York City Council Regarding Introduction 943

Re: Vote NO on Introduction 943 and Pursue Meaningful Welfare Reforms Instead

Chair Schulman and Members of the New York City Council,

Thank you for the opportunity to submit testimony regarding Introduction 943.

I respectfully urge the Council to vote **NO** on Intro. 943, which would prohibit New York City's historic horse-drawn carriage industry. Instead of eliminating an industry that has existed for more than 160 years, I ask the Council to pursue practical reforms that improve horse welfare while preserving these horses, the skilled horsemen and horsewomen who care for them, and an important part of New York City's history.

The debate surrounding carriage horses should be guided by science, veterinary expertise, and practical solutions—not by emotion, misinformation, or ideological campaigns.

Several studies have contributed valuable information regarding carriage horse welfare. A study conducted in Charleston, South Carolina, found that carriage horses worked an average of approximately four hours per day. Research by Dr. John Bertone found normal physiologic responses and cortisol measurements that did not demonstrate chronic stress associated with carriage work in the horses studied.

These studies do not suggest every horse or stable is perfect, but they do indicate that blanket claims that carriage horses are inherently abused or chronically stressed are not supported by the available scientific evidence.

New York City already has one of the most highly regulated carriage horse industries in the world, with veterinary examinations, work-hour limits, weather restrictions, licensing, and inspections. If improvements can still be made, they should be achieved through thoughtful regulation—not prohibition.

One meaningful improvement would be relocating the carriage horse stables adjacent to Central Park and creating turnout paddocks where horses can spend additional time outdoors between shifts.

Eliminating the industry creates another serious concern: where will the horses go? Across the United States there is a shortage of reputable equine sanctuaries and retirement facilities, many of which already operate at capacity.

Horses have worked alongside people for thousands of years. The goal should not be to erase working horses from modern society, but to ensure they are cared for responsibly and humanely.

Some advocacy organizations, including PETA, believe horses should no longer be used for work by humans. They are entitled to that view, but public policy should rely on veterinary science, experienced equine professionals, and evidence-based welfare standards.

I respectfully ask the Council to vote **NO** on Introduction 943, continue improving welfare through evidence-based regulation, work toward relocating the stables adjacent to Central Park with turnout paddocks, and preserve both the welfare of the horses and the livelihoods of the hardworking New Yorkers who care for them every day.

Thank you for your consideration.

Respectfully submitted,

Brian Bailey

SUBJECT: Testimony for Intro 943 (Romanch’s Law)

July 15, 2026

Dear New York City Council,

As a resident of New York City of over 30 years, I am writing to strongly urge support to pass Romanch's Law, formerly known as Ryder’s Law (Intro 943) to transition New York City away from horse carriages and toward a safer, more humane future. On June 9, 2026 another carriage horse collapsed and died in Central Park – a heartbreaking reminder that our current system is not working. We have seen this happen too many times before, including Ryder, the carriage horse who collapsed in Hell’s Kitchen in 2022 and inspired this legislation. New York City has always evolved. Practices that were once common can and should change when we know there is a better path forward. Horses are living beings who deserve dignity and compassion, and they should not be forced to navigate the noise, traffic, and demands of New York City streets. At the same time, this transition must include the workers whose livelihoods are connected to this industry. Carriage drivers and their families deserve respect, economic security, and a seat at the table. I urge the City Council to work with TWU, animal advocates, and all stakeholders to create a thoughtful transition that protects horses while supporting workers. With 71% of New York City voters supporting an end to horse-drawn carriages, now is the time for action. Please co-sponsor and pass Romanch’s Law. Thank you.

Sincerely,
Brian Thibeault
[redacted]
New York, NY 10033
[redacted]
[redacted]

I oppose the proposal to ban New York City's carriage horses. There is insufficient evidence to support claims that the horses, as a whole, are being abused. Eliminating the industry would also create an immediate welfare problem, as quality homes for displaced horses are already in short supply while many horses nationwide are at risk of entering the slaughter pipeline.

As an equestrian with years of hands-on experience caring for and working with horses, I know that a horse's welfare cannot be judged from a short video clip or a single photograph. Healthy horses display clear signs of good care through their body condition, soundness, behavior, and overall health. In my own observations of New York City's carriage horses, I have consistently seen horses that appear well-fed, well-maintained, and comfortable in their work. Like any industry, there is always room for oversight and improvement, but broad claims of systemic abuse are not supported by the evidence.

If working in the city is inherently abusive, then the same standard should be applied consistently to mounted police horses, which also work in Manhattan traffic and crowds. The fact that these horses are rarely included in calls for a ban suggests this debate is being driven by selective narratives rather than objective evidence.

Rather than making policy based on emotion or the agendas of outside interest groups, the city should work with the carriage drivers' union, equine veterinarians, and other equine industry professionals to ensure the highest standards of care. If improvements are needed, they should be implemented through thoughtful regulation that protects both the horses and the livelihoods that depend on them; not by eliminating an industry without clear evidence that doing so would improve equine welfare.

Romanch’s Law intro 943

I humbly request you pass Romanch’s Law for the following reasons;

1. More accidents/deaths of both equines and humans will occur because equines are prey animals and no amount of legislation can rewrite their natural instinct to bolt when they feel fear/threatened. For this reason alone horse carriages need to be banned.
2. Horses do not belong in cities with all the noise, confusion, people and hazards of city life. It’s cruelty to keep them in this environment. It goes against all of their instincts.
3. Horses need a herd for their most basic needs of safety and well being.
4. They are housed in unsafe and uncomfortable buildings with no regard to their needs and safety.
5. Equines are forced to work while they are unfit and in pain.
6. The majority of New Yorkers do not want horse carriages in New York City.
7. So Romanch’s death will not be in vain. Give his family this peace knowing another family will never have to suffer their endless loss and pain due to horse carriage rides in New York City.
8. Passing Romanch’s Law is the right thing to do now.

Thank you for your time.

To the Members of the New York City Council,

I am asking you to choose compassion over tradition and finally end the use of horse-drawn carriages in New York City.

A horse was never meant to spend its life standing on concrete, breathing exhaust, weaving through traffic, surrounded by constant noise, sirens, crowds, and chaos. These are sentient, intelligent animals whose bodies and nervous systems were designed for open land, movement, grazing, companionship, and rest—not as tourist attractions in one of the busiest cities in the world.

Tradition alone is not a reason to continue something when we know better. Every generation is given an opportunity to evolve its relationship with animals, and I believe this is one of those moments.

This is not about taking away livelihoods. It is about creating a humane transition that honors both the people whose lives have depended on this industry and the horses who have carried that burden for far too long. We are capable of building alternatives that do not require an animal to sacrifice its well-being for our entertainment.

History will remember the choices we make when compassion asks us to change. I hope New York chooses to be remembered as a city that led with courage rather than convenience.

Please vote to end horse-drawn carriages and support a future where these horses can live as horses should—on grass beneath open skies, with room to move, to rest, and to simply be.

They have carried us long enough. It is time for us to carry them into a better future.

Good afternoon, Council Members.

Thank you for the opportunity to speak today.

I'm here because I believe New York City has reached a point where horse-drawn carriages no longer reflect the values of a modern, compassionate city.

These horses spend their lives navigating congested streets filled with traffic, noise, extreme weather, exhaust fumes, and unpredictable conditions. No matter how well individual horses may be cared for by their handlers, the reality is that they cannot choose this environment. They work because we ask them to.

We have evolved in so many other areas by recognizing that traditions can change when we know better. History and tourism are important, but neither should depend on the labor of living animals when humane alternatives exist. Visitors come to New York for its innovation, creativity, and leadership—not because horses are pulling carriages through Midtown traffic.

This is not about criticizing the hardworking people whose livelihoods depend on the industry. Any transition should include meaningful support, job training, and opportunities for those families. We can care about workers while also acknowledging that the industry itself has become outdated.

A city that prides itself on progress has an opportunity to lead by replacing horse-drawn carriages with modern, cruelty-free alternatives that preserve the experience without putting animals at risk.

Future generations will likely look back on this practice the same way we now look back on many customs we once accepted but later recognized were no longer appropriate.

I respectfully urge the Council to end horse-drawn carriage operations in New York City and to support a thoughtful transition that protects both the people whose livelihoods are affected and the horses who deserve a peaceful retirement.

Thank you for your time and consideration.

Signed, Brittney Clark Dougherty, July 16th 2026

Good afternoon, Council Members.

My name is Brooklyn Trapp, and I am here today to ask you to finally end the use of horse-drawn carriages in New York City.

For many people, horse carriages represent nostalgia, romance, and tradition. But for the horses themselves, the reality is very different. These are large prey animals forced to spend their days navigating crowded streets, breathing exhaust fumes, standing on hard pavement, and working in conditions that were never designed for their physical or psychological well-being. Even worse is the “stables” these incredible individuals are being kept in, completely against their nature, with no access to pastures or grazing or nature- it is beyond barbaric.

We know more today about animal welfare than we did when this industry began. We recognize that animals are sentient beings capable of experiencing stress, fear, pain, and discomfort. As our understanding evolves, our policies should evolve with it.

This is not about punishing carriage drivers or disregarding the livelihoods of hardworking New Yorkers. It is about finding a humane path forward that protects both workers and animals. Other forms of transportation and tourism can preserve jobs while eliminating the need to keep horses in one of the busiest urban environments in the world.

A city as influential as New York has the opportunity to lead by example. We pride ourselves on being progressive, compassionate, and forward-thinking. Continuing to use horses as tourist attractions on congested city streets sends the opposite message.

The question before us is not whether carriage horses have been part of New York’s history. They have. The question is whether they should be part of its future.

I respectfully urge the Council to support legislation that phases out horse-drawn carriages and replaces them with humane alternatives. We can honor tradition without requiring animals to bear its burden.

Thank you for your time and consideration.

From: B
To: Testimony
Subject: [EXTERNAL] Ban horse carriage industry
Date: Saturday, July 18, 2026 8:43:13 AM

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We urge the New York City Council to swiftly pass Intro 943, also known as Romanch's Law, to end the horse carriage industry, send the horses to loving sanctuaries, and help drivers transition to new employment.

Thank you,
Brunilka Rosario

[I'm speaking for C. White.]

20 years ago, Newsweek wrote, "New York has the highest carriage-horse accident rate in the country." The industry called for hitching posts, driver training. Newsweek feared only a human death could end it. Now the eyes of the world are on us.

Safe, humane horse-drawn carriages are not possible in New York, because of the nature of the City.

Dangerous urban traffic, crowded parks—and all horses spook. Prey animals, wary of danger, they bolt and run for their lives.

128 accidents since 1982, 29 work-related horse deaths, now, Romanch. Plus lives shortened by overwork, and slaughter.

No turn-out to pasture, which working horses require for their health and well-being, to be horses with other horses.

Climate extremes at busy seasons, when they collapse and die in our streets. Summer heat hotter on asphalt, humidity hard on horses. Then the cold of the punishing winter holiday season.

Concussive leg and hoof injuries pounding pavement, with respiratory harm from exhaust--can end their working lives, and lead to slaughter.

Inadequate housing, even upstairs, in stalls too small for draft horses.

At the end, brutal slaughter.

The industry wants hitching posts in Central Park, but this invites disaster. Horses can spook tied to hitching posts, breaking their

necks, rearing and collapsing backward, runaways dragging the post, injuries and death. Hitching posts do **not** make it safe for drivers to leave their horses! By law and good horse sense, horses must be attended at all times at the horse's head, including at a hitching post, where the public can stress the horse.

Negligence caused the death of Romanch, and many horses. It's human to think, "I'll only be a moment, what could happen?"-- but in that moment, horses spooked, the unthinkable occurred. More driver training a few years ago did nothing.

C. White
[redacted]
New York, New York 10009
[redacted]

Donna Stein
[redacted]
Hudson River Sloop Clearwater, Inc.
[redacted]
www.clearwater.org
America's Environmental Flagship

From:	C. White
To:	Testimony
Subject:	[EXTERNAL] TESTIMONY, In Favor of Int. 943, Romanch"s Law, Prohibiting the Operation of Horse-Drawn Cabs
Date:	Saturday, July 18, 2026 3:26:02 PM
Attachments:	TESTIMONY, In Favor of Int. 943, Romanch"s Law. Horse-Drawn Carriage Accidents in NYC Documented through August, 2015.docx

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Attached, my written Testimony in favor of Intro 943, as a Word Document.

To the New York City Council,

Attached is my Testimony in Favor of Intro 943, Romanch's Law, Prohibiting the Operation of Horse-Drawn Cabs.

Name: C. White
Email: [redacted]
Phone Number: [redacted]
Hearing: July 15, 2026, Committee on Health
Subject of Testimony: In favor of Intro 943, Romanch's Law, Prohibiting the Operation of Horse-Drawn Cabs
My file is entitled Horse-Drawn Carriage Accidents in NYC Documented Through August, 2015.
Self

I need to e-mail instead of download, as my older computer is unable to download on your page.

This is a compilation of all known Horse-Drawn Carriage Accidents in New York City Through August, 2015, which I created some time ago, although it includes some updates. Part of the process of documentation included links to news broadcasts and videos, etc. While the links are enclosed for 95 accidents known at that time (the number is now 128), of course you need not listen to them or watch them, as there is copious written documentation, articles, and photos. I apologize for the inclusion of the audio and visual links, and I hope it will not disallow my testimony, and that they can be ignored. There are so many of them, and they are such an intrinsic part of the document, that it would be difficult to delete them. For many of them, there is an accompanying transcript of a corresponding article, and the links are not essential to conveying the information.

Thank you for understanding.

With respect and best wishes,
C. White
[redacted]
New York, New York 10009
[redacted]
[redacted]

Testimony, In Favor of Int. 943, Romanch's Law. C. White, [redacted]., NY, NY 10009

Known and Documented HORSE-DRAWN CARRIAGE ACCIDENTS, 1982 - August, 2015

Followed by List of 23 work-related HORSE DEATHS, 1982 – 2015 [with a note added to reflect six more known horse deaths through June 2026, thus 29, as well as that of Romanch Mahajan]. (p. 169)

95 NYC HORSE-DRAWN CARRIAGE ACCIDENTS, SPOOKING INCIDENTS, COLLAPSES, HORSE DEATHS, many with photos and videos, 1982 – August, 2015 [As of June, 2026, the count is up to 128.]

{0} indicates accident number.

1 – **41 Accidents, Incidents, Collapses, Horse Deaths in Central Park and Immediate Environs** {1} to {41}

2 – **37 Accidents and Horse Deaths beyond Central Park: Travelling between Central Park and the Stables; In the Stables; and Elsewhere (Also Accidents with Address Unknown)** {42} to {78}

3 – **17 Additional Accidents included in NYPD Police Reports obtained through FOIA and Court Order by the Animal Legal Defense Fund (ALDF)** {79} to {95}

18 Deaths of NYPD Officers and Police Horses: Accidents Involving Horses and Horse-Drawn Vehicles, 1864 – 1928 (p. 171)

The first list includes accidents in Central Park, the Central Park hack stand, and the Park's immediate environs. Accidents along the routes the carriage horses would have to take between the Park and the stables are included in a separate list that immediately follows. I make mention here, however, only that Charlie collapsed and died on W. 54th Street between 8th and 9th Avenues on his way from his stable to Central Park. And the terrible spooking accident that took Spotty's life occurred at 9th Avenue and 50th Street, as Spotty was returning to the stable.

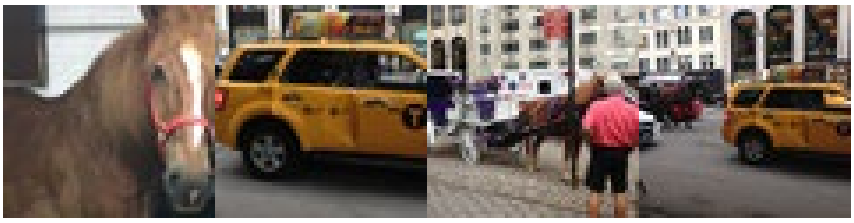
This will of necessity be an incomplete list: we only know of those accidents that were reported by the media, witnessed by a member of the public, or included in a police report. There is no specific requirement for the carriage industry to report horse accidents, and if the police are involved, it is up to them whether they file a report. Also, these numbers do not include the many hit-and-run and unreported accidents, and the deaths do not include the unknown fates of many of the horses who have collapsed, the life-shortening effects of working conditions, the deaths by slaughter of many retired carriage horses, and so on. But we find that with the ubiquity of cell phones and increased awareness of animal welfare, more and more accidents are being documented, showing that carriage accidents are more frequent than we realized.

{1} Pumpkin. June 10, 2014 : – "**A carriage horse named Pumpkin spooked at the hack line, hitting an open taxi door."** http://www.banhdc.org/ch-acc.shtml

Pumpkin "spooked and ran wildly into Central Park, pulling an empty carriage before smashing into an open taxicab door." He was unattended on the hack line when he spooked.

Pumpkin, June 2014, "**a** carriage horse named Pumpkin got spooked **and bolted down Central Park South, causing mayhem before crashing into a taxi cab."**
http://www.nyclass.org/horse_drawn_carriages

Pumpkin, June 10, 2014.
http://gothamist.com/2014/06/10/runaway_carriage_horse_bolts_in_cen.php#photo-1
Gothamist. "**Runaway Carriage Horse Bolts Through Central Park And Crashes Into Taxi**," by Jen Chung, June 10, 2014.



'Yesterday evening a driverless carriage horse **broke free of his bridle near 55th street, bolted into Central Park and slammed into an open taxi door at 59th Street. The horse, Pumpkin, was eventually corralled by carriage horse drivers.**

'While no one—no humans or horses—were injured, it was an alarming incident in a high-traffic area of Manhattan and was witnessed by many, including the Mets' Matt den Dekker:


Glenn Mack @glenn_mcan

I just saw a runaway carriage horse in Central Park

4:41 PM - 9 Jun 2014


Matt den Dekker
✔ @UpperDekker

Almost got ran over by a horse carriage running wild through the city.

4:56 PM - 9 Jun 2014

‘Apparently Pumpkin's bridle got caught on another carriage while the carriage horses were in a line at roughly 5:45 p.m. Pumpkin's driver tried to put it back on, but the horse ran away. Another carriage horse driver, Christina Hansen, said, "He ran up to the park, and at that point, it's pretty predictable what's going to happen. He's going to run the route he usually takes."

‘According to NBC New York, "Pumpkin took off near 59th Street and ran his entire route through Central Park, the equivalent of the Kentucky Derby, according to Hansen. He was slowing down near the zoo off Fifth Avenue when a bicyclist jumped into the driver's seat to try to stop him. It only caused the horse to speed up, slamming the carriage into a cab on Central Park South."’

Sasha Damouni @SashaDamouni Jun 9

@deblasionyc horse runs into street causing taxi to hit its carriage, contorting car door, Central Park South #NYC pic.twitter.com/xCOQKDRQZy

5:06 PM - 9 Jun 2014


Scott Kevy @ScottKevy

Only in #NYC will you see a horse carriage charge into a Mercedes Benz, then the Benz speeds off & goes into 2 people on bikes #CentralPark

4:47 PM - 9 Jun 2014

GOTHAMIST VIDEO: https://vimeo.com/97787680

‘...NYCLASS, the group opposing carriage horses in the park, countered, "Carriage horses and busy New York City streets simply don't mix. This is just the latest instance that shows how unsafe horse carriages can be. It's time to retire the carriage horses and replace them with something that doesn't spook or dart dangerously through traffic and pedestrians."

‘And Dan Matthews, SVP of PETA, declared, "This evening’s chaos in Central Park show the serious public safety menace caused by keeping horses in Manhattan, whether on the streets or in the park. This shows the urgency of Mayor de Blasio’s plan to protect people and animals by retiring the horses to sanctuaries..."

‘Update: Mayoral spokesperson Wiley Norvell said, “We’re considering a range of options that would move the horses off our streets, safeguard the animals and protect the livelihoods of the men and women who provide carriage rides.”’

More --



A horse carriage hit a cab on Monday, June 9, after a runaway horse dragged the carriage through Central Park. (Credit: NYCLASS)

Pumpkin, June 10, 2014. http://www.nbcnewyork.com/news/local/Horse-Runs-Away-Crashes-Taxi-Central-Park-New-York-City-262458391.html 4 New York. "**Runaway Horse Bolts Through Central Park, Hits Taxi,**" by Checkey Beckford, June 10, 2014.

4 New York VIDEO. http://www.nbcnewyork.com/news/local/Horse-Runs-Away-Crashes-Taxi-Central-Park-New-York-City-262458391.html and

http://www.nbcnewyork.com/video/#!/news/local/Runaway-Horse-Bolts-Through-Central-Park,-Hits-Taxi/262468741

'**A carriage horse bolted on the streets of midtown Monday evening, galloping through Central Park and several streets before slamming into a yellow cab, crushing its door, police say**.

'Carriage operator Christina Hansen said the 7-year-old horse named Pumpkin somehow got out of its bridle, which is connected to the reins. Once the bridle was off, Pumpkin's driver had no way to stop him…

'Pumpkin took off near 59th Street and ran his entire route through Central Park… He was slowing down near the zoo off Fifth Avenue when a bicyclist jumped into the driver's seat to

try to stop him. It only caused the horse to speed up, slamming the carriage into a cab on Central Park South.

'William Paul, a tourist from Florida, saw the cyclist trying to steer Pumpkin to the side of the street before the horse crashed into the side of the taxi and came to a stop.

'"The horse was very frightened and shaky," he said.

'No one was hurt, and Pumpkin is expected to be OK…"Thank God no one was hurt this time, but what is it going to take for people to see that horses do not belong in New York City traffic?" said Allie Feldman of NYCLASS, an advocacy group that opposes horse-drawn carriages.'

Pumpkin, June 10, 2014. http://newyork.cbslocal.com/2014/06/10/animal-rights-groups-step-up-calls-to-ban-carriage-horses-in-nyc/ CBS New York. "New Calls For Carriage Horse Ban, After Horse Runs Loose in Central Park," June 10, 2014.

'…New York Mets Outfielder Matt den Dekker witnessed the incident and tweeted "Almost got ran over by a horse carriage running wild through the city."

'"I look up and I see a horse carriage coming pretty fast. It went right by me. Saw a guy on a bike chasing it down," den Dekker told CBS 2's Emily Smith. "It was crazy to see that in person."

'Andy Peeke said he couldn't help but watch in awe as the horse ran wild.

'"It was like 'click clack, click clack, click clack;' and I was like 'holy smokes that's coming really fast, that doesn't sound very safe.' And right as I turned to look I realized the horse is right next to me and there's nobody in the carriage," Peeke said…

'"A horse running loose in Manhattan traffic is the epitome of an accident waiting to happen. That there wasn't more serious harm — to the horse, innocent bystanders or property — is nothing other than simple good luck. The safety of New Yorkers should not depend on mere chance, and this incident underscores the need for an end to carriage horse operations in the city," the ASPCA said.

'The group went on to call the use of carriage horses in New York City "unnatural, unnecessary, and an undeniable strain on the horses' quality of life."

'…The ASPCA promised to "find and facilitate humane retirement options for any horse in need of a home" if the carriage horses are banned.

‘Mayor Bill de Blasio wants to ban carriage horses... “We’re considering a range of options that would move the horses off our streets, safeguard the animals and protect the livelihoods of the men and women who provide carriage rides,” said Wiley Norvell of the Mayor’s office…

‘ “I don’t think it’s a humane practice, I don’t think it’s smart for the future of the city, I don’t think it’s safe,” de Blasio said in April.’



Pumpkin (Photo,Teamsters) *Gothamist*

Pumpkin, June 10, 2014 http://www.all-creatures.org/articles/act-c-shdc-acc-20140610.html All-Creatures. Org. “When is Enough Enough? Another Carriage Accident In NYC,” by Coalition To Ban Horse-Drawn Carriages, June 10, 2014.

‘There has been yet another carriage horse accident in New York City.

‘**On June 9th, a Belgian draft named Pumpkin was waiting at the hack line at Central Park South when something spooked him and he bolted, charging into the park, dragging his driverless carriage - coming at people. A tourist jumped into the carriage trying to control him. His driver was on the sidewalk and obviously not paying attention - something we often see.**

‘**Mets outfielder Matt den Dekker, who was in the area, tweeted "Almost got ran over by a horse carriage running wild through the city." What would have happened if he had been trampled and injured or worse? Would it have been a game changer?’**

Pumpkin, June 10, 2014 https://www.thedodo.com/carriage-horse-accidents-nyc-st-louis-1131003825.html The Dodo. "Is NYC Being Honest About Its Carriage Horse Accidents?" by Elizabeth Forel, May 13, 2015.

'Pumpkin drags carriage through Central Park, hits cab.

'Pumpkin…on June 9, 2014 was yet another runaway carriage horse in New York City — and three weeks later was removed from the trade and sent away. After dragging an empty carriage through Central Park, poor terrified Pumpkin stopped only when the carriage caught in the door of a taxi cab. This happened on a late spring afternoon, with people everywhere, during the peak of rush hour. **Pumpkin had been left unattended and this accident never should have happened. Also, when a horse weighing 1,200 pounds or more spooks and runs wild, anyone in his path is very much in danger.**

'Then, as now, the New York City carriage trade went into overdrive trying to spin this near-miss into a positive tale. "What you saw is the industry's professionalism," carriage driver Stephen Malone told the *Daily News*. "We knew where the horse would go, corralled it [sic], and brought it back to the stable." Never mind that this unnecessary incident endangered the horse and the public safety, or that it would never have happened had the carriage driver been paying attention to Pumpkin, who was reported to have slipped from his bridle.

'Three weeks later, Pumpkin was sent away to work on an Amish farm.'

ON THIS DATE, 6 / 30 / 2014, THE ABOVE NAMED HORSE WAS:
(CHECK ONE)

____ SOLD (If sold in New York City, please provide the following information for the Buyer)

Name of Buyer(s): Not sold

Address of Buyer: _____

_____

Contact Number: Same as owners for current info. [redacted]

✓ RETIRED

____ OTHER Retired to: Norman Martin's farm @ [redacted] Kramermill Road, Denver, PA Phone [redacted] Pumpkin is a young and very healthy horse. Will probably be taken by an Amish farmer as a working farm horse.

____ *DIED

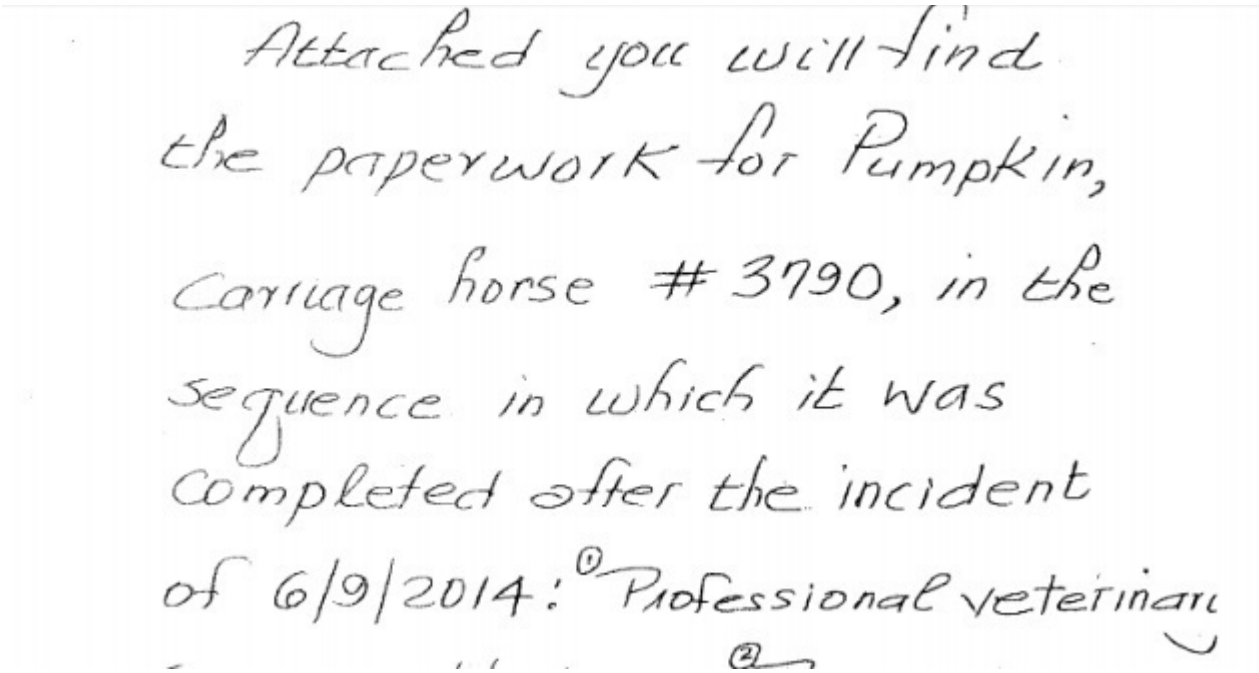
SIGNATURE: Frank Nola still owned by Derllea LLC as of 8/1/2014

*Owners must notify the Department within 12 hours of death of horse and must not remove remains from NYC nor dispose of unless prior approval is given by the Bureau. Owner shall also submit a statement from the examining veterinarian providing the description of injury or illness which preceded death.

4-02 (C) (2) The Bureau shall be notified of the transfer of ownership or other disposition of a licensed horse within 10 days thereafter. Such notice shall include date of disposition and if sold in New York City, the name and address of buyer or other transferee. In the case of death, the notice shall include the date of death. A licensed horse covered by these regulations, shall not be sold or disposed of except in a humane manner.

Pumpkin. June 10, 2014. https://www.thedodo.com/community/banhdc/competency-and-error-margins-i-586014166.html The Dodo. "Competency and Public Safety in New York City Carriage Trade: Part 1," by Mary Culpepper, 10 June 2014. **"A 6-year-old Belgian draft horse named Pumpkin spooked and ran wildly into Central Park, pulling an empty carriage before smashing into an open taxicab door." Belgian draft horses like Pumpkin typically reach 2000 pounds. Pumpkin was unattended when he spooked on the hack line. A brave member of the public tried to prevent worse from happening. "A bicyclist…took matters into his own hands to jump into the carriage, steer it along the park drive back onto Central Park South and stop the spree by forcing the carriage to wedge itself between a taxicab and a car. The impact smashed the door of the taxi but brought the incident to a close."** This article analyzes the industry practices and incompentency that allowed such an incident to take place. Pumpkin is now doing farm work in Pennsylvania.

'UPDATE, November 2014: Predictably, Pumpkin (who bore the hoof # 3790) is no longer an NYC carriage horse. He was "retired" on June 30, 2014 to an Amish farm in Pennsylvania, where he was said to be working and pulling a plow…Pumpkin was sent away 3 weeks after he spooked and crashed his empty carriage into an open taxicab door.


Attached you will find
the paperwork for Pumpkin,
Carriage horse #3790, in the
sequence in which it was
completed after the incident
of 6/9/2014: ① Professional veterinari
②

'Horse-drawn carriages don't belong in New York City, and it's not surprising when accidents happen…New York City carriage drivers receive very little formal training, and it shows. This accident was particularly upsetting to true "horse people" because a Belgian is large horse breed that typically weighs at least 2,000 pounds. It is very dangerous to be in the path of 2,000-pound carriage horse who is running for his life -- there's very little margin for error. The city must take note of this. Carriage driver incompetency is not an insignificant matter. It's another reason for an outright ban.

'Bridles Don't Just Fall Off a Horse

'It was widely reported that Pumpkin "slipped his bridle." Just slipped out of it. That should never have happened. A horse who was properly tied by a halter and lead rope to a sturdy stationary object, or whose driver had been in the box (driver's seat area) of the carriage and holding the lines, would never have spooked this way. Halters are more difficult to rub off than the type of bridle often seen on NYC carriage horses.

'Among carriage operators who put a premium on safety, a popular addition is the inexpensive safety strap known as a gullet strap, which could have prevented Pumpkin's bridle from being pulled off accidentally. Safety of passengers and passersby should trump greed and profit motive as a top priority in the New York City carriage trade. Finally, the horse should not have been allowed to get so close to the carriage in front of him, allowing him to rub his face and head on that carriage in front. Without a gullet strap, a bridle can slip off.

'Do bridles fall off? They can. Should it happen in New York City, in which the carriage [industry] boasts of unmatched professionalism? Never. The 27-year-old carriage driver's assertion that

the bridle slipped was reminiscent of a 2010 Independence Day parade accident in Iowa that left 20 people injured and one woman dead after two terrified carriage horses charged into a crowd of people.

'New York City carriage operations are inherently inhumane and dangerous, and horse-spooking accidents are one of the very top reasons for it. Traffic is an ever-present spooking risk, but a horse can spook at the slightest provocation: a leaf rustling in the wind, a car door or umbrella opening, a plastic bag or a startling noise. It was said to be the sound of drummers that caused Smoothie in September 2007 to become terrified and spook. She died on Central Park South. Like Pumpkin, Smoothie was a victim of a driver who wasn't paying attention to her. Another similarity between the Pumpkin (2014) and Smoothie (2007) accidents is that they both imperiled the public safety unnecessarily and both were entirely preventable.

'A walk along the hack line in New York City reveals ill-fitting tack and improperly and often illegally attached manure catchers. If these are not attached correctly, the weight of one at the end of a shift can cause harness rubs. In some cases, a loose or flapping strap has been blamed for causing an NYC carriage horse to spook…

'The June 9, 2014, accident involving Pumpkin was a direct consequence of recklessness and incompetence, beginning with a bored carriage horse who was unattended, escalating into a terrifying spooking spree and ending with a bicyclist who took matters into his own hands to jump into the carriage, steer it along the park drive back onto Central Park South and stop the spree by forcing the carriage to wedge itself between a taxicab and a car. The impact smashed the door of the taxi but brought the incident to a close…

'Every day that passes without a ban endangers carriage horses as well as the public safety in New York City. There's no room for error.'

July 2, 2014. I'm not numbering this among the accidents/incidents, but I include it here as an example of the many instances of welfare regulations ignored in Central Park:

July 2, 2014, in Central Park, carriage driver and industry spokesperson Christina Hansen was caught forcing her horse to work in 90 degree weather**, after the NYPD had issued a suspension**. (From http://www.nyclass.org/horse_drawn_carriages) This is representative of an all-too-common and well documented occurrence, failure to return the horses to the stables when a suspension is declared due to weather extremes.

July 2, 2014. http://nypost.com/2014/07/03/horse-industry-honcho-drove-carriage-during-heat-suspension/ New York Post. "**Horse Industry Honcho Drove Carriage During Heat Suspension**," by Leonard Greene, July 3, 2014.

'The face behind New York City's controversial horse carriage industry was caught on camera Wednesday giving passengers a ride in the searing heat in apparent violation of the law.

'Spokeswoman Christina Hansen began and ended a tour with passengers after the city officially suspended drivers from operating because of the heat.

'A video posted on YouTube shows Hansen in Central Park collecting money from passengers after they stepped off her carriage yesterday afternoon nearly 90 minutes after the suspension went into effect…

'Under city law, drivers are required to suspend operation and return horses to their stables when the temperature reaches 90 degrees, as it did Wednesday afternoon.

'The suspension ruling was issued at 12:37 p.m. The video is time-stamped at 1:54.

'Hansen said she had not seen the video, but did not deny being its subject.

'The driver said she picked up several passengers shortly before 1 p.m. for an hour-long drive, but did not realize the suspension had gone into effect.

'She said there were other drivers operating at the time…'

VIDEO, accompanying article, and at http://youtu.be/6ODHjixw--Y -- NYCLASS. "**Cruel Carriage Driver Working Horse During Heat Suspension**," July 2, 2014. "On Wednesday, July 2 at 1:54 p.m. carriage driver and industry spokesperson Christina Hansen was caught working her horse during a city-mandated suspension due to brutal temperatures over 90 degrees. Carriage operations had been suspended that day 12:37 p.m.—more than 75 minutes before Christina was taking passengers in violation of city law. Passengers are seen leaving the carriage, and money is given to the driver."

{2} Spartacus, April 23, 2014. "A bus startled a horse and it fell over on the sidewalk, becoming pinned to the ground by its carriage Wednesday" (CBS News article, below).

Spartacus, April 23, 2014, "**a carriage horse named Spartacus** crashed and fell to the ground **when he was freaked out by a passing bus."** (http://www.nyclass.org/horse_drawn_carriages) **This occurred on Central Park South, just west of 5th Avenue.**

Spartacus, April 23, 2014.
http://gothamist.com/2014/04/24/photo_spooked_carriage_horse_collap.php Gothamist. "'**Spooked' Carriage Horse Collapses On Central Park South**," by Jen Chung, April 24, 2014. '…**the incident occurred on Central Park South, just west of Fifth Avenue, across from the Plaza Hotel. A tourist sent a photograph and this description…:**

Scroll down for photo and article --



‘”I was in town visiting from Oklahoma when I witnessed one of the worst animal cruelty incidents I have seen in a long time. A bus drove very close to a horse and spooked it

(rightfully so, I was also scared of how close the busses were to us). The horse bucked and started to run when its carriage went of the curb and pinned the animal to the ground…

‘”The men (if that's what we want to call them) proceeded to hold the horse down and save their carriage (yes carriage, not horse) from further damage. One man suggested cutting the carriage and the other said no because it would come out of his pocket (he clearly had one concern, of which the horse was not). To top off the whole event, **the men proceed to strap the horse back into harnesses and continue to work even though he was clearly limping and hurt**!!!”

‘**The witness also shared video of the aftermath**. [**See article for video, or go to**

VIDEO Spartacus, April 23, 2014. https://www.youtube.com/watch?v=CwLZ3PaUj9k [“Video 3,” by Jen Chung.]

‘**The horse apparently ended up pinned under the carriage and also defecated on himself while still on the ground.** Donny Moss, who has been critical of the use of carriage horses and directed *Blinders*, a documentary about the industry, told us, "**Six carriage horses have spooked and crashed in urban areas in the past 10 days. In New York City, the open carriages are driving in the streets with motor vehicles, but the passengers are not wearing helmets or seatbelts**. If tourists had been in the carriage when it flipped over last night, they could have been seriously injured. **No amount of regulation can prevent a horse from spooking**. **This is just one of the many reasons why horse-drawn carriages cannot be operated safely or humanely in New York City…”**

‘An opponent of the horse carriages told us, "Thankfully, the carriage was empty and no one was hurt in this serious accident. Eyewitness accounts say there was **a bus that went by at a high rate of speed and spooked the horse**."’

Spartacus, April 23, 2014. http://www.all-creatures.org/articles/act-c-shdc-acc-20140427.html All-Creatures.org. “Another Horse Spooking Accident In NYC,“ April 23, 2014, by Coalition To Ban Horse-Drawn Carriages. “**A horse named Spartacus was spooked by a bus on Wednesday evening April 23rd.** As reported in The Gothamist: the carriage drivers claim that the carriage wheel got entangled with the wheels of another.



“Such spin. This is the truth. If Spartacus spooked due to a bus, tried to run away and fell over - HORSES SHOULD NOT BE IN TRAFFIC AND THE TRADE NEEDS TO BE BANNED.

“But if the carriage wheels got entangled, it means that THE DRIVERS ARE INCOMPETENT AND BAD HORSEMEN, DROVE MUCH TOO CLOSE AND THE TRADE NEEDS TO BE ABOLISHED.

“No matter what happened, this inhumane and unsafe business must be shut down. Horses falling over on the street like that is simply not acceptable.

“They say that Spartacus was fine. But we do not buy for a minute that Spartacus was not bruised from his fall with the carriage landing on him.”

NYC horse carriage accident caught on camera



Spartacus: The scene of a horse carriage accident near the Plaza Hotel on April 23, 2014. CBS New York

Spartacus, April 23, 2014. http://www.cbsnews.com/news/nyc-horse-carriage-accident-caught-on-camera/ CBS News. "NYC Horse Carriage Accident Caught On Camera," April 24, 2014.

'NEW YORK -- Animal rights activists plan to protest the city's horse-drawn carriage industry following **an accident near the Plaza Hotel,** CBS New York reported**.**

'A bus startled a horse and it fell over on the sidewalk, becoming pinned to the ground by its carriage Wednesday, according to a tourist from Oklahoma who provided CBS 2 with photos of the incident.

'The tourist claims the horse was made to continue working even though it was limping.

'However, a carriage driver on the scene of the accident disputed the tourist's account of what happened.

'"He did not spook. He did not collapse. Contrary to rumors, he was not startled by a bus; there was no bus on 59th St. at the time," said carriage driver Christina Hansen. "We are very happy Spartacus is fine."'

'…"A horse in the middle of the streets of Midtown doesn't belong," de Blasio said on April 11. "I think a humane society doesn't do that to animals and we have an alternative where we'll have an opportunity for tourists to have a similar experience but without horses being a part of it…" '

{3} Blondie, In December 2013, **a carriage driver was** arrested for animal cruelty **for forcing Blondie the carriage horse to work for four days while she was severely injured**. (From http://www.nyclass.org/horse_drawn_carriages) **In Central Park.**

Blondie, December, 2013. http://www.nytimes.com/2013/12/21/nyregion/carriage-horse-driver-is-charged-with-animal-cruelty.html?_r=1 New York Times. "**Carriage driver Is Charged With Animal Cruelty,**" by Marc Santora, December 20, 2013.

'A carriage horse driver with a checkered history was charged on Friday with animal cruelty after a police officer observed him working a horse that was visibly injured, according to court documents.

'The officer, Brian Coll, was on patrol in Central Park shortly before midnight on Wednesday when he noticed a horse struggling to pull the weight of the carriage to which it was yoked.

'He questioned the driver, Saverio Colarusso, and learned that the horse, Blondie, had been hurt for four days, according to court documents.

‘Despite the injury, Mr. Colarusso had worked Blondie for five hours that day, Officer Coll testified in the complaint.

‘He then summoned Sgt. Raymond Aviles, a mounted police officer with training in dealing with horses.

‘“The horse had an injury to the rear left leg,” Officer Coll testified, “causing it to have difficulty walking and substantial pain.”

‘Mr. Colarusso was arrested. If found guilty, he could face a fine of up to $1,000 and a year in jail.

‘It is not the first time Mr. Colarusso has gotten in trouble. In 2010, he was charged with drinking while on duty after being spotted drinking a beer while standing next to his carriage. Two other bottles of liquor were found inside the carriage.

‘He has also been fined for driving his horse through city streets at unauthorized times, failing to keep a daily log and not turning on the lamps on the side of his carriage after dark.

‘A lawyer representing Mr. Colarusso did not immediately return a call seeking comment.

‘About 200 horses work in Central Park, and animal rights advocates said that while Mr. Colarusso’s arrest might be unusual, many horses on New York City’s streets were suffering.

‘The case, they said, was more evidence that the newly elected mayor, Bill de Blasio, should make good on his campaign promise to ban horse carriages from the city’s streets and parks.

‘“This incident further reinforces the need for an end to carriage horse operations in the city,” said Bret Hopman, a spokesman for the American Society for the Prevention of Cruelty to Animals. “The A.S.P.C.A. believes that the use of carriage horses in 21st-century New York City is unnatural, unnecessary and an undeniable strain on the horses’ quality of life…”

‘If the police had not noticed Blondie’s condition, animal experts said, the injury could have proved fatal.

‘A subsequent examination by a police veterinarian found that Blondie had a condition called thrush — an infection of the hoof that if left untreated can lead to the horse becoming permanently lame, and subject to euthanasia.

‘Thrush can occur when a horse is not cared for properly and is kept in unclean conditions. After Mr. Colarusso’s arrest, an order of protection was issued directing him to stay away from Blondie.’

Blondie, December, 2013
http://gothamist.com/2014/05/29/bad_horse_carriage_driver_loses_lic.php Gothamist. **"No More License For Driver Who Made Injured Horse Work,"** by Jen Chung, May 29, 2014.

'The carriage horse driver arrested for allegedly abusing **his horse can no longer be a carriage horse driver.**

'The Post reports**, "The Department of Consumer Affairs last month yanked the license of Saverio Colarusso, who was arrested in December after cops noticed that his horse was pulling a carriage despite a painful injury to its hind leg." The horse, Blondie, was spotted by a police officer because she was struggling to pull her load. Colarusso later admitted that Blondie had been injured four days earlier.**

Colarusso was previously busted for drinking on the job **in 2010 and was suspended for a month…**

{4} Chris. September 26, 2013: "**A horse named Chris spooked at Columbus Circle and was pinned under his overturned carriage.** He sustained some scratches. **His driver, Frank Luo of the Manhattan Carriage Co. had been charged the previous day for operating a carriage for more than 12 hours in a 20-hour period and for overcharging passengers."**
http://www.banhdc.org/ch-acc.shtml

Chris. September 26, 2013. "**A horse named Chris spooked and bolted through Columbus Circle, sideswiped a car and flipped the carriage. Chris was pinned under the overturned carriage and freed after a group of bystanders lifted the rig off of his hind legs.** The driver, Frank Luo, owner of Manhattan Carriage Co, had been charged just the previous day for operating a carriage for more than 12 hours in a 20 hour period, and for overcharging riders." http://www.nyclass.org/horse_drawn_carriages

Chris. September 26, 2013. http://www.nydailynews.com/new-york/carriage-horse-flips-midtown-traffic-article-1.1468477 *NY Daily News***: "Horse Flips out in Midtown Manhattan traffic, carriage breaks, animal gets trapped underneath,"** by Edgar Sandoval, Joe, Kemp, Bill Hutchinson, September 26, 2013.

[Note in article below, as with Spotty, the horse was behaving "strangely" on leaving the stable, but the driver took him out anyway. A witness tells, below, how the carriage also swung into a car.]

DNAinfo

'When horse the bucks and bolts along Eighth Ave., near Columbus Circle, the frantic carriage driver used all his might to prevent the animal from running amok.

‘A horse-drawn carriage was severely damaged Thursday after a spooked horse went wild in Manhattan.

‘The carriage was heavily damaged, and driver Frank Luo — who only a day earlier had been cited by the city for industry violations — was rattled. **Luo said he’d only worked with Chris for three days and noticed the animal was acting strangely as soon as they left the stable Thursday.**

‘“I was really nervous,” Luo, of Staten Island, told the Daily News. “I just held tight. I kept yelling at the horse, ‘Hold! Hold!’ to calm him down.”



A horse from the Manhattan Carriage Company was pinned under a carriage after it collapsed on the animal near Columbus Circle.

‘The 6-foot-1, 240-pound driver said it took all his might to prevent the animal from running amok.

‘“I knew that if I let him go, he would have run into traffic, caused accidents and hit people,” said Luo. “I’m very thankful I didn’t get killed."

‘The accident came a day after the Department of Consumer Affairs accused Luo, owner of Manhattan Carriage Co., of overcharging.

DNAinfo/Trevor Kapp

‘Carriage driver Frank Lou was driving down Eighth Avenue when the horse, named Chris, grew frightened near Columbus Circle.

‘Luo, 43, a licensed carriage driver since 1996, was also charged with operating a carriage for more than 12 hours in a 20-hour period, officials said.

‘Garth Burton, 48, watched the accident unfold and rushed to help — as did some firefighters who were nearby.

‘“The carriage went to the right and smashed into a car,” he said.

‘They tried to pull the carriage off the driver, he said. “But the horse kept freaking out and pulling the harness down. The horse’s legs went back, got stuck under the car and that caused the carriage to fall on him again.”

‘The horse was taken back to Clinton Park Stables on W. 52nd St., where a vet examined him. “He’s doing great. Some minor scratches,” the vet said.’



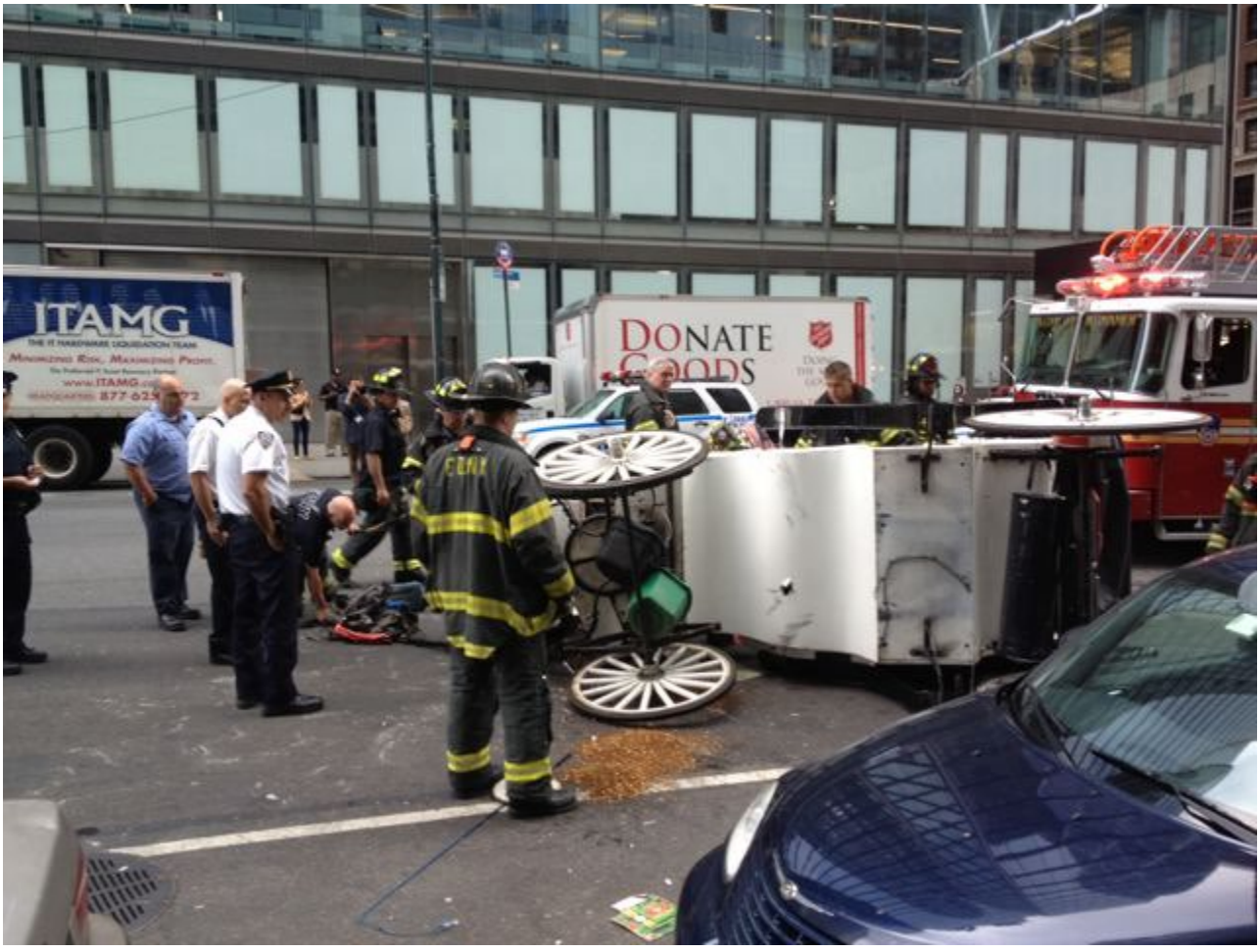
Cris spooks and overturns carriage, trapping himself underneath, near Columbus Circle.

Chris. September 26, 2013.
http://gothamist.com/2013/09/26/photo_spooked_horse_knocks_his_carr.php#photo-5
Gothamist. “**Photos: Spooked Horse Knocks Carriage Into Midtown Traffic**,” by Lauren Evans, September 26, 2013.

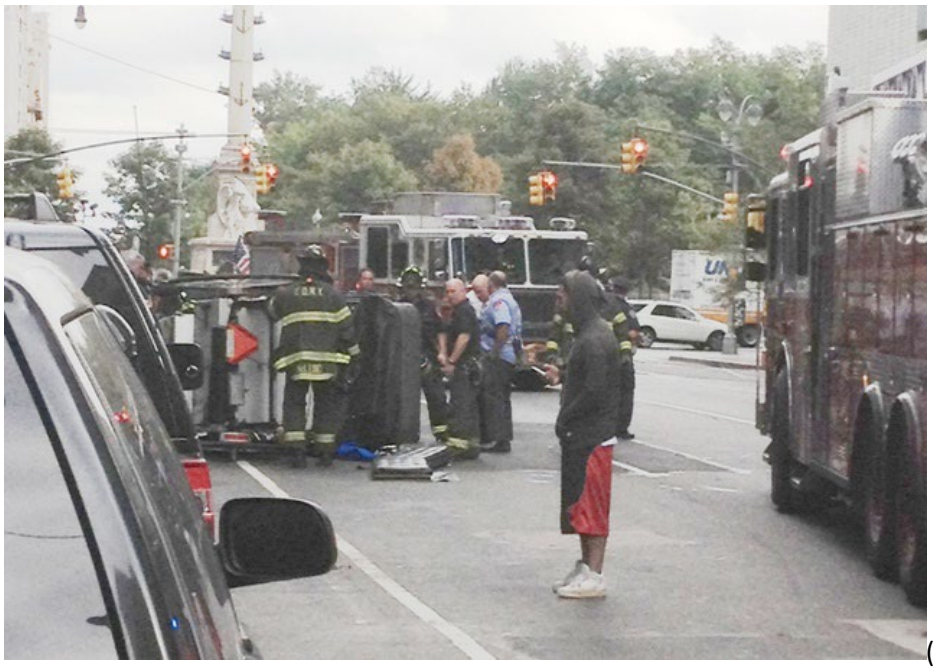
‘Could this be the final nail in the Carriage Horse coffin? **One of the beleaguered beasts apparently became spooked during this morning's commute, knocking his adjoining carriage into traffic on 8th Avenue between 57th and 58th streets.**

‘Melissa Ripke told us she was on the way to her internship at the Hearst Tower around 10:15 a.m. when she heard a loud noise. **She turned and saw the tipped-over carriage, with emergency responders crowding the scene and an understandably shaken horse standing nearby.** Passersby remarked that the horse looked young, perhaps not yet sufficiently nerve-deadened to withstand the Manhattan din. "**I think he got spooked or something, and kind of went crazy,**" she said.

‘An FDNY spokesperson said the department arrived at the scene at 10:17 a.m., but that there were no apparent injuries.



Photos: Spooked Horse Knocks Carriage Into Midtown Traffic

 (*Courtesy Deb Wenof*)

VIDEO FROM NYCLASS SHOWING OVERTURNED HORSE CARRIAGE, SEPTEMBER 26, 2013.
https://www.youtube.com/watch?v=x7iuLhNCFJc

'Allie Feldman, the executive director of NYCLASS, an advocacy group committed to ending the carriage horse industry, told us that this is the 19th carriage accident in the past two and a half years. [http://www.nyclass.org/horse_drawn_carriages] She'd heard from various sources that this morning's incident was possibly the result of the horse getting hit by a car, or that it had broken free from its reins—she clarified that it would take some time to piece together the specifics of what happened.

'One thing she knows for certain, however, is that the industry has to end.

'"**Horses don't belong in an urban setting when they're at risk of being hit by cars, trucks and buses," she said, adding that sending a 1,200 pound animal down crowded city streets is "an accident waiting to happen."**

'"There's no way to test how a horse is going to react to oncoming traffic— there no horse traffic lane in New York City. There are no airbags," she said.

'"Is that really the kind of risk we want to put horses and residents in?"

'Update: Edita Birnkrant, the New York Director of the group Friends of Animals, sent us the following:

‘Friends of Animals has been working for many years to ban the carriage horse industry and get the horses into sanctuaries, and **this latest accident shows the absolute critical need for a ban to happen immediately. I spoke to many witnesses who said people on the street were screaming and running in fear while the horse was out of control and nearly ran onto the crowded sidewalk.**

‘We are very concerned about the condition of the horse, who was seen bleeding from the leg and who had the heavy carriage on top of him for several minutes. I contacted the ASPCA humane law enforcement division and they told me they are sending an officer to check on the condition of the horse today. Friends of Animals is calling for the owners of the horse to release him to a sanctuary and get him off NYC streets for good. **We would gladly pay the fee to transport and care for this horse to ensure his safety.’**

Chris, September 26, 2013. http://www.all-creatures.org/articles/act-c-shdc-acc-20130926.html All Creatures.org “Another NYC Carriage Horse Accident,” by Coalition to Ban Horse-Drawn Carriages. ‘On Thursday, 9/26/13, a NYC carriage horse named Chris spooked on his way to work in Central Park. He got caught up in the carriage, which fell on him near Columbus Circle. His driver, Frank Luo, who has been working in this business for many years, not surprisingly did not have a clue how to have prevented this or how to deal with the horse.



‘The article from DNA offers a good report and also includes video. This is a quote from the article.

‘"I passed 57th Street and the horse starts acting crazy. He started kicking his back legs. I grabbed the reins and I must've yelled, 'Stop' 15 times," said carriage driver Frank Luo, 43, who works out of the Clinton Park Stables on 52nd Street near 11th Avenue Luo, who said the horse's name is Chris, said he couldn't calm the steed down. "He broke the whole front of the carriage and the fifth wheel. The harness trapped the back legs and he stopped," Luo said, adding, "I didn't do anything wrong. I did my job well. If I had gotten scared and jumped out [of the carriage], it would've been ten times worse."

'This comment was offered by an experienced horseperson:

'"Many of these people are NOT competent enough as horse handlers to be taking these animals out in heavy urban traffic. That is a FACT. Almost ALL of these incidents involving "spooks" "bolts" and "runaways" have been because of driver error. Experienced and competent horsemen do not yell "Stop" or "Hold"-- they say "Whoa" in a commanding tone. They try very hard not to "yell" or "scream" or show fear or panic in their voice. I can't believe this man thought he deserved "credit" for doing what he is supposed to do-- stay with his horse and carriage and try to regain control."'

{5} March 23, 2013. 'A horse pulling a carriage from Central Park spooked and reared up as he was coming out of the park road. No one was injured.' http://www.banhdc.org/ch-acc.shtml

{6} January 4, 2013 – '**A horse pulling carriage #1075 collapsed near Fifth Ave. and 59th St. after he discharged two passengers.'** http://www.banhdc.org/ch-acc.shtml

January 4, 2013. http://www.all-creatures.org/articles/act-c-shdc-acc-20130104.html All-Creatures.org "Another Carriage Horse Collapses," by Coalition To Ban Horse-Drawn Carriages. "**A sorrel colored horse pulling carriage # 1075 collapsed** on Friday, January 4th as he was making a right turn from the road coming out of the park near 5th Avenue onto 59th St. **The driver had just come out of the park and dropped off his passengers.**

"Eye witnesses said the horse looked exhausted. He simply collapsed. He was unhooked from the carriage and walked back to the stable."

Note that the horse collapsed toward the end of the holiday season, when the horses are worked hardest, **and in the cold**.

{7} Henry. November 12, 2012 'a carriage horse carrying a driver and three passengers fell inside Central Park at West 67th Street, sustaining injuries to his legs.' http://www2.nycbar.org/pdf/report/uploads/20072178-ReportonA.7748-S.5013whichwouldprohibittheoperationofhorsedrawncarriagesinNewYorkCitySeptember2011.pdf New York City Bar Association.

Henry, November 12, 2012: 'A 7-year old horse named Henry, who was pulling a carriage in Central Park near Tavern on the Green, hurt his leg after stumbling. He was pulled from service.' http://www.banhdc.org/ch-acc.shtml

Henry, November 12, 2012. http://www.nyclass.org/tags/press_releases?page=6 NYCLASS. "15th Horse Carriage Accident in Manhattan This Year," by Allie Feldman, November 12, 2012. "Animal advocacy group NYCLASS (New Yorkers for Clean, Livable and Safe Streets) has learned that yet **another carriage accident occurred today at 12:30 PM when a carriage horse**

stumbled inside Central Park near Tavern on the Green at West 67th Street. This is the second confirmed accident this fall. Although there are no reported injuries to the three carriage occupants or driver**, the 7-year-old horse, named Henry, sustained an abrasion to his front leg, and was immediately suspended from work and returned to Westside Livery to be examined by a veterinarian…"**

{8} Oreo, August 16, 2012. OREO VIDEO:https://www.youtube.com/watch?v=VVo1QXVBLTM

According to NY1, "Witnesses say the horse was originally spooked in Central Park and threw the driver, and then the horse took off with two passengers in the carriage."

Because this accident began with a spooking in Central Park, on Central Park South, Oreo belongs in this section of Central Park accidents. He spooked and ran, threw the driver, collided with a double-parked vehicle at 60th and Broadway, where his two passengers were ejected, and then took off to 57th and Ninth, where he collapsed, tranquillized by police.

Oreo. August 16, 2012 – **'A horse named Oreo spooked on Central Park South as his driver was making an illegal u-turn. His driver got off the carriage and lost control of the horse as he bolted into traffic, running up on the sidewalk and narrowly missing pedestrians. The carriage split in two as terrified Oreo stuck two cars and ran for several blocks before being tranquilized by the NYPD. He was retired from service.'** http://www.banhdc.org/ch-acc.shtml

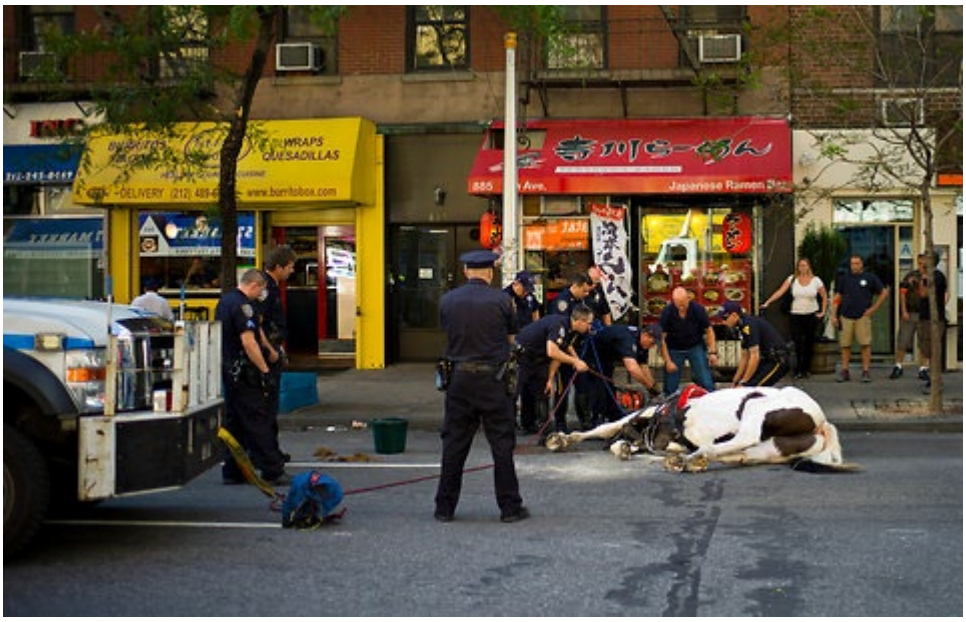
Oreo. August 16, 2012 http://www.nyclass.org/horse_drawn_carriages **'A spooked horse took off into busy traffic, dumped the driver and two passengers, struck two cars, split the carriage in two, and ran for four blocks before being captured. The two passengers and the driver were treated for minor injuries. The horse, named Oreo, was tranquilized before being taken back to the stables.'**

Oreo. August 16, 2012 –' a horse named Oreo spooked and bolted into traffic on Central Park South near 7th Ave. as his driver tried to make an illegal u-turn. The driver was injured when he got down from the carriage and lost control.'
https://www.facebook.com/BanHDC/posts/10201639819853279

Oreo. August 16, 2012. http://cityroom.blogs.nytimes.com/2012/08/16/carriage-horse-collides-with-car/?_php=true&_type=blogs&_r=1 *New York Times*. "3 Are Injured When Horse Sheds Coach In Manhattan," by Andy Newman, August 16, 2012.

3 Are Injured When Horse Sheds Coach in Manhattan

By Andy Newman, August 16, 2012



A carriage horse named Oreo lying on Ninth Avenue after being shot with a tranquilizer dart, minutes after he ran amok on Columbus Circle. Credit Robert Caplin for The New York Times

'A spooked carriage horse burst out of line near Central Park on Thursday, thundered into the busy traffic on Columbus Circle, dumped his driver and two passengers, struck two cars, shed the wreckage of his carriage and ran free for four blocks before being captured on Ninth Avenue, the authorities and witnesses said.

'Three people were injured, the police said.

'The horse, a 6-year-old draft gelding named Oreo who has a white and brown coat, suffered a minor scratch to his muzzle, said the American Society for the Prevention of Cruelty to Animals, which enforces carriage-horse regulations.

'The accident was the latest mishap involving carriage horses near the park. The periodic accidents, some of them resulting in serious injuries, help feed a growing campaign by advocates for animals to ban the carriage-horse trade in New York.

'The chaotic scene unfolded around 4:20 on a sunny afternoon, when the park and Columbus Circle were jammed with people. One witness, Ernest Gaithers, said that Oreo and his red-and-white carriage were lined up along Central Park South with the other carriages when the horse bolted. The driver fell out of his seat and landed in the street, his leg bleeding, Mr. Gaithers said.

'The horse headed toward Columbus Circle and hit a silver BMW, ripping off part of its bumper, Mr. Gaithers said, and the carriage began to fly apart.

‘The passenger compartment of the carriage, with a man and woman in its covered facing seats, broke off and toppled over, Mr. Gaithers said. Oreo, pulling the remains of his carriage, headed north.

‘“I heard the horse make a little noise, and then I ran into the intersection and saw the man and the carriage lying on the ground,” Mr. Gaithers said.

‘Sayed Elgandi, who works at a juice stand, said he and other bystanders rushed over and helped right the carriage and pull out the man and woman, who appeared to be in their 30s. The woman seemed relatively unhurt, but the man appeared to have hurt his neck or back and was put in a brace by medical workers, said Ginger Larcom and Debbie Shaver, tourists visiting from Portland, Ore.

‘Oreo then clipped a livery car, taking off part of its mirror, then shed the front half of his carriage and trotted west on 60th Street, said a man who gave his name only as Alvin P.

‘“I think he was probably running home to the stables,” he said.



The horse's carriage lay broken and upended at Columbus Circle.Credit Tina Fineberg for The New York Times

‘Home for Oreo is Clinton Park Stables, on 52nd Street near 12th Avenue, but he did not get that far.

‘On Ninth Avenue, Joe Guarino, who works at a restaurant called Whym, said he was taking a break out front when the horse came “bolting down the street.” Between 58th and 57th Streets, Mr. Guarino said, “he slowed to a stop right behind the cars and waited for the light.”

‘A passer-by tried to grab the horse by the harness and lead him onto the sidewalk, Mr. Guarino, 27, said.

‘Oreo “was terrified,” Mr. Guarino said. “He was rearing, licking his chops.”

‘With the help of a police officer, the passer-by led Oreo to the sidewalk, Mr. Guarino said. The horse was tied to a pole, and officers shot him with a tranquilizer dart, Mr. Guarino said.

‘At first, Mr. Guarino said, the horse struggled: “He kept trying to break free.”

‘Finally, Oreo slumped to the ground. But he was able to stand up and get into the police truck that drove it away just before 5 p.m.

‘At Clinton Park Stables, a man who answered the phone but would not give his name said that both the driver and Oreo were in good shape.



After the tranquilizer wore off a bit, Oreo was able to stand up and walk into a police truck.Credit Robert Caplin for The New York Times

‘“The vet is here, and he’s checked him out,” the man said of Oreo. “Everyone is fine.”’ *Matt Flegenheimer, Vivian Yee and Tina Fineberg contributed reporting*

New York Daily News VIDEO: http://www.nydailynews.com/new-york/carriage-horse-bucks-free-sends-driver-passengers-spilling-street-article-1.1138092 Runaway carriage horse collapses near Central Park: A carriage horse threw off its riders, ran off and collapsed after being spooked Thursday near Central Park. NY Daily News **(article and VIDEO)**

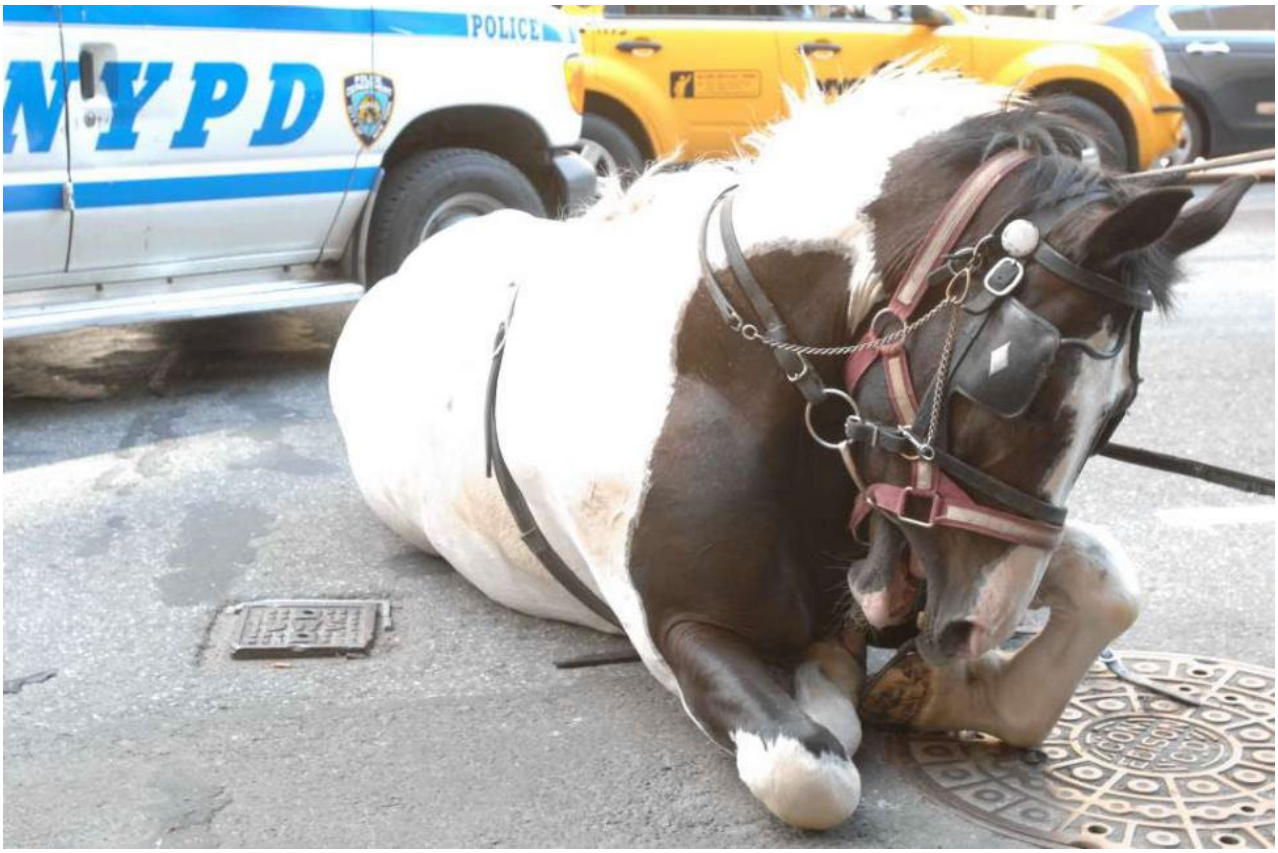
VIDEO
http://video.nydailynews.com/?ndn.trackingGroup=90051&ndn.siteSection=nydailynews&ndn.videoId=23779376&freewheel=90051&sitesection=nydailynews&vid=23779376 (video only)

Oreo. August 16, 2012. Youtube video: **Covers Oreo and Flash (August 16, 2012 and December 4, 2011)**

Oreo. August 16, 2012. http://www.nydailynews.com/new-york/carriage-horse-bucks-free-sends-driver-passengers-spilling-street-article-1.1138092 New York Daily News, "**Carriage horse bucks itself free near Central Park, sends driver, 2 passengers spilling into street**, " by Matthew McNulty and Sarah Armaghan, AUGUST 16, 2012



Armando Ramos /Via nydailynews.com (above).



SAM COSTANZA

This carriage horse broke from carriage and bolted to 9th Ave and 58th street before collapsing. He was eventually gotten to his feet and removed by NYPD mounted unit to an unknown location.

Oreo, August 16, 2012. YouTube VIDEO

https://www.youtube.com/watch?v=VVo1QXVBLTM: **Oreo Spooks. Transcription, NY1 News Story, August 16, 2012:**

'Anchor: Chaotic here in Manhattan, after a carriage horse collides with a car near Central Park, dumps his passengers on the street, and runs wild in Midtown. Michael Hertzberg joins us now with more details.

'Michael Hertzberg: Lewis, it appears now from witness statements that everyone involved in this incident should be okay, but here at 60th and Broadway, this is where the horse actually collided with a double-parked vehicle. Now in this vicinity, two passengers were ejected from the carriage. The horse took off to 57th and Ninth, was corralled by cops, and collapsed in shock and exhaustion. Eventually police did get the horse up.

'Witnesses say the horse had a bruise to its side, and you might be able to see blood on its nose. Witnesses say the horse was originally spooked in Central Park and threw the driver, and then the horse took off with two passengers in the carriage. The horse kicked at least one pedestrian and damaged a yellow cab. The animal then collided with a double-parked

car at 60th and Broadway. Passengers were ejected, but it's unclear if that happened at 60th and Broadway, or in Columbus Circle.

'Now, some say that passengers were conscious and walking; we did see video of one person being taken away by an ambulence, taken away in a neck-brace and on a board, but this was quite an experience, even for those who just saw the commotion.

'Witness 1: All I saw was the horse going wild, with the carriage attached to it. And two people were sitting on the carriage. And the horse was just going crazy, there was no driver.

'Witness 2: We saw the carriage hit the town car, and the horse just kept running, like—frightened



"A spooked carriage horse [Oreo] burst out of line near Central Park on Thursday, thundered into the busy traffic on Columbus Circle, dumped his driver and two passengers, struck two cars, shed the wreckage of his carriage and ran free for four blocks before being captured on Ninth Avenue, the authorities and witnesses said. Three people were injured, the police said." http://cityroom.blogs.nytimes.com/2012/08/16/carriage-horse-collides-with-car/?_php=true&_type=blogs&_r=0

Oreo, August 16, 2012. New York 4 Video, http://www.nbcnewyork.com/video/#!/on-air/as-seen-on/Carriage-Horse-Breaks-Free-Near-Central-Park/166499356 **"Carriage Horse Breaks Free Near Central Park,"** August 16, 2012. (**Copy & paste link into browser**.)

New York 4 Videos, http://www.nbcnewyork.com/news/local/Oreo-Spooked-Carriage-Horse-Recovering-Columbus-Circle-Accident-166593036.html **"Spooked Horse 'Oreo' Recovering After Columbus Circle Accident," by Tracie Strahan, August 17, 2012—2 Videos and article.**

'Manhattan resident Frank Burrows, who lives near the scene of Thursday's accident, is surprised horse and vehicle collisions aren't more common.

‘"I have to close my eyes on the bus sometimes because the buses just kind of come this close," said Burrows. "Cars are cutting them off like they're cabs, just to get in the lane. It's a nightmare."’

Injured carriage driver says horse not to blame for rein of terror near Columbus Circle

Oreo is an innocent victim, too, says driver Mehmet Dundar. ‘They were unloading metal frames. One fell down, there was a crash...The noise scared the horse.’

BY CHRISTINA BOYLE , TINA MOORE , CORKY SIEMASZKO NEW YORK DAILY NEWS Friday, August 17, 2012, 6:29 PM

‘Don’t blame Oreo!

‘That was the plea of the carriage driver Friday who was injured a day earlier when his horse named Oreo took him and two Aussie tourists on a terrifying ride near Columbus Circle.

‘Mehmet Dundar said the crash of metal beams falling at a construction site on West 59th St. — coupled with the blare of car horns — spooked the gelding and caused him to bolt.

‘“It’s not the horse’s fault,” Dundar said after returning home to Bensonhurst from Bellevue Hospital. “They were unloading metal frames. One fell down, there was a crash, and then cars coming were honking. The noise ... scared the horse.”

‘Dundar, 34, who learned to ride horses in his native Turkey, said 6-year-old Oreo is “a very good horse.”



JOE MARINO/FOR NEW YORK DAILY NEWS

Mehmet Dundar, was driving his horse-drawn carriage when a loud noise frightened his horse, Oreo. His passengers sustained minor injuries, Mahmet sustained more serious injuries, leaving him with abrasions to his hands, and 26 stitches to his foot. He was released from Bellevue hospital this morning.

‘“My biggest worry was of course the passengers, then the horse, then myself,” said Dundar, when asked about the accident that left him with banged-up hands and feet. “Poor people were taking a ride to enjoy it. I’m sure they didn’t want it to be a roller coaster.”

‘Christina Hansen of the Horse and Carriage Association of New York City said Oreo is recovering with only minor scrapes on his hips. But for now Oreo’s days of pulling carriages are over, she said.

‘“He's been suspended from work by the ASPCA,” said Hansen. “They’ll decide whether to send him to the farm for some R&R, but, regardless, he'll be just fine…”

Article continued --



Bryan Pace/for New York Daily News . Oreo at home: After the tumultuous previous day, Oreo is recovering at the Clinton Park Stables on 52nd Street between 11th and 12th Ave, in Manhattan.

'Dundar was taking tourists Nathan and Kelly Thompson on a tour when Oreo suddenly bolted around 4:20 p.m. Thursday.

'"It happened really quickly," said Dundar. "I tried to stop him. He dragged me with the reins about 20 to 30 yards."

'Meanwhile, the carriage collided with several passing cars before breaking apart and spilling the Thompsons on the street. They were not seriously injured. The accident, which Dundar claims was his first, prompted renewed calls to ban horse-and-carriage rides, which critics call inhumane and dangerous.

'"I have been calling for an end to a practice that places profit above safety — the safety of the horses and the unsuspecting public — for years," said Assemblywoman Linda Rosenthal, who represents the area and is pushing a bill to ban carriage rides. "What will it will take for the city and the industry to get the point?"…

Oreo continued --



Susan Watts/New York DailyNews Oreo's carriage was the worse for wear after loud noises frightened the poor horse and he bolted. NYPD officers help the frightened horse, Oreo, to regain his footing after he bolted, carriage in tow.

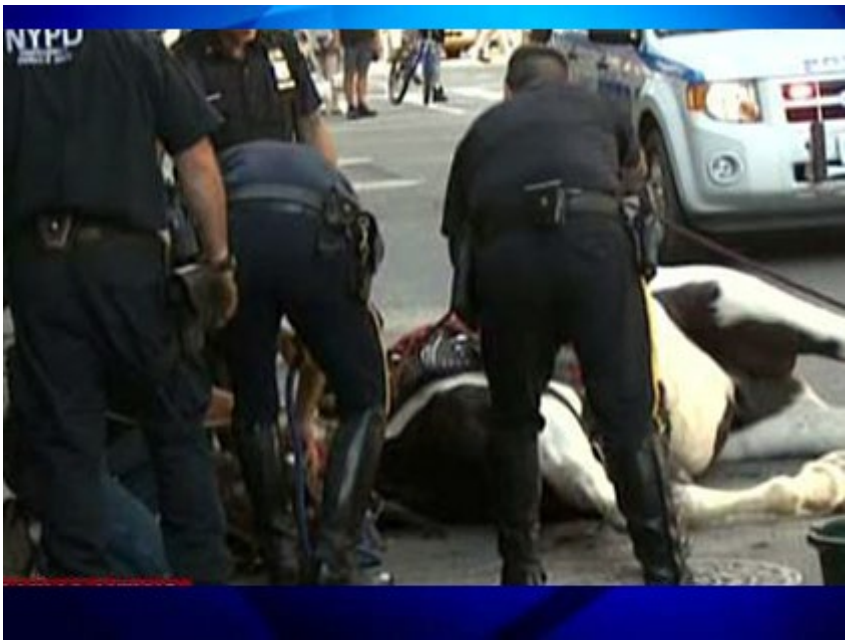




Photo, Susan Watts/New York Daily News

Oreo the horse broke free from its carriage at Columbus Circle and was captured on 9th avenue and 58th st where it collapsed on the street — it was eventually righted and put inside an NYPD mounted unit horse trailer.

Oreo, August 16, 2012. http://newyork.cbslocal.com/2012/08/16/carriage-horse-and-car-crash-at-columbus-circle/ **CBS New York**. **" Carriage Horse and Car Collide At Columbus Circle: Two Tourists In Stable Condition, Driver Also Injured; Horse Being Monitored By Veterinarian,"** August 16, 2012. **AUDIO** & **VIDEO** contained in article.



Carriage horse and car collide at Columbus Circle. (credit: CBS2)

'NEW YORK (CBSNewYork) — A horse-drawn carriage and a vehicle collided at Columbus Circle on Thursday afternoon, sending two people to the hospital. All of it started after the animal got spooked by a car horn and took off.

'The long-standing debate on banning the tourist attraction was rekindled by the incident.

'It all happened at 59th Street and 7th Avenue. The horse had a few moments of freedom following the incident before officials were able to get to it and take it away on a flat-bed truck, CBS 2's John Slattery reported.

'The 6-year-old black and white Gelding named "Oreo" went on a wild ride after getting frightened around Columbus Circle and Central Park South. The resulting episode left the carriage overturned and shattered.

'Two tourists were taken to St. Luke's Hospital in stable condition. Witnesses said the driver also injured his leg.

'"All of a sudden it sounded like a car crash and I turned around and all I saw was a horse going wild with a carriage attached to it and two people were sitting on the carriage…there was no driver, I didn't see a driver," one witness told CBS 2's Slattery.

***1010 WINS' Eileen Lehpamer Reports* Audio Player**

http://cbsnewyork.files.wordpress.com/2012/08/horse-3lehpamerw43-soc-intro-with-actuality-bradolf.mp3
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Use Up/Down Arrow keys to increase or decrease volume.

'The crash dumped the passengers to the ground, while the driver tried unsuccessfully to control the horse.

'"We were screaming because we thought the horse was going to get hit, but the carriage hit the [car] and left the carriage right there and he kept going," one witness told WCBS 880's Monica Miller.

***WCBS 880's Monica Miller With More On The Story* Audio Player**

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Use Up/Down Arrow keys to increase or decrease volume.

‘**The horse was not injured, despite bolting from Columbus Circle across 60th Street and down 9th Avenue to 58th Street while being pursued by bystanders.**

‘“A horse just came down 9th Avenue, galloping down 9th Avenue,” witness Joseph Guarino told CBS 2’s Derricke Dennis.

‘Guarino, a host at the Whym restaurant on 9th and 57th, took pictures of the horse after it was corralled by a passerby and police.

‘“They finally tranquilized the horse. I think they gave it a very light tranquilizer, because he kept trying to get back up, and then finally he just laid down on the ground,” Guarino said.

‘A witness told 1010 WINS’ Eileen Lehpamer one of the tourists fell before the horse took off down 60th Street with the carriage. The horse finally smashed the carriage against a limousine, according to the onlooker.



Scene of the carriage horse crash. (credit: Monica Miller, WCBS 880)

‘“I’m a huge animal lover and I was more worried that the horse was going to get hit by a car or run over somebody. It was just trying to stop the horse for its own safety,” Holly Schnack said.

‘Within a half hour of the accident, police were able to get the horse into a police trailer. It was being observed Thursday night and will not be working for the next few days while veterinarians wait for blood work results.

‘The cause of the accident is under investigation.

‘Meanwhile, the incident quickly ignited what has become a heated debate in New York City about carriage horses.



Scene of the crash in Columbus Circle. (credit: Eileen Lehpamer, 1010 WINS)

‘Scott Levinson with New Yorkers for Clean, Livable & Safe Streets said legislation that would outlaw hansom cabs is “gaining momentum.”

‘“With every month that goes by people realize that a horse is meant to be in pasture and not meant to be on city streets,” Levinson told 1010 WINS’ Lehpamer. “When a horse gets spooked, you just don’t know what they’re gonna do. It’s really an industry whose time has come and gone.”

‘“It’s inhumane treatment to the animal, but it’s also a huge danger to everybody else in the area,” State Sen. Tony Avella added…’

CBS VIDEO, OREO, AUGUST 16, 2012. Go to link, and scroll down for video:
http://newyork.cbslocal.com/2012/08/16/carriage-horse-and-car-crash-at-columbus-circle/

http://www.dnainfo.com/new-york/20120816/midtown/carriage-horse-involved-car-accident
DNAinfo. “Runaway Carriage Horse Injures Three People Near Central Park,” by Aidan Gardiner and Leslie Albrecht, August 16, 2012.

Runaway Carriage Horse Injures Three People Near Central Park

By Aidan Gardiner and Leslie Albrecht | August 16, 2012 4:45pm



'UPPER WEST SIDE — A spooked carriage horse suffered minor injuries after colliding with a car near Central Park on Thursday afternoon, police and fire officials said.

'The four-legged melee injured the horse-drawn carriage's two passengers and its driver, who were treated at local hospitals, police said. The extent of their injuries wasn't immediately available.

'Emergency responders raced to the scene at Seventh Avenue and Central Park South at 4:20 p.m. after the scared animal broke free from its carriage, bolted through traffic and apparently ran into a parked car, officials said.

'The brown and white horse was spotted a short while later tied to a lamp post on the west side of Ninth Avenue between West 57th and 58th streets.

'The animal, who was still wearing a harness adorned with red velvet, had bloody cuts on its nose. The horse appeared to panic and whinny, then fell on its side. The NYPD's Mounted Unit took the horse back to its home stable on West 52nd Street and 12th Avenue, police said.

'A tourist said he saw the immediate aftermath of the carriage crash at West 60th and Broadway. Chris Harvie, a visitor from Australia, said he saw an overturned carriage, but no horse. The carriage appeared to have collided with a black sedan. One of the carriage's rear wheels was completely destroyed, Harvie said.

'"The carriage was on its side," Harvie said. "The very nice black shiny limo was covered in horse poo."

‘A carriage driver who saw NYPD personnel bring the horse back to the stables said the creature appeared to be fine. "He was on all four legs and he walked up the stairs to the stable," said carriage driver Christina Hansen, 32, who drives a 9-year-old horse named Tyson. "All things considered, he seemed pretty calm."

‘Hansen said carriage harnesses are designed to break free in the event of an accident to protect horses from injury. She noted that the scared horse seemed be heading home, in the direction of the stables, after it got spooked.

‘A June accident involving a carriage horse, a motorcycle and an SUV at Columbus Circle injured the horse and renewed criticism of the carriage horse industry, which has come under fire from animal rights activists.

‘Priscilla Feral, president of the advocacy group Friends of Animals, said Thursday's accident was another reminder that horses don't belong in an urban setting.

‘"We return to the same theme over and over again about whether New York City could possibly be the right environment for a horse, and it can't," Feral said. "You can't make it sane, you can't make it safe. The chaotic streets of New York aren't going to work for a horse and it's a dangerous situation for drivers, tourists, for everybody."

‘Feral said her group would gladly help place New York's estimated 220 carriage horses in safe sanctuaries where they could live out their remaining days "with dignity…"’

Oreo. August 16, 2012, ‘a spooked carriage horse broke free from a carriage and crashed into a parked car in Columbus Circle during rush hour before collapsing in the street, causing the carriage passengers and driver to “spill into the street” and sustain injuries to their legs, face and feet.’ http://www2.nycbar.org/pdf/report/uploads/20072178-ReportonA.7748-S.5013whichwouldprohibittheoperationofhorsedrawncarriagesinNewYorkCitySeptember2011.pdf New York Bar Association.

Oreo, August 16, 2012. VIDEO https://vimeo.com/47686143 **Gothamist. “Carriage Horse Being Restrained After Crash,” Vimeo.**

Oreo, August 16, 2012. http://nypost.com/2012/08/16/carriage-goes-out-of-control-at-columbus-circle-when-horn-spooks-young-steed/ *New York Post*. **“Carriage Goes Out of**

Control At Columbus Circle When Horn Spooks Young Steed," by Helen Freund, August 16, 2012.



The runaway carriage horse is corralled and brought to the ground by NYPD officers. Photo: Robert Miller



One of the hurt passengers who was riding inside the carriage before the horse flipped is taken into an ambulence on a stretcher. (Warzer Jaff)

'A runaway carriage horse carrying a terrified tourist couple near Central Park today crashed into a parked van and a moving car – and was finally corralled several blocks away, witnesses said.

'The afternoon drama began on Central Park South near Columbus Circle when a moving van's horn spooked the young steed and sent it galloping along the sidewalk with two passengers in its carriage and no driver in control.

'Witnesses said the driver had been outside the carriage with the reins in his hands, turning the horse around when the horse began to bolt.

'The driver held on as long as he could until the horse pinned him against the wall. Another driver tried to help, but the horse was too strong, sprinting west along the sidewalk past surprised pedestrians.

'The couple would have been in for a much longer ride if the horse had not crashed into a parked van at Columbus Circle. There, the carriage broke apart, and the couple fell out. Witnesses the man hit his head during the fall, and the woman tried to comfort him.

'The horse, meanwhile, continued its frightened journey, colliding with a Town Car before finally being caught at 9th Avenue and W. 57th Street.

'Witnesses said the driver and the couple were taken to a hospital.'

Oreo's spooking accident made international news; here's an article from Britain:

http://www.dailymail.co.uk/news/article-2189609/Runaway-carriage-chaos-horse-tosses-tourists-smashes-cars-near-New-York-Citys-bustling-Columbus-Circle.html **Daily Mail.com (UK). "Runaway Carriage Chaos As Horse Tosses Tourists and Smashes Into Cars Near New York City's Bustling Columbus Circle,"** by Emily Anne Epstein, August 16, 2012.

"A couple of tourists went for the ride of their lives when their carriage horse spooked and sent them flying onto the street near Central Park on Thursday afternoon.

"The two unidentified visitors had just begun their leisurely ride near Columbus Circle at around 4:20 p.m. when the six-year-old animal named Oreo became frightened.

"Reports vary on what scared the animal, with some saying a collision with a car and others saying a horn honk, but whatever it was, the horse bucked itself free of its driver and pulled its passengers for a terrifying journey.

"The ruckus and distress to the animal and its passengers raises yet more questions about whether the decades-long tourist attraction should be banned. The practice repeatedly hit headlines last year after three of the park's horses collapsed - and one died - in a six-week period.

Hurt: A couple of tourists went for the ride of their lives when their carriage horse spooked and sent them flying onto the street near Central Park on Thursday afternoon.



“In this latest incident, **the New York Post** reports that the horn of a car scared the animal and sent it into a rampage around 60th Street. Other publications report that the driver hit another car, startling the animal.

“Witnesses told the Post that the driver, Mehmet Dundar, had been outside the carriage, holding the horse by its reins, and was trying to direct the horse around when it fled.

“'All of a sudden, it sounded like a car crash,' said one witness to NY1.

“'I turned around and all I saw was a horse going wild with the carriage attached to it and two people were sitting in the carriage. The horse was just going crazy. There was no driver.'

“The driver gripped the reins as tight as he could, but the horse was too strong and pinned him against the wall.

“The animal galloped along the sidewalk for several blocks in the direction of its stable before it crashed into a parked car. The force of the accident caused the carriage to break apart and the tourists were thrown to the ground, the man hitting his head in the fall.



National issue: In New York City, where carriage rides are a common sight, incidents with the horses and ensuing outcries are nothing new. Here, handlers wrangle a carriage horse run amock in 2012.



Down: The horse, who was shot with a tranquilizer dart, suffered injuries to its face in the ruckus.

Stopped: The incident has reignited the passionate campaign to halt the decades-long tradition



“The horse was eventually stopped by a parked town car near West 57th Street and an officer shot it with a tranquilizer dart.

“The two passengers were rushed to the hospital where they were found to be uninjured.

“'The driver sustained leg tendon injuries,' Eva Hughes, vice president of the Horse & Carriage Association of NYC, told MailOnline.

“The horse was found to have 'superficial injuries' to its face, an ASPCA spokesman told the MailOnline, and will not return to work until it undergoes a thorough veterinary exam.

“The incident has reignited the passionate campaign to halt the decades-long tradition.

“**'It is a very inhumane and unsafe trade, particularly to be practiced in such a busy and congested city**,' Elizabeth Forel, President of the Coalition to Ban Horse-Drawn Carriages, said to MailOnline. '[**It is] unsafe to pedestrians, the passengers and the horse.'**
“'This horse-and-buggy industry’s time has come and gone. It’s only a matter of time before someone gets seriously injured'

“She and her organization have been calling for a complete ban since 2006, but their demands have gone unheeded by the Mayor and advocates for the industry.



Crash: The two unidentified visitors had just begun their leisurely ride near Columbus Circle at around 4:20 p.m.

Accident: The spooked animal dragged its passengers for a few blocks before bucking itself free of the carriage, sending them spilling out onto the street





Freedom: The animal galloped along the sidewalk for several blocks before it crashed into a parked car.



Debate: The fall comes after one Central Park horse died on its way to work last year and two collapsed

“This was the second incident since June of this year, when a horse named Doreen was injured..

“Scott Levenson, spokesman for New Yorkers for Clean, Livable and Safe Streets, added to the Post: 'This horse-and-buggy industry’s time has come and gone. It’s only a matter of time before someone gets seriously injured.'

“State Senator Tony Avella of Bayside, Queens, a longtime critic of the carriages, told NBC New York: 'It's just one accident after another. There's a reason horse carriages don't exist in modern-day society, much less in Midtown traffic.'



Closed roads: The horse was corralled near 58th Street and 9th Avenue in Manhattan and taken off the street.
Time for a rest: The six-year-old horse was taken away in a box for a full examination

“Last October, Charlie, a Central Park horse, dropped dead in the street as it trotted to the park to pick up tourists…

“Another two horses took tumbles in the subsequent weeks, with one trapping his hind leg in the carriage shaft, causing him to hit the ground.”

Read more:
Carriage horse bucks itself free near Central Park, sends driver, 2 passengers spilling into street
Carriage goes out of control at Columbus Circle when horn spooks young steed - m.NYPOST.com
Carriage Horse And Car Collide At Columbus Circle - CBS New York



Oreo. August 16, 2012.
https://d3n8a8pro7vhmx.cloudfront.net/nyclass/pages/783/attachments/original/1414608919/Records2.pdf?1414608919 NYPD Reports.

'Oreo spooks and bolts. Police report, as it occurred, of Oreo's accident. Oreo spooked in Central Park, throwing his driver out of the carriage, and bolted, with passengers in the carriage. He charged in terror to 60th and Broadway and then to 57th Street and 9th Avenue, hitting cars and spilling his 2 passengers, who had injuries, before the police tranquillized him. (Although the police report shows statements believing that Oreo's carriage was struck by a vehicle initiating the spook, it is understood now that Oreo spooked when a construction site let material fall to street level. Oreo was pulled from the industry and adopted by a member of the public.) '

{8b} Oreo. August 16, 2012. Officer hurt chasing Oreo. 885 9th Avenue. "After pursuing a horse, which separated from the carriage, Officer did feel pain to his lower back, left knee and inside his left groin, treated and released." The Officer went to Roosevelt Hospital. Further details: "Horse running…Wild…States going South on 9th Street [sic, for 9th Avenue] Horse by itself…parts of carriage on horse still" "Loose horse running with the traffic…states got loose

from the carriage…" This must have been part of Oreo's spook, and the Officer was among those pursuing Oreo at one point in his wild career.
https://d3n8a8pro7vhmx.cloudfront.net/nyclass/pages/783/attachments/original/1414608919/Records2.pdf?1414608919 NYPD Reports.



Oreo, the horse who dumped his carriage and ran amok near Columbus Circle on Thursday, at Clinton Park Stables on Friday. Photo credit Angel Franco/The New York Times.
https://tuesdayshorse.wordpress.com/2012/09/08/oreo-the-reluctant-nyc-carriage-horse-traded-to-the-yankees/ Tuesdays Horse. "Oreo The Reluctant NYC Carriage Horse Traded To The Yankees," September 8, 2012.

OREO THE RELUCTANT NYC CARRIAGE HORSE TRADED TO THE YANKEES

Following the trail of Oreo, the reluctant Manhattan carriage horse, who has now been traded to the Yankees

Oreo, the reluctant NYC carriage horse, who bolted and was subdued by Police, was taken off the streets by his owner and sent to Blue Star Equiculture, a draft horse rescue. Oreo has now been traded to the wife of the President of the New York Yankees. The adorable rogue, shown [in photo above] in his Manhattan stable before he left town, will now be called Orion.

The New York Post reports:

'MINDY LEVINE, a longtime animal-rights activist and wife of Yankee president Randy Levine, is adopting Oreo, the endearing brown-and-white carriage horse that made headlines last month by making a run for it in Columbus Circle.

‘Activists who want to banish the carriage-horse industry from Central Park immediately pounced on the incident, which left his driver and two passengers spilled to the ground, as further evidence that working horses don’t belong in congested urban settings.

‘But Mindy Levine said she isn’t trying to make a statement, just save a horse…

‘Oreo is currently living at Blue Star Equiculture, a horse sanctuary outside Springfield, Mass., where he’s receiving what amounts to psychological counseling. Physically, he’s fine.

‘“He just needs help understanding noises,” explained Pamela Rickenbach, who runs the non-profit operation. “He’s really smart — which got him into trouble in the first place. He really does think a lot.”

‘Rickenbach said Oreo won’t be put out to pasture at the Levines’ farm, which already has two other horses and five dogs.

‘“The draft breed needs exercise as part of their care protocol,” she said. “They really need homes that understand their special needs.”

‘Mindy Levine appears ready to do whatever’s necessary to pamper the newest member of the Yankee family. *“I’ll have a trainer working with him,” she said. “We’re going to find out what makes him happy. We’re going to keep him busy.” Along with a fresh start Oreo’s going to get a new name — Orion, in honor of the Yankees’ Universe Fund for pediatric cancer research.*

Tuesdays Horse drew this from a New York Post Article. To go to original article, this is the link, but it’s hard to call up: http://nypost.com/2012/09/08/yank-filly-comes-to-rescue/#ixzz25rhluFtd The New York Post version continues:

‘With a fierce war raging between the activists and the industry, Oreo’s owner Frank Nolan decided it was best to let him retire at a relatively young age…

‘[Mindy’s husband, Yankees President] Randy Levine happens also to sit on the board of the ASPCA, which is pushing to get rid of all the Central Park horse and buggy rides.

‘”He wants to make it very clear this is not his adoption,” said Mindy, hoping to avoid controversy.

‘But the Levine’s aren’t taking any chances. They’re installing add [sic] security at their farm before moving Oreo to his sweet new life.’

Accidents continued --

{9} Doreen, June 7, 2012 – '**A horse named Doreen sustained a gash on her face after an SUV collided with the carriage she was pulling. Her head cracked into the car's windshield.'** http://www.banhdc.org/ch-acc.shtml

Doreen. **June 7, 2012: 'A carriage horse named Doreen was** smacked by an SUV **in Columbus Circle. Her head cracked the windshield**.' http://www.nyclass.org/horse_drawn_carriages

Doreen, June 7, 2012. http://nypost.com/2012/06/08/crash-gashes-hansom-horse/ *New York Post*. **"Crash Gashes Hansom Horse**," June 8, 2012.

'A horse pulling a hansom cab was in "stable" condition yesterday after being struck by an SUV in Columbus Circle.

'All the humans involved walked away from the 5 p.m. accident unharmed, **but the horse had a nasty-looking gash to its head.**

'"He's [sic] fine, he's fine," the coachman insisted after **his 12-year-old mare, Doreen, limped off to a trailer.**

'Doreen's head cracked the windshield of the SUV after she was sideswiped by the vehicle.

'A man on a Ducati motorcycle was also hit by the SUV, but was uninjured.

'Cops ticketed the SUV driver, Peter Tochet of Bronxville, Westchester, for driving with a suspended license. '

Doreen, June 7, 2012. http://www.dnainfo.com/new-york/20120608/midtown/carriage-horse-suv-motorcycle-collide-columbus-circle-crash DNAInfo. **"Carriage Horse, SUV, and Motorcycle Collide in Columbus Circle Crash,"** by Mary Johnson, June 8, 2012.

'MANHATTAN — **A New York City** carriage horse**, an SUV and a motorcycle collided on Thursday afternoon in Columbus Circle.**

'No human injuries were reported, according to the FDNY. **But the horse was bleeding from a cut to its head when it was led away from the scene on Thursday and will not return to work until a veterinary exam is completed, an ASPCA spokesman said…**

' "What animal's going to be fine after having their face smashed into an SUV?" said Edita Birnkrant, New York director of the advocacy organization Friends of Animals.

‘“This is going to happen over and over again; we know that,” added Birnkrant, whose organization is among many pushing to ban horse-drawn carriages in New York City. “I want to challenge Mayor Bloomberg right now. How can you continue to justify this?”

‘Eva Hughes, vice president of the industry organization Horse and Carriage Association of New York, said the driver of the carriage involved in Thursday’s accident is not a member of the association and so she did not immediately have up-to-date details on the horse’s condition…

‘Currently, there is a bill pending in the New York State Legislature, introduced by State Senator Tony Avella and Assemblywoman Linda Rosenthal, that calls to ban carriage horses in New York.

‘An online petition in support of that bill has attracted more than 121,000 signatures.’ **[The petition has been closed in favor of Intro 573; it closed at 132,397 signatures.]**



NYCLASS A carriage horse suffered injuries on Thursday, June 7, 2012, in a collision involving an SUV and a motorcycle. Doreen (Photo, Allie Feldman)

Doreen, June 7, 2012. http://www.all-creatures.org/articles/act-c-shdc-acc-20120607-2.html All-Creatures.org. **“Carriage Horse Banged Up In Crash With Car and Motorcycle At Columbus**

Circle," by Coalition to Ban Horse-Drawn Carriages, June, 2012. "New York Daily News. **A carriage horse got scraped up in an accident with a car and a motorcycle at Columbus Circle on Thursday,** witnesses said. **The collision occurred at the traffic-packed intersection of W. 60th St. and Broadway in Manhattan shortly after 5 p.m**., officials said. **The bleeding horse was walked away from the scene.** None of the people involved was injured."

Doreen, June 7, 2012. http://friendsofanimals.org/news/2012/june/mayor-bloomberg-challenged-ban-horse-drawn-carriages Friends of Animals, **"Mayor Bloomberg Challenged To Ban Horse-Drawn Carriages, After Bloody Columbus Circle Carriage-Horse Smashup"** June 8, 2012.

'New York City-Yesterday evening's latest carriage horse smashup at Columbus Circle resulted in the head of a 12-year-old mare named Doreen bashed into an SUV windshield after being sideswiped by it and a motorcycle in a collision in the notoriously gridlocked and chaotic traffic circle near 60th Street and Broadway. "Forcing horses to pull tourists in flimsy carriages through traffic-jammed streets is insanity-in the past year, several serious accidents have occurred, and a horse has dropped dead on the street-we call on Mayor Bloomberg to stop justifying this grotesque animal abuse and public safety risk and enact a ban on the exploitative horse-drawn carriage industry in NYC," says Edita Birnkrant, NY Director of Friends of Animals. Pending NY State ban legislation mandates each horse be placed in a sanctuary or refuge once the cruelly antiquated industry is banned-ensuring that the horses won't be sent to slaughter which current law shamefully allows.

'**Pictures from the accident scene show the smashed windshield and the bloodied, terrified horse, which was reported to be limping after she was brought to her feet and led away by the driver of the carriage.** Friends of Animals calls on Mayor Bloomberg to stop this insanity and get these exploited and abused horses off the streets immediately, before another horse gets injured or killed, and before a human tragedy occurs. We also demand a thorough physical examination be performed on the injured horse by an independent veterinarian-not one paid for by the carriage horse industry. Broken-down carriage horses who are unable to pull carriages any longer and make a profit are usually put up for sale at the New Holland, Pennsylvania auctions-notoriously called the "killer buyer"auctions because it's the last stop before the slaughterhouse for many horses. Friends of Animals helped facilitate the rescue of one such horse in 2010-a former NYC carriage horse too old to make a profit for his owners and who was destined for the slaughterhouse before animal advocates intervened to save him and place him in a sanctuary. It's clearer than ever that New Yorkers and tourists are fed up with the constant **occurrences of bloodied, injured and dead horses, the carriage collisions with motorists and the spooked horses running out of control in traffic as a result of the frightening stimuli and dangerous environment they are forced to endure daily, which also**

puts the public at a continuous and grave risk. "Mayor Bloomberg has the opportunity to take these horses out of the living hell they endure in this industry, where **horses are denied their most basic instincts while enslaved for forced labor-denied the crucial ability to even run free, graze on grass, move about and socialize with other horses**-a shameful tradition of animal exploitation that needs to be banished from our streets," says Edita Birnkrant. "Mayor Bloomberg: Don't wait for a human death to occur before you wake up to the ugly truth,"□ Birnkrant insists. "Further tragedies will happen in your name as long as you enable this dysfunctional, backward, and inherently abusive industry to operate under your power."'□



Carriage horse Doreen after accident -- photo credit: NYCLASS/Allie Feldman

Doreen, June 7, 2012. '**A bloody collision between a horse-drawn carriage (horse: Doreen) and an SUV near Columbus Circle.'**
https://www.facebook.com/BanHDC/posts/10201639819853279

Doreen. June 7, 2012. Police Report. West 60th Street and Broadway:

"Several injuries, a motorcycle and car, a horse involved in the accident." The police aided a man, "fell off a horse, awake, breathing, 24 years old, bleeding from the knee." "The horse is secure in a truck." EMS on scene. A hospital is mentioned; I can't tell whether the man was hospitalized, as I'm unfamiliar with the abbreviations. (This was Doreen, who was smacked by an SUV; her head cracked the windshield of the SUV and Doreen was bleeding. The SUV also hit a man on a motorcycle. The published accounts of Doreen's accidents report that none of the human beings were injured, but the police report suggests otherwise.)

https://d3n8a8pro7vhmx.cloudfront.net/nyclass/pages/783/attachments/original/1414608919/Records2.pdf?1414608919 NYPD Police Reports.

{10} February 14, 2012 – 'A black/bay horse injured leg in Central Park. Valentine's Day is one of the times when the carriage horses are worked the hardest.' http://www.banhdc.org/ch-acc.shtml

{11} Flash. December 4, 2011 - A horse named Flash who was pulling a carriage with 4 passengers stumbled and collapsed on the street near the hack line. Holiday season is the busiest time of the year and it is suspected this horse was overworked.

Flash VIDEO https://www.youtube.com/watch?v=kWhmuUUeZKU **was taken by the activists from Win Animal Rights who were on the scene.** http://www.banhdc.org/ch-acc.shtml



Flash. 'On December 4, 2011 a carriage horse pulling a carriage with three adults and a child collapsed at 59th Street and Fifth Avenue.'
http://www2.nycbar.org/pdf/report/uploads/20072178-ReportonA.7748-S.5013whichwouldprohibittheoperationofhorsedrawncarriagesinNewYorkCitySeptember2011.pdf New York Bar Association.

Flash. December 4, 2011 – 'a horse named Flash collapsed on W. 59th St coming out of the park. He was painfully pulled up by his bit.'
https://www.facebook.com/BanHDC/posts/10201639819853279

Flash. December 4, 2011.
http://gothamist.com/2011/12/05/video_carriage_horse_collapses_as_b.php Gothamist. **"Carriage Horse Collapses As Busy Holiday Season Begins,"** by Christopher Robbins, December 5, 2011. 'Humans aren't the only ones who are pushed beyond their physical and mental limits to feverishly "enjoy" **the holidays: it's the busiest time of the year for New York City's** carriage

horses. **Yesterday afternoon a carriage horse apparently collapsed at 59th Street and Fifth Avenue. Though a spokesperson for the Carriage Association of New York told the Daily News, "No horse collapsed," the video below, submitted to Win Animal Rights, clearly shows a horse on the ground and its handlers struggling to help it stand up.**

Flash, Win Animal Rights VIDEO, "NYC Carriage Horse Collapses, 12.4.11":
https://www.youtube.com/watch?v=kWhmuUUeZKU **"Uploaded on Dec 4, 2011 -- *On December 4th 2011 a NYC carriage horse collapsed on 59th Street and Central Park South. The horses had been working very hard today* as the drivers were trying to extract as much money from them as possible. *This is their busiest season and the care of the horses must take a back seat to profits. We saw horses foaming at the mouth, stumbling horses and finally this poor horse collapsed most likely due to exhaustion. We can only hope he was returned to his stable and will receive a proper veterinary examination. His carriage was 1102."*—Win Animal Rights**

'**According to the ASPCA, three adults and one child were in the carriage when the incident happened, and all were unhurt**. The Carriage Association spokesman said that the horse wasn't exhausted or injured, but "caught its toe in the pavement, which is quite common," and that the ASPCA inspected the horse and determined it was "healthy." [Note: If this was true—that the horse "caught its toe" and tripped, rather than collapsing from exhaustion—please be aware that two horses have died from exactly that kind of accident.]

'**However, Bret Hopman of the ASPCA tells us "the horse has been suspended pending a veterinary exam and won't return to work until the exam is completed."** Carly Knudson, the executive director of New Yorkers for Clean, Livable and Safe Streets, urged in a release for the passage of Intro 86A, the law that would replace horse-drawn carriages with electric-powered vehicles. **"During this busy season, horses are worked harder than ever," Knudson says,** "We can't afford to wait any longer."

'Then again, these horses are lucky to have jobs so they can afford gifts for their families and that vacation to Sandals in the spring. And it's not as if any have died in the line of duty.' [This last line is sardonic: the link takes one to the collapse and death of Charlie on W. 54th Street.]

Flash, December 4, 2011. http://www.nydailynews.com/new-york/carriage-horse-falls-ground-activists-holiday-horses-overworked-article-1.986767 NY Daily News. **"Carriage Horse Falls To The Ground, Activists Say Holiday Horses Are Overworked,"** by Sarah Armaghan, December 5, 2011. **'The white Percheron horse was trotting with four people in tow when it stumbled to the ground near Grand Army Plaza at 59th St. and Fifth Ave. around 4:30 p.m**…**Mary Xanthos,** 42, an organizer with the group Win Animal Rights who was protesting the use of carriage horses when the incident occurred, **charged that the animal was overworked. '"This is the industry's busiest time," she said. "These horses were being worked non-stop, going over and over again, ride after ride without a break."'**

FLASH, DECEMBER 4, 2011. http://www.dailymail.co.uk/news/article-2070043/THIRD-Central-Park-carriage-horse-collapses-6-weeks-busy-New-York-street.html Daily Mail (UK). **"Tourists shock as THIRD Central Park Carriage Horse Collapses in Just Six Weeks on Busy New York Street."**

- **Third horse fell after busy Sunday ferrying tourists**
- **Another white horse died in Manhattan in October**
- **Death caused public fury but Mayor backed industry**

By Mike O'brien
Updated: 04:05 EST, 5 December 2011

"Another exhausted Central Park carriage horse has collapsed on a busy New York street - bring the total to three in 'just six weeks.

"The horse fell to the ground late afternoon on Sunday on 59th Street and Central Park South.

"The area was filled with tourists at the time, who looked shocked as the horse lay motionless.



Exhausted: The horse colllapsed on 59th Street and Central Park South on Sunday

"Eye witness Mary Xanthos told MailOnline: 'I saw the horse laying on its left side for a few minutes.

"'Then about six people managed to get the horse back on his feet, which also took a minute or two.

“'The horse was apparently taken back to the stable.

“'I just hope he'll receive a proper veterinary exam.'

“Another horse fell in Manhattan in early November, reigniting tensions over the horse-drawn-carriage industry.



Distressed: The carriage horse fell after a long day of ferrying tourists around Central Park

“The debate had flared two weeks earlier when a horse died…

“Though representatives from the Horse and Carriage industry say that the most recent incident was not caused by illness or neglect and was simply an accident, many animal rights activists are calling for the complete end of the historic industry that caters to tourists.



Tumble: A horse fell after tripping on the carriage mechanism in early November, making it the second carriage related accident in two weeks



Traffic: The accident was on Broadway near Columbus Circle by Central Park, right in the heart of the evening traffic

“The horse that tumbled Friday in Columbus Circle, on the south west side of Central Park, is still alive after his hind leg got caught in the carriage shaft, causing him to hit the ground.

“'Yet again it's another illustration of why these horses do not belong on the streets of New York City,' said Carly Knudson.

“Friday night's incident comes just two weeks after another horse, named Charlie, collapsed and died on his way to Central Park on October 23.

“The ASPCA paid for Charlie's initial autopsy, and released a statement saying that the horse suffered from a stomach ulcer and a fractured tooth…



Tragic: The New York carriage horse collapsed and died in the street as it made the early morning commute from its stables to Central Park to begin its shift Outrage: Campaigners argue that the number of collisions and the suffering of the animals make the cost of the industry too high



Native: Lea Michele grew up in New York and said that putting an end to hansom cabs was the first issue she wanted to work on with PETA

"The continuation of horse drawn carriage has been a point of contention with animal activists for years, though the debate truly picked up steam this year as four horses have fallen since late July.

"Singer Pink and actresses Pamela Anderson and Lea Michele have worked with the group People for the Ethical Treatment of Animals for years and both issued statements condemning the practice. Ms Michele, a native New Yorker, wrote an open letter to Mayor Michael Bloomberg after the death of Charlie, calling hansom cabs dangerous…

"As an alternative, there is a city council bill that would replace the horse drawn carriages with vintage-replica electric cars. The thought is that the cars would still provide the economic tourism boom typically earned by the horses and be safer for the city's residents- both human and animal. " [This is a reference to an earlier bill. Intro 573 does not mention the electric cars.]

Flash, December 4, 2011. http://www.opposingviews.com/i/society/animal-rights/nyc-carriage-horses-politics-cruelty-and-hope Opposing Views. "New York City Carriage Horses: Politics, Cruelty, and Hope," by Phyllis M. Daugherty, December 12, 2011.

'On December 4, for the fourth time in six weeks, a horse pulling a carriage stumbled and fell in a Manhattan street in New York City. Heart-wrenching photos and films of the collapsed horse bound in attachments to the carriage and surrounded by bumper-to-bumper traffic were broadcast throughout the world.

'Volunteers stopped to help as the white Percheron struggled to its feet, and an anxious and tearful crowd cheered when he was upright and able to walk. Is this a shining moment in

America's treatment of animals in 2011 and the image we want viewed by children worldwide as a guide to humaneness?

'The YouTube caption read, "The horses have been taught to remain still while their drivers untangle them in case of accidents to *reduce* [not eliminate] risk of injury." The need for this "training" alone indicates the expectation and frequency of accidents and the potential risks to the animals. But, it's not just the animals. A carriage driver was in a coma after an accident last year, and children have been ejected from the hansom cabs when horses have bolted in fear or have collided with vehicles.

'The ASPCA states that neither the horse nor any humans were hurt. Do we believe that the trauma of an animal falling and being pinned to the ground, helplessly trapped by carriage rails and still attached to a buggy has suffered no affect on its body—or its spirit? And what about the stressful impact on observers?

'…Steven Malone of the New York Horse and Carriage Association, which represents the city's 68 carriages, 293 certified drivers and 220 privately owned horses, tells us: "*No horse collapsed. It caught its toe in the pavement, which is quite common. The carriage industry in New York City is such a public institution that a horse can sneeze funny and some activist is in our faces with a camera to post footage to YouTube.*"

'A Huffington Post commenter disagreed, "I own horses and that IS NOT just a slip on a crack in the pavement. I suppose they think that everyone in society are buffoons. Not all!"

'Donny Moss, winner of a 2009 Genesis award for BLINDERS, his compelling documentary on the inhumane life of horses who work in the horse-carriage industry in New York, asks:

'"How much more suffering must these horses endure and how many more accidents have to take place before NYC takes the lead from other major cities around the world, such as London, Beijing and Toronto, that have taken these horses off the streets and out of harm's way?" http://www.blindersthemovie.com/ …'

I feel that it is most likely that Flash, who fell while pulling four passengers during the holiday season on December 4, 2011, collapsed due to exhaustion, and possibly cold and dehydration, as the holiday season is the hardest and most unrelenting for carriage horses. However, please note, on May 1, 1997, a horse pulling a carriage tripped, collapsed, and died while struggling to get up. Even if Steven Malone was correct in his assertion, and Flash tripped rather than collapsing from something systemic, it is never a thing of little consequence for a working carriage horse to collapse. To quote Sally Eckhoff, author of Beastly Life, A History of American Working Animals, "It takes a tremendous amount of abuse to get a horse to fall over. It doesn't

just happen, they are amazingly tough animals. The carriage companies just consider it part of the price of doing business."

{12} Luke, November 4, 2011. http://www.villagevoice.com/news/the-horse-drawn-carriage-debate-continues-local-groups-and-celebrities-call-for-a-ban-6704553 The Village Voice. "The Horse-Drawn Carriage Debate Continues; Local Groups and Celebrities Call For A Ban," by Michelle D. Anderson, November 9, 2011.

"The most recent horse accident occurred Friday, Nov. 4, during the evening rush hour, on 60th Street and Broadway. A horse named Luke bucked, causing his hind leg to get caught in the carriage's shaft, which led to his fall. Witnesses say the horse remained on the ground for 15 minutes."

Luke, November 4, 2011. VIDEO http://newyork.cbslocal.com/2011/11/05/animal-activists-renew-calls-to-ban-hansom-cabs-in-nyc-following-another-horse-collapse/ **CBS New York Article and Excellent VIDEO. Article: "Activists Renew Calls To Ban Horse-Drawn Vehicles in NYC Following Yet Another Collapse," November 5, 2011. VIDEO, "After Friday Horse Collapse in NYC, Activists Renew Calls For Horse-Carriage Ban." (Scroll down article for VIDEO.)** After a series of horse collapses and death in the streets, Senator Avella asks, "How long are we going to have…horses dropping dead in midtown traffic, and the danger to pedestrians and motorists?" How long, indeed?



Horse collapses on Broadway at 60th Street in NYC (credit: CBS 2)

'Carriage Association Disputes Claim, Saying Animal Got "Tangled" After "Bucking"

'NEW YORK (CBSNewYork) — A horse collapsed while pulling a carriage at the intersection of 60th Street and Broadway on Friday, right in the middle of the evening commute.

‘According to the ASPCA, the horse was suspended pending a veterinary exam and won’t return to work until the exam is completed.

‘It was the second horse to collapse in the street in two weeks. Last week a spooked horse crashed outside Central Park. Animal advocates say enough is enough.

‘“Yet again it’s another illustration of why these horses do not belong on the streets of New York City,” said Carly Knudson of New Yorkers for Clean and Livable Safe Streets.

‘However, a spokesperson for the Horse and Carriage Association of New York e-mailed CBS 2 early Saturday morning disputing the claim that the horse had collapsed, saying: “This horse did not ‘collapse.’ All horses were suspended from working most of this week due to storm damage in Central Park. The combination of the long period with no work and the cold snap led to this horse exhibiting normal, frisky horse behavior by bucking. A hind leg tangled with the shaft of the carriage, the horse fell, and stayed down calmly while people unhooked him from the carriage. He was walked back to his stable under his own power, without further incident.”

‘Last month, 15-year-old draft horse “Charlie” dropped dead as he pulled a carriage to work at Central Park. A necropsy revealed he had several ailments, including a fractured tooth and a chronic stomach ulcer.

‘“Some of these horses have underlying health conditions that are not being noticed or picked up in the mandatory Department of Health fact checks,” Knudson said.

‘Mayor Michael Bloomberg is a long-time supporter of the horse and carriage trade, what he called a major source of tourism revenue. He’s not wavered from his position to keep the horses on the street.

‘“Most of them probably wouldn’t be alive if they didn’t have a job,” Bloomberg said recently.

‘State Sen. Tony Avella, however, has sponsored legislation to ban the horse and buggy rides.

‘“I challenge the Mayor and Speaker Quinn now to end this practice because shame on them if they continue to allow this to go on,” he said.

‘Infuriated by the latest incident, Avella asked how many more accidents need to happen before the practice is stopped.

‘“How long are we going to continue to have the cruelty to the animals, horses dropping dead in Midtown traffic? Plus the danger to pedestrians and motorists?” Avella said.’

Luke continued --



Allan Rojas / NYCLASS

Luke, November 4, 2011 – 'Luke, NYC carriage horse, collapses on W. 60th St. He is down for 15 minutes' http://www.banhdc.org/ch-acc.shtml

Luke, November 4, 2011 – '**a horse pulling a carriage collapsed on 60th Street. He was down for at least 15 minutes.'** https://www.facebook.com/BanHDC/posts/10201639819853279

Luke, November 4, 2011, '**a carriage horse collapsed on West 60th Street near Broadway during rush hour.'** http://www2.nycbar.org/pdf/report/uploads/20072178-ReportonA.7748-S.5013whichwouldprohibittheoperationofhorsedrawncarriagesinNewYorkCitySeptember2011.pdf New York City Bar Association.

Luke, November 4, 2011.
http://gothamist.com/2011/11/05/video_second_carriage_horse_collaps.php Gothamist. **"[Update} Video: 2nd Carriage Horse Collapses in Midtown,"** by Christopher Robbins, November 5, 2011.

‘[Updates below] Another carriage horse collapsed in Midtown yesterday around 6 p.m. on West 60th Street near Broadway. A supporter of New Yorkers for Clean, Livable and Safe Streets shot a video clip of the horse on the ground.

‘**NYCLASS VIDEO of Luke: “Carriage Horse Down!”**
https://www.youtube.com/watch?v=H_i0UJ9gfzM

‘According to the Daily News, the horse was on the ground for 15 minutes, but it's unclear what happened to the horse afterwards. "This really encapsulates the inhumanity of it all," NYCLASS' director says. The NYPD tells us they fielded no reports concerning a sick or injured horse yesterday.

‘Two weeks ago today, a carriage horse named Charlie collapsed and died in Midtown. Later, a preliminary necropsy showed that Charlie was suffering from a cracked tooth and a painful stomach ulcer. According to Dr. Pamela Corey of the ASPCA, draft horses are "by nature a stoic breed" and don't display signs of discomfort or pain until they are critical…

‘Update: The ASPCA tells us that they are investigating the incident and that the horse "has been suspended pending a veterinary exam and won't return to work until the exam is completed." Elizabeth Forel, president of the Coalition to Ban Horse Drawn Carriages says, **"This new incident was both shocking and tragic. It is also the sixth "horse-down" accident involving carriage horses since July and the second in less than two weeks...Enough is enough."**

‘Update 2: The ASPCA tells us the horse's name is Luke, and that he's been examined and cleared to work. The vet "concluded he appears bright, alert and responsive. Luke is now permitted to work regular hours, however he will not work today." **According to the agency, Luke fell yesterday after becoming entangled in his harness on the way home to the stables**.

Luke, November 4, 2011. http://www.nydailynews.com/new-york/video-horse-collapsing-midtown-new-york-sparks-outcry-activists-carriage-ban-article-1.972617?utm_medium=feed&utm_campaign=Feed%3A+nydnrss%2Fnews+%28News%29&utm_source=feedburner&localLinksEnabled=false *New York Daily News*, **“Video of Horse Collapsing In Midtown New York Sparks Outcry From Activists For Carriage Ban: The Incident Was The Second In Less Than 2 Weeks Involving Carriage Horses,”** by Kevin Deutsch, November 5, 2011.

Photo caption: “**A carriage horse lies in the street after collapsing near 60th Street and Broadway today.”**

‘**Heartbreaking video of a carriage horse collapsing in midtown** yesterday prompted renewed calls from animal rights activists to outlaw the industry.

‘The horse got back on its feet about 15 minutes later, a witness said, but it’s not clear what ultimately happened to the animal.

‘”This really highlights the inhumanity of it all,” said Carly Knudson, executive director of the anti-buggy group New Yorkers for Clean, Livable, and Safe Streets.

‘The incident was the second in less than two weeks to draw the ire of horse lovers. A gorgeous equine named Charlie keeled over and died in midtown October 23.’

Daily News Video of Luke says, “Content Unavailable. Account has been disabled.”

{13} October 28, 2011 – ‘**A horse, on the hackline on Central Park South near Columbus Circle - and unattended - spooked and bolted. He ran into traffic turning and crashing into the wall at 7th avenue.** Tourists reported the incident to Coalition To Ban Horse-Drawn Carriages.’ http://www.banhdc.org/ch-acc.shtml

October 28, 2011 – ‘Unnamed horse spooks on Central Park South and runs into the traffic, eventually crashing and falling in the park. He is no longer in the industry.’ https://www.facebook.com/BanHDC/posts/10201639819853279

October 28, 2011. http://www.onegreenplanet.org/animalsandnature/new-york-city-fails-its-carriage-horses/ One Green Planet. “New York City Fails Its Carriage Horses,” by Elizabeth Forel, January 2, 2012.

‘**Another Horse Spooks**

‘**Just three hours after our vigil for Charlie Horse, another horse spooked and bolted into traffic on Central Park South. Philip Powell, a tourist from North Carolina, told the Coalition to Ban Horse-Drawn Carriages that he and his wife were walking by the carriage horse hack line on Central Park South – not far from Columbus Circle – when one of the horses spooked and charged into traffic – running west before he made a u-turn on the congested street – dragging an empty carriage behind him. The horse ran east on Central Park South and turned into the park at 7th Avenue where he crashed. This happened around 11 pm on Friday night, October 28th.**

‘Powell was fairly close to the horse when he noticed him jerk his head upright and then bolt into traffic. He said it was quiet at the time. Powell told New York State Senator Tony Avella and us that “*It’s an absolute miracle that the horse and no pedestrians were seriously hurt. The*

entire incident happened so fast and was extremely shocking. The horse took off at top speed and could not be stopped. He could have easily trampled a pedestrian.**"**

'When Powell and his wife finally caught up with the horse, he witnessed an overturned, damaged carriage at the intersection of West and Center Drive, just off Seventh Avenue. *"When we arrived, the horse was standing, but trapped in the gear. Several men tried to free him. They eventually left after a man led the horse away and some other men were cleaning up the broken carriage. "* **The police arrived, joining what appeared to be a dark unmarked car with officials asking the crowds to get back.**

'This accident is consistent with the nature of a horse. They are unpredictable, nervous prey animals and can spook at the slightest provocation. It does not have to be a loud noise, but could be a shadow, odd shape, rustling leaves, even an odor. They run from what they perceive to be a danger and become an unwitting, powerful weapon. It is fortunate that the horse did not get killed or kill anyone in his panicked flight.

'We checked with the two local police precincts and they oddly did not have any record of the incident even though the police were reported to be at the accident site. The ASPCA did, however, confirm this accident with Senator Tony Avella's office.

'I have long suspected that there are many more accidents like this that get covered up because I hear about them from tourists and New Yorkers but they never make the press and information is not available through the government agencies – even when we have documenting photos.

'We do not know how much longer this abominable, archaic and politically connected industry will continue getting away with what they do.

'It is inhumane, which has been confirmed by Charlie's death, and it is unsafe, which has been confirmed by the nameless horse's spooking accident…

October 28, 2011. https://www.facebook.com/notes/carriage-horse-cruelty/a-detailed-report-of-the-latest-carriage-horse-accident-10-28-11/273009099410333 Carriage Horse Cruelty. **"A Detailed Report of the Latest Carriage Horse Accident, 10-28-11,"** November 4, 2011 at 1:16pm

Photo and article --


Photo: Scott Graham

A Detailed Report of the Latest Carriage Horse Accident 10-28-11

'…A tourist from North Carolina, Philip Powell, reported that he and his wife were walking by the carriage horse hack line on Central Park South at 11pm - not far from Columbus Circle - when one of the horses spooked and charged into traffic - running west before he made a u-turn on the congested street - dragging the empty carriage behind him. The horse then ran east on Central Park South and turned into the park at 7th Avenue where he crashed.

'Powell was fairly close to the horse when he noticed him jerk his head upright and then bolt into traffic. He said it was quiet at the time. "It's an absolute miracle that the horse and no pedestrians were seriously hurt," Powell said. "The entire incident happened so fast and was extremely shocking. The horse took off at top speed and could not be stopped. He could have easily trampled a pedestrian."

'When Powell and his wife finally caught up with the horse, they saw an overturned, damaged carriage at the intersection of West and Center Drive, just off Seventh Avenue.

'"When we arrived, the horse was standing, but trapped in the gear. Several men tried to free him. They eventually left after a man led the horse away and some other men were cleaning up the broken carriage.

'"The police arrived, joining what appeared to be a dark unmarked car with officials asking the crowds to get back."

'Another eye witness, New Yorker Scott Graham, who was returning home from dinner, saw the end of the crash.

"The spooked horse ran as fast as he could into oncoming traffic, narrowly missing a few taxis," he said.

‘"The horse tried to careen into Central Park at the 7th Ave. entrance, but skid, hit the curb and flipped with the carriage, falling to the ground on his side. The horse then got up and ran off again into the park, with the empty carriage still attached.

‘"An unmarked cop car followed and I showed it where to go. It turned out the horse crashed again into a curb. He seemed fine but tangled in the harness. They were trying to cut him out of the tangle. The carriage was in pieces. It was the scariest incident I have seen since coming to New York."

‘Members of Win Animal Rights/Carriage Horse Cruelty have witnessed numerous near misses and heard of many accidents that have gone unreported**. We believe that unless there is a compassionate eye witness, who has the presence of mind to document the accident, as was the case on Friday night, we would have never known about this accident.** We maintain that it is dangerous for the horses to work the congested streets of New York City.

‘Leading equine experts agree. Robert Dover, US Equestrian and Dr. Brendan Furlong, Equine Veterinarian, have both gone on record as being opposed the carriage horses working the streets of New York City. Dr. Pamela Corey, Equine Vet for the ASPCA, has gone on record and the ASPCA has said unequivocably that the horses should not be working the streets of New York City…

‘We deny the essential nature of horses when we force them to work under the hostile conditions of a congested urban center without the things that horses need to maintain their physical and emotional well being. They need daily turnout. They need clean, safe places to live. They need access to food and water throughout the day. And they need protection from the many things that scare them....they need protection from those who would exploit them....they are, after all, as Dr. Cheever noted ..."*...a prey species...*". They need protection from predators, especially human predators.

‘The streets of New York City are dangerous for the carriage horses and carriage horses on the streets are dangerous for New Yorkers. Let's ban this cruel and exploitive industry before more horses and people are hurt. ‘

October 28, 2011. http://www.villagevoice.com/news/the-horse-drawn-carriage-debate-continues-local-groups-and-celebrities-call-for-a-ban-6704553 The Village Voice. “The Horse-Drawn Carriage Debate Continues; Local Groups and Celebrities Call For A Ban,” by Michelle D. Anderson, November 9, 2011.

'…[Elizabeth] Forel tells us that **on Oct. 28, a horse bucked and nearly hit several taxis after racing along 59th Street. Forel said the Oct. 28 horse accident that went largely uncovered by local news media occurred at 11 p.m**., just three hours after local groups, including CBHDC [Coalition To Ban Horse-Drawn Carriages; Elizabeth Forel is the President], held a vigil for [carriage horse] Charlie. **According to an account by North Carolina tourist Philip Powell and his wife, a horse bucked and ran west before making a U-turn and speeding east along Central Park South, racing past pedestrians and cars. The horse eventually crashed with an empty carriage on Seventh Avenue.**

'New Yorker Scott Graham caught the tail end of the incident and took a picture, which was later used by a local CBS affiliate in a news report. Powell notified the Coalition to Ban Horse-Drawn Carriages after the accident, Forel said.

'Forel called it an example of a "spook" incident, which occurs when horse responds to something such as a shadow, sound, or smell and reacts in an unpredictable manner that can be dangerous to people nearby.

'"They become unwitting weapons," Forel said. "They act as though their life is in danger. [I] think it's only a matter of time before a person gets killed."

'Aside from compromising the safety of pedestrians, which Forel said is the most compelling reason for the ban, animals-rights activists say horses suffer from serious respiratory problems because of the "nose-to-tailpipe" exposure to car pollution, along with lameness caused by standing or walking on hard pavement for extended hours.

'Activists also contend that the horses don't receive any pasture time to run free or interact with other horses, nor do they receive adequate care despite two mandatory annual exams. Others say the horse-carriage industry is outdated while nearby residents have complained about the smell and sight of manure.'

{14} End of July, 2011, 'horse spooks and falls while pulling tourists in Central Park. Frightened, they jump out of carriage. Driver makes horse go back to work.'
www.banhdc.org/ch-acc.shtml





{15} July 25, 2011, http://www.villagevoice.com/news/cab-hits-horse-drawn-carriage-cops-seek-greenpoint-jewelry-store-robbers-kids-ride-sheep-6716317 The Village Voice. **"Cab Hits Horse-Drawn Carriage…"** by Jen Doll, July 26, 2011. **"A** cab hit a horse-drawn carriage on Central Park South last night**, rear-ending it and throwing a woman out onto the sidewalk and the horse onto the street, with the carriage on top of it, according to a witness. A man in the buggy suffered a head injury that was not life-threatening, and the three other passengers suffered minor injuries. The horse was fine.** [NYDN]"

July 25, 2011, '**A taxi hit a horse-drawn carriage on Central Park South, injuring the driver, three passengers, and the horse. The buggy flipped to the side and one of the passengers was thrown to the sidewalk**.' http://www2.nycbar.org/pdf/report/uploads/20072178-ReportonA.7748-S.5013whichwouldprohibittheoperationofhorsedrawncarriagesinNewYorkCitySeptember2011.pdf

July 25, 2011 – 'taxi crashes into flimsy carriage, causing serious injuries to driver and passengers.' https://www.facebook.com/BanHDC/posts/10201639819853279

July 25, 2011 http://www.nydailynews.com/ny_local/2011/07/26/2011-07-26_central_park_horsedrawn_carriage_smacked_by_taxi_cab_four_people_hurt.html?r=ny_local&utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+nydnrss%2Fny_local+%28NY+Local%29 .*New York Daily News*. **"Central Park horse-drawn carriage smacked by taxi cab, four people hurt,"** by Kerry Wills, July 26, 2011

Photo and article continued --



A horse drawn carriage in Central Park was hit by a cab on Monday night, leaving 4 injured.

This accident occurred on Central Park South. A taxi crashed into a carriage. The photo was taken by an eyewitness. The passengers were injured but the driver ended up hospitalized in a coma; Fate of horse was unknown. July 26, 2011.

'Three tourists and a hansom cab driver were hurt when a taxi struck their carriage at the edge of Central Park, police said Tuesday.

'The accident occurred just before midnight Monday when the yellow cab rear-ended the buggy in front of the posh hotels along Central Park South.

'"A lady was thrown out of the carriage, all the way to the sidewalk," said Gyamfi Frempong, a night manager at The Helmsley Park Lane Hotel.

'The horse was knocked to the street when the buggy flipped on its side, witnesses said, but later got to its feet.

'"The carriage was on top of the horse," said Krystal Bua, 25, who was working at nearby Whiskey Park.

'The buggy's 70-year-old driver, Salvatore Terranova, of the Bronx, was in critical condition with a head injury at Cornell Medical Center but is expected to live, cops said.



The horse suffered cuts to his body. (Courtesy of Friends of Animals)

'The three passengers - all tourists from Ohio - suffered minor injuries at were treated and released at St. Luke's-Roosevelt Hospital, cops said.

'The horse suffered cuts to its body but a police veterinarian determined they were minor enough for the animal to be returned to its stable.

'Witnesses told police the taxi driver had been in the middle lane of Central Park South when it hit the carriage. But the driver, Kotey Djanie, 42, of Newark, said he was in the far right lane and was unable to stop in time when the buggy pulled into traffic from the parking lane.

'No charges are expected to be filed.'

July 25, 2011
https://secure.pqarchiver.com/nypost/doc/879021654.html?FMT=FT&FMTS=ABS:FT&type=current&date=Jul+26%2C+2011&author=Rosario%2C+Frank%3B+Saul%2C+Josh&pub=New+York+Post&edition=&startpage=&desc=6+HURT+AS+CAB+HITS+HANSOM New York Post. "6 Hurt As Cab Hits Hansom," by Frank Rosario and Josh Saul, July 26, 2011.

6 HURT AS CAB HITS HANSOM

New York Post - New York, N.Y.
Author: Rosario, Frank; Saul, Josh
Date: Jul 26, 2011
Start Page: 8
Section: News

Document Text

A taxi smashed into horse-drawn carriage on Central Park South late last night, injuring six people including a 60-year-old man who was critically hurt, officials said.

"The cab hit the back of the carriage, knocking the carriage on top of the horse," said one horrified onlooker.

"I saw someone on the ground, he was bleeding pretty badly. The horse carriage driver was injured pretty badly as well. He had a nasty gash to his head.

"The horse was trying to get up but it was okay."

The 60-year-old was rushed to New York Hospital. Three others were taken to Roosevelt Hospital with minor injuries.

Credit: Frank Rosario and Josh Saul

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{16} July 16, 2011 – '**carriage horse spooked and bolted, galloping from Grand Army Plaza/Fifth Ave. - up Central Park South to 7th Ave, hitting a taxi and car on the way**.'
http://www.banhdc.org/ch-acc.shtml

July 16, 2011, '**A spooked carriage horse bolted from Grand Army Plaza and Fifth Avenue up Central Park South to 7th Avenue, hitting a taxi and a car.'**
http://www2.nycbar.org/pdf/report/uploads/20072178-ReportonA.7748-S.5013whichwouldprohibittheoperationofhorsedrawncarriagesinNewYorkCitySeptember2011.pdf

July 16, 2011,
http://archive.constantcontact.com/fs054/1101376025369/archive/1106535174196.html
Coalition to Ban Horse-Drawn Carriages Newsletter, July 17, 2011, **"This Just In--Horse Spooks On CPS, happened Saturday mid day, July 16, 2011."**

"Today, we heard from a few people who work in the area of the hack line, including the woman who sells water and carrots to the drivers, that mid day yesterday, a **horse spooked at something and bolted, galloping from Grand Army Plaza/Fifth Avenue - up Central Park South to 7th Avenue, hitting a taxi and car on the way -totally out of control.** We heard that the ASPCA van sped up the street toward 7th Avenue. I am trying to find out more. It has been reported to a few reporters who could try to find out more and report it if they are so inclined.

"This is one of the main reasons why carriage horses do not belong in a congested city. It is extremely dangerous. Horses are sensitive prey animals, which means they live by "fight or

flight" when they are scared. They can spook from the slightest provocation as this one did. When they run away - you need to watch for your life if you are anywhere close. At 1,200 to 2,000 pounds, they become unwitting weapons and can injure or kill themselves or bystanders.

"…The carriage horse industry must be shut down. It is unsafe and inhumane and it is only a matter of time before a person is killed. It has happened elsewhere."

{17} May 11, 2010, 'a carriage horse collided with a taxi in Central Park.' http://www2.nycbar.org/pdf/report/uploads/20072178-ReportonA.7748-S.5013whichwouldprohibittheoperationofhorsedrawncarriagesinNewYorkCitySeptember2011.pdf New York Bar Association.

{18} May 1, 2010 A carriage horse was spooked and ran into oncoming traffic in Columbus Circle, sideswiping cars as he ran pulling a carriage. http://www2.nycbar.org/pdf/report/uploads/20072178-ReportonA.7748-S.5013whichwouldprohibittheoperationofhorsedrawncarriagesinNewYorkCitySeptember2011.pdf New York City Bar Association.

{17} {18} May 11 & May 1, 2010 http://gothamist.com/2010/05/13/carriage_horse_crash.php. Gothamist. Jen Carlson, "**May Has Seen At Least Two Carriage Horse Crashes**", by Jen Carlson, May 13, 2010



'The Coalition to Ban Horse-Drawn Carriages (BANHDC) sent us the above photo of **a** carriage horse **accident that took place in Central Park on Tuesday. They tell us this is the 2nd accident in 10 days, and details are scarce.** We've been told the ASPCA is investigating, and have contacted them for more details.

'The previous incident took place on May 1st, when were told "a horse pulling a carriage spooked and crashed at the intersection of Central Park South and Columbus Circle." An eye witnesses said the horse ran across Central Park South against the traffic and "sideswiped several cars" before crashing. Donny Moss, director of *Blinders*, says he was contacted by a tourist from Seattle who said that when he arrived at the scene, the horse looked injured and there were a couple of emergency vehicles. We've contacted the ASPCA about this incident as well, and will update when we get more information.

'This all comes after the City Council approved changes to the carriage horse industry, which animal rights activists didn't believe would change anything. At the time of approval, a Friends of Animals rep said, "There is simply no way to make the industry in New York City healthy and humane for horses. It just simply can't be done."'

May 11 & May 1, 2010. http://www.animallawcoalition.com/animal-cruelty/article/278 Animal Law Coalition Web Page. "**Two Carriage Horse Accidents Just Days After NYC Mayor Signs Industry Bill,**" May 16, 2010. **"On May 1, 2010 a horse pulling a carriage in Columbus Circle was spooked and ran into oncoming traffic, sideswiping cars as he ran pulling a carriage. Then just 2 days ago, there was another accident… "**

May 11 & May 1, 2010
http://gothamist.com/2010/05/14/carriage_horses_unharmed_in_central.php Gothamist. "Carriage Horses Unharmed In Central Park Crashes," by Jen Carlson, May 14, 2010.

'The two carriage horse accidents that happened this month left two horses uninjured. But the ASPCA warns that these were lucky breaks for the equine, and the industry should be banned before a horse, or person, is seriously injured.

'The organization's Anita Kelso Edson told us, "Though no complaints were officially lodged with the ASPCA's Humane Law Enforcement Department on either accident, [we] independently investigated both incidents. Dr. Pamela Corey, the ASPCA's Director of Equine Veterinary Services, confirmed that both horses were examined multiple times and neither horse was injured." Corey tells us, "These two horses fortunately escaped unscathed from these accidents, but others in the past haven't been so fortunate. Horses and traffic are a dangerous combination."

'There have been similar accidents in the past, and some spooked horses have even died after deadly dashes through the city.'

{19} Blackie. September 19, 2009: '**A cab plowed into a horse-drawn carriage near Central Park. Both drivers were taken to the hospital**.' http://www.nyclass.org/horse_drawn_carriages

Blackie. September 19, 2009, '**A taxi going south on Fifth Avenue turned into Central Park and plowed into a carriage horse buggy, knocking the buggy over and smashing it.'**
http://www2.nycbar.org/pdf/report/uploads/20072178-ReportonA.7748-S.5013whichwouldprohibittheoperationofhorsedrawncarriagesinNewYorkCitySeptember2011.pdf

Blackie. September 19, 2009.
http://gothamist.com/2009/09/19/horse_buggy_struck_on_ues.php#photo-4 (You must copy and paste address into browser.) Gothamist. "**Cab Collides With Horse & Buggy On UES**," by Jen Carlson, September 19, 2009.

Cab Collides With Horse & Buggy on UES



(*Donny Moss*)



‘Oh dear. Word just came in over the newswire that **a horse and buggy has been struck on East 60th Street and 5th Avenue. The report says there are "2 aided at this point**," and we'll update as soon as more information becomes available. Hopefully the horse is okay, but either way this will surely give animal rights activists more evidence that horses shouldn't be lugging tourists around the crowded streets of NYC.

‘UPDATE: Elizabeth Forel of the Coalition to Ban Horse-Drawn Carriages writes in, saying **"A taxi going south on Fifth Avenue turned into Grand Army Plaza and plowed into a carriage, knocking it over and smashing it. It is not known if there were any passengers. The taxi continued, crashing into a short wall and causing damage. The horse bolted but is probably OK. The carriage driver looked 'severely injured' according to one bystander—removed to an ambulance on a stretcher with a neck/head brace The taxi driver was also hospitalized."** We'll update when we get further details on the conditions of the horse and humans.’

BLACKIE, SEPTEMBER 19, 2009. EXTRAORDINARY YOUTUBE VIDEO
https://www.youtube.com/watch?v=c_l_9MD29vs **BY FILMMAKER DONNY MOSS, COVERING BLACKIE’S ACCIDENT: “HORSE-DRAWN CARRIAGE ACCIDENT”**

Photo and Blackie continued --



NYC, 2009. **Taxi hits carriage.**

Blackie. September 19, 2009. http://nypost.com/2009/09/19/horse-unhurt-in-central-park-cab-crash/ New York Post. "Horse Unhurt In Central Park Cab Crash," by John Doyle, September 19, 2009. **'An out of control cabby, who was reportedly suffering from a seizure plowed into a horse drawn carriage at the feet of Central Park sending two people to the hospital, police said.**

'The terrifying collision happened at the tourist heavy 60th and 5th Avenue around noon yesterday when witnesses said a yellow cab ran a red light.

'It plowed into the parked hansom cab, where passengers had disembarked minutes before the crash.

'Both vehicles then crashed into the stone wall surrounding the park, taking a chunk from the sturdy barrier.

'"I was by the Plaza Hotel when I heard the crash," said Adam Sobzdak, a 26-year-old pedicab driver.

'"I saw the cabbie on the ground and he was shaking. His head was bleeding," Sobzdak said.

'According to police, both the drivers of the yellow cab and the carriage were taken to New York Hospital with non life-threatening injuries.

'"[Blackie the horse] was not spooked. He was unhitched immediately, and brought back to the stables," said [Carolyn] Daly [spokeswoman for the Horse & Carriage Association of New York].'

However, her statement is contradicted by both *PIX11* and The *New York Daily News*, which reported that Blackie did indeed spook, and ran a couple of blocks through Midtown.

Blackie. September 19, 2009. http://pix11.com/2009/09/19/horse-gets-spooked-after-taxi-accident-in-central-park/ **"Horse Gets Spooked After Taxi Accident In Central Park**," by Meredith Traina, September 19, 2009. **"A horse became spooked and ran off after becoming involved in taxi-cab accident in Central Park Saturday. Someone managed to get a hold of the horse about two blocks away. The animal was not hurt.**

"The taxi cab hit the carriage, then ran into a stone wall. The carriage was totaled and had to be hauled away on a flatbed. Two men were also hospitalized after the accident."

Blackie. September 19, 2009. http://www.nydailynews.com/new-york/spooked-horse-races-midtown-taxi-hits-carriage-article-1.406077 New York Daily News. **"Spooked Horse Races Through Midtown After Taxi Hits Carriage,"** September 19, 2009.

'A horse hoofed it through midtown on Saturday after a taxi slammed into a hansom cab, sending the stallion [sic] galloping away.

'The horse broke free of its reins and ran a couple of blocks near Central Park after the cab smashed into the parked carriage, knocking it onto its side and causing a wheel to fly off, witnesses said.

'The horse, named Blackie, was collared unharmed and taken to the Clinton Park Stables on W. 52nd St.

'The accident happened just before noon opposite The Plaza hotel on 60th St. and Fifth Ave. It was unclear what caused the cabbie to lose control.

'There were no passengers in the taxi or the carriage, but both drivers were taken to the hospital with minor injuries, police said. '

Photos of Blackie's accident --



Blackie, September 19, 2009. NYPD Emergency Service Unit inspect the scene where a taxi hit a horse carriage in Manhattan. (DelmundoFor News.) **Blackie.** (KEIVOM/NEWS.)



{20} SMOOTHIE DIES, September 14, 2007: **'A horse [Smoothie] that was spooked by a street performer's drum ran nearly a block along the sidewalk before slamming into a tree, collapsing and dying. The horse's panicking caused a second horse - which was still attached to a carriage- to dart into traffic and collide with a car.'**
http://www.nyclass.org/horse_drawn_carriages

SMOOTHIE DIES, September 14, 2007.
http://www.nytimes.com/2007/09/15/nyregion/15horse.html?_r=0 New York Times. **"A Carriage Horse Dies After Bolting Onto A Sidewalk,"** by Anahad O'Connor and Kai Ma, September 15, 2007.

A Carriage Horse Dies After Bolting Onto a Sidewalk



Mark Sullivan

Smoothie, the carriage horse that darted onto the sidewalk, was spooked by a drumming sound, witnesses said.

By ANAHAD O'CONNOR and KAI MA

'A carriage horse was killed near Central Park yesterday after it became startled by a loud noise and darted onto a sidewalk, where it became stuck between two poles and died as it tried to lunge forward, the police and witnesses said.

'The events began about 4:50 p.m. on Central Park South between Fifth Avenue and Avenue of the Americas, where several carriage horses were parked in a row. According to witnesses, a man walked past the horses while beating a small drum, which caused a brown horse that was hitched to a carriage to bolt onto the sidewalk, darting between two poles that were

about two feet apart. The horse made it through but the carriage did not, and as the horse struggled to move forward, it collapsed and died, witnesses said.

‘“It fell into a panic and then fell on the ground, kicking,” said Roger Watkins, who was walking by and tried to help. “He kept shaking and then went into shock and collapsed.”

‘At the same time, a second horse ran into the street and leaped onto the hood of a passing Mercedes-Benz, witnesses said. That horse survived, and the passengers in the car, which was badly damaged, said they were not injured.

‘“It ran across the hood, along with the carriage,” said Lakesha Heidelberg, 19, who was sitting in the passenger seat. “Then it stopped in the middle of the street. I was so shook up, you have no idea.”

‘Carolyn Daly, a spokeswoman for the Horse and Carriage Association of New York, said the death of the first horse, a 12-year-old mare named Smoothie, was “devastating…”

‘The accident came only a week after the comptroller’s office criticized the city for the way it polices the carriage horse industry. An audit by the comptroller found that the city had permitted owners to maintain their horses in substandard conditions and that monitoring by the health department and other agencies was inadequate, leading to health hazards for horses and putting them at risk of injury.

‘Last year, one horse that was pulling a Central Park carriage to a stable on the West Side became startled in traffic and darted into a car, injuring the carriage driver. The horse was later euthanized. It was among several accidents involving carriage horses in recent months.

‘Victor Hernandez, 25, a pedi-cab driver who was near Central Park at the time of yesterday’s accident, said he heard a loud drumming sound and then saw the first horse run off. He said it was on the ground for about 45 minutes before it was taken away.

‘“New York deserves to have horses and carriages, but these horses deserve a better life,” he said. “It’s romantic, sure, but they work too long and are tied up for too long. I think there’s a problem with how they’re treated in the city.”’

http://cityroom.blogs.nytimes.com/2007/09/14/horse-is-killed-in-central-park/ New York Times. “Horse Is Killed In Central Park South,” by Sewell Chan (Cara Buckley and Kai Ma contributed reporting*),* September 14, 2007.

‘Updated, 9:43 p.m. | **The police have confirmed that a horse was killed this afternoon near Central Park** — the latest bad news for the horse-drawn carriage industry, which was the subject of a highly critical audit by the city comptroller’s office earlier this month.

'According to a preliminary police account, calls about the horse started coming in at 4:49 p.m., with people reporting that a horse had been involved in an accident around 50 Central Park South, near the Avenue of the Americas.

'Based on interviews with several eyewitnesses, it appeared that **two horses — each attached to an unoccupied carriage — were involved in the accident.**

'According to the eyewitnesses, the horse that died became alarmed by a loud noise and bolted onto the sidewalk, darting between two poles or trees. They said the carriage got caught on the poles or trees and that the horse was mortally injured as it continued to try to move ahead.

'Meanwhile, the eyewitnesses said, a second horse bolted into the street and collided with a passing gray Mercedes-Benz. That horse survived. The car was damaged but the occupants were not hurt, witnesses said.

'In July, after a startled horse bolted from its driver and crashed into a taxicab on Central Park South, slashing its leg and sending a cab driver to the hospital, People for the Ethical Treatment of Animals and the Coalition to Ban Horse-Drawn Carriages held a rally to call for the elimination of the equine-powered vehicles from the city.

'Carolyn Daly, a spokeswoman for the Horse and Carriage Association of New York, said in a statement:

'We are devastated by the tragic and sudden loss of our mare Smoothie. This afternoon's freak accident was overwhelming to all of us in the industry who so dearly love our horses. The history of our industry is that we take great pride and tremendous care for our horses, which makes this incident all the more tragic.'

SMOOTHIE DIES, September 14, 2007 – 'A carriage horse named Smoothie spooked and bolted while on the hack line. She ran into a tree and died. She was only 12 years old.' http://www.banhdc.org/ch-acc.shtml

SMOOTHIE DIES, September 14, 2007, '**a spooked horse reared up and turned its carriage over, charging a tree and another carriage. This sent a second horse running against traffic and plowing into a Mercedes-Benz. The horse died on the pavement near Center Drive in Central Park.'** New York Bar Association, http://www2.nycbar.org/pdf/report/uploads/20072178-ReportonA.7748-S.5013whichwouldprohibittheoperationofhorsedrawncarriagesinNewYorkCitySeptember2011.pdf



[A Carriage Horse Dies After Bolting Onto a Sidewalk]

SMOOTHIE DIES, September 14, 2007. http://www.nydailynews.com/news/2007/09/15/2007-09-15_carriage_horse_dies_after_tree_crash_nea.html. *New York Daily News*. **"Carriage Horse Dies After Tree Crash Near Central Park,"** by Kerry Burke, Michael White, September 15, 2007.



Smoothie, a carriage horse, lies dead on Center Drive near Central Park where she collapsed after running into a tree. Photo: Costanza For News.

‘A carriage horse spooked by the beat of a drum made a deadly dash near Central Park yesterday, crashing into a tree and breaking a hind leg before collapsing on the street.

‘The 13-year-old mare, named Smoothie, went wild after a member of a break-dancing troupe cracked a snare drum behind her on Central Park South, the horse's owner and witnesses said.

‘Smoothie broke free of her carriage and charged a tree and another carriage, sending a second horse plowing into a Mercedes-Benz about 4:30 p.m.

‘"The horse ran against traffic and smashed into me," said the Mercedes' driver, Layquan Rakin, a 22-year-old male model from Queens.

‘Rakin and his girlfriend, Lakesha Heidelberg, 20, were driving on Central Park South when the galloping steed raced toward their luxury sedan.

‘"It ran straight toward my car, it came face-first," Rakin said. "I thought it was going to run right up my car."

‘"I thought it was over," Heidelerg added.

‘The second horse was not injured and no pedestrians were hurt during the chaos.

‘Smoothie died on the pavement near Center Drive as concerned tourists and New Yorkers attempted to comfort her.

‘"This was a nice, gentle horse," said Smoothie's shattered owner, Cornelius Byrne of Manhattan.

‘Byrne said the drum was sounded too close to Smoothie.

‘"It was a terrible mistake around a mare," he said. "She was a nice horse. She would nuzzle. She was playful. She was special."

‘Smoothie belonged to an Amish woman before being sold to Byrne. The mare had been working the circuit around Central Park for about a year, the owner said.

‘The driver of Smoothie's carriage was standing alongside the cab with a passenger when the drum sounded, he said.

‘"He walked up and was beating it behind the horse," said witness Roger Watkins, 59, of Connecticut. "It spooked the horse. The horse reared up and turned the carriage over. It was trying to get around the light pole on the sidewalk."



Costanza for News

The carriage that Smoothie broke free from after she was spooked by the sound of a drum nearby.

‘The drummer could not be located last night.

‘Byrne said Smoothie's driver took her death hard.

‘"He's all broken up. He's hurting," Byrne said. "He's crying."

‘Watkins said he helped guide the second horse away from the smashed Mercedes and tied it to a street pole so it wouldn't be hurt more.

‘"I grabbed him by the bridle," he said. "I just calmed her down. Horses just want to know someone's in charge."

‘Carolyn Daly, a spokeswoman for the Horse & Carriage Association of New York, called Smoothie's death "devastating."

‘"These aren't just horses, these are their family," she said.’



The front of the Mercedes-Benz that the second horse smashed into.

'Carolyn Daly, a spokeswoman for the Horse & Carriage Association of New York, called Smoothie's death "devastating."

'"These aren't just horses, these are their family," she said.'

Please note that the article says, '**The driver of Smoothie's carriage was standing alongside the cab with a passenger when the drum sounded, he said**.' This is negligence; it would be illegal in England, and against responsible horsemanship, and what happened to Smoothie explains why. **When a horse is in harness, the driver must be sitting at the reins at all times**, or at least holding the lead at the horses head. **Smoothie's driver was not, and therefore cost her her best chance at survival. This is not uncommon on the New York City hack line.** Roger Watkins, the witness who secured the second horse, observed, 'Horses just want to know someone's in charge.' In her moment of crisis, when she was frightened, no one was in charge, or there, for Smoothie.

SMOOTHIE DIES, SEPTEMBER 14, 2007.
http://gothamist.com/2007/09/15/scared_by_drums.php Gothamist. **"Scared By Drums, Carriage Horse Dies In Crash,"** by Jen Chung, September 15, 2007.

A 12-year-old carriage horse named Smoothie died after being frightened on Central Park South yesterday afternoon. The Daily News reports **that a breakdancing troupe cracked a snare drum, which made Smoothie rear up in fear. A witness said Smoothie** was "in full gallop," **, and the NY Times has a** description of the terrified horse's reaction**:**



'According to witnesses, a man walked past the horses while beating a small drum, which caused a brown horse that was hitched to a carriage to bolt onto the sidewalk, darting between two poles that were about two feet apart. The horse made it through but the carriage did not, and as the horse struggled to move forward, it collapsed and died, witnesses said.

"It fell into a panic and then fell on the ground, kicking," said Roger Watkins, who was walking by and tried to help. "He kept shaking and then went into shock and collapsed."

Smoothie died near Central Park's Center Drive.

Another horse who was startled by Smoothie also ran into traffic and into a Mercedes-Benz. The car's driver told the Daily News, "It ran straight toward my car, it came face-first. I thought it was going run right up my car." Though second horse, the car's driver, and the car's passenger, as well as other pedestrians, were luckily uninjured, many people mourned Smoothie.

Last week, the City Comptroller William Thompson said that the city needed to strengthen its oversight of the carriage horse industry (for instance, there are no water spigots where carriage horses wait for passengers)…Still, there are many people who simply believe that carriage horses do not belong in NYC, given the sad history of carriage horse accidents and deaths. The Coalition to Ban Horse Drawn Carriages has a petition and more information.

Photograph by the Daily News

{21} Bud. July 4, 2007 – 'A carriage horse spooks on Central Park South and collides with a taxi. The 12 year old horse named Bud suffered several gashes on his rear legs. The cabby is hospitalized. A motorcyclist and his bike are hit with the carriage.'
http://www.banhdc.org/ch-acc.shtml

Bud, July 4, 2007, 'a spooked horse flipped over his carriage and collided with a taxi on Central Park South. A motorcyclist and a bike were hit with the carriage. One person was hospitalized and the horse suffered several gashes on its right hind leg.' New York City Bar Association. http://www2.nycbar.org/pdf/report/uploads/20072178-ReportonA.7748-S.5013whichwouldprohibittheoperationofhorsedrawncarriagesinNewYorkCitySeptember2011.pdf

Bud. July 4, 2007. http://banhdc.org/archives/ch-art-20070705.html *New York Post*. "HORSE & TAXI IN TALE OF WHOA ," by Erin Calabrese and Dan Kadison, July 5, 2007.

'A frightened carriage horse bolted from its driver early yesterday and collided with a taxi on Central Park South - slashing its leg and sending a cabby to the hospital.

'"I saw [the horse] coming right at us and he just ran right into the cab," said motorcyclist Tony Zappetti.

'"I don't know what spooked him. I just threw my bike down and tried to get out of the way."

'"I'm going to have nightmares about horses tonight," Zappetti quipped before driving off on his trampled bike.

'The cabby, whose car sustained significant front-end damage, was treated for injuries at New York Hospital. The horse, a 12-year-old gelding named Bud, suffered several gashes on his right hind leg, but was able to walk back to the stables on West 52nd Street by himself, said Joseph Pentangelo, ASPCA assistant director. '

Photos next page --







Photo Credit: Juan Arellano, c 2007 -- NYC, 2007. Taxi hits carriage; horse injured.



{22} April 13, 2007, '**a taxi crashed into a carriage while a horse was working.'**
http://www2.nycbar.org/pdf/report/uploads/20072178-ReportonA.7748-S.5013whichwouldprohibittheoperationofhorsedrawncarriagesinNewYorkCitySeptember2011.pdf

April 13, 2007 http://www.banhdc.org/archives/ch-acc-20070413.html Coalition To Ban Horse-Drawn Carriages. "**Accident on Central Park South at Grand Army Plaza."**

"**A taxi crashed into a carriage; horse was walked back to stable** - The ASPCA learned about this through a passerby who reported it to them. It was not reported by the media. We do not know what happened to the horse."

{23} September 15, 2006, JULIET DIES. – "For Central Park Carriage Horse Death Arrives Inelegantly," - New York Times - By COREY KILGANNON
'***Please note that the horse who died was first identified as Rusty in the 9/15 issue of the NY Times - then as Juliet on 9/16.*** **Both horses are listed on the Department of Health rolls. This is an odd "mistake" - the driver offering up the wrong name. Were there two horses? Was Juliet being double shifted and wearing Rusty's tags? Is anyone investigating?'** http://www.banhdc.org/ch-acc.shtml

September 15, 2006, JULIET DIES. http://www.all-creatures.org/articles/act-c-shdc-acc-20060916.html All-Creatures.org, "For Central Park Carriage Horse, Death Arrives Inelegantly."

'Editor's note: Please note that the horse who died was first identified as Rusty in the 9/15 issue of the NY Times - then as Juliet on 9/16. Both horses are listed on the Department of Health roles. This is an odd "mistake" - the driver offering up the wrong name. Were there two horses? Was Juliet being double shifted and wearing Rusty's tags? Is anyone investigating?'



September 15, 2006 Rusty? or Juliet? – dies.
http://query.nytimes.com/gst/fullpage.html?res=9C0CE0D61231F936A2575AC0A9609C8B63
New York Times archives. "Horse Collapses in Central Park," September 15, 2006.

"**Horse Collapses in Central Park**

"Published: September 15, 2006



“This item appeared in the paper as a stand alone photograph. Caption information is provided below.

“**Photo: Officers tried to get a carriage horse named Rusty to stand after he collapsed at 9:30 p.m. yesterday in Central Park. Antonio Provenzano, Rusty's owner, drew protests from onlookers when he whipped the horse to try to revive him. A veterinarian who arrived at the scene said the horse needed to be hit to get him to stand up. The horse did not stand, though, and was put into a police trailer at 12:30 a.m. today. (Photo by Rahav Segev for The New York Times) “**

Scroll down for photo on next page --



Rahav Segev for The New York Times

Horse Collapses in Central Park

Officers tried to get a carriage horse named Rusty to stand after he collapsed at 9:30 p.m. yesterday in Central Park. Antonio Provenzano, Rusty's owner, drew protests from onlookers when he whipped the horse to try to revive him. A veterinarian who arrived at the scene said the horse needed to be hit to get him to stand up. The horse did not stand, though, and was put into a police trailer at 12:30 a.m. today.

September 15, 2006, JULIET DIES [mis-identified as "Rusty," another NYC carriage horse] http://www.all-creatures.org/articles/act-c-shdc-acc-20060915.html All-Creatures.org **"Horse Collapses in Central Park," September 15, 2006. All-Creatures.org supplies article above.**

September 15, 2006, JULIET DIES.
http://www.nytimes.com/2006/09/16/nyregion/16horse.html?_r=0 New York Times. "For Central Park Carriage Horse, Death Arrives Inelegantly," by Corey Kilgannon, September 16, 2006.

For Central Park Carriage Horse, Death Arrives Inelegantly



Tina Fineberg for The New York Times

Antonio Provenzano, 47, of Brooklyn, mourns his horse, Juliet, at a stable on West 38th Street in Manhattan Friday.
Published: September 16, 2006

'…**But as elegant as Juliet was in life…she lay lifeless** as the day shift of carriage drivers hitched up their horses and clopped out to work. Only [her driver, Antonio] Provenzano and a coterie of skinny cats seemed interested in her at the West Side Livery stable on West 38th Street near 11th Avenue…But Mr. Provenzano had more than his grief to deal with yesterday. **Enforcement officers from the A.S.P.C.A. arrived at the stable and took Juliet's body away for a necropsy and opened an investigation into her death based upon an incident Thursday night that attracted an angry crowd and the police.**

'Juliet collapsed in Central Park about 9:30 and Mr. Provenzano, who said he was acting on telephone orders from his veterinarian, began striking her repeatedly in the flank with his thin five-foot whip to get her to her feet again, prompting a crowd of onlookers to begin yelling at him.

'"I'm trying to save my horse's life and all of a sudden, everyone's yelling, 'Stop beating that horse; you're going to kill it,' " he said. "Some big guy told me to stop or he would punch me. Then a cop showed up and said to stop or he'd arrest me. He was about to pull his gun out. All this while I have the vet on the phone telling me to keep hitting her to get her up."

'He said that Juliet probably had colic and he was told to get her to walk to rid herself of gas and waste.

'"I've been around horses 30 years and I love my horse," he said. "They think I want to hurt her?" When the veterinarian and officers from the mounted unit showed up at the park Thursday night, Mr. Provenzano was told he could resume the whipping.

'Juliet climbed to her feet several times but promptly collapsed again. An employee from the Ritz Carlton nearby brought over a rug for the horse, and with great effort Juliet was placed on it, dragged into a police trailer and taken to the stable on 38th Street. After several hours of treatment by Mr. Provenzano and his veterinarian, Juliet died about 5 a.m. Her owner curled up in his carriage and tried to sleep.

'Juliet was well-known among the carriage horses that are a staple of southern Central Park and are kept in stables in the area of westernmost Midtown that still has the feel of the old Hell's Kitchen.

'Part Percheron, part American draft, she was likely a former farm horse in her 20's bought at auction in Pennsylvania and had begun pulling a carriage at least 17 years ago, Mr. Provenzano said. He said she quickly adapted to her urban environment, ignoring horns and sirens and avoiding potholes.

'"She was called Juliet because everybody fell in love with her, like 'Romeo and Juliet,' " Mr. Provenzano said…

'Mr. Provenzano said Juliet had had several owners over the years before he bought her last year for $1,700. He used her to work nights, pulling his green cab, six nights a week ever since.

'"That horse was a member of my family," he said. "I told my mother she died and my mom started crying."

'"I have no money to get another horse," he said. "I have a wife and two sons to support. Two things I can do: make pizza and drive a horse."'

{24} 28 April, 2006 – 'A SPOOKED HORSE RAN WILD IN CENTRAL PARK CRASHING INTO A 71-YEAR OLD BICYCLIST WHO WAS SERIOUSLY INJURED AND SUFFERED A BROKEN HIP.'
http://www.banhdc.org/ch-acc.shtml

28 April, 2006, April 28, 2006: '**A young horse being trained to pull carriages became spooked and bolted, colliding with, and critically injuring an elderly bicyclist in Central Park.'**
http://www.nyclass.org/horse_drawn_carriages

April 28, 2006, **'A spooked horse ran into a 71-year-old bicyclist at 64th Street and Central Drive. The bicyclist and horse-carriage driver were both hospitalized.'** New York City Bar Association. http://www2.nycbar.org/pdf/report/uploads/20072178-ReportonA.7748-S.5013whichwouldprohibittheoperationofhorsedrawncarriagesinNewYorkCitySeptember2011.pdf

28 April, 2006, http://www.nydailynews.com/archives/news/man-injured-spooked-horse-central-park-article-1.627264 New York Daily News. **"Man Injured By Spooked Horse In Central Park,"** by Alison Gendar, Leo Standora, April 29, 2006. "**A YOUNG CARRIAGE horse on a training run got spooked and ran wild in Central Park yesterday, seriously injuring a 71-year-**

old bicyclist, police said. The impact sent Lawrence McKittrick sprawling near 64th St. and Central Drive about 2:30 p.m. Police said he was taken to New York Weill Cornell Medical Center with what appeared to be a broken hip. **Santana Altarico, who was driving the empty carriage, told cops he lost control of the horse, which jumped off East Drive and galloped into a grassy area near 67th St. The frightened driver said it was there he leapt from the carriage injuring his knee. He was treated at Roosevelt Hospital. The horse continued west where it collided with McKittrick. How it was finally corralled was unclear.** Yesterday's mishap came three months after a spooked horse bolted on a midtown street, galloped into a station wagon and sent his driver flying from the passenger-less carriage. Driver Carmelo Vargas, 36, suffered a fractured skull and a man and his son in the station wagon suffered minor injuries. The horse suffered a broken leg and had to be euthanized. The harrowing incident sparked heated debate over whether horse-drawn cabs should be banned in the city."

April 28, 2006. http://www.banhdc.org/images/ch-other-incidents.pdf "Incidents Involving Horse-Drawn Carriages," PETA. "**A young horse being trained to pull carriages was suddenly spooked and bolted, colliding with a 71-year-old bicyclist in Central Park. The bicyclist had to be hospitalized, and the carriage driver jumped out of the vehicle during the incident, injuring his knee."**

{25} October 24, 2003. https://secure.pqarchiver.com/newsday/ Newsday archives. "Carriage Rides Gone Wild," by Wil Cruz, October 25, 2003:

"**Picture-postcard Central Park carriage rides they weren't: Two horses were spooked, the carriages they were pulling tipped and four people ended up hurt Friday, police said.**

"The incident occurred about noon when a carriage horse at Fifth Avenue and 61st Street was startled for an unknown reason and reared up, tipping its carriage, police said. Two female tourists and the carriage driver were dumped out.

"The driver of another carriage came to help, and then the horse pulling his carriage also was spooked, police said. The female passenger in the second carriage was hurt when that carriage tipped.

"The four people were treated for minor injuries at the Roosevelt Division of St. Luke's-Roosevelt Hospital Center and released. Police did not release their names. The horses were not injured."

October 24, 2003.
http://www.dawnwatch.com/archive/dw1000000dawnwat/20060104163329.html **"The Associated Press piece on New York Newsday's website dispels the idea that keeping the horses out of traffic will protect the horses and public even from accidents. It reminds us:**

'In October 2003, two hansom cabs carrying four passengers tipped over after their horses were spooked in Central Park.'" (Find the AP article at http://geari.blogspot.com/2006/01/horse-drawn-carriage-ride-concerns-do.html)

October 24, 2003. https://asci.uvm.edu/equine/law/articles/034_accidents.htm University of Vermont. "Horse Accidents With Injuries: October Through December 2003," Compiled by Robert O. Dawson, AAHS Secretary/Treasurer. **"*Newsday* in New York City reported on October 25, 2003 that two carriage horses in Central Park spooked and reared up, tipping over the carriage, injuring the driver and two passengers. When the driver of another carriage came to help his horse also spooked and the passenger in the second carriage was injured when the carriage tipped."**

October 24, 2003. http://www.banhdc.org/ch-acc.shtml 25 October 2003 - **'"CARRIAGE RIDES GONE WILD" 4 HURT. At Fifth Avenue and 61 St. a carriage horse "was startled for an unknown reason and reared up, tipping its carriage... Two female tourists and the carriage driver were dumped out and injured."** NY Newsday, Oct. 25, 2003, p. A. 12'



Aftermath of Central Park horse-drawn carriage accident on October 24, 2003. (Newsday)

{26} November 26, 2001 - 'A taxi cab collided with a horse-drawn carriage in the southern end of Central Park, startling the horse and injuring the carriage driver' – http://www.banhdc.org/ch-acc.shtml

November 26, 2001 http://www.peta2.com/wp-content/uploads/2012/01/Horse-Drawn-Carriage-Factsheet.pdf Peta factsheet, "Incidents Involving Horse-Drawn Carriages." **November 26, 2001/New York, New York: A taxi collided with a horse-drawn carriage in Central Park, startling the horse and injuring the carriage driver.**

{27} November 2, 2000 - "HANSOM HORSE'S TALE OF WHOA**" "A horse broke free from its carriage yesterday at Columbus Circle and hit at least one car as it galloped to Broadway - stopping morning traffic as people watched in horror. The horse went about half-a-block before the harness broke, entangling the animal and tripping him... The horse fell and slid down the street....; I started to cry..." Maria Alvarez, NY Post, Nov. 2, 2000, p.** http://www.banhdc.org/ch-acc.shtml

{28} September 5, 2000. http://www.all-creatures.org/articles/act-c-shdc-acc-20000905.html All-Creatures.org. "**Carriage Horse Escapes** Draft," September 5, 2000. **'A runaway carriage horse broke free from its owner" "at W. 59 St. and Central Park South" and "ran headlong through the streets of Manhattan yesterday..." "...Cops moved pedestrians and drivers out of [the horse's] path until they blocked [his] escape at W. 72nd St. And Central Park West." NY Daily News, Sept. 5, 2000, p. 17'**

{29} August 27, 2000 - **'BUGGY TUMBLES TOSSES TOURISTS' 'A carriage horse bucked in Central Park, tipping over the carriage and injuring a family of 4 tourists in a "harrowing ...tumble." The horse then took off through the park heading straight for a hot dog vendor who had to jump out of the way. "Thank God no one was killed," said the driver.'** NY Daily News, Aug. 28, 2000 p. 22 http://www.banhdc.org/ch-acc.shtml

August 27, 2000 http://www.peta2.com/wp-content/uploads/2012/01/Horse-Drawn-Carriage-Factsheet.pdf Peta factsheet, "Incidents Involving Horse-Drawn Carriages." **August 27, 2000/New York, New York: 'A horse-drawn carriage that was turning a corner in Central Park tilted past its balance point and suddenly slammed onto its side. Four tourists were strapped to backboards and were taken by ambulance to a nearby hospital.'**

August 27, 2000, http://www.nytimes.com/2000/08/28/nyregion/carriage-ride-in-park-ends-with-scary-tip.html New York Times. "**Carriage Ride In Park Ends With Scary Tip**," by C.J. Chivers, August 28, 2000.

'**Four tourists were slightly hurt yesterday when a horse-drawn carriage tipped onto its side in Central Park, tossing the tourists, a vacationing British family, onto the asphalt, the police said. The accident occurred at 11:15 a.m. just inside the park near its entrance at Central Park South and the Avenue of the Americas.**

‘The carriage driver, Naim Aydin, said he had just completed a circuit of the park with the family aboard and had stopped at a trough to water the horse. As he led it through a left turn, the carriage tilted past its balance point and suddenly slammed onto its side, dumping out Colin Howe, 55, his wife, Pauline, 54, and Charlotte and Michael, their two children, who are 13 and 10. The police did not know the Howes' hometown in Britain.

‘''It just fell over,'' Mr. Aydin said. ''I am unhappy.''

‘Although the accident created an alarming scene -- the Howes were strapped to back boards by medical workers and then taken away in ambulances -- the authorities said the accident was not serious. The Howes were treated at New York Weill Cornell Medical Center and released. A hospital administrator said they had minor cuts in bruises and planned to resume their vacation.

‘Neither Mr. Aydin nor the horse, which he said was brought to the city two days before, were injured. The horse apparently did not tip with the carriage. The only apparent damage to the carriage was a dent on the left fender. The horse was led back to its stable on West 52nd Street and 12th Avenue, leaving Mr. Aydin and a friend to push the carriage 13 blocks.’

August 27, 2000. http://nypost.com/2000/08/28/tale-of-whoa-for-tourists-in-central-park/ New York Post, **“Tale of Whoa For Tourists In Central Park,”** by Larry Celona, August 28, 2000.

‘A family of British tourists took an unexpected spin in Central Park yesterday when their horse-drawn carriage flipped over and they went for a frightening ride under the carriage.

‘Colin and Pauline Howe and their children, Michael, 10, and Charlotte, 13, suffered minor cuts and scrapes in the accident.

‘The driver was attempting to turn the carriage inside Central Park when the carriage shaft dug into the horse’s side.

‘This panicked the horse, which tried to run.

‘“Police told me the area was too narrow to turn,” Pauline said. “The horse kept going and we were dragged under.

‘“The whole thing seemed to take place in slow motion. We knew it was going to happen but there was nothing we could do.”

‘The Howes were taken to New York Hospital, where they were treated and released.

‘Neither the driver nor the horse was injured.

‘“We’re animal lovers, so we were delighted that the horse wasn’t hurt,” she said.

‘The accident didn’t ruin the Howes’ four-day visit to New York.

‘“We’ve had a splendid time,”* Pauline said. *“But we’re not having any more of those rides.”’

{30} June 28, 1999 - ‘HORSE BUGGY DRIVER HURT IN HIT-RUN’ ‘At Central Park West and 69 St. a hit-and-run driver smacked into the cab of a horse-drawn carriage throwing the carriage driver onto the street and shattering her jawbone and sending her spooked horse galloping north on Central Park West. “The gelding’s wild run ended when he bolted into the southbound lane and was hit by an oncoming car. ”’ NY Daily News, June 28, 1999, p. 12 http://www.banhdc.org/ch-acc.shtml

June 28, 1999. http://www.nyclass.org/another_carriage_horse_accident_spurs_protests NYCLASS. **“Another Carriage Horse Accident Spurs Protests,”** by Allie Feldman, June 10, 2012. **”A car smashed into a horse carriage, knocking the driver into the street and shattering her jaw. The horse galloped into traffic and was hit by an oncoming car.”**

June 28, 1999. http://www.nydailynews.com/archives/news/horse-buggy-driver-hurt-hit-run-article-1.822484 NY Daily News. ‘**Horse Buggy Driver Hurt In Hit-Run**,’ by Virginia Breen, June 28, 1999.

‘A hit-and-run driver smacked into the cab of a horse-drawn carriage in Manhattan, breaking the buggy driver's jaw and sending her spooked horse galloping north on Central Park West, cops said. The gelding's wild run ended when he bolted into the southbound lane and was hit by an oncoming car miraculously injuring neither the horse nor the driver. The 22-year-old buggy driver, however, was rushed to New York Weill Cornell Hospital Center for treatment of a shattered jawbone. She was treated and released. The equine accident occurred around 11:40 p.m. Saturday, as the horse, driver and carriage clumped northbound on Central Park West. As they approached 69th St., they were rear-ended by a '92 sedan, which fled the scene, cops said. "The driver was thrown and sustained a broken jaw," said Police Officer Valerie St. Rose, a department spokeswoman.’

{31} June 21, 1999 – ‘A HERO AND TWO HORSES A horse pulling a hansom cab was startled and threw his driver on Central Park West and 67 St. “A second hansom cab driver ...tried to stop the runaway horse...” but failed. “... Horse No. 1 got stuck between a parked car and a yellow cab, which hit the horse...” Unfortunately the yellow cab driver was injured and hospitalized. He was in stable condition with head and neck injuries...” “The second cab driver also sustained minor injuries...”’ NY Newsday, June 21, 1999, p. A.15 http://www.banhdc.org/ch-acc.shtml

{32} JACKIE DIES, January 8, 1999. – 'CARRIAGE HORSE IS ELECTROCUTED ON STREET' 'Jackie, a 7-year-old carriage horse collapsed and died after she stepped on a steel Con Edison service box cover on E. 59 St. The wet weather, a short circuit and "'the fact that the horse was wearing metal shoes made a tremendous difference,'" said a Con Ed worker. NY Times, Jan. 9, 1999. p. 3' http://www.banhdc.org/ch-acc.shtml

JACKIE DIES, January 8, 1999. http://www.nytimes.com/1999/01/09/nyregion/carriage-horse-is-electrocuted-on-street.html New York Times. '**Carriage Horse Is Electrocuted On Street**,' by Amy Waldman, January 9, 1999.

'One of the carriage horses…was electrocuted last night when it stepped on a steel Con Edison service box cover on East 59th Street between Park and Madison Avenues.

'The 7-year-old horse, Jackie, kicked her driver in the head after stepping on the cover, then collapsed and died. The carriage had no passengers, and the driver, Stephen Hand, suffered only minor injuries.

'Mike Spall, a spokesman for Con Edison, said it appeared that the horse came into contact with an underground electric service box that had been energized by a short circuit. The wet weather, combined with the spreading of salt, which can corrode wires, appeared to contribute to the short circuit, he said, adding that the investigation was continuing.

'The cover, he said, was not likely to have posed any danger to people, who wear leather or rubber shoes.

"'The fact that the horse was wearing metal shoes made a tremendous difference," he said.

'The service box cover, a 3-by-5-foot rectangle made of three steel sections, had been removed by Con Ed workers last night, revealing a wet, smoldering tangle of cables, some patched with frayed insulation.

'The horse's owner, John Michnej, arrived at the scene to find the dapple-gray horse he had owned for four years lying on the ground, covered with a blue blanket and a yellow tarpaulin. He had bought Jackie in Pennsylvania Dutch country, he said, where she used to transport the Amish.

"'She's only 7, a young horse," he said. "She was strong and healthy. She was very gentle and she liked this job."

'Mr. Michnej said he had never heard of such an accident. Another carriage driver said she worries about potholes, which can break a horse's ankle, but has never feared electrocution.

'Kevin Beisler, 27, a publicity manager, saw the horse fall.

‘''It's the most disturbing thing I've seen in a long time,'' he said. ''I don't think it's right that these horses are subjected to the elements of the city, from the heat of the summer to the traffic to something random like this.''

‘The horse stepped on the service box about 6:50 P.M.

‘An Emergency Services vehicle towed the horse's corpse about 100 feet from the service box cover. The body lay there while a crowd gathered and investigators tried to determine exactly how she had died.

‘Ordinarily, after a long day's work, Jackie would have returned to the Shamrock Stables, at Franklin D. Roosevelt Drive and East 61st Street, where she was housed.

‘Photo: A carriage horse lay dead on East 59th Street yesterday after stepping on the cover of a Con Edison service box. The 7-year-old horse, Jackie, died of electrocution immediately. Her driver suffered only minor injuries. (Nicole Bengiveno/The New York Times)’

{33} November 23, 1997 - ‘TOURIST RUN OVER BY HORSE’ ‘”A runaway horse took its carriage for a wild ride along Central Park South yesterday afternoon, running over a tourist.” She “was knocked to the ground and dragged for a few feet after the horse bounded onto the sidewalk and plowed into her...” “The horse...began its rampage near Columbus Circle. Its first victim was a... Ford parked along Central Park South.” “...The driver of the carriage... allegedly took off - with the horse,” but was later apprehended by the police. NY Daily News, Nov. 24, 1997.’h http://www.banhdc.org/ch-acc.shtml

November 23, 1997. ***Note that the Times article, below, states that the horse was in shock, the carriage driver was issued a summons for leaving the scene of the accident, and it is not certain whether the driver was at the reins during the accident:***

November 23, 1997. http://www.nytimes.com/1997/11/24/nyregion/metro-news-briefs-new-york-carriage-horse-bolts-and-injures-pedestrian.html New York Times. “Metro News Briefs: **New York; Carriage Horse Bolts and Injures Pedestrian**,” November 24, 1997.

‘A runaway carriage horse struck and injured a pedestrian on the sidewalk on Central Park South yesterday afternoon, the police said.

‘Detective Joseph Pentangelo, a Police Department spokesman, said that the horse bolted at Broadway and Central Park South and that the horse's carriage banged into a parked car, denting the car's fender. The horse, pulling the carriage along Central Park South, galloped

onto the sidewalk at Avenue of the Americas and hit the pedestrian, Julieta Partida, 26, of Pasadena, Calif., Detective Pentangelo said.

'The horse was not injured, though the carriage driver took it away immediately, saying it was in shock. The driver, whom the police did not identify, was issued a summons for leaving the scene of an accident.

'Detective Pentangelo said he was not certain whether the driver was at the reins during the accident.

'Ms. Partida was listed in stable condition at St. Luke's-Roosevelt Hospital Center last night.'

{34} HORSE DIES, September 2, 1996. - **"HANSOM-CAB HORSE DIES ON STREET" "...The crowd gathered outside the Hotel St. Moritz on 59 St. Saturday night confronted a sight more horrific than romantic: A 10 to 12-year old gelding ...collapsed face first onto the street and died."** NY Newsday, Sept. 2, 1996, p. A 16 ["**The Ritz-Carlton New York, Central Park**, known for many years as the **Hotel St. Moritz**, is a luxury hotel located at 50 Central Park South, on the east side of Sixth Avenue, in New York City.—Wikipedia] http://www.banhdc.org/ch-acc.shtml

{35} HORSE DIES, April 21, 1994. - **"END OF THE ROAD"** – "**A dietary error led to cramps so severe that a horse had to be euthanized after collapsing in Central Park.** Midtown Resident, 4/21/94." http://www.banhdc.org/ch-acc.shtml



HORSE DIES, April 21, 1994. http://www.all-creatures.org/articles/act-c-shdc-acc-19940421.html All-Creatures.org "**End of the Road**," April 21, 1994**. "A dietary error led to cramps so severe that a horse had to be euthanized after collapsing in Central Park. Midtown Resident – April 21, 1994"**

HORSE DIES, April 21, 1994. http://www.banhdc.org/archives/ch-hist-thepol.html Coalition to Ban Horse- Drawn Carriages. "The Political Power of NYC's Carriage Business—A Bare-Bones History (excerpted from CHAC's 18-page history)."

'On April 21, 1994, around 4:30 PM, a horse collapsed in Central Park and was later euthanized. Three observers said the horse had been hit by a cab, but at this writing the diagnosis is "colic" or "tying up syndrome." The horse was led to grass to soften his agonized final hours. One can only wonder if this were the first time his hooves were allowed to meet grass since he had the misfortune to be condemned to forever plod the concrete canyons of New York City.'

Scroll down for photo next page --



April 21, 1994, HORSE DIES. http://www.all-creatures.org/articles/act-c-shdc-acc-19940421.html
All-Creatures.org "**End of the Road**," April 21, 1994**. "A dietary error led to cramps so severe that a horse had to be euthanized after collapsing in Central Park. Midtown Resident – April 21, 1994"**

HORSE DIES, April 21, 1994. http://www.satyamag.com/aug94/jordan.html Satya, August 1994, "An Elegant Carriage Ride?" by Laurie Jordan

[Note that this article not only applies to horses that died on April 21 and May 6, 1994, as noted, but is also relevant for the deaths of Nickels (below) on August 26, 1991, and a second horse, belonging to the same owner, who died two weeks before Nickels.]

'On April 21, 1994, only 38 days after LL2 was signed into effect, a carriage horse collapsed and was euthanized by vets from the Animal Medical Center. On May 6, 1994, 16 days later, another carriage horse collapsed and died. No necropsy was performed in either case, but a diagnosis indicated poor horse management (poor feeding routines, lack of water, inadequate medical attention and stabling practices).

'Some blamed it on "tying-up" syndrome, which is an extreme cramping of the rear legs, which can cause them to collapse, leading to the horse's death. Tying-up syndrome can occur in well-maintained stables, but generally happens in horses that are poorly cared for. If the horse has not been warmed up before working all day (long hours without break periods in cold weather), this condition can occur. Summer months cause other problems.

'Fluid and electrolyte disorders are major factors in the development of exhaustion disease syndrome. When working horses are not given enough water, their body temperatures become dangerously high. Sweat rates may approach 10 to 12 litres per hour with prolonged exercise.

'Horses must have access to water in hot environments. A sedentary hay-fed horse is said to take in 18-27 quarts of water daily. Carriage horses are not sedentary. Unlike a dog, a horse will not rest when it becomes fatigued or dehydrated. It still continues to do as its master beckons. Is it any wonder horses become exhausted and collapse on city streets?'

See {36} and {37} for additional information.

{36} {37} NICKELS AND ANOTHER HORSE DIE, August 26, 1991. - "DEATH OF CARRIAGE HORSE PROBED, SAME OWNER HAD ONE DIE 2 WEEKS AGO" "Both horses may have died of colic. Newsday, Aug. 26, 1991, p.3 " [Note, both horses died in Central Park.]
http://www.banhdc.org/ch-acc.shtml The horses were owned by Salvatore Spina.
http://www.upi.com/Archives/1991/08/26/Officials-investigate-deaths-of-two-carriage-horses/2121683179200/

Photos, and more about both horses --



(Photo by Peter Wood)



(Photo by Peter Wood)



(Photo by Vito Torelli)



(Photo by Vito Torelli)

NICKELS DIES, August 26, 1991. "Mane Event Near Zoo - Carriage Horse Treated, Killed, Left for Sanit Men" - New York Times - Aug. 26, 1991
'"Strollers found the carcass of a carriage horse near the entrance to the Central Park zoo" ... "had been euthanized by a veterinarian ... after developed crippling leg pain." Left overnight in the park, the horse was later dumped in a landfill in Long Island. His name was Nickels.' http://www.banhdc.org/ch-acc.shtml

NICKELS DIES, August 26, 1991. http://www.satyamag.com/aug94/jordan.html Satya, August 1994, "An Elegant Carriage Ride?" by Laurie Jordan

[Note that this article not only applies to horses that died on April 21 and May 6, 1994, as noted, but is also relevant for the deaths of Nickels on August 26, 1991, and a second horse, belonging to the same owner, who died two weeks before Nickels.]

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See also [35} and {68} for additional information for Nickels.

{37} HORSE DIES, around August 12, 1991—owned by same owner as Nickels, newspapers reported he died two weeks before Nickels; Newsweek speculated colic may have caused both deaths. **See Nickels {36} for full information. See {35} and {67} for additional information.**

{38} {39} May, 1990. http://www.satyamag.com/aug94/jordan.html Satya, August 1994, "An Elegant Carriage Ride?" by Laurie Johnson. "**In May 1990, only five months after LL89 was enacted, three accidents occurred. One, due to faulty harnessing, ended in a wild police chase to stop a panicked horse. Another involved an unattended horse at Grand Army Plaza, resulting in four wrecked yellow cabs and a hospitalized cab driver.**" The third of the accidents was the death of Tony on May 15, 1990, {69} in Accidents Beyond Central Park.

{40} December 31, 1982- '**13 HURT AS FRIGHTENED HORSE HITS RUNNERS IN PARK' 'Thirteen runners were injured and dozens of others knocked down when a carriage horse frightened by New Year's Eve fireworks galloped headlong into the tightly packed..." crowd. While some runners tried to dodge the flying hooves and the carriage wheels, "others tripped over those who had been knocked down. "It was a nightmare," "People were screaming," said a young**

woman from her hospital bed after being trampled and run over by a carriage wheel. She suffered a broken rib, bruised rib cage, injured thigh and shin. Other injuries included a knee injury, broken bones, "and at least one...concussion." NY Times, Metropolitan Desk, Jan. 2, 1983' http://www.banhdc.org/ch-acc.shtml

December 31, 1982.- **13 HURT**. http://www.nytimes.com/1983/01/02/nyregion/13-hurt-as-frightened-horse-hits-runners-in-park.html New York Times, "**13 HURT AS FRIGHTENED HORSE HITS RUNNERS IN PARK,"** January 2, 1983.

13 HURT AS FRIGHTENED HORSE HITS RUNNERS IN PARK

Published: January 2, 1983

'Thirteen runners were injured and dozens of others knocked down when a carriage horse frightened by New Year's Eve fireworks galloped headlong into the tightly packed vanguard of nearly 3,000 people at the start of the annual midnight Central Park road race.

'While most of the runners, some in top hats and tuxedos, tried to dodge the flying hoofs and the carriage's high wooden wheels, others dived for the reins of the charging horse and finally brought it down unhurt in the middle of the West Drive at 70th Street.

'Other runners in the pack went sprawling as they tripped over those who had been knocked down by the horse and carriage. "It was a nightmare," said Donna Simms, a 25-year-old former professional basketball player from Queens who was trampled and run over by a carriage wheel. She suffered a broken right rib, bruises on her rib cage and left thigh and a cut shin.

'"The horse came very fast," she said later from her bed at Lenox Hill Hospital, "and the runners were heading toward it like a tidal wave. People were screaming."

'No Room to Move

'Beth Davis, a Manhattan runner who suffered a knee injury, said she had been trampled by other runners. "There was just no room to move," she said, "People couldn't get out of the way." Some of the others suffered broken bones,

and at least one runner suffered a concussion. The eight-kilometer race continued, with a policeman directing runners past the carriage, and the winner was Greg Meyer of Boston with a time of 27 minutes 14 seconds.

‘The police said no charges had been filed against the driver of the carriage or the owner of the horse, neither of whom was identified. Thousands of people crowded along the course to watch the race. Farther south, even more thousands of revelers gathered in the Times Square area between 42d and 47th Streets to watch the descent of a six-foot-wide, 200-pound lighted "apple" at 1 Times Square.

‘More than 1,200 police officers were assigned to the area for crowd control, and there were no major incidents. The police said that about 40 people had been arrested, most of them suspected pickpockets who were charged with grand larceny.

‘"It went very well," said Sgt. Ray O'Donnell. "Everyone had a good time." **In Central Park, the fireworks burst in the sky over the Bethesda Fountain as the lead runners left the starting line on the 10th annual Midnight Run, sponsored by the New York Road Runners Club. The carriage horse, moving from the north on the West Drive, broke into a gallop as the runners approached from the south.**

‘The race had begun near the Tavern on the Green, at Central Park West and 67th Street. Three Remain in Hospitals

‘The injured runners were taken to Roosevelt, Lenox Hill and New York Hospitals. Ten were treated and released, the police said. Each of the hospitals admitted one runner, all of whom were listed in satisfactory condition by yesterday afternoon.

‘Spectators along the drive had assisted the injured to the walkways as hundreds of following runners skirted the fallen horse and carriage. The injured were taken to the hospitals in ambulances that stand by at races in Central Park. 2,940 Runners in Race

‘The Midnight Run has grown each year since its inauguration in 1980. This year's race attracted 2,940 runners from 35 states, including some who were evening clothes and running shoes and others in zany garb ranging from animal suits to clown costumes to groups of runners tethered together in chain-gang fashion.

‘Although champagne and paper cups replaced the customary water at the half-way point, most runners passed up the refreshment, taking instead the unspiked hot cider offered at the finish.

‘Fred Lebow, the president of the Road Runner's Club, said the accident was the first serious one involving organized runners since the club was founded 25 years ago.

‘"We're distressed that the accident marred a festive occasion," he said. "And we intend to meet immediately with the police and the Park's Department to see if additional precautions can be taken."

‘Last year in the same race, a 54-year-old member of the Roadrunner's Club collapsed and died of a heart attack near the finish, the first known death during a road race in New York.’

{41} MAGGIO DIES, August 4, 1982. **See also {76}, {77}, {78}**. 12-year old bay gelding collapsed and died at Central Park South. http://www.nytimes.com/1982/08/05/nyregion/carriage-horse-dies-near-park-4th-of-summer.html

36 ACCIDENTS AND HORSE DEATHS BEYOND CENTRAL PARK: TRAVELLING BETWEEN CENTRAL PARK AND THE STABLES; IN THE STABLES; AND ELSEWHERE (ALSO ACCIDENTS WITH ADDRESS UNKNOWN)

{42} Fury, April, 2015. ‘**A carriage horse named Fury escaped from his stable and bolted down 48th Street without a driver**.’ http://www.nyclass.org/horse_drawn_carriages

Fury, April, 2015.
http://archive.constantcontact.com/fs187/1101376025369/archive/1120707899246.html
Horse Sense, 9-09. **‘Spooked NYC Carriage Horse Escapes On West 48th Street,’** Coalition To Ban Horse-Drawn Carriages, April 12, 2015. **‘A spooked carriage horse, named Fury broke free and galloped down the street on Friday**. **His driver chased after the horse on foot, finally corralling him. The horse was taken to the hack line to work**. Fury was pulling a carriage owned by Gloria McGill of Chateau Stables, according to City records. **He has been in the business for some time.**

‘*A former carriage driver from Montreal commented: *"I worked the carriage business in Montréal and what I've witnessed is beyond belief. Let me tell you one thing people come in that business coz of their love for horses and leave it for the same reason. You cannot love horses and make them go through that. It's just NOT natural for a horse to pull a carriage on

pavement, in traffic, inhaling all these car fumes all day long and even sometimes in adverse weather.'



FURY, an older horse who has been in the carriage business some time.
Fury spooked, broke free, and galloped down the street, April, 2015. Please let FURY know the peace and joy of a sanctuary or adoptive home.

{43} TICKLES DIES, February 13, 2015. The veterinarian who euthanized NYC carriage horse Tickles, states that he does not know what caused his injury, when Tickles was discovered in

his stall with a fractured leg. Despite appeals for a thorough investigation, none has taken place. The incident was not reported in the newspapers until ten days after Tickles' death. According to the New York Daily News, 'Stable workers noticed a problem with Tickles, 18, when he didn't stand in his stall to eat Feb. 13. The horse didn't appear to be in pain, but he wouldn't stand up, said Clinton Park stables manager Conor McHugh.

'Veterinarian Dennis Farrell, who handles the Central Park horses and NYPD mounted unit, spent hours with the animal before deciding he had to be put down [in his stall]. He said he didn't know what caused the injury.

'"There was nothing I could do," said Farrell. "Freak accidents happen."'

In the current fraught atmosphere concerning the carriage industry, transparency should be paramount. For a discussion of the difficulties of Tickles' case and the need for an investigation, please go to: 2015, TICKLES FOUND WITH FRACTURED LEG IN STALL, EUTHANIZED: STILL NO INVESTIGATION

TICKLES DIES, February 13, 2015. http://www.nydailynews.com/new-york/central-park-carriage-horse-put-leg-injury-article-1.2126852 New York Daily News. **"Central Park Carriage Horse Named Tickles Put Down After Mysterious Leg Injury,"** by Jennifer Fermino and Ginger Otis, February 23, 2015.

'It is unknown how Tickles the carriage horse (not pictured) suffered a leg injury.'

'A beloved **carriage horse was put down after an accident left him with a fractured leg, officials said on Monday.**

'Stable workers noticed a problem with Tickles, 18, when he didn't stand in his stall to eat Feb. 13. The horse didn't appear to be in pain, but he wouldn't stand up, said Clinton Park stables manager Conor McHugh.

'Veterinarian Dennis Farrell, who handles the Central Park horses and NYPD mounted unit, spent hours with the animal before deciding he had to be put down. He said he didn't know what caused the injury.

'"There was nothing I could do," said Farrell. "Freak accidents happen."'

TICKLES DIES, February 13, 2015. https://www.thedodo.com/community/banhdc/the-life-and-death-of-a-nyc-carriage-horse-1059130694.html The Dodo. **"New York City's Handling of Carriage Horse Death Raises Many Questions,"** by Elizabeth Forel, February 23, 2015.

'Tickles (aka Barney) 1/1/97 to 2/13/15

‘**What happened to Tickles?**

‘Tickles, described as a sorrel colored draft horse, first became known to the public when the *NY Daily News* reported on Feb. 23 that he had been euthanized in his stall "after an accident left him with a fractured leg." According to the newspaper, it had happened a few weeks prior. Seemingly trying to get in front of and control the issue before it got out of hand, **the News claimed that the Department of Health vet consultant Dennis Farrell, the vet of record, called it a "freak accident."**

‘Maybe. And maybe not.

‘But activists were rightfully concerned.

‘In New York City, we have an information vacuum where it is extremely difficult to learn about these horses that we hold so dear. Most street laws are not enforced while the carriage drivers enjoy mostly laissez faire working conditions. The authorities look the other way. Try to report a carriage driver working his horse lame; or the numerous, illegal and dangerous u-turns on Central Park South or a driver refusing to return to the stable during a snow storm and you will be enmeshed in a Kafka-esque world.

‘On March 4, the *Daily News* reported that Martha Stewart asked the Administration to look into this death: Said Ms. Stewart:

‘"The investigation needs to be independent, using a veterinarian who isn't paid by the horse carriage industry. We need to know the truth about how Tickles was treated and if he received the proper care before and after his injury."

‘Using the Freedom of Information Law, I requested information from the Department of Health (DoH) about Tickles. The information received, which was supposed to be "everything," raised more questions than it provided answers.

‘Tickles was estimated to be 18-years old with a nominal birth date of 1/1/97. It is nominal because horses like Tickles are not "important" enough to have papers with an exact birth date. It is only an estimate.

‘According to the available records, Tickles came into the New York City carriage trade when he was about 12-years old.

‘This "beloved" horse was owned by Finbar Flood who called him Barney — ID #3431 — and then sold him to Dina Tornabene on 2/21/11 for $600. His name was changed to Tickles and his new engraved hoof number became #3680.

‘Tickles worked out of Clinton Park Stables on West 52nd Street and, like the other horses, could legally work nine hours a day, seven days a week as a Central Park Entertainment Horse — sometimes very busy to the point of exhaustion and sometimes bored out of his mind. Tickles spent many hours in his stall, eating, resting and not much else. There was no pasture for him to graze in or socialize with other horses. He had returned from "furlough" just a few days before his death, but because of the way the law is written, it is not known what the horses do during this period. Were his shoes removed from both the front and back hooves? Was he able to graze on tasty grasses and perhaps socialize with another horse buddy. Or was he made to pull a carriage or otherwise work?

‘An internal e-mail dated 2/24/15 at 12:39 pm from Sam Miller, Associate Commissioner at the Department of Health, and sent to the head DoH honchos said that the "horse appeared to have become cast (stuck on the ground too close to the wall of the stall to get up) and had fractured his left front leg, which likely occurred during his struggle to get up." He provided this link to an article entitled "Help Your Cast Horse in Your Horse's Stall," which describes what this means and how to help your horse.

‘But was this supposed to be the "investigation"?

‘How convenient.

‘It is not uncommon for a horse to get cast in a stall regardless of its size. However, it should be noted that the New York City carriage horse stalls are small and need only be 60 square feet when just about every equine expert recommends at least 144 square feet for a standard bred and much larger — 196 square feet — for a draft horse, which Tickles was.

‘Twice, Bernard Zicherman of the Department of Health asked Dennis Farrell, DVM, for a detailed report on his letterhead — once on Feb. 15, the day after the death and again on March 2. On Feb. 19, Dr. Farrell sent a brief e-mail from his iPhone in response:

‘"To whom it may concern:

‘On Friday 2/13/15, Tickles, a sorrel draft horse #3680 owned by Bel Cavallo fractured his left fore leg. The horse was humanely euthanized after notifying the New York City Board of health and Dr. Pam Corey."

‘On March 4, Farrell followed up on his letter head but saying basically the same thing.

‘Case closed? I hope not.

‘This should not be acceptable. Did anyone at the Department of Health do a real investigation? Did they question the last person who worked Tickles on the street? What are the details for how Tickles was found? What kind of treatment was he given?

‘Why should we believe that Tickles got cast in his stall — just because they say so? A horse who is cast, would have been thrashing, kicking and making a racket in a desperate attempt to get up. Why didn't any of the stable employees or the manager hear this? We are told there is always someone at the stable.

‘Were they not paying attention — or is this a made up story and Tickles' leg was fractured in another way?

‘Lots of unanswered questions.

‘When was the last time Tickles worked on New York City's streets? He could have hurt his leg prior to that fateful day and it only became apparent on February 13. After all, Blondie, the horse who was worked lame for four days, had thrush and no one at the stable noticed it until a policeman saw driver Saverio Colarusso working him lame.

‘Tickles had just come back from furlough on February 10. Did something happen there?

‘Yes, lots of unanswered questions.

‘The Department of Health owes it to the people of New York City to take a more responsible, accountable and hands on approach to these carriage horses who are at their mercy. They must stop working in a vacuum and be willing to publish information for the public to see.

‘As Martha Stewart said:

‘"I, along with thousands of New Yorkers who are concerned for the city's horses, eagerly await answers."’

TICKLES DIES, February 13, 2015. http://carriagehorsesnyc.blogspot.com/ Carriage Horses--NYC. “Death of Tickles – The Coalition Asks for An Investigation,” by Elizabeth Forel, April 2, 2015.

‘Recently, I wrote a blog for TheDodo.com about the mysterious death of a New York City carriage horse named Tickles, which occurred on February 13, 2015. The Daily News was the first newspaper to report that Tickles had been euthanized in his stall “after an accident left him with a fractured leg.”

‘If you do not know the story or need to be refreshed, please read the piece in TheDodo called "NYC's Handling of Carriage Horse Death Raises Many Questions." It discusses the inadequate information I received via the Freedom of Information law, all of which pointed to a shoddy Department of Health “investigation.”

'This is the letter I sent to top people at the Mayor's office and the Department of Health. It is dated April 1, 2015. Will it be ignored? Will any action be taken?

'On behalf of the Coalition to Ban Horse-Drawn Carriages, I request that the Department of Health conduct an appropriate and extensive independent investigation into the death of Tickles, which occurred on February 13, 2015.

'The information I recently received through the Freedom of Information Law from the Department of Health revealed how inadequate the handling of this death was. We find it unacceptable.

'It is highly possible that Tickles fractured his leg before he got to his stall. This means it could have happened to him while he was on the street working -- or at the farm. To make the assumption that Tickles was cast in his stall -- as Dr. Farrell did - is just that - an assumption.

'The web site for the farm Tickles went to for furlough, shows that they offer carriage rides and other horse events. Was Tickles forced to participate? Was Tickles also worked at the farm? It is possible. As you know, the existing laws - written by the carriage trade - never required the DoH to inspect or approve any of these furlough locations.

'The veterinarians employed or hired as consultants by the DoH all have conflicts of interest. In this case, Dr. Farrell had previously testified on behalf of the carriage industry at City Hall. This is wrong.

'Please let me know if the DoH intends to investigate this death in an appropriate and independent way.

'This is an article I wrote for TheDodo.com. What I do not say in this e-mail, i said in the article so please consider it as part of this communication.

'https://www.thedodo.com/community/banhdc/the-life-and-death-of-a-nyc-carriage-horse-1059130694.html

'Thank you.
'Elizabeth Forel
'President / Coalition to Ban Horse-Drawn Carriages'

TICKLES DIES, February 13, 2015. http://www.equisearch.com/article/help-your-cast-horse-your-horses-stall Equisearch, "Help Your Cast Horse In Your Horse's Stall."

This article gives instructions for carefully helping your downed or "cast" horse, who is lying too close to a stall wall, to get himself un-stuck and to rise.

If Tickles got cast, and received no assistance, he would have been in precisely the same cast position when the veterinarian arrived, and the veterinarian (and any competent horse-handler) would immediately recognize that the horse was cast. The veterinarian, Dr. Dennis Farrell, did not identify Tickles as a cast horse. When the Daily News **asked, the veterinarian "said he didn't know what caused the injury."** According to The Dodo, "**Twice, Bernard Zicherman of the Department of Health asked Dennis Farrell, DVM, for a detailed report on his letterhead — once on Feb. 15, the day after the death and again on March 2. On Feb. 19, Dr. Farrell sent a brief e-mail from his iPhone in response:**

"To whom it may concern:

On Friday 2/13/15, Tickles, a sorrel draft horse #3680 owned by Bel Cavallo fractured his left fore leg. The horse was humanely euthanized after notifying the New York City Board of health and Dr. Pam Corey."

On March 4, Farrell followed up on his letterhead but saying basically the same thing." In other words, offering no explanation, and not suggesting that Tickles was cast.

This casting explanation doesn't suffice, because a vet would recognize a cast horse, unless the horse had already been freed (an arduous and dangerous undertaking with a cast horse, especially in a small stall—see the Equisearch article for more information); and if the horse had been freed from a cast position, the vet should have been told so by the stable staff. Ultimately, there is no clarity here, and many questions are left unanswered. This could suggest a lack of transparency and a failure to respond to public concerns.

TICKLES DIES, February 13, 2015. http://www.nydailynews.com/new-york/death-tickles-horse-probed-martha-stewart-article-1.2137424 New York Daily News. "**Martha Stewart To Bill de Blasio About Euthanized Carriage Horse: 'We Need To Know the Truth About How Tickles Was Treated,'"** by Celeste Katz, March 4, 2015. I was unable to copy this article. It says in part, **"Martha Stewart wants New York's mayor to get to the bottom of the mysterious death of a carriage horse named Tickles. 'I, along with thousands of New Yorkers who are concerned for the city's horses, eagerly await answers.' Stewart's questions include whether Tickles had a history of health problems, what treatment he received before being euthanized, and whether 'cramped living conditions or other inhumane treatment' contributed to his death."**

Photos of Tickles, Martha Stewart, and Martha Stewart's letter (below) are from this Daily News article, http://www.nydailynews.com/new-york/death-tickles-horse-probed-martha-stewart-article-1.2137424 :







Tickles, from the New York Daily News, March 4, 2015.



Tickles the horse waits for a customer.

Scroll down for more about Tickles --

MARTHA STEWART
Founder

Dear Mayor de Blasio,

Thank you for your laudable efforts on behalf of animals. I'm hoping you can help with the sad recent incident of a carriage horse named Tickles having to be put down after he suffered a "mysterious leg injury" in his stall. Horses do not break their legs without incident, so this tragic death leaves many outstanding questions, including:

- Did Tickles have a history of other health problems?
- How long did he have to wait in pain, and what treatment was attempted before euthanizing him?
- Did cramped living conditions or other inhumane treatment play a role in his death?

Would you ask the Department of Health to investigate and share the results of a necropsy? The investigation needs to be independent, using a veterinarian who isn't paid by the carriage industry. We need to know the truth about how Tickles was treated and if he received the proper care before and after his injury.

I, along with thousands of other New Yorkers who are concerned for the city's horses, eagerly await answers. Thank you for your time.

Sincerely,

Martha Stewart

Martha Stewart



MARTHA STEWART LIVING OMNIMEDIA
[illegible]

Text of Martha Stewart's letter to Mayor de Blasio concerning Tickles: "*Dear Mayor de Blasio, Thank you for your laudable efforts on behalf of animals. I'm hoping you can help with the sad recent incident of a carriage horse named Tickles having to be put down after he suffered a "mysterious leg injury" in his stall. Horses do not break their legs without incident, so this tragic death leaves many outstanding questions, including: Did Tickles have a history of health problems? How long did he have to wait in pain, and what treatment was attempted before euthanizing him? Did cramped living conditions or other inhumane treatment play a role in his death? Would you ask the Department of Health to investigate and share the results of a necropsy? The investigation needs to be independent, using a veterinarian who isn't paid by the carriage industry. We need to know the truth about how Tickles was treated and if he received the proper care before and after his injury. I, along with thousands of other New Yorkers who are concerned for the city's horses, eagerly await answers. Thank you for your time. Sincerely, Martha Stewart*"

{44} Barney, October 19, 2014, '**a carriage horse named Barney** broke free and escaped**, running for blocks against traffic before he was corralled by the NYPD.'**
http://www.nyclass.org/horse_drawn_carriages

Barney, October 19, 2014. NYCLASS VIDEO: "Runaway Carriage Horse in NYC"—Barney runs in Hell's Kitchen, pursued by police cars:
https://www.youtube.com/watch?v=GYx2S_cvjBY&feature=youtu.be Published on Oct 20, 2014

'**On Sunday, October 19th at 8:30 AM, a carriage horse named Barney escaped and ran wild through Hell's Kitchen**. Help get the horses off the streets of NYC and into loving forever homes.'

{45} June 5, 2013 – '**a horse spooks and bolts into traffic at 11th Ave. and 40th St. about 8PM after one of the carriage shafts broke. He tried to free himself and his leg was cut badly. The traffic police refused to take a statement from the eye witness**.' http://www.banhdc.org/ch-acc.shtml

{46} December 8, 2012 – '**a horse pulling a carriage with six people got stuck between cars in the mid 50s on the west side of Manhattan. The horse freaked out and bolted, running two blocks. The driver jumped off, followed by some of the passengers. No one was injured.'**
http://www.banhdc.org/ch-acc.shtml

December 8, 2012.
http://archive.constantcontact.com/fs187/1101376025369/archive/1111823743750.html
Horse Sense, 7-38/323, "**Another Carriage Accident; Spooked Horse Takes Off With Passengers**," Coalition To Ban Horse-Drawn Carriages, December 9, 2012.

'An eyewitness e-mailed us to report yet another accident on Saturday night, December 8th. At about 11pm on 6th Ave around 51st and 52nd St. a horse pulling a carriage with six people, got stuck between some cars. He freaked out and bolted, running about two blocks, trying to run over some cars but finally stopping when he could not get beyond the cars stopped for a light. The driver, having lost control of the horse, jumped off at some point and the carriage continued with the passengers.

'The passengers were yelling and screaming for help, according to the eye witness. She noted one bystander on the street running along side the carriage trying to evacuate it. He was able to remove a young boy. Unfortunately this eye witness did not have a camera but was able to get the plate number, which is 1066. The NYPD were on the scene.

Continued --

'Here again, it could have been much worse. We cannot continue to tempt the fates. Horses are prey animals and can spook at the slightest provocation. They are unpredictable and can become unwitting weapons, injuring or killing themselves or others. They do not belong in the congested traffic of NYC.

'This kind of thing has happened before and was documented. **On January 22, 2002, A horse pulling a carriage got spooked and bolted at 10th Ave. and 56th St. His carriage got wedged between two cars and was so unnerved that he needed to be tranquilized. It took several people to free him. In May 1990, a NYC carriage horse named Tony was fatally injured when he was trapped between a bus and a car. May 15, 1990,** Click here **for the document**.

'More and more people are reporting accidents to us or other organizations. This is why we have learned of so many accidents lately**. A Facebook member of No Walk in the Park reported on Dec 8 at 7:30 pm, carriage #1219 going westbound on 59th St almost ran over an NYPD Traffic Agent at north crosswalk at 6th Av because male driver jumped the red light.** THANKS to all eye witnesses. We so appreciate you. And please continue to be observant. You may e-mail me at **coalition@banhdc.org**. Please document time, location, get license number on back of cab. Describe what happened and take pictures.'

{47} October 2, 2012 – '**A carriage horse spooked and bolted on 11th Avenue in the W. 40s. This was the same area as the accident on Sept. 20th. The NYPD refused us access to the video produced by installed street camera, which are in this area.'**
http://www.banhdc.org/ch-acc.shtml "Carriage Horse Accidents," Coalition To Ban Horse-Drawn Carriages.

{48} September 20, 2012. http://www.all-creatures.org/articles/act-c-shdc-acc-20120920.html All-Creatures.org **"Carriage Horse Accident In Midtown,"** Coalition To Ban Horse-Drawn Carriages, September, 2012.

'**There was another carriage accident in NYC on Thursday September 20th about 4PM. A horse spooked on 11th Avenue and 49th Street and hit a truck, slightly injuring himself. The carriage was damaged. The NYPD closed off the street to reporters and the public.**

'A resident of the area reported this to us - no pictures unfortunately - but it happened.

'Horse drawn carriages must be banned in NYC.'

{59} March 3, 2012 – '**unnamed horse spooks on 11th Avenue and 52nd St., dragging his empty, overturned carriage into the street**.' http://www.banhdc.org/ch-acc.shtml

March 3, 2012. **BanHDC's VIDEO, filmed by a passerby witness.**
https://www.youtube.com/watch?v=GZT9AZK4-v0 **"NYC Carriage Horse Spooks, Drags Overturned Carriage,"** Coalition To Ban Horse-Drawn Carriages, March 4, 2012.

'Published on Mar 4, 2012

'Video provided to the Coalition to Ban Horse-Drawn Carriages

'NYC, March 3, 2012 A carriage horse, apparently frightened by some unknown source of danger, bolted and ran off into traffic on Saturday, March 3rd, dragging his empty carriage, which had tipped over. The horse finally fell to the ground outside the studio where Jon Stewart tapes The Daily Show -- on 11th Avenue, south of 52nd Street. It occurred about 6pm when the streets are very congested

'According to an eye witness who supplied the video to the Coalition to Ban Horse-Drawn Carriages, the horse was shaking and looked frightened from this ordeal. He was unhooked from the carriage by the driver and walked down 11th Avenue, presumably to his stable. The eye witness, who was walking her dog, had just crossed 11th Avenue when she heard a very loud crash. When she turned to look, the horse was already tearing down the street, the carriage in tow. Upset at seeing this accident and experiencing a very close call, she said that if she had still been on the other side of the street, she is sure that she and her dog would have been injured.'

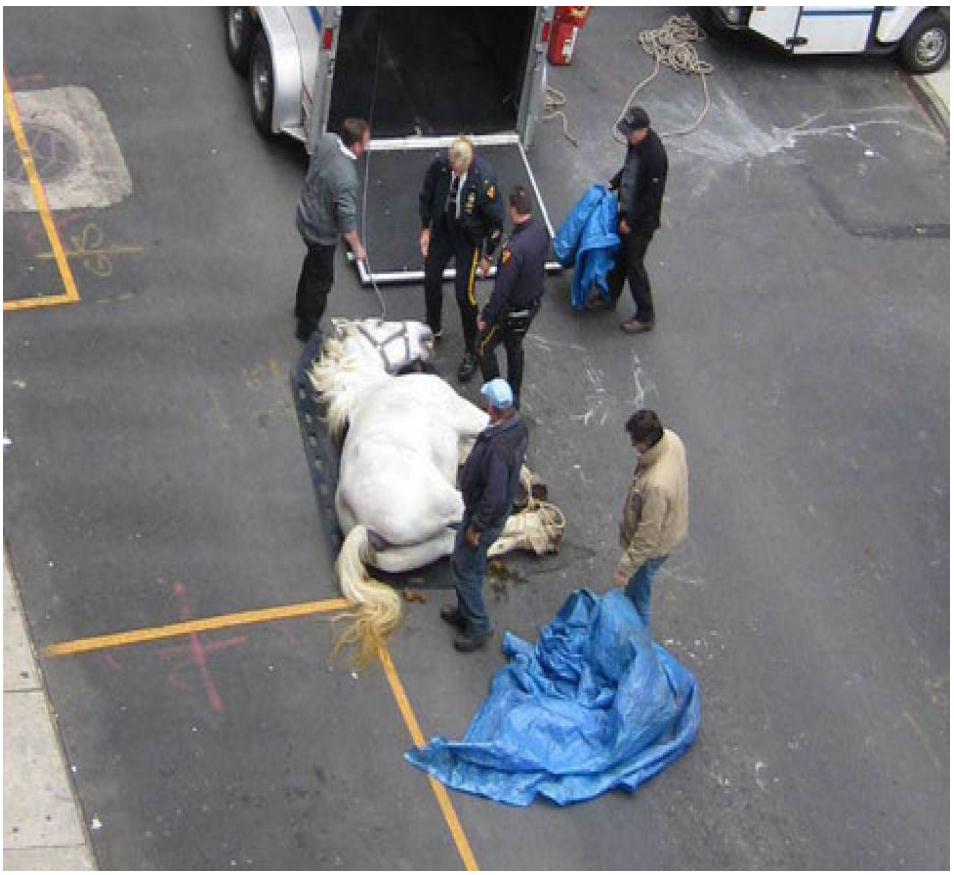
March 3, 2012 http://www.all-creatures.org/articles/act-c-shdc-acc-20120303.html All-Creatures.org "**Horse Carriage Crash on 11th Avenue, NYC,"** Coalition To Ban Horse-Drawn Carriages, March 2012..

'On Saturday, March 3rd, a horse traveling back to his stable, spooked and bolted into traffic on 11th Avenue near 52nd St, pulling his over-turned empty carriage after him. His journey ended when he fell on the street a block or two later. An eyewitness sent us a video of the aftermath of the accident. The police arrived on the scene and it is hoped they made a report. They are clearly seen in the video.

'According to the eyewitness, the horse was shaking and looked frightened from this ordeal. He was unhooked from the carriage by the driver and walked down 11th Avenue, presumably to his stable. The eyewitness, who was walking her dog, had just crossed 11th Avenue when she heard a very loud crash. When she turned to look, the horse was already tearing down the street, the carriage in tow.

'Upset at seeing this accident and the horse fall -- and experiencing a very close call, she said that if she had still been on the other side of the street, she is sure that she and her dog would have been injured. The horse appeared to be OK, but he must have been bruised…'

{50} CHARLIE DIES, October 23, 2011. Magnificent percheron Charlie, who had only been pulling a carriage in New York City for 2 -3 months, collapsed and died in the street, en route to work, on West 54th Street between 8th and 9th Avenues. Charlie was found to be suffering from a painful gastric ulcer and a cracked tooth. We know that lack of turn out to pasture and lack of forage, and the natural and full life that goes with it, combined with stress, can quickly bring on gastric ulcers in horses**. Learn more about** Charlie**.**



I must honestly aver that when I see this image of Charlie, and think of him, I cannot help but think that the life of a New York City carriage horse broke his heart, but not his spirit, and that he found his own way to freedom, the only freedom he could.

It is hard not to be lyrical about Charlie; he looks as though he belongs in a fairy tale, a myth-- not in the nightmare of death alone on the cold hard street he'd been pounding day after day. People who haven't for a while seen a horse in a country pasture may have lost sight of what an

unnatural environment a contemporary mega-city is for a horse. Living in the city, and loving the city, we are habituated to it as a norm. It's not the norm for a horse. I have seen the effect of taking New Yorkers into the country, the magical effect it has on their blossoming spirits, how it refreshes them, how they expand. Now recall that the country is what a horse has evolved for, it is his nurture, his natural habitat and his world. Horses have not lost touch with their primeval world and nature, as we have. New York City does not thrill him as it does us; to a horse, New York is a frightening, dangerous, and haunted alien environment, where tall buildings shut out the sky, and there are predatory stressors to make him, a prey animal, spook at any turn. We are detached from nature, and from our own nature, so that we forget that other creatures are not, and that stripping their lives of all that is natural to them is like depriving them of oxygen, they can't survive. Charlie couldn't. I've seen carriage horses as withdrawn as a human being would become in a traumatic situation. And I've seen them return to themselves, over time, when they are free and returned to a pasture where they belong. That can't ever happen for Charlie; it must happen for the others.

October 23, 2011. CHARLIE DIES. Police Report. Incredibly sad; police report describing the death of Charlie, on West 54th Street between 8th and 9th Avenues. Two officers witnessed Charlie's collapse, because Charlie died almost in front, and within sight, of the police station. The officers saw that Charlie "became unstable, physically weak, and fell to the ground." The extended report mentions, "Horse lying on his side." https://d3n8a8pro7vhmx.cloudfront.net/nyclass/pages/783/attachments/original/1414608919/Records2.pdf?1414608919 NYPD police report. See Charlie's police report.

October 23, 2011. CHARLIE DIES. http://www.onegreenplanet.org/animalsandnature/new-york-city-fails-its-carriage-horses/ One Green Planet. "New York City Fails Its Carriage Horses," by Elizabeth Forel, January 2, 2012.

'**Charlie Horse died on Sunday, October 23rd on the mean streets of New York. He was a NYC carriage horse on his way to work in the park. He lay there on the street, unidentified at the time – his mouth open, hooves tied together and mane flared. The beautiful 15-year old white Percheron looked so big and powerful and helpless at the same time – like the image of Pegasus struck down – so final and so alone. It was a shock.**

'At the time I said *"Healthy horses do not just die in the street"* and that *"this horse must have died in the throes of agonizing pain because of the many hoof scuff marks on the street near his body."* I did not know how right I unfortunately would be.

'On Monday, October 31st, the ASPCA released a statement about the necropsy report, *"Charlie was not a healthy horse and was likely suffering from pain due to a pronounced ulceration of the stomach and a fractured tooth. [He] was not healthy for a career in an urban carriage horse business."*

'…New York is a world class city. People come here for the theater, shopping, night life, gourmet restaurants, and excellent museums – but not for a carriage horse ride. I often see the carriages parked waiting for customers who rarely come. The other night at the candle light vigil we held for Charlie, the carriages were lined up waiting and waiting for customers.

'And who are all those people who love this industry to whom Mayor Bloomberg refers? Every poll I have seen in the last five years has shown at least 75% of respondents in favor of a ban of this trade. The most recent was from the Wall Street Journal and asked "*Should NYC ban horse-drawn carriages?*" The latest results I checked showed a tally of 76.8% Yes and 23.2% No.

'The industry refuses to accept any responsibility for carriage horse deaths, accidents, living and working conditions, or violating rules and regulations. They like to say that they love their horses and Charlie was healthy – that we are just a bunch of humaniacs, loons and bleeding hearts – that we are uninformed, liars and know nothing about horses. How wrong they are.

'This was an illness whose symptoms had to be noticed by anyone who cared for that horse. Why were his cries for help unheeded? I asked Dr. Holly Cheever, world renowned equine veterinarian and expert on the carriage industry, her opinion about this tragedy. She said – "*As a member of a prey species, Charlie would have concealed his pain–but a knowledgeable horse handler would have noted both lesions and would have had dental surgery to extract the tooth as well as medication and diet changes to minimize the ulcer's pain. Such expenses are rarely acceptable to this industry.*"

'Susan Wagner, president of Equine Advocates, a sanctuary in upstate New York and home to 80 equines, added *"I believe that Charlie's stomach ulcer combined with the added pain of a bad tooth, with all of that metal in his mouth putting pressure on it, could have really exacerbated his stomach problem. His death probably could have been prevented and Charlie would still be alive today had he been given the medical attention he so badly needed but he never received."*

Scroll down for photo of Charlie --



Charlie finds freedom.

{51} November 3, 2010, **'a bus grazed a carriage horse on 7th Avenue near 54th street. A witness stated that the horse "was spooked and evidently frightened out of his or her wits."'**
http://www2.nycbar.org/pdf/report/uploads/20072178-ReportonA.7748-S.5013whichwouldprohibittheoperationofhorsedrawncarriagesinNewYorkCitySeptember2011.pdf

November 3, 2010: '**A New York City bus hit a horse during rush hour. The carriage horse was grazed by the bus on 7th Avenue, at around 54th street. A witness says the horse "was spooked and evidently frightened out of his/her wits.**"'
http://www.nyclass.org/horse_drawn_carriages

November 3, 2010
http://gothamist.com/2010/11/06/carriage_horse_vs_bus_the_neverendi.php Gothamist. **"Carriage Horse Vs. Bus In Midtown,"** by Ben Yakas, November 6, 2010.

'We received a tip today from Merry Orling about **yet another horse carriage collision, this time with a bus in midtown,** that she witnessed this week:

'"A horse wearing blinders and pulling a carriage was hit by a NYC bus in midtown Manhattan at rush hour. The incident occurred on 7th Avenue at around 54th Street at approximately 5:30 p.m. on Tuesday, November 3. The horse, grazed by the bus, was spooked and evidently frightened out of his/her wits. After exchanging info - maybe regarding insurance claims, the drivers resumed travel downtown. I was amazed (and saddened) by the behavior of the carriage driver: He did not even bother to check the condition of his horse, nor did he offer any comfort to the animal, who looked much the worse for wear.

'"What on earth is a horse doing in rush hour traffic in midtown Manhattan?

'"I recently returned to the US after living abroad for many years. I can't believe the city has sunk so low! I'd like to know what the mayor [Bloomberg] is waiting for to ban horse-drawn carriages, which are cruel, unnecessary, and dangerous."

'According to Elizabeth Forel, of the Coalition to Ban Horse-Drawn Carriages, horse drawn carriages are not allowed between 57th St. and 42 St., and between 7th and 9th avenues before 11:30 p.m. at night. She told us: "The law is very clear on this -- WHETHER OR NOT THERE IS A PASSENGER. The ASPCA has told me that they will ONLY give a ticket if the driver has a passenger. This is also not a direct route back to the stable. That would be three blocks west on 9th Avenue. The ASPCA is making up their own interpretation of the law favoring the drivers." The City Council passed legislation earlier this year to improve conditions for horses, including five weeks vacation in the country, but many are still unsatisfied with the cosmetic improvements, and are angered that the horse carriage industry still even exists in NYC.'

Scroll to next page for photo --


Pic of the accident scene, taken by Merry Orling.

{52} HORSE DIES, September, 2009. The horse had to be euthanized after catching his foot on a parking meter. http://www.ecorazzi.com/2009/12/16/exclusive-new-york-governor-david-paterson-discusses-animal-welfare-at-nylhv-event/ Ecorazzi. **"Exclusive: New York Governor David Paterson Discusses Animal Welfare at NYLHV Event,"** by MPD, December 16, 2009.

"Then-Governor David Paterson stated, '**There was a [carriage] horse about three months ago that got his foot caught on a parking meter and had to be destroyed** -– it's awful. You know, it looks nice when you go to the park and see a horse drawn carriage, but unless there is some way to care for these horses properly, and it doesn't appear that there is, I think we should ban it completely.'"

{53} CLANCY DIES, February 7, 2008.
http://advocacy.britannica.com/blog/advocacy/2008/03/the-plight-of-new-york-city-carriage-horses/ Encyclopedia Britannica Advocacy For Animals. "The Carriage Horses Of NYC," by Brian Duignan, March 31, 2008.

'On February 7, 2008, a New York City carriage horse named Clancy was found dead in his stall in a stable on 11th Avenue near 52nd Street. Stable personnel called the city's Department of Health and Mental Hygiene (DHMH), which in turn notified the New York City branch of the American Society for the Prevention of Cruelty to Animals (ASPCA). When ASPCA agents asked the health department for Clancy's veterinary records—in order to determine whether his death had resulted from cruelty or neglect—the department directed the agents to file a request under the Freedom of Information Act (FOIA).

'The department's reluctance to divulge Clancy's records was odd, to say the least, considering that the ASPCA has helped to enforce animal cruelty and carriage-horse laws in New York City since its founding in 1866. For decades, ASPCA agents have monitored the treatment and working conditions of carriage horses on a routine but informal basis. Never before had the city asked the ASPCA to file an FOIA request.'

CLANCY DIES, February 7, 2008.
http://carriagehorseproject.blogspot.com/2008_02_01_archive.html Horse-Drawn Carriage Rides NYC (NYC Carriage Horse Project), "**Another Horse Perishes—His Name Was Clancy**," February 11, 2008.

'HORSE DIES AT CLINTON STABLES: ASPCA denied health records; asked to do FOIL request. ASPCA Probing Stable Death of NYC Carriage Horse, Told To File Freedom of Information Act To Obtain Records From Dept. of Health.' ASPCA Media, Contact NEW YORK, February 8, 2008- 'The ASPCA® (The American Society for the Prevention of Cruelty to Animals®) , in looking into yesterday's death of a carriage horse in his stable, has been told to file a Freedom of Information Act (FOIA) request with the New York City Department of Health, in order to obtain the horse's veterinary and other records. "This is unprecedented," said ASPCA President & CEO Ed Sayres. "ASPCA Humane Law Enforcement agents have never before been asked to file a FOIA request in order to obtain records that would help to determine whether or not an animal's death is due to an act of cruelty." The horse, an eight-year-old, male Draft Percheron, was found dead at the Clinton Park stables on 11th Avenue near 52nd Street at approximately 10 p.m. on Thursday, February 7, according to stable personnel. The horse reportedly had not worked since last Saturday, February 2, and was being treated by a licensed veterinarian. The Department of Health reported the horse's death to the ASPCA today at 1 p.m. When ASPCA agents requested the horse's records from them, administration officials refused to provide information and directed ASPCA agents to file a FOIA request, which can be an extremely long process.'

CLANCY DIES, February 7, 2008. http://advocacy.britannica.com/blog/advocacy/2012/01/the-carriage-horses-of-new-york-city-the-cruelty-continues/ Encyclopedia Britannica Advocacy For Animal. "The Carriage Horses of NYC: The Cruelty Continues," by Brian Duignan.

'In 2008, the mysterious death of Clancy, an eight-year-old New York City carriage horse, drew international attention to the routine suffering of carriage horses in the city and to the negligence and deceit of the industry that exploits these unfortunate animals.'

CLANCY DIES, February 7, 2008. http://banhdc.org/archives/news-testimonyBF.shtml Coalition to Ban Horse-Drawn Carriages website; testimony by Barbara F., January 30, 2009, in support of Intro 658.

'Too many horses are found dead in their stables (often due to colic – caused by poor diets and overwork) as Clancy did last February 7th at Park View Realty's Clinton Park Stable, 618 W 52nd St… The ASPCA had to fight to ascertain the cause of Clancy's death (ID # 3175) in the stables on West 52nd. The NYC Department of Health had refused to provide its records to ASPCA investigators. '

CLANCY DIES, February 7, 2008.
http://archive.constantcontact.com/fs054/1101376025369/archive/1109004518362.html
Horse Sense 6-52/286, December 25, 2011. Coalition To Ban Horse-Drawn Carriages.

"**Clancy who died from colic ? in his stall."**

{54} June 2, 2007, '**a spooked horse galloped into traffic still attached to his carriage. An SUV struck the horse at 54th Street and Seventh Avenue and the horse fell to the pavement.'** New York Bar Association**.** http://www2.nycbar.org/pdf/report/uploads/20072178-ReportonA.7748-S.5013whichwouldprohibittheoperationofhorsedrawncarriagesinNewYorkCitySeptember2011.pdf

June 2, 2007. https://tuesdayshorse.wordpress.com/2007/06/05/carriage-horse-accident-nyc-2/ Tuesday's Horse. **"Carriage Horse Accident NYC,"** June 2, 2007. As reported by the *Gothamist*:

'Reader Steve McNally sent us [*Gothamist*] pictures and an account of what must have been a wild West Side scene yesterday [Saturday, June 2, 2007] afternoon.

'A horse, still harnessed to his carriage, got spooked on 7th Ave. around 56th St. and took off without his driver. The horse galloped south, down the avenue, with his driver chasing behind yelling "Whoa! whoa!" but was unable to catch his cab.

'Unfortunately, as the horse went headlong into the intersection at 54th St. the horse was hit by an SUV. The animal went down hard and the horse's cab was knocked loose, spinning up onto the curb where it barely missed several pedestrians. The horse got up, but seemed dazed, and a few New Yorkers walked into the street and started directing traffic around the rubberneck-inducing scene.

'The FDNY eventually arrived to take control of the situation just as the horse began to get fed up with all the attention he was receiving from the crowd. The horse limped off across the street with his driver.'

June 2, 2007. 'A spooked horse which was pulling a carriage was hit by an SUV at an intersection after the horse galloped away from his driver. When the horse fell, the carriage

broke loose, was propelled into the air, and landed on the curb, barely missing pedestrians. 7th Avenue and 56th – 54th Streets.' NY Class http://www.nyclass.org/horse_drawn_carriages

June 2, 2007. http://www.banhdc.org/archives/ch-acc-20070602.html Coalition to Ban Horse Drawn Carriages,

"Accident on Seventh Avenue and 56th Street - A young horse spooks on Seventh Avenue and 56th St. and gallops into traffic still attached to his carriage. At 54th St., he is hit by an SUV and falls to the pavement. The Department of Health veterinarian deems him ready to go back to work only two days later.

"Unfortunately, this accident is not reported in the media - the account and photos are courtesy of a quick thinking passerby, Steve McNally. See newsletter **# 32** and #33 on www.banhdc.org for more information."

Photos, Steve McNally









All Photos by Steve McNally

{55} May 5, 2006, '**a spooked horse ran through the street narrowly missing several cars before colliding with and overturning a moving car. The driver of the car was hospitalized and witnesses observed a gash on the horse's neck.**' New York Bar Association. http://www2.nycbar.org/pdf/report/uploads/20072178-ReportonA.7748-S.5013whichwouldprohibittheoperationofhorsedrawncarriagesinNewYorkCitySeptember2011.pdf

May 5, 2006. http://www.banhdc.org/archives/ch-media-20050505.html Associated Press. **"Horse and Buggy Strike Car in Manhattan. No Serious Injuries,"** May 5, 2006.

'May 5, 2006, 8:45 PM EDT

'NEW YORK (AP) _ **A horse pulling a carriage collided with a moving car at a Manhattan intersection on Friday evening, sending the car's driver to the hospital.**

'Police said the driver, who was alone in the car, was in stable condition. His hands were wounded, police said.

'It was less clear what happened to the horse. Some witnesses said it had a gash near its neck, but police and a man at a stable where the animal was taken said it wasn't hurt.

'Mike Clark, a building custodian, said he was looking out at West 45th Street from a window when he saw a white horse and carriage suddenly bolt down the street just as the light at 11th Avenue was about to turn red.

'Clark, 44, said the horse narrowly missed a gray car before ramming into the driver's side door of a green Chevy Prizm. The car overturned and the horse tumbled before staggering back up, he said.

'Lt. John Grimpel, a police department spokesman, said the horse was spooked by something, possibly the sound of a starting truck. He said police did not know who had the right of way.

'Clark said the buggy driver, who police said was not hurt, put his hands on his head in shock before leading the horse back to a stable between 10th and 11th avenues. The car's front doors, windshield and hood were badly damaged.

'The man at the nearby stable said the horse was fine but would not answer any other questions. Police said the accident did not appear to be a criminal matter… '

'Copyright (c) 2006, The Associated Press'

May 5, 2006 – 'Wild West Side Horse Crash - a carriage horse from Shamrock Stable got spooked by loud traffic noises at 46th and 11th Ave., ran wild and crashed into a car while still attached to his cab, which fell on its side. Conflicting information about horse being injured; car's driver was hospitalized. NY Post; API . See photos below:' http://www.banhdc.org/ch-acc.shtml





{56} SPOTTY DIES, January 2, 2006. "Should They Go The Way of the Horse and Buggy? How The New York City Horse-Drawn Carriage Industry Has Survived Thirty Years Of Opposition," by attorney Katherine Hutchison, 2010: https://law.lclark.edu/live/files/11152-171-hutchison

"The renewed effort to legislate the New York horse-drawn carriage business can be traced to a five-year-old gelding named Spotty. In January 2006, Spotty was returning to West Side Livery Stables when he spooked in traffic near the Lincoln Tunnel and bolted down 9th Avenue.[165] He collided with a station wagon at 50th Street and ended up pinned underneath

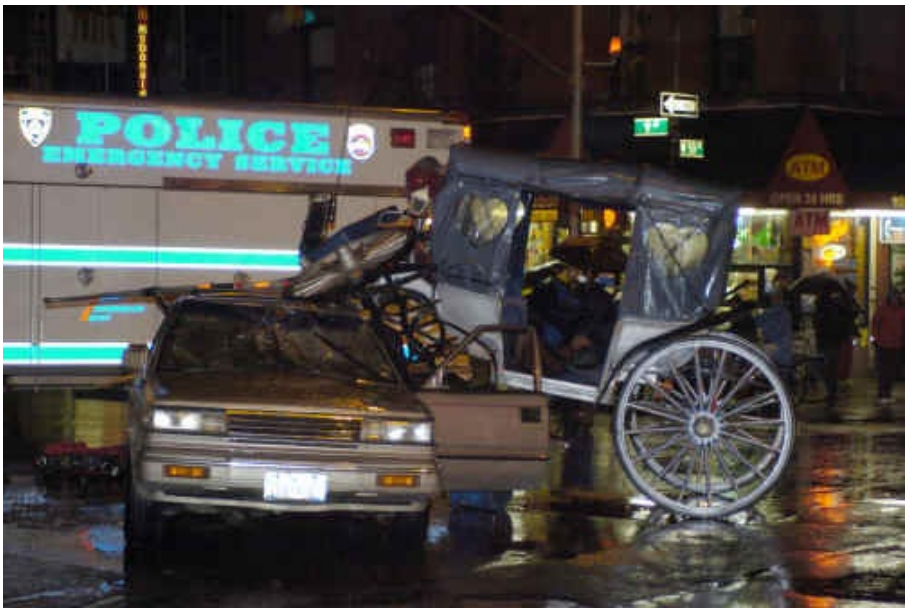
the vehicle with his head on the ground and his legs on top of the car.[166] Spotty suffered a broken leg and had to be destroyed.[167] He had been working as a carriage horse in the city for only a few months.[168] The carriage driver, a former bagel shop worker who had only had eight months of experience handling horses, was thrown from the cab and critically injured, and the two passengers in the station wagon also suffered minor injuries.[169]…

"[Spotty's] tragedy was soon followed by a succession of horse-bolting calamities on Manhattan streets and the troubling 2007 comptroller's audit report.[170] " {1a}

165 Jessica Rosero, Hudson Reporter.com, Tradition or Cruelty? Local Residents Join Coalition to Get Horse-Drawn Carriages off NYC Streets, http://hudsonreporter.com/view/full_story/2409381/article-Tradition—or-cruelty—Local-residents-join-coalitionto-get-horse-drawn-carriages-off-NYC-streets? (July 30, 2006) (accessed Nov. 8, 2010); Carrie Melago, Horse Bolts & Injures 3 in Midtown, N.Y. Daily News 6 (Jan. 3, 2006); Jen Chung, Gothamist, Hansom Cab Accident on Ninth Avenue, http://gothamist.com/2006/01/03/hansom_cab_acci.php (Jan. 3, 2006) (accessed Nov. 21, 2010).
166 Chung, supra n. 165.
167 Nancy Dillon et al., Carriage Driver in Coma; Wife Said He Was 'Scared' of Horse that Bolted in Midtown, N.Y. Daily News 3 (Jan. 4, 2006) (accessed Nov. 21, 2010).
168 Rosero, supra n. 165.
169 Dillon et al., supra n. 167 (also noting that "amateur" carriage driver Carmello Vargas had expressed fear about the "unruly" Spotty but needed the income he earned working twelve-hour shifts six or seven days a week).
170 Audit Report, supra n. 14; Carriage Horse Accidents, supra n. 6.

SPOTTY DIES, January 3, 2006: '**A horse [Spotty] got spooked and galloped into a station wagon on Ninth Avenue and 50th Street on his way back to the stable. The carriage driver was hospitalized in critical condition with a fractured skull. The horse was pinned under a car for half an hour and later died.'** http://www.nyclass.org/horse_drawn_carriages

Photo and more, next page --



Spotty's accident; he was later euthanized.

NYC, 2006. Spotty spooks and crashes into a car. One dead horse, 3 injured people.

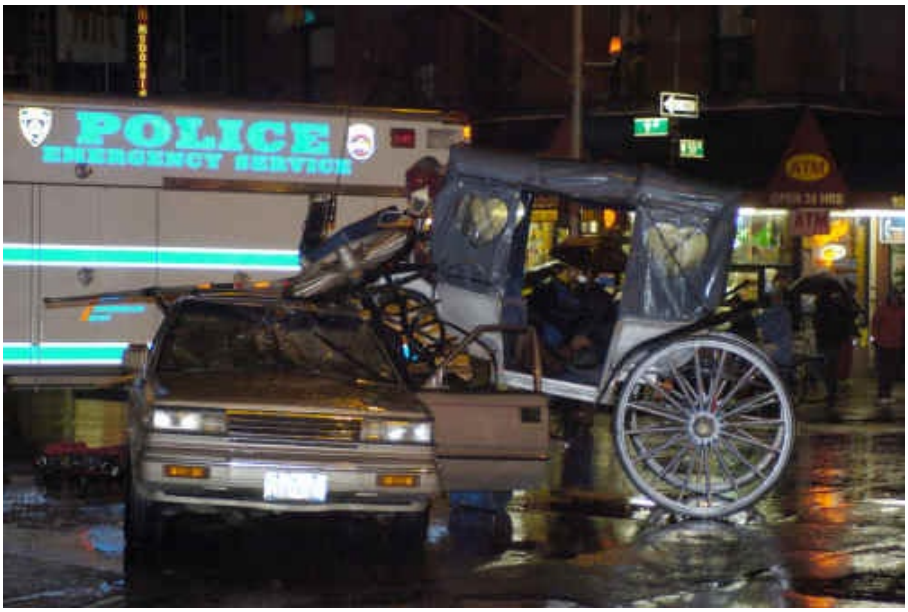
SPOTTY DIES, January 2, 2006. http://www.banhdc.org/archives/ch-media-20050505.html Associated Press.

'**In January, a horse pulling a carriage in midtown bolted, ran for blocks and collided with a station wagon. The carriage driver was critically injured. Michael Fagan, spokesman for St. Vincent's Hospital Manhattan, said the man was treated and eventually released.**

'That horse was severely wounded and euthanized.

'Copyright (c) 2006, The Associated Press'

SPOTTY DIES, January 2, 2006, '**a spooked horse bolted down a street crashing into a station wagon at 50th Street and Ninth Avenue. The drivers of the car were seriously injured and the carriage driver was hospitalized after being ejected from the carriage. The horse was pinned down under the car and he had to be euthanized the next day**.' New York Bar Association. http://www2.nycbar.org/pdf/report/uploads/20072178-ReportonA.7748-S.5013whichwouldprohibittheoperationofhorsedrawncarriagesinNewYorkCitySeptember2011.pdf



Spotty's accident; he was later euthanized.

NYC, 2006. Spotty spooks and crashes into a car. One dead horse, 3 injured people.



SPOTTY DIES, January 2, 2006 http://www.nydailynews.com/archives/news/horse-bolts-injures-3-midtown-article-1.565893 New York Daily News. "**Horse Bolts & Injures 3 in Midtown,"** by Carrie Melago, Jan. 3, 2006

'A SPOOKED HORSE bolted on a midtown street last night, ejecting the driver of the carriage it was pulling, then galloping straight into a station wagon, police and witnesses said. The horse, whose carriage had no passengers, smashed into the car at 50th St. and Ninth Ave. about 9:30 p.m., Fire Department Chief Jim Hodgens said. "The driver of the horse and buggy was ejected from the carriage," a fire official said. Witnesses described a frightening scene. "It was horrifying," said Robyn Hussa, who saw the horse racing through traffic. "It was like a nightmare."

'The carriage driver was in critical condition at St. Vincent's Midtown Hospital, and two men in the station wagon were also seriously injured, officials said. The horse was pinned under the car and may have suffered a broken leg. Sources said it might have to be euthanized. The NYPD accident investigation unit closed part of Ninth Ave. to investigate the crash. It was not clear what caused the horse to bolt.'

SPOTTY DIES, January 2, 2006. http://www.banhdc.org/ch-acc.shtmlJanuary 2, 2006 - C. Nance - A most horrific hansom cab accident in midtown Manhattan

SPOTTY DIES, January 2, 2006. http://www.banhdc.org/ch-acc.shtml ' 3 January 2006 - **HORSE BOLTS & INJURES 3 IN MIDTOWN "A spooked horse [Spotty] bolted on a midtown street ..., ejecting the driver of the carriage..., then galloping straight into a station wagon..." at Ninth Avenue and 50 St. Three people were hospitalized, one critically. "The horse was pinned under the car..." and was later euthanized.** Daily News, Jan. 3, 2006, p. 6 **(It took the police and fire dept. ½ hour to extricate the horse from under the car.)** Photo above.'

'Spotty dies, a five year old gelding from West Side Livery -- only in NYC for a few months -- is shown [in photos below] limping on his left front leg. He is terrified and resistant as he is led away to be euthanized after injuring his leg in this accident.'

SPOTTY DIES, January, 2006. http://www.nyclass.org/horse_drawn_carriages 'January 3, 2006: '**A horse [Spotty] got spooked and galloped into a station wagon on Ninth Avenue and 50th Street on his way back to the stable. The carriage driver was hospitalized in critical condition with a fractured skull. The horse was pinned under a car for half an hour and later died.'**

The owner of Spotty's carriage, Lorenzo Riccobono, had previous convictions for cruelty and neglect in the cases of six horses in Pennsylvania, five of whom had to be euthanized. (Spotty was not involved in these cases.) Lorenzo bought Spotty for his brother Giuseppe, to whom Spotty was licensed as a carriage horse in New York City. Lorenzo bought horses for his brother's carriage business, owned the carriages, and hosted the carriage horses on his farm when they needed to be away from the city. Giuseppe still runs the carriage business; Lorenzo sold his farm in 2005.

SPOTTY DIES, January, 2006. http://www.nydailynews.com/archives/news/carriage-driver-coma-wife-scared-horse-bolted-midtown-article-1.555562 New York Daily News.“Carriage Driver In Coma. Wife Says He Was ‘Scared’ Of Horse That Bolted In Midtown”

I urge you to read this article in its entirety. This *New York Daily News* article is eloquent—and tragic--in illustrating the risk of New York City carriage drivers without prior horse-handling experience guiding horses who easily spook in city traffic—the risk to the drivers themselves, their families, the horses, and the public. Carmello Vargas had little experience around horses when he took the job, and was only driving for eight months when Spotty spooked, resulting in Spotty’s death, critical injury to the driver, and some injury to two members of the public when Spotty hit their car. Even at eight months of driving, Vargas’ family was right to consider him still “inexperienced” in “guiding the carriages along the city’s crammed streets.” The only requirement to become an NYC carriage driver is five day’s apprenticeship with an experienced driver and a written test—no road test, no prior horse experience. Compare the difference with London and Paris, where you must be deeply experienced with horses, educated in driving, and your skills accessed at a high level of expertise in order to be insured and licensed to drive a carriage. Carmello Vargas was fearful of Spotty; but said and did nothing to gage whether Spotty could handle New York traffic.

98% of horses who spook in city traffic are injured or die.

CARRIAGE DRIVER IN COMA. WIFE SAYS HE WAS 'SCARED' OF HORSE THAT BOLTED IN MIDTOWN

BY NANCY DILLON, , JONATHAN LEMIRE , ROBERT F. , MOORE
NEW YORK DAILY NEWS
Wednesday, January 4, 2006, 12:00 AM

THE HORSE-DRAWN carriage driver critically injured when his frightened horse bolted in midtown had long feared the unruly gelding would run wild. But Carmello Vargas, a 36-year-old Bronx father, never complained - because he was more afraid of losing his job, his relatives said yesterday. "All day, he told me the horses would run and were hard to stop," his wife, Maria Villanueva, told the Daily News yesterday as she kept prayerful watch over him at St. Vincent's Hospital Manhattan in Greenwich Village. "He was scared," she said. Vargas, a former bagel shop worker, had little experience around horses, guiding the carriages along the city's crammed streets for barely eight months, his family said. He quickly grew to fear the horse that bolted Monday night, a black-and-white gelding named Spotty. "He had a problem with this horse," his stepson Anthony Villanueva, 15, said. "He rode a lot of the horses, but this one scared him.

"Despite his concerns, Vargas refused to give up the job because of the good money he made working 12-hour shifts, six or seven days a week. "He basically just started at this. He's an amateur," his stepson said. "He heard the money was pretty good and he wanted to provide for his family.

" Vargas was listed in critical condition at the hospital. He had a fractured skull and was in a medically induced coma last night. "It's bad," his wife said, her eyes watery from crying. "He has a tube in his throat. He doesn't see me. He's not talking to me. I'm mad. I'm scared.

" Spotty suffered a broken leg and was euthanized late Monday after ejecting Vargas from the carriage and galloping several blocks before ramming into a station wagon at W. 50th St. and Ninth Ave. No passengers were riding in the cab. Walter Garcia, 42, and his son, Misay, who were inside the car hit by Spotty at 9:30 p.m., were not seriously hurt. Police were investigating what caused the horse to spook. Vargas' daughter Yesel, 8, and son Edwin, 4, had not been told yesterday how he was injured. "I hope my daddy's going to be okay," Yesel told The News, as her grandmother cared for her inside the family's Mott Haven apartment. "He's sleeping. I hope he comes home soon. I know Mommy's worried.

"The carriage involved in Monday's accident is registered to Lorenzo Riccobono, according to the city Consumer Affairs Department, which regulates the trade. He did not return calls. The carriage is one of 68 licensed horse-drawn carriages in the city with 360 [sic] drivers registered to steer them, officials said. Spotty's carcass was covered by a blue tarp at the West Side Livery Stables on W. 38th St. and hauled off to a crematorium yesterday afternoon. Relatives said Vargas' brother, who is also a carriage driver, had encouraged him to become a hack. Vargas wasn't scheduled to work Monday, but was asked to come in shortly before the bizarre accident. "We're not rich," his stepson said. "He was trying to keep food on the table."

SPOTTY DIES, January, 2006.
http://www.nytimes.com/2006/01/04/nyregion/04carriage.html?_r=0 New York Times, **"Crash Hospitalizes Coachman." 'No one knows for sure what set off the horse, but several animal experts agreed that the cause was probably an unusual noise. "Pintos are known as the family horse; they're very docile," said Darrell Bilke, executive vice president of the Pinto Horse Association of America. "But all it takes is a weird noise and a split-second reaction for an accident like that to unfold."'**

'The horse, still pulling the carriage, then ran into a station wagon at Ninth and 50th Street, injuring the vehicle's driver and his son, according to the police.

'Mr. Vargas was in critical condition at St. Vincent's Hospital Manhattan, a spokeswoman, Maura Duffy, said. The horse broke a leg and had to be killed, the police said. Father and son were taken to St. Luke's-Roosevelt Hospital Center in stable condition on Monday night."'

Photo below --



SPOTTY DIES, January, 2006. http://gothamist.com/2006/01/03/hansom_cab_acci.php Gothamist. "Hansom Cab Accident On Ninth Avenue," by Jen Chung, January 3, 2006. **"Yesterday evening, a hansom cab's horse [Spotty] crashed into a station wagon on Ninth Avenue and 50th Street. It seems the horse may have skidded on the wet road, and the accident threw the driver from the cab; the station wagon's two passengers were also injured. The AP described the scene**:

"[T]the horse was wrapped around the station wagon, its rear legs on top of it and its head on the ground. The windshield of the car was smashed, and the four-wheel carriage was mangled.

"The horse, which remarkably appeared to escape injury, later stood at the scene before being driven away while bucking and kicking in a police wagon. [Tragically, this early article was mistaken; Spotty's leg was injured and he was euthanized. He was "bucking and kicking in a police wagon" on his way to his death, which came the next morning.]

"Witnesses say the horse had been galloping on Ninth Avenue, which is far faster than their usual trot. The three victims were taken to area hospitals.

"WhatISee passed by the accident scene and took the photograph above."

This *Gothamist* article, referencing an *NY Post* article that can't be recovered, suggests that **Spotty may have "skidded on the wet road."**

ASPCA Cited Carriage Industry With 76 Violations In Year Leading Up To Spotty's Death:

SPOTTY DIES, January 2, 2006. http://nypost.com/2006/01/07/cracking-a-whip-hansoms-rack-up-aspca-citations/ *New York Post.* **'Cracking A Whip; Hansoms Rack Up ASPCA Citations,'** by Heidi Singer, January 7, 2006. '**Animal-control authorities slapped hansom-cab drivers and horse and stable owners with violations ranging from poor animal treatment to erratic driving an average of once every five days last year.**

'Officials with the American Society for the Prevention of Cruelty to Animals said the 76 summonses issued by the organization – one of three to oversee the industry – highlight the challenges of handling horses on frenetic Manhattan streets.

'The task was underscored on Monday by a hansom-cab crash that left carriage driver Carmelo Vargas hospitalized in critical condition and forced veterinarians to put down the horse.

'"Horses and traffic are an accident waiting to happen, and when one does, it's horrific," said Edward Sayres, president of the ASPCA…

'"You need a certain amount of experience driving horses, and if you put a complete novice out there, you're asking for problems," said one driver who spoke on condition of anonymity.'

SPOTTY DIES, January, 2006. http://www.banhdc.org/ch-acc.shtml **"Spotty, a five year old gelding from West Side Livery -- only in NYC for a few months -- is shown limping on his left front leg. He is terrified and resistant as he is led away to be euthanized after injuring his leg in this accident:"**

SPOTTY DIES, January 2, 2006. http://www.all-creatures.org/articles/act-c-shdc-acc-20060103.html All-Creatures.org "Horse Bolts & Injures 3 In Midtown," 3 January 2006.

' "A spooked horse bolted on a midtown street ..., ejecting the driver of the carriage..., then galloping straight into a station wagon..." at Ninth Avenue and 50 St. Three people were hospitalized, one critically. "The horse was pinned under the car..." and was later euthanized. Daily News, Jan. 3, 2006, p. 6 **(It took the police and fire dept. ½ hour to extricate the horse from under the car.)** Photo.

'Spotty, a five year old gelding from West Side Livery -- only in NYC for a few months -- is shown limping on his left front leg. He is terrified and resistant as he is led away to be euthanized after injuring his leg in this accident.'

Spotty's photos --



"Spotty, a five year old gelding from West Side Livery *-- only in NYC for a few months -- is shown limping on his left front leg. He is terrified and resistant as he is led away to be euthanized after injuring his leg in this accident."*
The Gothamist reported he was "bucking and kicking," so afraid, in the police wagon. Spotty was euthanized the next morning.

{57} May 14, 2005. **Two horses**. http://www.all-creatures.org/articles/act-c-shdc-acc-20050514.html All-Creatures.org. "**Fear Unbridled; 2 Horses Astray In City**," May 14, 2005.

"**Two horses galloped through the streets of Manhattan after their carriage was rear-ended by a van. "The carriage flipped over and freed them around 14 St. and Eighth Avenue." The horses were later apprehended by the police. They belonged to Chateau Stables on W. 48 St. NY Newsday, May 14, 2005, p. A.08"**

May 14, 2005, **Two horses**. **http://www.banhdc.org/images/ch-other-incidents.pdf** "Incidents Involving Horse-Drawn Carriages," PETA. "May 14, 2005/New York, New York: **Two horses broke free from the carriage that they were pulling after a hit-and-run collusion with a van. The driver was thrown from the rig and landed on his head."**





{58} January 22, 2002.
http://archive.constantcontact.com/fs187/1101376025369/archive/1111823743750.html
Horse Sense, 7-38/323, **"Another Carriage Accident; Spooked Horse Takes Off With Passengers,"** Coalition To Ban Horse-Drawn Carriages, December 9, 2012.

"On January 22, 2002, A horse pulling a carriage got spooked and bolted at 10th Ave. and 56th St. His carriage got wedged between two cars and was so unnerved that he needed to be tranquilized. It took several people to free him."

January 22, 2002. http://www.all-creatures.org/articles/act-c-shdc-acc-20020122.html All-Creatures.org, "Stuck in Traffic," January 22, 2002. "**A horse pulling a carriage got spooked and bolted at 10th Ave. and 56th St. His carriage got wedged between two cars and was so unnerved that he needed to be tranquilized. It took several people to free him. A few cars were damaged. January 22, 2002**"

{59} November 9, 2000 - "HORSE MAKES IMPRESSION" After leaving the carriage the horse stomped on a number of vehicles stuck in traffic..." Chelsea Clinton News, The Blotter, Nov. 9-15, 2000. http://www.banhdc.org/ch-acc.shtml

November [9?] 2000. http://www.peta2.com/wp-content/uploads/2012/01/Horse-Drawn-Carriage-Factsheet.pdf Peta factsheet, "Incidents Involving Horse-Drawn Carriages." **November 2000/New York, New York: "A horse who was pulling a carriage broke free, bolted, and collided with a car while galloping down the street. The horse tripped and fell to the ground, injuring a leg."**

{60} 27 April 2000 – 'BRONCO GOES BONKERS ON AVENUE' 'A carriage horse "broke loose from his midtown stable.." "Narrowly missing being hit by a bus" he turned onto Tenth Ave, running a red light "and creating havoc as drivers slammed on their brakes to avoid hitting him." He headed for a traffic agent who had her back to him. Approximately 1000 lbs. was galloping towards her. "If I had stood there for another second, he would have killed me," she said. NY Daily News, April 27, 2000, p. 7' http://www.banhdc.org/ch-acc.shtml

{61} August 5, 1999. http://www.all-creatures.org/articles/act-c-shdc-acc-19990809.html All-Creatures.org. **'Bolting Carriage Horse Hurts 2,**' August 9, 1999.

'A runaway horse and carriage struck a car and jumped the sidewalk, where it knocked down a 70 year old man and a 68 year old woman at Ninth Avenue and 51 St. "The woman ... was pinned under one of the horse's rear hooves," and was treated for minor injuries. "The man will have to have his hip replaced because of the fall ... ." NY Post, Aug. 6, 1999, p. 12'

August, 5, 1999. http://www.peta2.com/wp-content/uploads/2012/01/Horse-Drawn-Carriage-Factsheet.pdf Peta factsheet, "Incidents Involving Horse-Drawn Carriages." **/New York, New York: 'A runaway horse who was pulling a carriage jumped onto the sidewalk, injuring two elderly pedestrians and hitting a car.'**

{62} July 1, 1999 -"CARRIAGE HIT The carriage struck two parked cars before the horse galloped into another car." Chelsea Clinton News, July 1-7, 1999 http://www.banhdc.org/ch-acc.shtml

{63} HORSE DIES, April 29, 1998. - 'RUNAWAY HORSE KILLED BY VAN' 'A horse broke his halter, ran into a busy street, and was killed by an oncoming car. The driver of the car was treated for back injuries – NYPost – April 29, 1998' http://www.banhdc.org/ch-acc.shtml

HORSE DIES, April 29, 1998. http://www.peta2.com/wp-content/uploads/2012/01/Horse-Drawn-Carriage-Factsheet.pdf Peta factsheet, "Incidents Involving Horse-Drawn Carriages." **April 29, 1998/New York, New York: 'A horse broke the halter, ran into a busy street, and was killed by an oncoming car. The driver of the car was treated for back injuries.'**

{64} January 13, 1998 – 'CARRIAGE RIDE TURNS INTO BRONCO BUST' '"A runaway horse and buggy sent scores of Times Square strollers fleeing for their lives..." Two tourists "...jumped from the careening carriage before it flipped into a pole and broke apart at Seventh Ave. and 42nd St." The horse "was headed toward a hotel entrance when the carriage flipped." "The tourists were taken to the hospital..." NYDaily News, Jan. 13 , 1998, p. 8' http://www.banhdc.org/ch-acc.shtml

January 13, 1998 http://www.peta2.com/wp-content/uploads/2012/01/Horse-Drawn-Carriage-Factsheet.pdf Peta factsheet, "Incidents Involving Horse-Drawn Carriages."

[January 13,] 1998/New York, New York: 'A horse ran amok in Times Square. Two passengers jumped to safety just seconds before the carriage that the animal was pulling slammed into a light pole.'

{65} September 4, 1997. http://www.all-creatures.org/articles/act-c-shdc-acc-19970904.html All-Creatures.org "**An elderly woman was seriously injured and eight other people hurt when two carriages overturned after the horses were spooked by a passing car."** September 4, 1997

September 4, 1997 – '**An elderly woman was seriously injured and eight other people hurt when two carriages overturned after the horses were spooked by a passing car**. September 4, 1997' http://www.banhdc.org/ch-acc.shtml

{66} HORSE DIES, May 1, 1997. - " HANSOM HORSE DIES IN HARNESS" – "a horse pulling a hansom cab on 49th St. between Seventh and Eighth Avenues tripped, then died as he struggled to get up. NY Post p.26 - May 1, 1997" http://www.banhdc.org/ch-acc.shtml

May 1, 1997, HORSE DIES. http://www.peta2.com/wp-content/uploads/2012/01/Horse-Drawn-Carriage-Factsheet.pdf PETA factsheet. "Incidents Involving Horse-Drawn Carriages." **/New York, New York:** "**A horse who was pulling a carriage tripped and died while struggling to get up."**

{67} HORSE DIES, May 6, 1994. http://www.satyamag.com/aug94/jordan.html Satya, **August 1994**, "An Elegant Carriage Ride?" by Laurie Jordan

'On April 21, 1994, only 38 days after LL2 was signed into effect, a carriage horse collapsed and was euthanized by vets from the Animal Medical Center. **On May 6, 1994, 16 days later, another carriage horse collapsed and died. No necropsy was performed in either case, but a diagnosis indicated poor horse management (poor feeding routines, lack of water, inadequate medical attention and stabling practices).**

'Some blamed it on "tying-up" syndrome, which is an extreme cramping of the rear legs, which can cause them to collapse, leading to the horse's death. Tying-up syndrome can occur in well-maintained stables, but generally happens in horses that are poorly cared for. If the horse has not been warmed up before working all day (long hours without break periods in cold weather), this condition can occur. Summer months cause other problems.

'Fluid and electrolyte disorders are major factors in the development of exhaustion disease syndrome. When working horses are not given enough water, their body temperatures

become dangerously high. Sweat rates may approach 10 to 12 litres per hour with prolonged exercise.

'Horses must have access to water in hot environments. A sedentary hay-fed horse is said to take in 18-27 quarts of water daily. Carriage horses are not sedentary. Unlike a dog, a horse will not rest when it becomes fatigued or dehydrated. It still continues to do as its master beckons. Is it any wonder horses become exhausted and collapse on city streets?'

Note: Both listings immediately below originally read, "Picture of injured or dead carriage horse on NYC TV station May 7, 1994"—but linking this TV picture with the 1994 article immediately above, concerning a carriage horse who collapsed and died on May 6, 1994, confirms that the horse in the May 7 1994 NYC TV story has died and is the same horse described in the previous article. Thus, I have omitted the words "injured or" in the two following listings.

HORSE DIES, May 6, 1994. '6 May 1994 - Picture of…dead carriage horse on NYC TV station – (courtesy of Carriage Horse Action Committee) – May 7, 1994'
http://www.banhdc.org/ch-acc.shtml



HORSE DIES, May 6, 1994. http://www.all-creatures.org/articles/act-c-shdc-acc-19940507.html All-Creatures.org. '**7 May 1994 - Picture of…dead carriage horse on NYC TV station** (courtesy of Carriage Horse Action Committee) – May 7, 1994'

See {36} and {37} for additional information.

Scroll for photo --



{68} TONY DIES, May 15, 1990. http://www.satyamag.com/aug94/jordan.html Satya, August 1994, "An Elegant Carriage Ride?" by Laurie Jordan

"In May 1990, only five months after LL89 was enacted, three accidents occurred. One, due to faulty harnessing, ended in a wild police chase to stop a panicked horse. Another involved an unattended horse at Grand Army Plaza, resulting in four wrecked yellow cabs and a hospitalized cab driver. **The third took place on May 15, 1990, when a carriage horse named Tony met a tragic fate, being hit repeatedly by a bus. The bus driver (Metro Apple) forced his vehicle upon Tony while weaving in and out and fighting for a lane during rush hour.**

"A Ms. Young, who was driving the carriage behind Tony's, said in her deposition: 'The bus started to overtake them...weaved in and out of the right lane, got too close and struck the horse's head with its right side...the bus continued to move as the horse continued to get struck and finally went down, losing its footing in the asphalt, until it spooked, screamed and fell to its death under the bus.' She added that the bus appeared to be 'playing' with the carriage.

"No one was charged with any violation, not of traffic laws, nor Local Law 89, nor cruelty to animals.

"Tony and one-half of the carriage horses were owned by an Air Lingus pilot who resided in

Ireland. Tony was disposed of in a landfill. The Metro Apple bus passengers were one hour late in returning home that evening. It was back to business as usual."

TONY DIES, May 15, 1990. "**A NYC carriage horse named Tony was fatally injured when he was trapped between a bus and a car. May 15, 1990,** Click here **for the document."** http://www.banhdc.org/ch-acc.shtml

TONY DIES, May 15, 1990. http://www.all-creatures.org/articles/act-c-shdc-acc-19900515.html 15 May 1990 - '**A horse pulling a carriage was fatally injured when he was trapped between a bus and a car.** May 15, 1990.' **[Includes diagram of accident.]**

May 15, 1990, TONY DIES. http://banhdc.org/archives/ch-acc-19900515.html Coalition to Ban Horse-Drawn Carriages, May 15, 1990.

'Accident Diagram.

'15 May 1990 - A horse pulling a carriage was fatally injured when he was trapped between a bus and a car. Text of diagram:

'Fatally Trapped in Traffic.

'On May 15, 1990, on 10th Avenue, in New York City, a carriage horse could find no escape.

'Trapped between buses and cars, he could not avoid one commuter bus as it moved into his lane.

'Side Movement was difficult due to the shafts which encased him. Even if he had seen the bus in time to veer to the right, there was no place to go—he was surrounded.

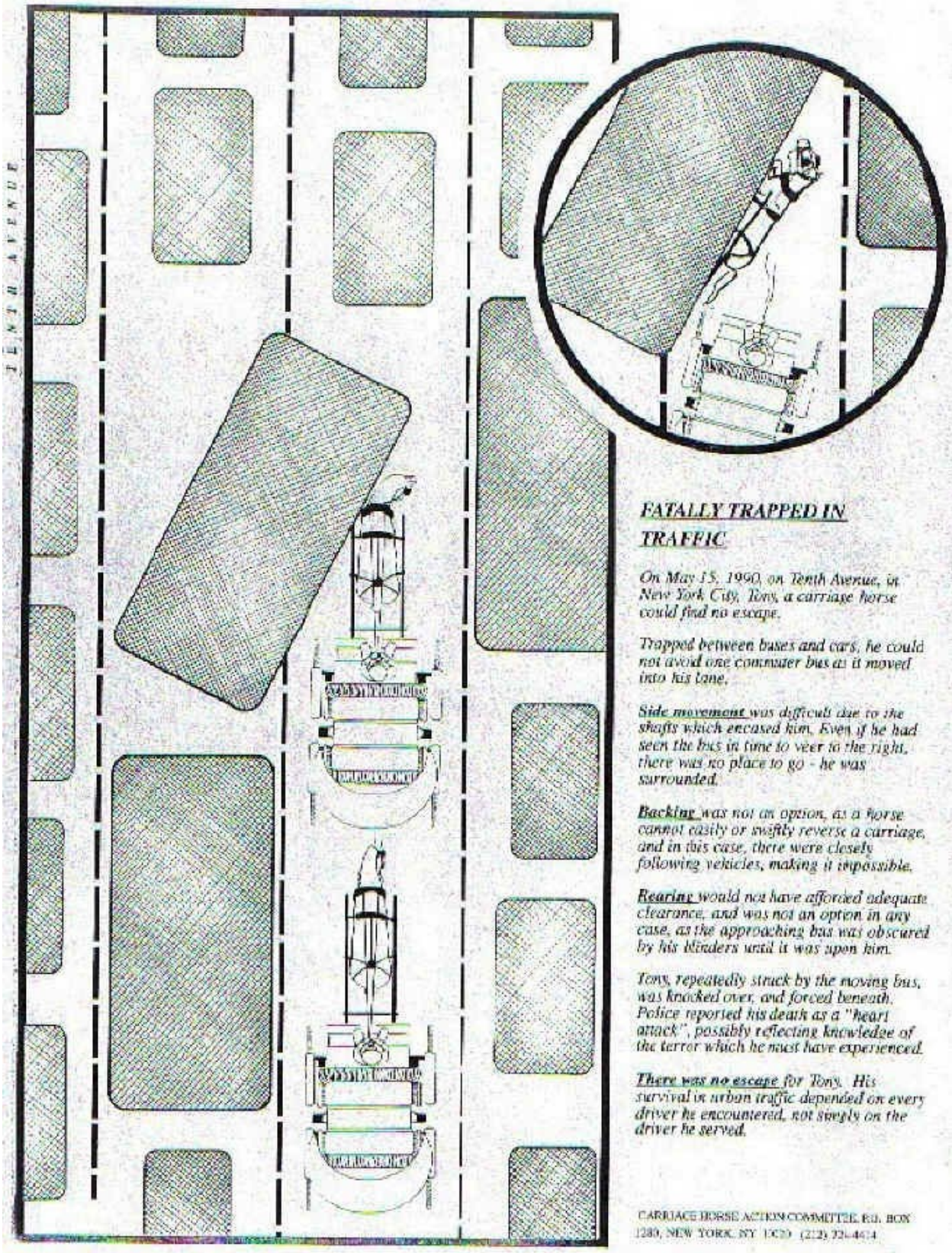
'Backing was not an option, as a horse cannot easily or swiftly reverse a carriage, and in this case, there were closely following vehicles, making it impossible.

'Rearing would not have afforded adequate clearance, and was not an option in any case, as **the approaching bus was obscured by his blinders until it was upon him.** [my boldface]

'Tony, repeatedly struck by the moving bus, was knocked over, and forced beneath. Police reported his death as a "heart attack," possibly reflecting knowledge of the terror he must have experienced.

'There was no escape for Tony. His survival in urban traffic depended on every driver he encountered, not simply the driver he served.

'Carriage Horse Action Committee.'



FATALLY TRAPPED IN TRAFFIC

On May 15, 1990, on Tenth Avenue, in New York City, Tony, a carriage horse could find no escape.

Trapped between buses and cars, he could not avoid one commuter bus as it moved into his lane.

***Side movement** was difficult due to the shafts which encased him. Even if he had seen the bus in time to veer to the right, there was no place to go - he was surrounded.*

***Backing** was not an option, as a horse cannot easily or swiftly reverse a carriage, and in this case, there were closely following vehicles, making it impossible.*

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***There was no escape** for Tony. His survival in urban traffic depended on every driver he encountered, not simply on the driver he served.*

CARRIAGE HORSE ACTION COMMITTEE, P.O. BOX 1280, NEW YORK, NY 10023 (212) 724-4614

{69} {70} MISTY DIES and WHITEY Collapses from heatstroke and dehydration, August, 1988. http://www.satyamag.com/aug94/jordan.html Satya, August 1994, "An Elegant Carriage Ride?" by Laurie Jordan

'That August [1988], two horses collapsed of heatstroke and dehydration. One, Misty, was euthanized. The other [Whitey] became an embarrassing national symbol of cruelty. For the next nine months, enraged citizens demanded passage of the Dryfoos Bill, which would limit hours and areas of operation. An editorial in the Daily News read "if torturing an animal on Fifth Avenue is a tourist attraction, the tourists must be Ostrogoths, Visigoths, and Huns."'

Mayor Koch proposed putting hats on horses to prevent heat stroke.

Sally Eckhoff, author of *Beastly Life, A History of American Working Animals*, writes that still in New York City, "Every single…year one [carriage horse] collapses from heat exhaustion."

MISTY DIES, August 7, 1988. http://www.banhdc.org/archives/ch-hist-thepol.html Coalition to Ban Horse- Drawn Carriages. "The Political Power of NYC's Carriage Business—A Bare-Bones History (excepted from CHAC's 18-page history)."

"In August [1988], one horse – Misty – died of heat stroke, followed one week later by the collapse of Whitey who fought for two and one half hours to gain his feet on NYC's 200 degree + pavement. This was telecast the world over. Koch proposed putting hats on horses to prevent heat stroke. The media, pressed by an angry public, kept the issue alive."

MISTY DIES, August 7, 1988. http://www.all-creatures.org/articles/act-c-shdc-acc-19980816-1.html All-Creatures.org **'ANOTHER HORSE WHO COLLAPSED FROM HUMID HEAT DIED,'** August 16, 1988**. 'Misty, "another carriage horse who collapsed two weekends ago, ...died, and her body was dragged across 12th Avenue to be dumped at the city sanitation pier..." "ASPCA agents are trying to find Misty's owner and driver who they say may have violated city ordinances. Not since 1982, when three horses died, has life been so grim for the 200 licensed carriage horses, ASPCA agents say. They're lobbying the Koch administration for the strongest possible reforms." Newsday Aug.16, 1988, p. 3'**

MISTY DIES, August 7, 1988. 'Misty, "another carriage horse who collapsed two weekends ago, ...died, and her body was dragged across 12th Avenue to be dumped at the city sanitation pier..." "ASPCA agents are trying to find Misty's owner and driver who they say may have violated city ordinances. Not since 1982, when three horses died, has life been so grim for the 200 licensed carriage horses, ASPCA agents say. They're lobbying the Koch administration for the strongest possible reforms." Newsday Aug.16, 1988, p. 3'
http://www.banhdc.org/ch-acc.shtml

MISTY DIES, August 7, 1988.
https://secure.pqarchiver.com/newsday/doc/277971344.html?FMT=FT&FMTS=ABS:FT&type=current&date=Aug+16%2C+1988&author=Moss%2C+Michael&pub=Newsday&desc=Whitey+In+The+Pink **Newsday archives**. "Whitey in the Pink," by Michael Moss, August 16, 1988.

'[Whitey] was pumped with fluid, bolstered with painkillers, bathed in mayonnaise. And late yesterday, Whitey, the 8-year-old heat-stricken carriage horse who collapsed Sunday, was on the home stretch to recovery. **But Misty, another carriage horse who collapsed from the humid heat two weekends ago, wasn't as lucky. The 6-year-old mare died and her body was dragged across 12th Avenue to be dumped at the city sanitation pier, according to ASPCA officials.**

'ASPCA agents are trying to find Misty's owner and driver who they say may have violated city ordinances. Not since 1982, when three horses died, has life been so grim for the 200 licensed carriage horses, ASPCA agents say. They're lobbying the Koch administration for the strongest possible reforms.

'A bill introduced by Manhattan Councilman Robert Dryfoos would further restrict the times and places where carriage horses could be worked. It also would allow ASPCA officials to consider the humidity level when setting a cut-off point at which the animals have to be returned to their stables. **The temperature limit now is 90 degrees, taken in the shade, but it doesn't take into account the humidity level.**

'Bureau of Animal Affairs Director Martin Kurtz said the Koch administration is backing its own new legislation to strengthen the 1982 law. It would restrict the carriages to certain streets, but doesn't change the weather-related rules.

'"It's only a Band Aid," said Peggy Parker of the Carriage Horse Action Committee, a nonprofit advocacy group.

'A veterinarian attributed Misty's death Aug. 7 to a stroke, according to ASPCA spokesman Jeffrey Hon. The vet was hired by the West Side stable on 52nd Street where Misty was boarded. Neither the vet nor a spokesman for the stable could be reached for comment.

'Interviews with eyewitnesses, including other carriage drivers, led ASPCA officials to believe that the real cause of Misty's death was heat exhaustion, Hon said.

'Disposing of a horse's body at the city sanitation facility is not illegal, Hon said, but Misty's body should have been picked up by sanitation workers and carried in a truck rather than dragged with a rope.

'The ASPCA has ruled Whitey must rest until October. He had a mayonnaise bath yesterday to rid his body of the tar he picked up after he fell to the street.

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{70} WHITEY collapses, August 15, 1988. - "TOO HOT TO TROT A HORSE" "An 8 year old horse named Whitey collapsed in 90 degree heat at 62nd St. and 2nd Avenue in "hot, steamy weather." Newsday, Aug. 15, 1988, p. 3 (The law still permits carriage horses to work in 90 degree temperature with no regard for the humidity.)"
http://www.banhdc.org/ch-acc.shtml

August 15, 1988, WHITEY collapses, struggles for two hours.
http://www.banhdc.org/archives/ch-hist-thepol.html Coalition to Ban Horse- Drawn Carriages. "The Political Power of NYC's Carriage Business—A Bare-Bones History (excepted from CHAC's 18-page history)."

"In August [1988], one horse – Misty – died of heat stroke, followed one week later by the collapse of Whitey who fought for two and one half hours to gain his feet on NYC's 200 degree + pavement. This was telecast the world over. Koch proposed putting hats on horses to prevent heat stroke. The media, pressed by an angry public, kept the issue alive."

Scroll down for photo and more about Whitey --



WHITEY collapses, August 15, 1988. http://www.all-creatures.org/articles/act-c-shdc-acc-19880815.html All-Creatures.org '**Too Hot To Trot A Horse**,' August 15, 1988. **'An 8 year old horse name Whitey collapsed in 90 degree heat at 62nd St. and 2nd Avenue in "hot, steamy weather." Newsday, Aug. 15, 1988, p. 3'**

WHITEY recovering, August 16 1988. – '**WHITEY IN THE PINK' 'Whitey, an 8 year old carriage horse who had collapsed from heat stroke a few days earlier was on the road to recovery ... Newsday Aug.16, 1988, p. 3'** http://www.banhdc.org/ch-acc.shtml

WHITEY recovering, August 16, 1988.
https://secure.pqarchiver.com/newsday/doc/277971344.html?FMT=FT&FMTS=ABS:FT&type=current&date=Aug+16%2C+1988&author=Moss%2C+Michael&pub=Newsday&desc=Whitey+In+The+Pink **Newsday archives. "Whitey in the Pink," by Michael Moss, August 16, 1988**.

'He was pumped with fluid, bolstered with painkillers, bathed in mayonnaise. And late yesterday, Whitey, the 8-year-old heat-stricken carriage horse who collapsed Sunday, was on the home stretch to recovery…

‘The temperature limit now is 90 degrees, taken in the shade, but it doesn't take into account the humidity level.

‘…**The ASPCA has ruled Whitey must rest until October. He had a mayonnaise bath yesterday to rid his body of the tar he picked up after he fell to the street.**

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Because the world had been watching as Whitey struggled for more than two hours to rise (it was broadcast internationally), Whitey was given a beautiful furlough—but then he was to return to the City again. It is only to be hoped that he received a good retirement one day, and that this wasn’t his only experience of the natural and good life he deserved:

WHITEY on furlough, September 5, 1988.
http://www.people.com/people/archive/article/0,,20099837,00.html People Magazine. **“Mugged By The Heat On A New York Street, Whitey The Workhorse finds The Grass Is Greener In New Jersey**,” **September 5, 1988**, Vol. 30, No. 10.

‘**This summer's scorching heat has left city dwellers wishing they could quit work and head out to pasture. Two weeks ago a Manhattanite named Whitey managed to do just that—although it took a big scare to make his boss see the horse sense of a vacation.**

‘A 9-year-old light-gray gelding, Whitey ordinarily spends his days pulling tourists around the city in an old-fashioned carriage. On one steamy August morning, the temperature was 90°F by 11:30 a.m. By 11:45 Whitey's driver, Joseph Hourgian, obeying a city law that prohibits carriage horses from working once the mercury hits 90, was guiding his mount toward home. Suddenly Whitey staggered. Overcome by the heat, he collapsed on the sticky pavement. Police and concerned passersby galloped to the rescue, but it took an IV saline solution and two hours of hosing with cool water before the fallen steed could be coaxed to stand.

‘Once back home at the Shamrock Stables on Manhattan's East Side, Whitey was examined by a vet who pronounced him basically healthy but recommended a little R and R. The ASPCA made the recommendation an order: Whitey, it decreed, must not work for 30 days.

‘Even before Whitey could pack his feed bag and head for a New Jersey horse farm, animal rights activists were rallying to his side. Cleveland Amory, head of the Fund for Animals, offered to buy him for $1,000 (no sale) and vowed to fight for better treatment of Whitey and his 125 Manhattan hoof-mates. "People look at carriage horses and think they're really strong, but they're frail," Amory says. "They're out in traffic, breathing pollution, and they never get a hug."

'Others said that Whitey should not have been sent to the streets in the first place. "We were in the midst of a two-week heat wave," said ASPCA public affairs director Jeffrey Hon. "It showed a lack of humane consideration." (The society would like to see the temperature limit lowered…) But James Campbell, owner of Shamrock Stables, insisted that his 30 horses were well cared for. He suggested that any further inquiries be directed to Whitey himself.

'For the moment, though, Whitey is much too busy to field questions. In his rural retreat, the farm of Bergen County police officer John Occhiuzzo, he has nine acres of pasture to romp in. Whitey feasts on grass, oats and hay and looks forward to the carrots or apples Occhiuzzo's 4-year-old son, Darren, brings him each morning. The city steed is even getting a taste of bucolic family life—his stablemates are a mare and her 4-month-old foal who accompany him everywhere. "He's very jovial, happy and spirited," says Marielaine Occhiuzzo, Whitey's hostess. 'With luck, the Whitey who returns to the urban rat race later this month will be a horse of a different color.'

See also {69} for more information.

{71} May 23, 1988 – 'LOST HIS STEP' – 'A horse pulling a carriage fell into a manhole in NYC. San Antonio paper, May 23, 1988' http://www.banhdc.org/ch-acc.shtml

May 23, 1988, http://www.peta2.com/wp-content/uploads/2012/01/Horse-Drawn-Carriage-Factsheet.pdf Peta factsheet, "Incidents Involving Horse-Drawn Carriages." '**New York/New York A horse who was pulling a carriage fell into a hole in the street.'**

{72} November 9, 1986 – 'Frightened by a passing car, a horse took off down the street, crashing into a building. November 9, 1986' http://www.banhdc.org/ch-acc.shtml

{73} CHESTER DIES, December 9, 1985. 'HORSE BOLTS, HITS CAR.' 'Four female tourists were injured as they were knocked out of their carriage when it was sideswiped in traffic and the spooked horse bolted down the block and jumped onto the hood of a car, smashing the windshield at Rockefeller Center. The horse fell beneath the car, broke its leg and was euthanized. The horse was owned by Chateau Stables on W. 48 St., where it was said that horse "had a quiet disposition that you can train. We used him to train other horses." NY Newsday, Dec. 9, 1985, p. 2' http://www.banhdc.org/ch-acc.shtml

CHESTER DIES, December 9, 1985. http://www.satyamag.com/aug94/jordan.html Satya. "An Elegant Carriage Ride?" by Laurie Jordan, August, 1994. "**Four elderly women, all retired school teachers, were catapulted from their carriage when their horse [Chester], frightened by the panic and noise of a horse carriage behind them that had been hit by a speeding car, also bolted into the intersection, and collided with a limosine, ending up on the hood before falling to the street. [Chester the horse was euthanized for a broken leg.] All the women**

returned home to Boston in wheelchairs and slings. No one was compensated for medical or court costs which none of them could afford. One of the ladies is going blind (in one eye) due to severe trauma to the head. The judge ruled the incident 'an act of God' due to the fact that the horse had no previous record of dangerous propensities."

{74} December 9, 1985 [Different incident on same date.] 'ANOTHER RUNAWAY CARRIAGE HORSE' '"Minutes later, another carriage horse broke loose from its handler at 48 St. And Broadway and galloped toward its stable" before it was corralled by police at 12 Avenue and 48 St. "Carriage drivers said yesterday that the holidays are a particularly dangerous time as cars and carriages attempt to co-exist on congested streets." NY Newsday, Dec. 9, 1985, p. 2' http://www.banhdc.org/ch-acc.shtml

{75} DENNIS DIES, December, 1983. 'One former driver resigned due to the abuse she witnessed during the holiday season, when drivers up the ante, and literally take out-of-town visitors for a ride (charging full fares--$34.00--for a ten minute flash of NYC). Her horse Dennis had been overworked to the point where his legs were wobbly. But the owner, Sal Spina, oblivious to the horse's condition, insisted he keep working, without a rest break, during a nine-hour day. When they finally returned to the stables, the horse was shivering and frothing at the mouth. But the driver was told to report promptly the next morning at 8 A.M., to take the same horse out again, or she would lose her carriage. Days after she quit, she learned her horse had died.
'"Horses are fed only oats, the cheapest we can find," she attested. No fresh fruit or vegetables are offered to the carriage horses unless individual drivers bring their own. Horses are herbivores and need variation in their diets or they can develop colic (acute spasms and abdominal pain) which can lead to death.' http://www.satyamag.com/aug94/jordan.html Satya, August 1994, "An Elegant Carriage Ride?" by Laurie Jordan.

{76} {77} {78} 3 HORSES DIE, July 18, 1982. On July 18, 1982, three carriage horses collapsed and died in New York Streets while working; the high that day was 98 degrees. In 1988, after the death of Misty, and after the nation watched Whitey, also prostrate with heat exhaustion, struggle to rise for two hours, **Newsday wrote, "Not since 1982, when three horses died, has life been so grim for the 200 licensed carriage horses, ASPCA agents say." Newsday archives,** "Whitey in the Pink," by Michael Moss, August 16, 1988. 'Reproduced with permission of the copyright owner. Further reproduction or distribution is prohibited without permission.' https://secure.pqarchiver.com/newsday/doc/277971344.html?FMT=FT&FMTS=ABS:FT&type=current&date=Aug+16%2C+1988&author=Moss%2C+Michael&pub=Newsday&desc=Whitey+In+The+Pink

3 HORSES DIE, July 18, 1982, followed by a fourth horse, Maggio, three weeks later. (See accident {41} for Maggio.) http://www.satyamag.com/aug94/jordan.html Satya, August 1994, "An Elegant Carriage Ride?" by Laurie Jordan.

'Tragedy occurred on July 18, 1982, when three horses collapsed and a fourth carriage horse death followed three weeks later. A bill called The Wagner Act was drawn up and a one -year, six-member advisory panel was appointed by the New York City Health Department. **Accidents were occurring with increased frequency, and stables offered little respite from the discomfort of the streets.'**

3 HORSES DIE, July 18, 1982 - '3 HORSES DIED IN ONE YEAR' '1982 was a particularly bad year for carriage horses. Newsday, Aug. 16, 1988, 1988, p. 3' http://www.banhdc.org/ch-acc.shtml

3 HORSES DIE, July 18, 1982.
https://secure.pqarchiver.com/newsday/doc/277971344.html?FMT=FT&FMTS=ABS:FT&type=current&date=Aug+16%2C+1988&author=Moss%2C+Michael&pub=Newsday&desc=Whitey+In+The+Pink

Newsday archives. "Whitey in the Pink," by Michael Moss, August 16, 1988.

'…Not since 1982, when three horses died, has life been so grim for the 200 licensed carriage horses, ASPCA agents say. They're lobbying the Koch administration for the strongest possible reforms…'

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July 18, 1982—3 HORSES DIE, followed by a fourth three weeks later. (See Maggio, {41}.) http://www.banhdc.org/archives/ch-hist-thepol.html Coalition to Ban Horse- Drawn Carriages. "The Political Power of NYC's Carriage Business—A Bare-Bones History (excepted from CHAC's 18-page history)."

"The Advisory Board was not appointed until after **July of 1982, when three horses dropped dead on NYC streets in one day, followed by a fourth a few weeks later.** It met only once, with no results**."**

3 HORSES DIE, July 18, 1982. http://thestarryeye.typepad.com/weather/july/page/3/ "NYC Weather Archive, A Glance Back, Day By Day," by Rob Frydlewicz.

'Today in New York Weather History: July 18 Since 1980, a typical day in July and August has experienced temperatures in the nineties eight times. The date on which it's happened most frequently is July 18 - nineteen times, including the past four summers (2010-2013). The next

likeliest days are July 17, (fifteen times) and Aug. 1 and 2, which have reported 90-degree highs in thirteen years.

'1982 Today [July 18] was the hottest day of the summer, with a high of 98 and a low of 78. To cool off I took a day trip out to the beach in Riis Park, Brooklyn.'

This was the day the three horses pulling carriages died, overcome by heat and humidity.

17 ADDITIONAL ACCIDENTS INCLUDED IN NYPD POLICE REPORTS OBTAINED THROUGH FOIA AND COURT ORDER BY THE ANIMAL LEGAL DEFENSE FUND (ALDF)

Source: Police Reports, Part 2.

https://d3n8a8pro7vhmx.cloudfront.net/nyclass/pages/783/attachments/original/1414608919/Records2.pdf?1414608919

{79} February 7, 2013. 210 Central Park South, 7th Avenue – Broadway. A woman states that "a horse and carriage struck her vehicle and [is] trying to leave the scene."

{80} December 3, 2012. NE corner of 8th Avenue and W. 56th Street. A man states that his vehicle, a white Audi, was struck by a "carriage horse taxi" that left the scene. The man thought he knew the plate number of the carriage.

{81} November 10, 2012. NE corner of 5th Avenue and E. 47th Street. A taxi driver states that while he was driving a yellow taxi, he was hit by a horse carriage. He stated that his passenger was exiting, and opening the rear door of his vehicle, when the door was struck by a horse carriage causing damage to the vehicle. The perp fled the scene. There was an unknown plate on the carriage. Hit and run.

(See Accident {8}) August 16, 2012. Oreo spooks and bolts. Police report, as it occurred, of Oreo's accident. Oreo spooked in Central Park, throwing his driver out of the carriage, and bolted, with passengers in the carriage. He charged in terror to 60th and Broadway and then to 57th Street and 9th Avenue, hitting cars and spilling his 2 passengers, who had injuries, before the police tranquillized him. (Although the police report shows statements believing that Oreo's carriage was struck by a vehicle initiating the spook, it is understood now that Oreo spooked when a construction site let material fall to street level. Oreo was pulled from the industry and adopted by a member of the public.)

(See Accident {8b}) August 16, 2012. Officer hurt chasing Oreo. 885 9th Avenue. "After pursuing a horse, which separated from the carriage, Officer did feel pain to his lower back, left knee and inside his left groin, treated and released." The Officer went to Roosevelt Hospital.

Further details: “Horse running…Wild…States going South on 9th Street [sic, for Avenue] Horse by itself…parts of carriage on horse still” “Loose horse running with the traffic…states got loose from the carriage…” I am assuming that this was part of Oreo’s spook, and that the Officer was among those pursuing Oreo at one point in his wild career.

(See Accident {9}) June 7, 2012. Doreen. West 60th Street and Broadway. “Several injuries, a motorcycle and car, a horse involved in the accident.” The police aided a man, “fell off a horse, awake, breathing, 24 years old, bleeding from the knee.” “The horse is secure in a truck.” EMS on scene. A hospital is mentioned; I can’t tell whether the man was hospitalized, as I’m unfamiliar with the abbreviations. (This was Doreen, who was smacked by an SUV; her head cracked the windshield of the SUV and Doreen was bleeding. The SUV also hit a man on a motorcycle. The published accounts of Doreen’s accidents report that none of the human beings were injured, but the police report suggests otherwise.)

(See Accident {50}.) October 23, 2011. CHARLIE DIES. Incredibly sad; police “unusual occurrence” report describing the death of Charlie, on West 54th Street between 8th and 9th Avenues. Two officers witnessed Charlie’s collapse, because Charlie died almost in front, and within sight, of the police station. The officers saw that Charlie “became unstable, physically weak, and fell to the ground.” The extended report mentions, “Horse lying on his side.”

Scroll down for Charlie’s police report, next page--

THIS FORM MUST BE TYPED

UNUSUAL OCCURRENCE REPORT
PD 370-152 (Rev. 01-01)-Pent

October 23, 2011

FROM: PATROL SUPERVISOR, MIDTOWN PRECINCT NORTH

TO: CHIEF OF PATROL

SUBJECT: **HORSE AND CARRIAGE INCIDENT IN CONFINES OF MIDTOWN PRECINCT NORTH**

On Sunday October 23, 2011, at approximately 0810 hours, a horse and carriage traveling eastbound on West 54th Street, collapsed in front of Midtown Precinct North. Details are as follows.

On Sunday October 23, 2011 at approximately 0810 hours, Police Officer Charles Danile, shield number 17880 and Police Officer William McDaniel shield number 28793 assigned to Midtown Precinct North Sector KM, were standing in front of Midtown Precinct North, when they witnessed a horse and carriage traveling east bound on West 54th Street. The horse became unstable, physically weak, and then fell to the ground. The patrol supervisor along with the undersigned responded and immediately notified the appropriate personnel to assist with the aid of the horse.

[redacted]

NYPD Mounted and Emergency Services Units assisted in the removal of the horse. The horse was taken to Cornell University for medical and necropsy procedures.

The owner, of the horse, [redacted] was on the scene and was made aware of NYPD procedures regarding the horse. The carriage was removed by another horse from the stable.

For your information.

THER ACTIONS TAKEN OR RECOMMENDED:

PRESENT AT SCENE				NOTIFICATIONS				FORMS PREP.	DISTRIB.
ank	Name	Cmd.	Assign.	Rank	Name	Cmd.	Assign.	Arrest #	
T	JEWKUSKY	MOUNT	CO	DI	BEAUDETTE	018	CO		COP ☐
T	COCCHI	MTN	DO	CAPT	CODD-PEREZ	006	DC	Complaint #	COD ☐
GT	GULINELLO	018	PS	PO	HUNTZINGER	PBMS			DCPI ☐
O	CASTELLI	018	SGTO	PO	LAFOND	OPS		Aided #	BORO ☐
O	MCDANIEL	018	IJ						DIV ☐
O	DANILE	018	IJ					Accident #	PCT ☐
ET	CABRERA	018	SGTO						FILE ☐
O	SASSA	MOUNT	LGTO					Sprint #N4759	OTHER ☐
O	STEVENS	ESS1	TRUCK1						
O	LYGNN	ESS1	TRUCK1					Voucher #	
JPV	SOTO		SANIT						

TACH COPY OF SPRINT PRINTOUT (if appropriate).

EPARED BY: Rank SGT Name MARGARETTE GULINELLO 018

GNATURE: **DATE: 06/18/2011**

10/23/11. Police report, death of Charlie, on W. 54th St. bet. 8th and 9th Aves. Officers witness Charlie's collapse, because Charlie died within sight of the police station.

{82} May 12, 2011. NE corner W. 54th Street and 11th Avenue. A man was riding his bike on a delivery, when a horse-drawn carriage struck his bike, causing him to fall off the bike. The man said that his left ankle was in pain due to the fall. He stated that his bike was broken by a driver with a carriage. A police officer could hear a dispute going on in the background when the accident was phoned in.

{83} January 5, 2010. W. 60th Street and Columbus Avenue. A sequence of incoming statements and information was recorded, I believe from a variety of callers/witnesses, as well as police. This is a summary of the information, to the best of my ability (please see the actual report). A horse ran from the carriage and hit 2 parked yellow cabs; kept running downtown, towards 59th Street; "possible horse injury. Possible car accident also, not sure." Next report: "Horse possibly injured leg". Next report: Horse hitting cars at location, kicking. Next: Horse threw male, "possible broken leg." Next: Male fell off horse and carriage. EMS en route. Next: States horse was fleeing and horse possibly hit by cab. Possible injuries. States horse carriage ran into vehicle and male fell out of carriage. Another call states the same: horse carriage and cab accident. "Carriage driver laying in the street not moving." Next: "2 horse carriages collided, someone lying on the ground injured, horse runs off." Next: States horse and buggy hit by taxi. Another call: States male fell out of horse and carriage. Unknown if hit. States horse is under control.

There seems to have been a collision between a taxi and a horse-drawn carriage (although one report thought two carriages); the driver was thrown from the carriage and was lying on the ground not moving; the horse was loose and running, hitting parked cabs, with a possible leg injury, possibly even a broken leg, and the possibility that the horse was hit by a cab. While the incoming reports reflect confusion at the scene, there seems to have been a taxi/carriage collision that threw the driver from the carriage to where he lay unmoving on the ground, and freed the spooked and panicked horse who ran colliding with parked cabs, and injured—possibly even broke—a leg.

The Animal Legal Defense Fund describes this accident thus: 'Another incident describes a horse carriage colliding with another vehicle, causing the carriage driver to be thrown from the carriage and found by police, "laying in street, not moving." After the collision, the carriage horse broke free and "kept running downtown toward 59th Street," colliding with at least two parked taxicabs, and reported as "hitting cars," kicking, and suffering a "possible broken leg." '

{84} November 23, 2009. At the intersection of 63rd Street and Center Drive, a 6-year-old fell out of the carriage in which his family was riding and was run over by the wheel, resulting in stomach, chest, and head injuries; the child was rushed to New York Presbyterian Hospital.

Accidents continued –

Source: Police Reports, Part 1
https://d3n8a8pro7vhmx.cloudfront.net/nyclass/pages/783/attachments/original/1414608924/Records1.pdf?1414608924

{85} September 14, 2013. W. 48th Street and 10th Avenue. A cab rear-ended a horse-drawn carriage that stopped suddenly. The police officer did not witness the accident.

{86} August 15, 2013. A man states he returned to his parked car to find it had been damaged. A witness states that a horse carriage hit the man's car and left the scene without calling the police. In front of 210 Central Park South.

{87} June 14, 2013. W. 72nd Street and Central Park West. A horse and carriage driver hit a bike, and the bike is damaged. The carriage kept going. The carriage was fleeing towards 59th Street. Someone followed the horse carriage—I think it was the police officer, but it could have been the bicyclist—to 59th Street and Central Park South, and then followed "the perp" to 53rd Street and 7th Avenue. "Adv to stop." (Did the officer advise the carriage driver to stop? Or advance to stop him? Or was the officer advised to stop? I'm not familiar with this report's abbreviations.)

{88} June 19, 2012. SW corner of Broadway and Columbus Circle. The driver of a vehicle states that a horse carriage hit his car and broke the back window. The carriage left the scene. There was minor damage.

{89} June 15, 2012. NW corner of 7th Avenue and West 55th Street. A man states that he was involved in a motor vehicle accident with a horse carriage. The driver of the horse carriage refused information and fled the scene. The man described the driver.

{90} October 4, 2011. NW corner 8th Avenue and West 58th Street. A man states that while he was driving, a horse-driven carriage struck his vehicle causing damage and then fled the scene. He gave the carriage's license plate number.

{91} June 16, 2011. SE corner of 11th Avenue and W. 56th Street. A man states that while working from his parked work truck, a horse-drawn carriage was passing by and struck the truck, causing damage to the side of the truck. The man attempted "to stop the driver and horse, which fled eastbound on 56th Street towards 10th Avenue. " The man had the number of the license plate that was attached to the carriage.

{92} April 15, 2010. NW corner Broadway and Central Park South. The victim states she was driving westbound on Central Park South when a horse and carriage sideswiped her and left the scene. She noted the consumer affairs license number.

{93} April 1, 2010. Ninth Avenue and West 58th Street. While a man was unloading packages from his parked vehicle, a hansom carriage struck his vehicle causing damage. Horse hair was

observed on damaged area. The man stated that the horse was white, and that he alerted the hansom operator to damage on his vehicle. The hansom driver left the scene.

{94} March 30, 2010. At the NE corner of 8th Avenue and West 53rd Street, a driver states that while driving westbound a horse-drawn carriage hit the right side of her car causing damages to her side mirror, and that the carriage left the scene of the accident. The driver gives the carriage license number. There were no injuries.

{95} October 21, 2009. Motorist states that while he was operating his motor vehicle, the carriage driver hit his vehicle with his horse and carriage. The motorist was trying to ascertain witnesses when the carriage driver fled the scene. The motorist described a blue carriage with white wheels, a brown horse, and gave a detailed description of the carriage driver. This occurred at the SW corner of Avenue of the Americas and Central Park South.



Aftermath of New York City carriage accident. Photo: https://instagram.com/p/eujDncImJ8/ Photo is labelled "Accident at 59th Street [sic, for 57th] & 9th Avenue." Oreo's spooking accident, August 15, 2012

23 KNOWN WORK-RELATED CARRIAGE HORSE DEATHS IN NEW YORK CITY, 1982-August 2015

(For details, go to Accidents by number.)

[Since these deaths, there have also occurred the deaths of an **Unnamed Horse, Billy, Black Jack, Lady, Ryder**, and **Deniz**, **bringing the list to 29**, in addition to the death of a heroic young man, 18-year old **Romanch Mahajan.** ***(Noted in June, 2026.)]***

This list of work-related NYC carriage horse deaths 1982 – August 2015 does not include unreported accidents or deaths, or the unknown fates of many of the horses who have collapsed; the life-shortening effects of working conditions; the deaths by slaughter of many retired carriage horses; and so on.

Tickles, February 13, 2015. Euthanized when mysteriously discovered in stall with fractured leg. {43}

Charlie, October 23, 2011. Collapsed and died, found to have had gastric ulcers and cracked tooth. Gastric ulcers are principally caused by inadequate pasture and stress. {50}

Unnamed Horse, September, 2009. Caught his foot in a parking meter and had to be euthanized. (Source: Former Governor David Paterson.) {52}

Clancy, February 7, 2008. Clancy, an eight-year-old, male Draft Percheron, was found dead at the Clinton Park stables on 11th Avenue near 52nd Street at approximately 10 p.m. on Thursday, February 7, according to stable personnel. The horse reportedly had not worked since the previous Saturday, February 2, and was being treated by a licensed veterinarian. When ASPCA agents requested the horse's records from the Department of Health, administration officials in an unprecedented manner refused to provide the information and for the first time directed ASPCA agents to file a FOIA request. {53}

Smoothie, September 14, 2007. Spooking accident on the Central Park hack line; Smoothie was spooked by a small drum. {20}

Juliet, September 15, 2006. Juliet, still working into her 20's, after 17 years pulling carriages, collapsed in Central Park, possibly of colic, on September 14; she couldn't rise, and was brought back to the stable, where she died the morning of September 15, 2006. {23}

Spotty, January 4, 2006. Spooking accident; euthanized for broken leg. {56}

Jackie, January 8, 1999. Only 7-years-old, Jackie collapsed and died, electrocuted, when she stepped on a steel Con Edison service box cover on E. 59th Street. The wet weather, a short circuit, and her metal horse shoes caused her death. {32}

Unnamed Horse, April 29, 1998. The horse broke his halter, ran into a busy street, and was killed by an oncoming car. {63}

Unnamed Horse, May 1, 1997. Pulling a carriage, the horse tripped, and died while struggling to get up, on 49th St. between Seventh and Eighth Avenues. {66}

Unnamed Horse, September 2, 1996, collapsed and died outside Hotel St. Moritz (now Ritz-Carlton New York, Central Park). {34}

Unnamed Horse, May 6, 1994, collapsed and died; diagnosis indicated poor stable management, believed to be "tying-up syndrome" (extreme cramping of rear legs, which can cause collapse, leading to death). {67} (See also Nickles, {36} for more information.)

Unnamed Horse, April 21, 1994, euthanized when dietary error led to severe cramps and collapse in Central Park. Tying-up syndrome was suspected. {35} (See also Nickles, {36} for more information.)

Nickels, August 26, 1991—euthanized for crippling leg pain in Central Park. {36}

Unnamed Horse, around August 12, 1991—owned by same owner as Nickels, newspapers reported he died two weeks before Nickels; Newsweek speculated colic may have caused both deaths. {37} (See also Nickles, {36} for more information.)

Tony, May 15, 1990—trapped in traffic, repeatedly hit by a bus. "The approaching bus was obscured by his blinders until it was upon him." {68}

Misty, August 7, 1988—6-year-old mare Misty collapsed and died of heat exhaustion in hot, humid heat. (Temperature 91 degrees, but very humid.) {69}

Chester, December 9, 1985 sideswiped in traffic, the spooked horse bolted down the block and jumped onto the hood of a car, smashing the windshield at Rockefeller Center. Chester fell beneath the car, broke his leg, and was euthanized. He was owned by Chateau Stables on W. 48 St., where it was said that he "had a quiet disposition that you can train. We used him to train other horses." Four passengers spilled from carriage and were injured. {73}

Dennis, December, 1983. 'One former driver resigned due to the abuse she witnessed during the holiday season, when drivers up the ante, and literally take out-of-town visitors for a ride (charging full fares--$34.00--for a ten minute flash of NYC). Her horse Dennis had been overworked to the point where his legs were wobbly. But the owner, Sal Spina, oblivious to the horse's condition, insisted he keep working, without a rest break, during a nine-hour day. When they finally returned to the stables, the horse was shivering and frothing at the mouth. But the driver was told to report promptly the next morning at 8 A.M., to take the same horse out again, or she would lose her carriage. Days after she quit, she learned her horse had died.

'"Horses are fed only oats, the cheapest we can find," she attested. No fresh fruit or vegetables are offered to the carriage horses unless individual drivers bring their own. Horses are herbivores and need variation in their diets or they can develop colic (acute spasms and abdominal pain) which can lead to death.' http://www.satyamag.com/aug94/jordan.html Satya, August 1994, "An Elegant Carriage Ride?" by Laurie Jordan. {75}

Maggio, August 4, 1982, a 12-year old bay gelding who collapsed and died at Central Park South, following the collapse and deaths in high heat and humidity of three horses on July 18, 1982. {41}

3 Unnamed Horses, July 18, 1982. On July 18, 1982, three carriage horses collapsed and died in New York Streets while working; the high that day was 98 degrees. In 1988, after the death of Misty, and after the nation watched Whitey, also prostrate with heat exhaustion, struggle to rise for two hours, Newsday wrote, "Not since **1982, when three horses died**, has life been so grim for the 200 licensed carriage horses, ASPCA agents say." Newsday archives, "Whitey in the Pink," by Michael Moss, August 16, 1988. "Reproduced with permission of the copyright owner. Further reproduction or distribution is prohibited without permission." {76} {77} {78}

For updates on many of the accidents and deaths from August 2015 – June, 2026, with summaries of the accidents 1982 – August, 2015, see The Coalition to Ban Horse-Drawn Carriages:
https://carriagehorsesnyc.blogspot.com/2018/09/nyc-carriage-horse-accidents-harsh.html?utm_source=substack&utm_medium=email

18 Deaths of NYPD Officers and Police Horses: Accidents Involving Horses and Horse-Drawn Vehicles, 1864 – 1928

All horses, as prey animals, are fearful and prone to spook and bolt in fear at a perceived danger. They did so then as now, in the Park and in the Streets, wreaking havoc, causing countless accidents, injuries, and deaths to horse and human alike. I cannot speak to accidents specifically in Central Park in those years, because records are not readily available. But considering all the disaster in the streets around, it is not hard to surmise that Central Park would have been no exception. And I can tell you about 18 police officers who died in accidents, involving horses and horse-drawn vehicles, including horse-drawn carriages. If you consider how few police officers there were compared to the general population, and how many perished in the line of duty in horse-related incidents, at a time when all vehicular traffic was horse-drawn, it may give an idea of the accidents and deaths incurred.

In 1871, the New York Mounted Police were founded, the first in the country, originally for the express and only purpose of trying to outrace spooking carriage and cart horses, and forestall disastrous accidents. 18 of these officers died in the line of duty—some due to the spooked horses they rode, or whose horses tripped and fell; and some while trying to outrace spooking, bolting horses hitched to vehicles including horse-drawn carriages. Tragically, the injuries sustained by these officers were most often head injuries, similar to that suffered by Romanch Mahajan.

Here is the source: Officer Down Memorial Page, https://www.odmp.org/agency/2758-new-york-city-police-department-new-york

I went to the very moving Officer Down Memorial Page, and discovered that as "The Hatching Cat" reported, in the early years of policing, 18 patrolmen were killed in horse-related incidents, between 1864 and 1928. There have been no animal-related NYPD police officer deaths since 1928. Some of the police horses involved would have perished, too, but not all; police horse Bulb was involved in two of the accidents and survived both. These accidents occurred when the officer's horse spooked; when the mounted officer or the horse was struck by a vehicle; or when the mounted officer was attempting to stop a runaway horse-drawn carriage or other runaway horse-drawn vehicle.

Between the years 1864 and 1928, six NYPD officers heroically gave their lives trying to stop runaway horse-drawn carriages and other horse-drawn vehicles; two additional NYPD officers were killed when they were thrown from runaway horse-drawn patrol wagons (one in Central Park); and yet another officer was struck and killed by a pair of runaway wagon horses, spooked by the sound of a bell—nine officers in all, killed in accidents involving horse-drawn carriages or horse-drawn wagons. In two of the instances, the officers gave their lives trying to prevent runaway horse-drawn carriages from running into children. An additional nine officers gave their lives in horse-related accidents, not to our knowledge involving horse-drawn vehicles: thrown from their horses who slipped, spooked, or were struck by motor vehicles. 18 New York police officers in all have died in horse-related accidents, the most recent in 1928. Many of these officers were with the Mounted Unit; some were not. Many of the police horses in these accidents would also have lost their lives.

All quotations are from https://www.odmp.org/agency/2758-new-york-city-police-department-new-york , the Officer Down Memorial Page:

Nine officers bravely gave their lives due to runaway horse-drawn carriages and wagons:

Patrolman Austen Easterbrook, died in 1864 "of injuries he received while trying to stop a pair of spooking horses attached to a horse-drawn buggy…Patrolman Easterbrook attempted to

stop the horses before they injured anyone." Patrolman Austin Easterbrook died of injuries he received while trying to stop a pair of runaway carriage horses. Patrolman Easterbrook gave his life heroically, prior to the creation of the Mounted Unit.

"A pair of horses attached to a horse drawn buggie were frightened and broke loose on Broadway near 14th Street in Manhattan. Patrolman Easterbrook attempted to stop the horses before they injured anyone. While attempting to do this, Patrolman Easterbrook was severely injured. He was removed to the hospital, where he died eight days later from his injuries. Patrolman Easterbrook was assigned to what is the present day 25th Precinct."

Patrolman John Thompson, died December 18, 1877, "assigned to the mounted squad…was killed…while attempting to stop a runaway horse pulling a grocery wagon."

"Patrolman Thompson was killed when he was thrown from his horse while attempting to stop a runaway horse pulling a grocery wagon on Hamilton Street. During the incident he was impaled by a piece of the grocery cart and succumbed to his injuries.
Patrolman Thompson was assigned to the mounted squad."

Patrolman Thomas Gleason, died September 5, 1893, age 50, on the force 15 years, "was struck by a horse-drawn wagon and killed as he performed crossing duties…The driver of the wagon had lost control of the horse when a passing cable car rang its bell loudly."

"Patrolman Gleason was struck by a horse-drawn wagon and killed as he performed crossing duties at the intersection of Tenth Street and Broadway in Manhattan. The driver of the wagon had lost control of the horse when a passing cable car rang its bell loudly. The driver of the wagon tried to yell to Patrolman Gleason to move, but before he could move Patrolman Gleason was struck and killed. Patrolman Gleason had been with the agency for 15 years and was survived by his wife and four children."

Officer Thomas McIntyre, died September 23, 1896, "was attempting to stop a runaway horse carriage; he was dragged from his saddle."

"Officer Thomas McIntyre died after being dragged by a horse. Patrolman McIntyre was attempting to stop a runaway horse carriage at 75th street and Amsterdam Avenue in Manhattan. He was dragged from his saddle and suffered a fractured skull. Patrolman McIntyre was assigned to the Mounted Precinct."

Patrolman Simon McDonnell, died December 7, 1897, age 37, on the force 9 years, "riding in a horse-drawn police wagon…in Central Park when the horse first began to kick, and then tipped over the wagon."

“Patrolman McDonnell died after being kicked in the head by his police horse. Patrolman McDonnell was riding in a horse drawn patrol wagon on Seventy-Second Street and East Drive in Central Park, Manhattan when the horse first began to kick, and then tipped over the patrol wagon. Patrolman McDonnell was thrown to the ground near the horse and kicked in the head. The force of the kick fractured Patrolman McDonnell's skull, killing him.

“Patrolman McDonnell had served with the New York Police Department for nine years and was survived by his wife and five children. He was assigned to the Elizabeth Street Station.”

Patrolman Bernard O’Rourke, died August 1, 1913, age 31, on the force 3 years, Badge #2802, “when he attempted to stop a runaway horse…running on the sidewalk toward a group of playing children.”



“Patrolman Bernard O'Rourke died of injuries he received when he attempted to stop a runaway horse on 3rd Avenue near 4th Street in Brooklyn.

“At approximately 0915 hours Patrolman O'Rourke observed the runaway horse running on the sidewalk toward a group of playing children. Patrolman O'Rourke jumped on the horse and was able to change its direction, but he lost his grip and he was dragged about fifty feet before being thrown to the street. Patrolman O'Rourke was removed to Methodist Hospital where he died at 1300 hours from his injuries, which included a fractured skull and internal injuries.

“Patrolman O'Rourke had served with the New York City Police Department for three years and was assigned to the 146th Precinct, the present day 78th Precinct. He was survived by his wife.”

Patrolman John Eagan, died January 30, 1905, age 58, on the force 25 years, “from injuries he received when he was thrown from a horse patrol wagon…[when] a car frightened the horses pulling the wagon.”

“Patrolman Eagan died from injuries he received when he was thrown from a horse-drawn patrol wagon. The patrol wagon was en route to pick up an intoxicated man. At 135th Street and 7th Avenue in Manhattan a car frightened the horses pulling the wagon. The driver of the wagon was unable to gain control of the horses and horses started to run at a fast pace down 7th avenue swinging the patrol wagon from side to side. Patrolman Eagan, who was riding on the step of the wagon, was thrown off the wagon. He suffered a fractured skull and lacerations to both hands.

“Patrolman Eagan was taken to Harlem Hospital, where he developed lockjaw from one of his hand wounds. He was moved to St. Luke's Hospital where part of his infected hand was removed, but his condition got worse and he died three days later from his injuries. Patrolman Eagan had been with the agency for 25 years.”

Patrolman William Barrett, died August 26, 1918, Badge #1808, “of injuries he received …when he attempted to stop a runaway horse…attached to a covered wagon.”

“Patrolman Barrett died of injuries he received three days earlier when he attempted to stop a runaway horse. Patrolman Barrett was assigned to the north roadway on the Williamsburg Bridge when a horse attached to a covered wagon approached. Patrolman Barrett attempted to stop the horse, but was thrown to the ground. He was removed to Gouverneur Hospital where he died three days later from his injuries. Patrolman Barnett was assigned to the 13th Precinct.”

Patrolman John H. Conk, died May 3, 1921, age 45, Badge #2666, “struck and killed while attempting to stop a runaway horse and buggy…coming in the direction of children crossing the street.”



“Patrolman John Conk was struck and killed while attempting to stop a runaway horse and buggy. He was in front of Public School 110 in Brooklyn when he saw the horse and buggy coming in the direction of children crossing the street. He jumped onto the wagon and climbed onto the horse. As he attempted to bring the horse under control it hit a sand pile and knocked him. He was taken to Wyckoff Hospital where he succumbed to his injuries six weeks later.

“Patrolman Conk was assigned to the 97th Precinct, the present day 83rd Precinct.”

Nine additional officers gave their lives in horse-related accidents, while bravely serving—18 officers in all, the most recent in 1928. These additional nine deaths did not involve horse-drawn vehicles, to our knowledge:

Roundsman Oscar Reinhardt, Died April 24, 1897, on the force 15 years, “was seriously injured when his horse stumbled while galloping” in the line of duty.

“Roundsman Reinhardt was seriously injured when his horse stumbled while galloping and threw him to the ground, fracturing his skull. The horse also stepped on Roundsman Reinhardt,

breaking three of his ribs. Roundsman Reinhardt was removed to the hospital, where he died five days later from his injuries.

“Roundsman Reinhardt, a veteran of sixth United States Calvary, had been with the agency for 15 years and was survived by his wife and son.”

I think that Roundsman Reinhardt, too, may have been galloping after a runaway carriage; or, he may have been chasing a criminal or racing to an emergency.

Patrolman Artemus Fish, died May 18, 1909, age 33, on the force 3 years, “thrown from his horse while on patrol.”



“Patrolman Artemus Fish died of lock jaw caused by internal injuries he received when he was thrown from a horse while on patrol. Patrolman Fish was on horseback patrol on Ocean Avenue in Brooklyn when he was thrown from his horse. The horse then stepped on Patrolman Fish, causing internal injuries. Those injuries caused an infection that lead to Patrolman Fish's death.

“Patrolman Fish had served with the New York City Police Department for three years and was assigned to the Prospect Park Precinct. He was survived by his wife, parents, and two sisters and is buried at Highland Cemetery in Sidney Center, New York.”

See: http://hatchingcatnyc.com/2013/11/09/prospect-park-horse-patrolman-fish/ The Hatching Cat, True and Unusual Animal Tales of Old New York. “1909: The Prospect Park Horse That Decided The Mortal Fate Of Patrolman Fish,” posted November 9, 2013.

Patrolman William H. Galbraith, died November 8, 1911, age 42, on the force 14 years, Badge #4518, “thrown from his horse while on patrol.”



“Patrolman Galbraith died of injuries he received nine days earlier when he was thrown from his horse while on patrol at the intersection of Walton Avenue and Mt. Hope Place.

“The officer struck his head on the ground and fractured his skull. He was found unconscious by a passing motorist on Mount Hope Place in the Bronx. The citizen called the station and notified them of what he had found. Several officers responded and took Patrolman Galbraith to Fordham Hospital.

“Patrolman Galbraith had served with the New York City Police Department for 14 years and was survived by his wife and two children. He was assigned to the 65th Precinct, which is the present day 48th Precinct.”

Patrolman Daniel Gibbons, died December 19, 1913, age 32, Badge #751, “thrown from his police horse …when he was on mounted patrol.”



“Patrolman Daniel Gibbons died of injuries he received when he was thrown from his police horse. The incident occurred when he was on mounted patrol in the Bronx. Patrolman Gibbons was taken to St. Francis Hospital where it was discovered that his skull was fractured. He died ten days later from his injuries.

“Patrolman Gibbons was survived by his wife. He was assigned to the 123rd Street Station.”

Patrolman John Mee, died July 15, 1914, “on mounted patrol when his horse was struck by an automobile and he was killed.”

“Patrolman Mee was on mounted patrol when his horse was struck by an automobile and he was killed. The vehicle driver was unable to see Patrolman Mee due to heavy fog, and only noticed him at the last second. The driver was able to swerve out of the way of Patrolman Mee's horse, but struck a pole and rebounded off of it into the horse. The horse fell to the ground, causing Patrolman Mee to strike his head on the ground.

“Patrolman Mee was taken to Flushing Hospital, where he died from his injuries.”

Sergeant Thomas F. X. O’Grady, died August 24, 1916, age 36, on the force 12 years, Badge #6224, “while responding to a report of a stabbing…his horse, Bismarck, slipped on cobblestones” and the Sergeant “was thrown from the horse.” “Sergeant O’Grady…was assigned to the Mounted Squad.”



“Sergeant Francis O'Grady succumbed to injuries sustained five days earlier while responding to a report of a stabbing at Dexter Park in Queens. His horse, Bismarck, slipped on cobblestones at an intersection. Sergeant O'Grady was thrown from the horse, which then landed on top of him. He suffered a fractured skull and other injuries as a result.

“He was transported to St. Mary's Hospital where he remained until succumbing to his injuries.

“Sergeant O'Grady had served with the New York City Police Department for 12 years and was assigned to the Mounted Squad at the Richmond Hill Precinct (102nd Precinct). He was survived by his wife and four children.”

Patrolman Christopher J. Tierney, died September 20, 1919, “while on mounted patrol when he was thrown from his department horse, Bulb.”

“Patrolman Tierney was killed while on mounted patrol when he was thrown from his department horse, Bulb.

“Patrolman Tierney was assigned to the 73rd Precinct, the present day 63rd Precinct.

“Three years later, Patrolman France Mace was killed while riding the same horse, Bulb, when the horse was struck by a car and Patrolman Mace was thrown to the ground.”

See http://hatchingcatnyc.com/category/mounted-heroes-of-nypd/ The Hatching Cat, True and Unusual Animal Tales of Old New York. “1919 and 1922: Bulb, the Bad-Luck Police Horse of the NYPD,” posted August 14, 2013. “NYPD Mounted Heroes, Part 1.”

Patrolman Francis J. Mace, died December 11, 1922, on the force 7 years, Badge #4635, “on mounted patrol, on his horse, Bulb, when the horse was struck by a truck” and “Patrolman Mace was thrown from the horse onto the hood of an automobile.”

“Patrolman Mace was struck and killed by an automobile while on mounted patrol.

“Patrolman Mace was on mounted patrol, on his horse, Bulb, when the horse was struck by a truck at the corner of Kings Highway and Flatbush Avenue, Brooklyn. Patrolman Mace was thrown from the horse onto the hood of an automobile. He suffered a fractured skull and broken neck and died instantly.

“Patrolman Mace had served with the New York City Police Department for seven years and was survived by his wife. He was assigned to the 73rd Precinct, the present day 63rd Precinct.

“Three years earlier, Patrolman Christopher Tierney was killed while riding the same house, Bulb.”

The Hatching Cat tells us, “Bulb suffered a broken shoulder blade, but a vet with the police department said he could probably be saved.”

See http://hatchingcatnyc.com/category/mounted-heroes-of-nypd/ The Hatching Cat, True and Unusual Animal Tales of Old New York. “1919 and 1922: Bulb, the Bad-Luck Police Horse of the NYPD,” posted August 14, 2013. “NYPD Mounted Heroes, Part 1.”

Patrolman Patrick Fahey, died February 12, 1928, Badge #2921, “thrown…on traffic patrol…when his horse was frightened by a passing New York Central Railroad train.”

“Patrolman Fahey died of injuries he received when he was thrown from a department horse. Patrolman Fahey was on traffic patrol on West End Avenue and 60th Street, Manhattan, when his horse was frightened by a passing New York Central Railroad train. Patrolman Fahey was thrown to the ground and injured. He was taken to Roosevelt Hospital, where he died the next day from his injuries.

“Patrolman Fahey was assigned to Traffic Precinct C.”

https://ephemeralnewyork.wordpress.com/tag/horses-in-new-york-city/ Ephemeral New York, “Horses in New York City.” Posting for June 21, 2014.

New York’s mounted police go out on patrol

“I don’t know where this postcard image was taken, but it shows us a squad of mounted police ready to hit the streets and keep the peace.

“It’s dated 1905, about when automobiles are beginning to drastically change street traffic and police patrolling. [MCNY photo gallery]”



9316. SQUAD OF MOUNTED POLICE

COPYRIGHT 1905 BY DETROIT PUBLISHING CO.

TESTIMONY in Favor of Intro 943, Romanch's Law, Prohibiting the Operation of Horse-Drawn Cabs.

C. White, [redacted], New York, New York 10009.

"Why We Need To Ban Horse-Drawn Carriages in NYC"

To The New York City Council,

My heartfelt thanks to you and the Committee on Health for the hearing on Romanch's Law, Intro 943, ending New York City's outdated and inhumane horse-drawn carriage industry; for all your attention to this deeply important issue; and for all your support for the welfare of New York City's animals and for the safety of all New Yorkers and visitors to New York. I ask that you please do all in your power to promote, advance, and pass Romanch's Law. Even without criticizing the carriage industry, the reality is, that with the best will in the world, it is impossible to operate a safe and humane horse-drawn hack carriage industry in contemporary New York City because of the nature of the City itself, for six basic reasons. The two primary and immutable reasons are dangerously high traffic and population density, combined with the propensity of horses to spook, causing accidents, injuries, horse deaths, and now, the death of a young man; and total lack of turn-out to pasture, which is essential to equine health and well-being. Related reasons include long hours in climate extremes, causing collapse and deaths; concussive leg and hoof injury caused by long hours pounding pavement, and respiratory harm caused by exhaust; inadequate housing; and horse slaughter on retirement.

I will also speak to why the Union's proposed hitching posts in Central Park would be dangerously unsafe, a threat to the horses and all others. Horses can also spook while tied to hitching posts. Horse Professionals share the horrific accidents, injuries, and deaths caused by spooking, stressed, or struggling horses tied to hitching posts, even worse if harnessed to a carriage. Far from a solution, hitching posts in Central Park would make the horse-drawn carriage danger more dire.

And, as I will discuss below, please be aware that despite having joined a Union to defend the industry, carriage personnel lack access to collective bargaining and standard union benefits, so that carriage jobs are not "good Union jobs."

The first reason why a humane and safe horse-drawn hack carriage industry is impossible in Manhattan is the density of traffic, construction, and population in New York City. As prey animals, wary of danger, all horses can spook—bolt and run in fear at a perceived danger, dangers which may be imperceptible to us. (Smoothie, a sweet and gentle mare, died tragically in 2007, spooked by the sound of a small hand drum while she was on the Central Park South hack line, her driver standing with a passenger by the cab instead of attending her at her head, as required by law, where he might have been able to soothe her before the spook became a bolt. This same negligence allowed the deaths of both Deniz and Romanch Mahajan.) Horses do not belong in urban traffic or crowded parks. Many carriage horses and human beings have been injured, Romanch Mahajan has died, and many carriage horses have lost their lives, due to carriage horses spooking or being struck by other vehicles. Most, though not all, of these

accidents have taken place in the vicinity of Central Park, in the Park itself, or in transit between the stables and the Park. This is an immutable condition of life in New York City; carriage horses should not be working here, or be put at such risk to themselves or to others. As of June, 2026, 128 known horse-drawn carriage accidents have been documented, including human and horse injuries, 29 work-related horse deaths, and the death of one human being, Romanch. These are conservative numbers,as I shall discuss below.

The second reason is that daily turn-out to pasture (time at liberty in a pasture)--which is absolutely essential to equine well-being--is impossible in Manhattan. Veterinarians and equine experts agree that pasture time every day is essential for horses, and even more so for working horses—to satisfy their physical need for foraging (the stomachs of horses have evolved to require this for something like 18 hours a day); the need for free association and socialization with other horses and indeed, other animals; the ability to have something like a normal life for a horse. Horses work in Central Park, but never set a hoof on the grass. The annual "vacation" they are given in the country is derisory; many of them are doing heavy farm work there, often under inhumane conditions; and horses have ongoing wellness requirements that cannot be satisfied in a brief annual respite. Horses are claustrophobic; the ideal for equine welfare would be 24/7 pasture liberty. New York City's carriage horses are either working punishingly long hours; or they are in stalls--and too-small stalls at that, some too small to lie down. This is not the life of a working horse; this is the life of a prisoner, and one who is denied basic health and welfare requirements. Horses are not taxi cabs, and this constitutes cruelty.

These two primary reasons why a humane carriage industry is impossible in NYC, give rise to others:

Concussive/percussive leg and hoof ailments and injuries due to pounding the asphalt relentlessly for overlong hours. Most carriage horses suffer from these. In many cases, such harm ends their working lives, and can result in their being sold for slaughter.

Climate. There are regulations about horses working in extreme temperatures, humidity, and storms, but these regulations have proven inadequate and difficult to oversee and enforce. NYC carriage horses continue to collapse in the street due to high heat and humidity (to which horses are particularly vulnerable) and heat stroke, especially given that temperature is higher at street level than in the ambient air; and due to excessive cold, particularly at the punishing holiday season. Constant exposure to exhaust also affects equine respiratory systems adversely.

Housing. Adequate housing for carriage horses has proven impossible to achieve in New York City. The stables are located in old (even multi-story) buildings, and most of the stalls are much too small for draft horses, too confining, and even dangerously so. They are much smaller than the minimum recommended for draft horses by veterinarians and equine welfare specialists (at least 12 feet by 12 feet at the minimum, but larger recommended).

Slaughter. There are no adequate and enforceable retirement provisions for NYC carriage horses, who are considered as private property. Although equine rescues and knowledgeable private individuals are willing to adopt retiring carriage horses, it is rare that rescuers or private individuals have been allowed to rescue or adopt a carriage horse no longer physically able to pull a carriage. Those carriage horses who have received a good retirement with rescues or private adopters have flourished, under conditions where good care has addressed the health concerns, damage, and strains caused by the conditions of work. But most New York carriage horses turn up at kill/slaughter auctions at the end of their working lives. Horse slaughter is egregiously cruel and brutal, NOT a form of humane euthanasia, and working horses deserve a good retirement.

The Union has been calling for hitching posts in Central Park as a panacea for all these ills. But hitching posts can be extremely dangerous, particularly for carriage horses and park-goers in crowded, clamorous, busy Central Park, accidents waiting to happen. I want to urge as strongly as possible that the Union's call for hitching posts in Central Park should be rejected, as it invites further disaster. Horses can spook while tied to a hitching post, breaking their necks, rearing and collapsing backward, runaways dragging the post, injuries and death. (As prey animals, wary of danger, all horses are capable of spooking—bolting and running in fear—at a perceived danger, dangers which may be imperceptible to us.) Far from being the solution, hitching posts in Central Park would make the horse-drawn carriage danger more dire. The very equipment recommended and used to make hitching posts safer and to help prevent harm to the horse—breakaway harness, breakaway hardware, and breakaway knots—would allow a struggling or spooking horse to run free in the Park. Hitching posts would **not** make it safer for drivers to leave their horses unattended, as the industry seems to believe. The horses should be attended at all times, or disaster may ensue, including at a hitching post. Also, leaving a carriage horse tied to a hitching post in the Park, if not accompanied by an attentive driver at all times, invites stressful attention from the public. Please reject hitching posts in Central Park. For more information, please look it up online: "Dangers of tying horses to hitching posts"

It is true that the carriage industry affiliated itself with the Teamsters Union some decades ago for protection under the umbrella of the union, but theirs was not true or typical union membership, for two reasons. The first, that carriage and horse owners (management) and carriage drivers (workers) inappropriately belonged to the same union, which made collective bargaining impossible. Secondly, carriage drivers were categorized as "independent contractors" and as such not afforded the same benefits and privileges as other Teamster members. Some drivers, needing the money, have overworked themselves by double shifts, endangering their health and the safety of the public. I understand that since the carriage industry affiliated itself with the Transport Workers Union (TWU Local 100) around 2020 to advocate for them, their status is identical within the TWU as it was with the Teamsters: carriage and horse owners (management) and carriage drivers (workers) belong to the same union, which precludes collective bargaining, and drivers are classed as "independent contractors" without the benefits, protections, or bargaining rights given other union members.

In 2015, I wrote, *"The carriage industry is not a union shop, and there are no "good union jobs." There are 263 licensed carriage drivers, but many of them no longer work in NYC, leaving only 150 – 160 active drivers, according to the NYC Horse And Carriage Association spokesman. Only 120 of the drivers...are Teamsters, represented by the Teamsters Local 533. This is therefore NOT a union shop, and does not provide workers benefits (like medical, vacation, sick days, pensions); it is not mandatory for carriage people to join the union; and drivers and owners belong to the same local, thus, there is no collective bargaining. This union local primarily collects a lobbying fee. Because virtually all the drivers are independent contractors or "consultants" instead of employees, they are not eligible for sick pay under the city's new "paid sick leave" law; there is no employer withholding for income tax, social security, workers' comp, or unemployment insurance, so drivers are responsible for their own social security and taxes in a cash-only business. Jobs in the carriage industry are NOT "good union jobs," in the accepted sense, as has sometimes been claimed. [A ban] will provide the drivers with...the chance of real union jobs with benefits."* If these conditions still prevail in 2026, the carriages drivers would be much better off with a ban, and the City working to see that they are provided with the dignity of good paying jobs with benefits.

The death of Deniz, followed so soon by the death of Romanch Mahajan, have been unbearable.

Deniz, a beautiful Pinto Horse, only 16 years old, collapsed while pulling a carriage with two passengers in Central Park on the evening of June 9, dying, stretched on the pavement laboring in agony to breathe, while traumatized parkgoers looked on in tears, hugging one another, or trying in vain to help. This is not the romance the carriage industry wants to evoke; this is the reality. This should never have happened, there should have been a ban long since, and Deniz retired to a green pasture, with love. But horses have been collapsing and dying in summer heat and winter cold and due to overwork, negligence, and bad air ever since the contemporary tourist carriage industry began. If the goal is to re-create and re-enact the 19th–century horse hack taxi business, then that goal is achieved, because hack carriage horses routinely collapsed and died in our streets back then in large numbers, throughout the 19th century. Recently, Ryder, for whom Ryder's Law was named, was an elderly, emaciated carriage horse who collapsed while pulling a carriage in the heat and humidity in 2022. He was retired after the collapse, but euthanized two months later. An autopsy revealed that Ryder had leukemia. Lady collapsed pulling a carriage in the heat and humidity and died in August, 2025. And now Deniz.

Our hearts are going out to the family and all the loved ones of 18-year-old Romanch Mahajan, visiting New York with his family to celebrate his high school graduation and his acceptance to university, and who died a hero, trying to save his Mother, fallen from the horse-carriage the family shared as passengers, when Sampson spooked and bolted. It is so painful to try to contemplate their anguish. Many people have been injured in New York City carriage accidents, and people have lost their lives in carriage accidents elsewhere. This is a tragedy that could have been prevented--and must be prevented in future—by passing Romanch's Law.

In the deaths of Deniz and Romanch, there has been much focus on the cause of their deaths—why did Deniz die, why did Sampson spook? We now know that Deniz consumed toxic yew, a plant that is poisonous in all its parts; and that Romanch Mahajan perished due to a horse spooking. But ultimately both Deniz and Romanch died due to one and the same cause: driver negligence. The law and common sense require that carriage drivers attend to their horses at all times when not in a stable. This means holding reins, or standing at the horse's head and holding the lead rope attached to the halter, paying full attention to the horse--not nearby taking a photograph, like Sampson's driver when he bolted, resulting in the death of Romanch Mahajan; not chatting somewhere nearby; not going to smoke a cigarette. This is the requirement that is the most neglected by drivers, and the most dangerous. Drivers are only human, and it is human to think, "I'll only be a moment, what could happen?"--but in that moment, horses have spooked, and deaths, injuries, and horrific accidents have occurred. And because this is a human failing, if carriage drivers cannot adhere to the Prime Directive of carriage driving—attend your horse at every moment--no amount of additional education will make a difference. And in fact, the very type of additional driver education and testing that the Union is now advocating was already implemented several years ago, and has made little to no difference. It is also the case that outcries for a ban have repeatedly been met by industry counter-proposals for new regulations, inherently inadequate to address the core problems, and difficult or impossible to enforce.

I cannot easily imagine that Deniz could have eaten the yew while actually pulling a carriage, in blinders and elaborate harness, <u>if</u> the driver was at the reins and paying attention; but whether consuming the yew occurred during or between rides, his driver should have been attending Deniz at every moment to prevent the consumption of any plant in the park, according to Central Park Conservancy regulations as well as NYC carriage law. (I do hope that the presence of poisonous plants in the Park will be re-evaluated, given the possibility of consumption by other animals or children. But it should not have been possible for a carriage horse to eat it, except due to driver negligence.)

As to what made Sampson spook: most likely, we will never know. Sampson's youth or relative inexperience are not the answer; as prey animals, any horse of any age can spook, and anything can cause it. Eleven years ago, I wrote to the City Council:

In this country and around the world, adults and children have died in horse-drawn carriage accidents, and it would be highly irresponsible to wait until this happens in New York City.

To appreciate the danger of horse-drawn carriages, it is imperative to understand spooking, which accounts for 85% of carriage accidents, and most of the human/equine injuries and horse deaths. A horse—for all his imposing size and majesty, is a prey animal: and every horse is hardwired with the knowledge that horses were once hunted and brought down by lions. It is in the nature of every horse that if she is frightened, she runs wildly for her life, and this is called "spooking": it is the adrenaline-fueled flight instinct. Because she is running for her life, in her panic and blind terror she stops for nothing in her path. Spooking is not a defect; it is a strength, it is essential to the survival of horses as a species, and because of that the spooking instinct is

part of the equipment of every single horse. Every single horse, no exceptions, can spook when provoked... So what causes a horse to spook? Anything and everything—a plastic bag, a hat, a rustle, a crash, being sideswiped by a car or a bus, the sound of a drum, the sight of a hot-air balloon, a rustle, a shout or a whisper, let alone the vast oceanic clamor of midtown Manhattan. In most accidents, we never know what spooked the horse, and in many carriage horse spooking deaths—and the majority of horses in a spooking incident are injured or killed, causing also most of the human injuries—the horse is described as one who was always gentle, docile, and easy to manage. The careening carriage—often without a driver, often with passengers--adds exponentially to the havoc that can be wrought, wildly swinging, crashing into other vehicles, or overturning to trap the horse underneath. In a pasture, a spooked horse runs out the panic, and then calmly returns to the herd. In a stimulating New York City street, the horse once spooked becomes still more hyper-stimulated, the fear compounding, often resulting in tragedy. The potential for spooking in 21st-century New York causes most carriage horse accidents; the remainder are collisions of carriages and horses with taxis, cars, or buses; or due to the horse breaking down—collapsing or sustaining injury-- from overwork, dehydration, and weather extremes.

You see a plastic bag rustling on the ground, but the horse thinks he's going to be eaten by a lion. This must be clearly understood to understand the danger of horse-drawn carriages in NYC.

Mayor Bill de Blasio campaigned on a popular promise of banning the horse-drawn carriages. But because he did not take the time to learn about and understand the carriage industry, or indeed, horses, he made poor choices in approaching the question, and failed to show leadership on this issue in New York City. Eric Adams, during his previous campaign, stated that he was open to considering the horse-drawn carriage issue, but took no action—until in August, 2025, the Central Park Conservancy, which had always remained neutral, implored the City to ban horse-drawn carriages, due to damage caused to the Park and the real danger to the public. This in the wake of still more collapses, still more spooking, and the tragic collapses and work-related deaths of Ryder and Lady. In September, 2025, Eric Adams put in motion an executive order to pave the way for a ban and for the passage of Intro 0967-2024, Ryder's Law (now Romanch's Law), an excellent bill to phase out the horse-drawn carriages, retire the horses to good homes and rescues, prevent their going to slaughter or being sent to labor in another carriage business, and also to provide alternative employment for carriage drivers, and to provide electric horseless carriages for the Park. A recent survey by Voters for Animal Rights (VFAR) and the Animal Legal Defense Fund (ALDF) found 71% of city residents support a ban, as does Mayor Mamdani and many—an ever-increasing number--on the City Council. The current City Council and administration have the ability to bring to fruition the long held aspiration to free the working carriage horses of New York City and give them the lives of freedom, dignity and healing that they deserve. And in doing so, you would bring New York closer to being the City of our Dreams, compassionate and safe for New Yorkers of all species.

NYCLASS is known for its work in this area; and I would also recommend especially consulting with Elizabeth Forel of the Coalition to Ban Horse-Drawn Carriages, who is particularly knowledgeable, and whose tireless work has given her wisdom and insight concerning all aspects of this issue.

Over the years, there have been regulations enacted—usually after bad accidents--to ameliorate the lives of the horses, and while some were essential (e.g., temperature and humidity limits, etc.), they have been inadequate, insufficient, and poorly enforced. The ASPCA have given up their enforcement role, and the Police and the Department of Health have proven inadequate to the task and not designed for it. A dedicated oversight City Department of Animal Welfare, and a City Council Committee on Animal Welfare are essential, not only for the horses, but to address the shortcomings of the shelter system, as well as our approaches to urban wildlife, and I applaud the new City Council Animal Welfare Caucus. But for the carriage horses, who cannot thrive in New York City, only a ban can protect them.

Once again, the Union now calls for further regulations to solve the problem. Of the horse-drawn cabs of the 19th century, taxi historian Norman Beattie observes, “Then as now, it has been inherently difficult to regulate an industry composed of small operators, whose place of business kept moving through the streets, its transactions often being made in the dead of night with complete strangers." Pages and pages of horse-drawn carriage regulations mean nothing if they cannot be enforced.

In 2007, after a horrifying time of carriage accidents, Newsweek wrote, "New York has the highest carriage-horse accident rate in the country," and the industry's response was to call for hitching posts and more driver training. Newsweek feared that it might take the death of a human being to end it. ("Should Carriage Horses Be Banned?" Newsweek, September 24, 2007. https://www.newsweek.com/should-carriage-horses-be-banned-100229)

More than two hundred horses are employed in the NYC carriage industry at any time, under inhumane and punishing conditions. Their plight is justly a matter of grief and concern to many New Yorkers, as it is to people around the country, and indeed, around the world. New York should be a leader in equine welfare, as in so much else. While relieving the social and economic injustice faced by so many New Yorkers, please also address the suffering of working horses, for the sake of all New Yorkers, and because it is the wise and compassionate thing to do. I know that you care deeply about public safety and safe transportation. Consistent with these is a ban on horse-drawn carriages.

Animal welfare groups already have waiting lists of sanctuaries and good homes for all the carriage horses at the passing of Romanch's Law. The annual costs of adopting and keeping horses were greatly exagerrated at the Hearing, and are more akin to a monthly car payment. Also costs vary throughout the country and can be considerably less outside of New York. The ASPCA, with its Right Horse Initiative, of which I've read, may be of assistance here as well.. The ASPCA writes, “In 2019, the ASPCA acquired the Right Horse Initiative, a program that elevates and advances the work of equine-adoption organizations and supporters

nationwide. As a result, more donkeys, ponies and mules have found homes, allowing the rescue community to help more at-risk equines. We have provided approximately $1 million in grant funding to ASPCA Right Horse partners and routinely transport adopted horses from our partners to new homes via our Horse Adoption Express program. In 2025, more than 3 million people visited myrighthorse.org, the ASPCA's online adoption platform for equines, comprised of more than 100 adoption and industry partner groups."

I understand that Mayor Mamdani wishes to strengthen workers' protections in Intro 943. I would request a similar strengthening in the bill of retirement protection for the horses. In addition to the excellent protections already in place, against slaughter or working with another carriage business, positive wording is desirable to include that they shall go to accredited sanctuaries and good homes; and most importantly, to prevent the horses from being sent to work as farm horses. Farm work is hard, and can include pulling heavy loads.The working life of a New York City carriage horse is on average 4 years before they are spent. When they leave New York, they deserve retirement. And the Amish and Mennonite communities to which many carriage horses have been sent to work, in many cases have a culture concerning working animals that may be incompatible with the intention of Romanch's Law. There is nothing in the current wording of the bill to prevent an NYC carriage horse from being sent to do heavy farm labor. Thank you so much for your consideration of this request.

I myself have worked with horses. Like many others, I have seen the crippling effects on horses of working in New York City—and how a natural life can heal them.

Our city's future depends upon a humane vision for all New Yorkers. Please continue to do all you can to pass Romanch's Law, Intro 943, and say "neigh" to a carriage industry, which (since the advent of cars) is 120 years past its time; which cannot, inherently, meet minimal safety and welfare standards; and which diminishes our city.

Thank you for your compassion, your love for animals, and for our City, and all your work on their behalf.

With gratitude and best wishes,
C. White
[redacted]
New York, New York 10009
[redacted]

P.S. Alternative tourist options are available, if desired. Beautiful and romantic-looking electric horseless carriages, such as those developed and operated by the late David Ducharme of Andre's Carriage Tours in Michigan, could be operated economically in the Park, and Mr. Ducharme had also offered to retrofit economically the existing NYC carriages to be battery-operated and electric (like golf carts), as horseless carriages. (These could still commemorate a nostalgic, old-time era of New York's past, that of the first automobiles, which were, literally,

horse carriages retrofitted to be electric, without the horses. Folks taking horseless electric cabs for the first time back then were in awe!) In fact, in 2012, NYC carriage owner and driver Alex Gerami, co-owner of Chateau Stables, converted his own NYC carriage to be operated electrically, battery driven, environmentally friendly, and without a horse. All that's needed is the will to make this change. This could also offer work to current carriage drivers.

More recently, in 2023, Carriage Horse Freedom in Philadelphia successfully introduced a gorgeous animal-free electric battery-powered horseless carriage ("e-carriage") called Caroline: www.carriagehorsefreedom.com Caroline's slogan: "All of the Charm, None of the harm." "Carriage Horse Freedom promotes a responsible tourism which does not involve the use of animals, and has introduced the *Caroline* Electric Carriage as a cruelty-free and eco-friendly alternative to horse-drawn carriages...Caroline combines the appearance of a traditional horse-drawn carriage with the technology of a modern electric vehicle, offering a humane and unique transportation experience."

Philadelphia's legislative ban of horse-drawn carriages was officially passed and enacted on June 11, 2026, the same day that Ryder's Law was re-introduced in New York City.

When the New York City horses have been freed, City-subsidized field trips to nearby equine rescues in beautiful country surroundings could let New Yorkers of all ages visit horses in a more natural habitat and learn what horses are really like when they're free to be horses. New Yorkers love day trips to the country!

P.P.S. NYCLASS wrote in May, 2026, "New Yorkers have witnessed at least six [now eight] separate violent carriage horse incidents over the past year involving horses bolting, collisions, injuries, and near tragedies involving drivers, passengers, vehicles, and parkgoers. And beyond the public danger, the suffering of these horses continues every single day. Horses like Lady last summer have collapsed and died on New York City streets. Others have been seen limping, underweight, elderly, exhausted, or suffering from visible injuries while still being forced to work in brutal traffic, extreme weather, and dangerous urban conditions."

Following the death of Deniz, the Central Park Conservancy issued this statement on June 10, 2026:

"The Central Park Conservancy has long believed that horse carriages pose a public safety risk in the increasingly crowded Park. In the past year, New Yorkers have witnessed at least seven separate incidents in which horses became spooked and either broke free--posing danger to passengers, park-goers, and others--or caused injury to their drivers, or, now, collapsed and died on Central Park's Drives. It's time to end this practice. You cannot watch these videos or read these stories and believe that New York City government should allow this practice to continue. Let's pass Ryder's Law and join the rest of the world in banning horse carriages from our busy urban streetscape."

The Central Park Conservancy goes on to detail six of the now eight horse-related accidents in Central Park in the last 13 months, which makes for gruesome reading. The Conservancy has issued further statements, concerning the deaths of Deniz and of Romanch Mahajan.

Between 1982 and June, 2026, there are currently 128 known work-related carriage horse accidents, spooking incidents, and collapses resulting in human and horse injuries and death: some in Central Park and immediate environs; some beyond Central Park, travelling between the Park and the Stables, in the Stables themselves, and elsewhere; and 17 additional accidents included in FOIA'd NYPD reports; and including 29 documented work-related carriage horse deaths. And now, the death of a human being--and these are conservative numbers, given that there is no requirement for the industry to report accidents; that if the police are involved, it's up to them whether they file a report; and that these numbers do not include the many hit-and-run and unreported accidents, the unknown fates of many of the horses who have collapsed, the life-shortening effects of working conditions, the deaths by slaughter of many retired carriage horses, and so on. Over time we are becoming aware of more cases than ever before, due to the ubiquity of cell phone videos to document them. A horse-drawn hack carriage business can never be humane or safe in Manhattan. The Coalition to Ban Horse-Drawn Carriages offers brief summaries of many of the accidents and deaths.
https://carriagehorsesnyc.blogspot.com/2018/09/nyc-carriage-horse-accidents-harsh.html?utm_source=substack&utm_medium=email

The world's great cities are banning horse-drawn hack carriage industries like New York's, for their inherent danger and cruelty. Due to animal welfare and public safety issues, horse-drawn carriages have been banned, or are being actively phased out, in cities around the world, including the following. Many of these cities replace them with cruelty-free, battery-operated electric carriages.
These cities include, in the U.S., Chicago, Philadelphia (see below), San Antonio, Salt Lake City, Las Vegas, Reno, Santa Fe, Biloxi, Camden, and in Florida, Key West, Palm Beach, Panama City Beach, Pompano, Deerfield Beach, Treasure Island, Kenneth City; Montreal and Toronto in Canada; Old San Juan, Puerto Rico; Guadalajara, Motul, Quintana Roo including Cozumel in Mexico; Santo Domingo, Dominican Republic; Alcudia and Playa de Muro, Majorca (not a ban, drivers decided to transition to electric carriages themselves); London and Oxford, in the UK; Brussels, Belgium; Prague, Czech Republic; Barcelona, Malaga, and Palma in Spain; Amsterdam, Netherlands; Istanbul, Turkey; Mumbai, India; Melbourne, Australia; Beijing, China.
There have been no horse-drawn carriages in Philadelphia since 2023, and a permanent ban was enacted into law on June 11, 2026, the day of the re-introduction of Ryder's Law in New York City. Meanwhile, the Caroline e-carriage (horseless and electric) has been operating in Philadelphia successfully since 2023. ("All of the Charm, None of the Harm.")

The NYPD Mounted Unit was originally founded in 1871 for a single purpose, to try to overtake the huge number of spooking carriage horses injuring and killing passengers and pedestrians at a time when all vehicular traffic was horse-drawn. Eighteen mounted police officers gave their lives trying, most in accidents involving horse-drawn vehicles including horse-drawn carriages; until, at the beginning of the 20th century, with the advent of automobiles, people rejoiced that

the brutal horse-drawn hack industry, which inflicted terrible suffering, was at an end. It was to relieve the inhumanity of the urban horse-drawn hack carriage industry that the first humane society was founded, before there was one for children. But in the mid-1940's, the tourist carriage business began in Central Park, ostensibly to recall the “romantic” days of the privately-owned carriage, but operated like a hack taxi business. Please let’s close the circle. This is the 21st century. Pass Romanch’s Law, fill the Park with lovely e-carriages, and let the horses go home to pasture, to Nature, to themselves, to live like horses, for all of us.

TESTIMONY in favor of Int. 943, Romanch's Law Prohibiting the Operation of Horse-Drawn Cabs
C. White [redacted]., New York, New York 10009

A HISTORICAL NOTE: The True History of Horse-Drawn Carriages in Central Park

"I can't understand why I flunked American history. When I was a kid there was so little of it."
George Burns, actor-comedian (1896 – 1996)

The Cherry Hill Fountain, named for the spring-blooming cherry trees in Central Park, was built in 1860 as a turnaround and peaceful rest area for the elegant horse-carriages of the wealthy, who enjoyed the view of the Lake, and also as a place for the horses—and birds, too, from "eight colorful porcelain saucers"--to drink and refresh themselves.2 (Though in the 20th century, for many decades prior to its 1981 renovation, the area was used as a parking lot and the fountain was nonfunctional and unavailable to the horses.) In June of 2026, a carriage driver neglected his horse by the Cherry Hill Fountain to snap a photo of the Mahajan family, the horse Sampson spooked and bolted, and 18-year-old Romanch Mahajan gave his life to protect his Mother when she fell from the wildly careening carriage.1, 2, 6, 9

The contemporary Carriage Industry has not always been restricted to Central Park, far from it—after many years of also working elsewhere in Manhattan, like Times Square, they were restricted to the Park by a recent administration in a fruitless attempt to try to curtail or minimize carriage accidents. Yes, contemporary horse-drawn carriages began in the Park, but not so long ago as the Industry would have you think. Not an unbroken 160 years ago—but in 1945.

The Industry likes to claim that Olmsted and Vaux designed the Drive for horse-drawn carriages—what else could they do, there were no cars--and they did, but not for tourists. Only the wealthy 5%, who could afford elegant and expensive carriages, daily paraded them between 4 and 5 p.m. in the afternoon, to the awe of middle class and poor New Yorkers who came to look at them, and the cheek of some little boys who threw stones at them. "Their horses were huge, fat, and slow." 2, 3, 5, 6

"Responding to pressure from local critics," Olmsted and Vaux designed Central Park to strictly separate the three modes of transportation then available, long before motorized transport: the Drive for carriages, the Ride for horseback riders and their steeds, and the Walk for pedestrians.3 This was an important safety feature, as well as an aesthetic one, to preserve the views, "creating intimate landscapes for each type of traveler." The sunken transverse roads separated all three from crosstown traffic. "[Olmsted and Vaux] made it possible to keep park visitors safely above the crosstown traffic, colorfully portrayed in their proposal as 'coal carts and butchers' carts, dust carts, dung carts' and 'fire companies rushing their machines with fantastic zeal at every alarm.'"2

In the 1960's Robert Moses "realigned the Drives to accommodate automobiles,"3 not carriages, and it's been a long time since carriages, horseback riders, and pedestrians were separated from one another, let alone from e-bikes, pedicabs, etc. And a very long time since the horse-drawn carriages were separated from the motor traffic that has replaced Olmsted and Vaux disdained commercial horse-drawn vehicles, as attested by all the terrible accidents, spookings, and collisions originating from the

59th Street horse hack line into 21st-century traffic, loud, clamorous vehicles of all kinds, in New York City, the city with the highest horse-drawn carriage accident rate in the country.

Central Park opened in 1858. In 1863 low-market commercial tourist carriages set up shop in Central Park for 25 cents a ride, while, at the same time, outside the park, the infamous horse hack taxi industry plied their trade. The nineteenth century was a horrible time to be a horse in New York City, but this is the era to which today's carriage industry is harkening, and today's industry is a horse hack industry.

"Although today they are viewed as a tourist experience, the carriages are still designated as cabs. You can see the last remnant of their history as "cabs" in the license plate, which still reads "HORSE DRAWN CAB." Currently, there are 68 operating carriages in New York City."14



In 2014, Christina Hansen, NYC carriage driver, union steward, and industry spokesperson, makes claim to their descent from horse-drawn hack cabs. "'Lots of cities have carriages, but nobody really has carriages like New York,' Hansen says to us. **'We're basically cab drivers that didn't motorize.'** [My boldface.] Indeed, the license plates on carriages read: 'HORSE DRAWN CAB.'" 15

To the horse hack industry, horses were a commodity, and a disposable one. Horse hack taxi drivers actually experimented—sometimes with a horse on a treadmill—to find out just how little you could feed a horse (sometimes wood shavings) and keep him on his feet, until he collapsed or died. And collapse and die they did, in their thousands. In 1880 alone, 15,000 horse carcasses had to be collected from New York's streets—as well as mountains of manure. It was reckoned that it was cheaper to work

a horse hard and feed her little until she died and then buy another, than it would have been to feed the horse well and maintain her humanely. The average working life of a carriage horse was three years before they were done for. Today? The average working life of a contemporary New York City carriage horse in Central Park is only four years before they can't do it any more, not much better than their forebears. Compare that with 14-15 working years for an NYPD police horse.

The Society for the Prevention of Cruelty to Animals was founded in 1866 expressly to protect the abused carriage horses, after its founder Henry Bergh saw a carriage horse being brutally whipped and beaten by her driver. The symbol of the ASPCA remains an angel protecting a carriage horse from her abusive driver. The SPCA (now ASPCA) to protect NYC carriage horses was founded before there was a protection society for children, because the abuse was so blatant, so visible, and so unbearable. 8,7





“Bergh received attention in the press and support for his "Declaration of the Rights of Animals" from key figures in New York’s high society. Moving with now-unheard-of speed, on April 10, 1866, the State Legislature passed the charter incorporating the American Society of the Prevention of Cruelty to Animals (ASPCA). On April 19, they passed an anti-cruelty law, and put the ASPCA in charge of enforcing it. In addition to making sure that people did not beat their draft horses, the ASPCA invented slings to lift injured horses… and even installed horse drinking fountains around the City.” 10

I want to take a moment to consider the work of Bergh and the ASPCA, because it underscores and mirrors the hitherto unmet needs of urban working horses.

“During his 22-year tenure as president of the ASPCA, Bergh relentlessly challenged the overloading of horse-drawn streetcars. Though it was widely known that he had no pets, a New York Herald correspondent who once visited Bergh’s country estate reported that he kept horses. “Lean, rawboned beasts, exactly like the stage and car horses of New York City,” the writer observed, surprised by their condition. “Doubtless, Bergh bought them through pity.”

“Bergh showed unexpected aptitude for inventive thinking when it came to helping New York City’s working horses. In 1867 — one year after our founding, but two years before the city’s first ambulance for people was introduced by Bellevue Hospital — Bergh pioneered the world’s first ambulance for injured and sick horses.

“In 1875, Bergh designed a canvas sling that could rescue horses trapped in mud, rivers or ditches. ASPCA Hospital veterinarians later adapted the design with a ceiling-mounted track that allowed them to move injured horses safely into position for treatment.”12

“Across New York, ASPCA agents ensured working horses had fresh water, maintaining permanent and seasonal watering stations — up to 70 at their peak, primarily in Manhattan but also in the outer boroughs and Westchester. On sweltering days, lines of thirsty horses gathered at the fountains, a sight that Bergh said repaid him ‘for all the work I am doing on their behalf.’

“Though most watering troughs disappeared by the mid-20th century, the ASPCA trucked water to carriage and other working horses during the summer.”12

“Innovations for equines continued after Bergh’s death. In 1902, the ASPCA put a motorized horse ambulance into service, and in 1912, opened our first free veterinary facility, which served horses exclusively.”12

In 1872 a flu struck down New York’s horses—not unlike the 1918 flu epidemic among human beings. It “underscored Bergh’s long-standing warning about overworked horses,” and treatment was rest in airy structures filled with straw, in other words, Nature, of which urban horses had been deprived.12

In the 21st century, the ASPCA has participated in a program that could have significance for re-homing New York’s carriage horses under Romanch’s Law when passed. “In 2019, the ASPCA acquired the Right Horse Initiative, a program that elevates and advances the work of equine-adoption organizations and supporters nationwide. As a result, more donkeys, ponies and mules have found homes, allowing the

rescue community to help more at-risk equines. We have provided approximately $1 million in grant funding to ASPCA Right Horse partners and routinely transport adopted horses from our partners to new homes via our Horse Adoption Express program. In 2025, more than 3 million people visited myrighthorse.org, the ASPCA's online adoption platform for equines, comprised of more than 100 adoption and industry partner groups."12

In the nineteenth century all transport vehicles were horse-powered. Horse pulled everything.
"Horses were the original mode of transportation in the city, the drivers of industry. They pulled buses and streetcars and hauled building supplies for a growing metropolis. And by 1863 they were pulling leisure rides in Central Park. By the late 19th century, their manure alone — an estimated 100,000 tons a year — filled vacant lots, in piles of up to 40 or 60 feet high. They died in numbers as high as 15,000 a year, their bodies sometimes sitting on the streets for days or weeks. The city created the Department of Sanitation in part to handle all the carcasses. By the 1870s, New Yorkers had named a small inlet in southern Brooklyn Dead Horse Bay for all the bodies dumped there by the nearby horse rendering plants." 17, 7

'Without the estimated 170,000 horses pulling street cars and delivery wagons at any given time in the late 1800s, the city would never have become an economic powerhouse.
'But all those equines created a filthy mess. Each horse produced several pounds of manure and more than a quart of urine a day—much of it deposited on city streets and sidewalks.17

The nineteenth century, in the United States and in Europe, was a time of extreme cruelty toward working horses, who were "often worked to death" in New York City and left where they lay dead in the streets: in 1880, 15,000 abandoned horse carcasses were picked up off the streets. The plight of carriage horses and cart horses was so dire as to bring forth Societies for the Prevention Of Cruelty To Animals on both sides of the Atlantic. 17,7

'"Despite the presence of animals, the city had no systematic street-cleaning efforts," wrote Columbia University professor David Rosner in an article called "Portrait of an Unhealthy City: New York in the 1800s."

'"During winter, neighborhoods sometimes rose between two and six feet in height because of the accumulation of waste and snow."



"Dirt carters" would pick up the manure from the streets and haul it to specially designated "manure blocks," where the waste attracted massive numbers of disease-transmitting flies.

‘Then there was the problem of working horses dropping dead in the street. “When a horse died, its carcass would be left to rot until it had disintegrated enough for someone to pick up the pieces,” wrote Rosner. “Children would play with dead horses lying in the street.” (As seen above, in an uncredited photo from 1900.)17

‘In 1880, the city picked up 15,000 abandoned horse carcasses off the streets. With that in mind, the noise and pollution from vehicular traffic doesn’t seem so bad.’17



Circa 1905. "The close of a career in New York." Photo

Would we wish to return to horse-drawn ambulences, horse-drawn snow removal, horse-drawn fire fighters such as they had then? And they had hundreds of regulations, which have since been legislated out of the books, as they became redundant. And there were countless court cases of animal abuse. “Other records reveal another consequence of the city’s reliance on horses. There are disturbing numbers of arraignments in the Police and Magistrate’s Court docket books for offenses related to animal abuse. In many cases, the American Society for the Prevention of Cruelty to Animals (ASPCA) brought the charges.” 4

In addition to abysmal welfare, the 19th-century carriage business from which our contemporary industry claims descent, had a horrendous safety record.

All horses, as prey animals, are fearful and prone to spook and bolt in fear at a perceived danger. They did so then as now, in the Park and in the Streets, wreaking havoc, causing countless accidents, injuries, and deaths to horse and human alike. I cannot speak to accidents specifically in Central Park in those

years, because records are not readily available. But considering all the havoc in the streets around, it is not hard to surmise that Central Park would have been no exception. And I can tell you about 18 police officers who died in horse accidents, involving horses and horse-drawn vehicles. If you consider how few police officers they were compared to the general population, and how many died in the line of duty, it may give an idea of the accidents and deaths incurred. Please see the end of this document, where I provide the details of these accidents.

In 1871, the New York Mounted Police were founded, the first in the country, originally for the express and only purpose of trying to outrace spooking carriage and cart horses, and forestall disastrous accidents. 18 of these officers died in the line of duty—some due to the spooked horses they rode, or whose horses tripped and fell; and some while trying to outrace spooking, bolting horses hitched to vehicles including horse-drawn carriages. Tragically, the injuries sustained by these officers were most often head injuries, similar to that suffered by Romanch Mahajan.

All this is the lineage the Carriage Industry is eager to claim.

Finally, with the turn of the century, automobiles came on the scene. Battery-driven electric taxis—looking for all the world like horseless e-carriages, which is what cars were in the beginning--were seized on by New Yorkers, weary of the cruel horse hack industry. In 1912, when a traditionalist proposed a return to horse-drawn taxis, a journalist wrote in the magazine Autocar that it would be a heartless cruelty to force the horses to return now that they'd been freed. Some horse-drawn vehicles continued to ply city streets until 1918 4 "By the early twentieth century, the number of horses in the city began to diminish. Technology, in the form of motor vehicles—cars and trucks, gradually reduced the city's reliance on horsepower. Between 1910 and 1920, the number of horses in the City declined from 128,000 to 56,000."4

"When gas-powered automobiles began to proliferate in the city in the 1900s, they were welcomed as a less-polluting alternative to horses. They also spurred calls to ban horses from city streets, for the safety of both people and horses.

Yet the horses remained. In the 1930s, they were still the preferred engines for many milk deliveries and other short hauls. A 1931 census estimate put their local population at 22,156 and holding steady."7

And there were no more than fifteen horse-drawn carraiges hoping to give rides in Central Park.

However, with gas rationing in WWII, some demand for horses to pull vehicles returned.

And now, in the mid 1940's, the scene is finally set for the advent, the beginning, of New York City's horse-drawn carriage industry as we know it. And it was launched…with a spooking horse on a grand stage.

"According to NY1 TV, the last horse-drawn taxi stopped operating on July 26, 1917 on Bleecker Street, at Mercer.

"When did the present day horse-drawn carriage trade for tourists begin? It began during the mayoral term of William O'Dwyer, the 100th mayor of New York City. He was elected in 1945, heavily backed by the Tammany Hall Democrats. Eventually confronted with a police corruption scandal, he resigned from office on August 31, 1950.

"O'Dwyer always looked out for his friends and during his time in office, he issued 68 medallions to these friends to set them up in business giving carriage rides to tourists. These medallions are privately owned. To this day, there are O'Dwyers still involved with the business of the carriage industry."

"By 1948, Frank Zachary, disillusioned with the seemingly impossible task of putting together a successful magazine, took a job once again with Grover Whalen, this time to publicize the golden jubilee of New York's consolidation of five boroughs into one city. The 50th anniversary

celebration was rivaled only by the 1939 World's Fair. Whalen, Zachary and crew pulled out all the stops on this project. Everything from the biggest parade in New York history to a monstrous fireworks display in midtown Manhattan helped make this celebration a tremendous success."

'[Grover] Whalen was a former Tammany police commissioner and the city's longtime "official greeter." Always dapper, with a small moustache and a fresh carnation in his lapel, Whalen had presided over the enthralling 1939-40 World's Fair, and would now coordinate celebrations of the 50th anniversary of the five-borough city. This would culminate in a grand parade down Fifth Avenue…one that almost became a disaster when horses pulling an antique stagecoach bearing Mayor O'Dwyer and other dignitaries bolted away from their driver, nearly running down other marchers and wrecking the coach before an alert policeman managed to restrain the animals.'16

"You can't fight the automobile. Once-essential work horses, faded from city streets, leaving only carriage horses carting tourists… By the early 1950s, horses in the city were becoming objects of sympathy…By the 1980s, horses on city streets were almost entirely relegated to the tourist industry in Central Park."7

As far as we know, Romanch Mahajan is the first human being to have died due to the contemporary horse-drawn carriage industry, which began in the 1940's. There have been very many close calls, very many human and horse injuries, at least 128 accidents and 29 work-related horse deaths, and now one human fatality. But as the Park continues to be ever-more-crowded, climate change ever more punishing, population pressure continuing (twice as many as when the horse cabs vanished before the 120 years ago), the likelihood of another human fatality seems greater, and we cannot let it happen. We should have prevented Romanch's death, those of the horses, all the injuries, long ago, in the only way possible. 10

On June 22, 2026 the lovely Cherry Hill Fountain, created for the refreshment of the gracious carriages of the rich, with their fat horses, who only rolled a leisurely hour a day, was the quiet site of a heartbroken vigil in honor of Romanch, a young tourist to our shores, with a bright future before him, until, as his father said, a horse-drawn carriage ride in Central Park "killed his dreams," and Romanch became forever "a son of America," a tragic hero of a story awaiting a happier ending: that this unbearable loss was not in vain, and this, only the passage of Romanch's Law can bring.
Please pass Intro 943, Romanch's Law.

18 Deaths of NYPD Officers and Police Horses: Accidents Involving Horses and Horse-Drawn Vehicles, 1864 – 1928

All horses, as prey animals, are fearful and prone to spook and bolt in fear at a perceived danger. They did so then as now, in the Park and in the Streets, wreaking havoc, causing countless accidents, injuries, and deaths to horse and human alike. I cannot speak to accidents specifically in Central Park in those years, because records are not readily available. But considering all the disaster in the streets around, it is not hard to surmise that Central Park would have been no exception. And I can tell you about 18 police officers who died in accidents, involving horses and horse-drawn vehicles, including horse-drawn carriages. If you consider how few police officers there were compared to the general population, and how

many perished in the line of duty in horse-related incidents, at a time when all vehicular traffic was horse-drawn, it may give an idea of the accidents and deaths incurred.

In 1871, the New York Mounted Police were founded, the first in the country, originally for the express and only purpose of trying to outrace spooking carriage and cart horses, and forestall disastrous accidents. 18 of these officers died in the line of duty—some due to the spooked horses they rode, or whose horses tripped and fell; and some while trying to outrace spooking, bolting horses hitched to vehicles including horse-drawn carriages. Tragically, the injuries sustained by these officers were most often head injuries, similar to that suffered by Romanch Mahajan.

Here is the source: Officer Down Memorial Page, https://www.odmp.org/agency/2758-new-york-city-police-department-new-york

I went to the very moving Officer Down Memorial Page, and discovered that as "The Hatching Cat" reported, in the early years of policing, 18 patrolmen were killed in horse-related incidents, between 1864 and 1928. There have been no animal-related NYPD police officer deaths since 1928. Some of the police horses involved would have perished, too, but not all; police horse Bulb was involved in two of the accidents and survived both. These accidents occurred when the officer's horse spooked; when the mounted officer or the horse was struck by a vehicle; or when the mounted officer was attempting to stop a runaway horse-drawn carriage or other runaway horse-drawn vehicle.

Between the years 1864 and 1928, six NYPD officers heroically gave their lives trying to stop runaway horse-drawn carriages and other horse-drawn vehicles; two additional NYPD officers were killed when they were thrown from runaway horse-drawn patrol wagons (one in Central Park); and yet another officer was struck and killed by a pair of runaway wagon horses, spooked by the sound of a bell—nine officers in all, killed in accidents involving horse-drawn carriages or horse-drawn wagons. In two of the instances, the officers gave their lives trying to prevent runaway horse-drawn carriages from running into children. An additional nine officers gave their lives in horse-related accidents, not to our knowledge involving horse-drawn vehicles: thrown from their horses who slipped, spooked, or were struck by motor vehicles. 18 New York police officers in all have died in horse-related accidents, the most recent in 1928. Many of these officers were with the Mounted Unit; some were not. Many of the police horses in these accidents would also have lost their lives.

All quotations are from https://www.odmp.org/agency/2758-new-york-city-police-department-new-york , the Officer Down Memorial Page:

Nine officers bravely gave their lives due to runaway horse-drawn carriages and wagons:

Patrolman Austen Easterbrook, died in 1864 "of injuries he received while trying to stop a pair of spooking horses attached to a horse-drawn buggy…Patrolman Easterbrook attempted to stop the horses before they injured anyone." Patrolman Austin Easterbrook died of injuries he received while trying to stop a pair of runaway carriage horses. Patrolman Easterbrook gave his life heroically, prior to the creation of the Mounted Unit.

"A pair of horses attached to a horse drawn buggie were frightened and broke loose on Broadway near 14th Street in Manhattan. Patrolman Easterbrook attempted to stop the horses before they injured anyone. While attempting to do this, Patrolman Easterbrook was severely injured. He was removed to the hospital, where he died eight days later from his injuries. Patrolman Easterbrook was assigned to what is the present day 25th Precinct."

Patrolman John Thompson, died December 18, 1877, "assigned to the mounted squad…was killed…while attempting to stop a runaway horse pulling a grocery wagon."

"Patrolman Thompson was killed when he was thrown from his horse while attempting to stop a runaway horse pulling a grocery wagon on Hamilton Street. During the incident he was impaled by a piece of the grocery cart and succumbed to his injuries.
Patrolman Thompson was assigned to the mounted squad."

Patrolman Thomas Gleason, died September 5, 1893, age 50, on the force 15 years, "was struck by a horse-drawn wagon and killed as he performed crossing duties…The driver of the wagon had lost control of the horse when a passing cable car rang its bell loudly."

"Patrolman Gleason was struck by a horse-drawn wagon and killed as he performed crossing duties at the intersection of Tenth Street and Broadway in Manhattan. The driver of the wagon had lost control of the horse when a passing cable car rang its bell loudly. The driver of the wagon tried to yell to Patrolman Gleason to move, but before he could move Patrolman Gleason was struck and killed. Patrolman Gleason had been with the agency for 15 years and was survived by his wife and four children."

Officer Thomas McIntyre, died September 23, 1896, "was attempting to stop a runaway horse carriage; he was dragged from his saddle."

"Officer Thomas McIntyre died after being dragged by a horse. Patrolman McIntyre was attempting to stop a runaway horse carriage at 75th street and Amsterdam Avenue in Manhattan. He was dragged from his saddle and suffered a fractured skull. Patrolman McIntyre was assigned to the Mounted Precinct."

Patrolman Simon McDonnell, died December 7, 1897, age 37, on the force 9 years, “riding in a horse-drawn police wagon…in Central Park when the horse first began to kick, and then tipped over the wagon.”

“Patrolman McDonnell died after being kicked in the head by his police horse. Patrolman McDonnell was riding in a horse drawn patrol wagon on Seventy-Second Street and East Drive in Central Park, Manhattan when the horse first began to kick, and then tipped over the patrol wagon. Patrolman McDonnell was thrown to the ground near the horse and kicked in the head. The force of the kick fractured Patrolman McDonnell's skull, killing him.

“Patrolman McDonnell had served with the New York Police Department for nine years and was survived by his wife and five children. He was assigned to the Elizabeth Street Station.”

Patrolman Bernard O’Rourke, died August 1, 1913, age 31, on the force 3 years, Badge #2802, “when he attempted to stop a runaway horse…running on the sidewalk toward a group of playing children.”



“Patrolman Bernard O'Rourke died of injuries he received when he attempted to stop a runaway horse on 3rd Avenue near 4th Street in Brooklyn.

“At approximately 0915 hours Patrolman O'Rourke observed the runaway horse running on the sidewalk toward a group of playing children. Patrolman O'Rourke jumped on the horse and was able to change its direction, but he lost his grip and he was dragged about fifty feet before being thrown to the street. Patrolman O'Rourke was removed to Methodist Hospital where he died at 1300 hours from his injuries, which included a fractured skull and internal injuries.

“Patrolman O'Rourke had served with the New York City Police Department for three years and was assigned to the 146th Precinct, the present day 78th Precinct. He was survived by his wife.”

Patrolman John Eagan, died January 30, 1905, age 58, on the force 25 years, “from injuries he received when he was thrown from a horse patrol wagon…[when] a car frightened the horses pulling the wagon.”

“Patrolman Eagan died from injuries he received when he was thrown from a horse-drawn patrol wagon. The patrol wagon was en route to pick up an intoxicated man. At 135th Street and 7th Avenue in Manhattan a car frightened the horses pulling the wagon. The driver of the wagon was unable to gain control of the horses and horses started to run at a fast pace down

7th avenue swinging the patrol wagon from side to side. Patrolman Eagan, who was riding on the step of the wagon, was thrown off the wagon. He suffered a fractured skull and lacerations to both hands.

“Patrolman Eagan was taken to Harlem Hospital, where he developed lockjaw from one of his hand wounds. He was moved to St. Luke's Hospital where part of his infected hand was removed, but his condition got worse and he died three days later from his injuries. Patrolman Eagan had been with the agency for 25 years.”

Patrolman William Barrett, died August 26, 1918, Badge #1808, “of injuries he received …when he attempted to stop a runaway horse…attached to a covered wagon.”

“Patrolman Barrett died of injuries he received three days earlier when he attempted to stop a runaway horse. Patrolman Barrett was assigned to the north roadway on the Williamsburg Bridge when a horse attached to a covered wagon approached. Patrolman Barrett attempted to stop the horse, but was thrown to the ground. He was removed to Gouverneur Hospital where he died three days later from his injuries. Patrolman Barnett was assigned to the 13th Precinct.”

Patrolman John H. Conk, died May 3, 1921, age 45, Badge #2666, “struck and killed while attempting to stop a runaway horse and buggy…coming in the direction of children crossing the street.”



“Patrolman John Conk was struck and killed while attempting to stop a runaway horse and buggy. He was in front of Public School 110 in Brooklyn when he saw the horse and buggy coming in the direction of children crossing the street. He jumped onto the wagon and climbed onto the horse. As he attempted to bring the horse under control it hit a sand pile and knocked him. He was taken to Wyckoff Hospital where he succumbed to his injuries six weeks later.

“Patrolman Conk was assigned to the 97th Precinct, the present day 83rd Precinct.”

Nine additional officers gave their lives in horse-related accidents, while bravely serving—18 officers in all, the most recent in 1928. These additional nine deaths did not involve horse-drawn vehicles, to our knowledge:

Roundsman Oscar Reinhardt, Died April 24, 1897, on the force 15 years, "was seriously injured when his horse stumbled while galloping" in the line of duty.

"Roundsman Reinhardt was seriously injured when his horse stumbled while galloping and threw him to the ground, fracturing his skull. The horse also stepped on Roundsman Reinhardt, breaking three of his ribs. Roundsman Reinhardt was removed to the hospital, where he died five days later from his injuries.

"Roundsman Reinhardt, a veteran of sixth United States Calvary, had been with the agency for 15 years and was survived by his wife and son."

I think that Roundsman Reinhardt, too, may have been galloping after a runaway carriage; or, he may have been chasing a criminal or racing to an emergency.

Patrolman Artemus Fish, died May 18, 1909, age 33, on the force 3 years, "thrown from his horse while on patrol."



"Patrolman Artemus Fish died of lock jaw caused by internal injuries he received when he was thrown from a horse while on patrol. Patrolman Fish was on horseback patrol on Ocean Avenue in Brooklyn when he was thrown from his horse. The horse then stepped on Patrolman Fish, causing internal injuries. Those injuries caused an infection that lead to Patrolman Fish's death.

"Patrolman Fish had served with the New York City Police Department for three years and was assigned to the Prospect Park Precinct. He was survived by his wife, parents, and two sisters and is buried at Highland Cemetery in Sidney Center, New York."

See: http://hatchingcatnyc.com/2013/11/09/prospect-park-horse-patrolman-fish/ The Hatching Cat, True and Unusual Animal Tales of Old New York. "1909: The Prospect Park Horse That Decided The Mortal Fate Of Patrolman Fish," posted November 9, 2013.

Patrolman William H. Galbraith, died November 8, 1911, age 42, on the force 14 years, Badge #4518, "thrown from his horse while on patrol."



“Patrolman Galbraith died of injuries he received nine days earlier when he was thrown from his horse while on patrol at the intersection of Walton Avenue and Mt. Hope Place.

“The officer struck his head on the ground and fractured his skull. He was found unconscious by a passing motorist on Mount Hope Place in the Bronx. The citizen called the station and notified them of what he had found. Several officers responded and took Patrolman Galbraith to Fordham Hospital.

“Patrolman Galbraith had served with the New York City Police Department for 14 years and was survived by his wife and two children. He was assigned to the 65th Precinct, which is the present day 48th Precinct.”

Patrolman Daniel Gibbons, died December 19, 1913, age 32, Badge #751, “thrown from his police horse …when he was on mounted patrol.”



“Patrolman Daniel Gibbons died of injuries he received when he was thrown from his police horse. The incident occurred when he was on mounted patrol in the Bronx. Patrolman Gibbons was taken to St. Francis Hospital where it was discovered that his skull was fractured. He died ten days later from his injuries.

“Patrolman Gibbons was survived by his wife. He was assigned to the 123rd Street Station.”

Patrolman John Mee, died July 15, 1914, “on mounted patrol when his horse was struck by an automobile and he was killed.”

“Patrolman Mee was on mounted patrol when his horse was struck by an automobile and he was killed. The vehicle driver was unable to see Patrolman Mee due to heavy fog, and only noticed him at the last second. The driver was able to swerve out of the way of Patrolman Mee's horse, but struck a pole and rebounded off of it into the horse. The horse fell to the ground, causing Patrolman Mee to strike his head on the ground.

“Patrolman Mee was taken to Flushing Hospital, where he died from his injuries.”

Sergeant Thomas F. X. O’Grady, died August 24, 1916, age 36, on the force 12 years, Badge #6224, “while responding to a report of a stabbing…his horse, Bismarck, slipped on cobblestones” and the Sergeant “was thrown from the horse.” “Sergeant O’Grady…was assigned to the Mounted Squad.”



“Sergeant Francis O'Grady succumbed to injuries sustained five days earlier while responding to a report of a stabbing at Dexter Park in Queens. His horse, Bismarck, slipped on cobblestones at an intersection. Sergeant O'Grady was thrown from the horse, which then landed on top of him. He suffered a fractured skull and other injuries as a result.

“He was transported to St. Mary's Hospital where he remained until succumbing to his injuries.

“Sergeant O'Grady had served with the New York City Police Department for 12 years and was assigned to the Mounted Squad at the Richmond Hill Precinct (102nd Precinct). He was survived by his wife and four children.”

Patrolman Christopher J. Tierney, died September 20, 1919, “while on mounted patrol when he was thrown from his department horse, Bulb.”

“Patrolman Tierney was killed while on mounted patrol when he was thrown from his department horse, Bulb.

“Patrolman Tierney was assigned to the 73rd Precinct, the present day 63rd Precinct.

“Three years later, Patrolman France Mace was killed while riding the same horse, Bulb, when the horse was struck by a car and Patrolman Mace was thrown to the ground.”

See http://hatchingcatnyc.com/category/mounted-heroes-of-nypd/ The Hatching Cat, True and Unusual Animal Tales of Old New York. “1919 and 1922: Bulb, the Bad-Luck Police Horse of the NYPD,” posted August 14, 2013. “NYPD Mounted Heroes, Part 1.”

Patrolman Francis J. Mace, died December 11, 1922, on the force 7 years, Badge #4635, “on mounted patrol, on his horse, Bulb, when the horse was struck by a truck” and “Patrolman Mace was thrown from the horse onto the hood of an automobile.”

“Patrolman Mace was struck and killed by an automobile while on mounted patrol.

“Patrolman Mace was on mounted patrol, on his horse, Bulb, when the horse was struck by a truck at the corner of Kings Highway and Flatbush Avenue, Brooklyn. Patrolman Mace was thrown from the horse onto the hood of an automobile. He suffered a fractured skull and broken neck and died instantly.

“Patrolman Mace had served with the New York City Police Department for seven years and was survived by his wife. He was assigned to the 73rd Precinct, the present day 63rd Precinct.

“Three years earlier, Patrolman Christopher Tierney was killed while riding the same house, Bulb.”

The Hatching Cat tells us, “Bulb suffered a broken shoulder blade, but a vet with the police department said he could probably be saved.”

See http://hatchingcatnyc.com/category/mounted-heroes-of-nypd/ The Hatching Cat, True and Unusual Animal Tales of Old New York. “1919 and 1922: Bulb, the Bad-Luck Police Horse of the NYPD,” posted August 14, 2013. “NYPD Mounted Heroes, Part 1.”

Patrolman Patrick Fahey, died February 12, 1928, Badge #2921, “thrown…on traffic patrol…when his horse was frightened by a passing New York Central Railroad train.”

“Patrolman Fahey died of injuries he received when he was thrown from a department horse. Patrolman Fahey was on traffic patrol on West End Avenue and 60th Street, Manhattan, when his horse was frightened by a passing New York Central Railroad train. Patrolman Fahey was thrown to the ground and injured. He was taken to Roosevelt Hospital, where he died the next day from his injuries.

“Patrolman Fahey was assigned to Traffic Precinct C.”

https://ephemeralnewyork.wordpress.com/tag/horses-in-new-york-city/ Ephemeral New York, “Horses in New York City.” Posting for June 21, 2014.

New York’s mounted police go out on patrol

“I don’t know where this postcard image was taken, but it shows us a squad of mounted police ready to hit the streets and keep the peace.

“It’s dated 1905, about when automobiles are beginning to drastically change street traffic and police patrolling. [MCNY photo gallery]”



SOURCES

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https://www.nytimes.com/2026/06/17/nyregion/horse-carriage-central-park-injury.html

2) Drives, Rides, and Walks—Horses in Central Park, by Cynthia Brenwall, December 8, 2023.
https://www.archives.nyc/blog/2023/12/8/drives-rides-and-walks-horses-in-central-park

3) Central Park History Overview, centralpark.com, Text from ***The Park and the People***, Courtesy of Barbara Blackmar & Roy Rosenzweig
https://www.centralpark.com/visitor-info/park-history/overview/

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https://www.archives.nyc/blog/2023/10/20/horsepower-the-city-and-the-horse

5) AI Overview **Pedestrian rules:** Strict 19th-century park guidelines heavily favored the carriage class, forbidding things like commercial wagons and group picnics in designated areas.
Societal shift: Because private carriage ownership was prohibitively expensive, it highlighted a stark socioeconomic divide. However, as the century progressed, working-class New Yorkers fought for and achieved more democratic access to the park's grounds.

6) Ephemeral New York, The elite “carriage parade” in 1860s Central Park. (Quoting Lloyd R. Morris in *Incredible New York*).
https://ephemeralnewyork.wordpress.com/2014/06/16/the-daily-carriage-parade-in-1860s-central-park/

7) Is New York's Love-Hate Relationship With Horse Carriages Over at Last? By John Leland, July 17, 2026, Updated 12:20 p.m. ET
https://www.nytimes.com/2026/07/17/nyregion/is-new-yorks-love-hate-relationship-with-horse-carriages-over-at-last.html
Alec Baldwin declared carriages to be "rolling torture wagons for nature's most dignified creature."

8) Horses Are At The Heart of Our History, ASPCA, May 6, 2026
https://www.aspca.org/news/horses-are-heart-our-history

9) Cherry Hill Fountain, Central Park Conservancy
https://www.centralparknyc.org/locations/cherry-hill-fountain

10) Central Park, The Daily Plant : Parks And The ASPCA : Bringing Horses To Water For 140 Years, NYC Parks and The Central Park Conservancy, by John Mattera, April 6, 2006.
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11) Last Manhattan riding stable shuts after 115 years, Reuters, by Carol Bishopric, August 9, 2007 4:10 PM CDT, Updated April 28, 2007
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"Novograd said bridle paths were being used for running, dog walking and pushing baby strollers, making it difficult for riders."

12) Horses Are at the Heart of Our History, ASPCA, May 6, 2026
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13) AI Overview, Beginning of NYC's Horse-Drawn Hack Taxis.

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https://www.untappedcities.com/vintage-nyc-photos-the-past-present-and-future-of-the-nyc-taxi/

15) Behind the Scenes in the Clinton Park Horse Stables for the Central Park Carriages, Untapped New York, Michelle Young, January 16, 2014
https://www.untappedcities.com/behind-the-scenes-in-the-clinton-park-horse-stables-for-the-central-park-carriages/

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"Glamour Girls, Murder, and the Mayor: The Not So Charmed Life of Mayor O'Dwyer," by Kevin Baker, November 24, 2014.

17) https://ephemeralnewyork.wordpress.com/tag/horses-in-new-york-city/ Ephemeral New York. *Horses in New York City*. "What Horses Left Behind in the 19th Century City." Posting for June 8, 2011.

https://ephemeralnewyork.wordpress.com/2011/06/08/what-horses-left-behind-in-19th-century-new-york/
https://ephemeralnewyork.wordpress.com/2011/06/08/what-horses-left-behind-in-19th-century-new-york/.
What horses left behind in the 19th century city
June 8, 2011
'Without the estimated 170,000 horses pulling street cars and delivery wagons at any given time in the late 1800s, the city would never have become an economic powerhouse.
'But all those equines created a filthy mess. Each horse produced several pounds of manure and more than a quart of urine a day—much of it deposited on city streets and sidewalks.
http://mentalfloss.com/article/18783/surprising-source-new-yorks-first-environmental-problem Mental Floss. "The Surprising Source of New York's First Environmental Problem," by Diana Wolf, June 5, 2008

Dear Honorable City Council,
Thank you for your thoughtful attention to this matter. A complete ban on horse carriages is urgent and long overdue. It is dangerous and inhumane having horses tied to carriages standing in traffic so many hours a day, vulnerable to cars, noise, pollution, and now climate change noise. Horses are not vehicles. They deserve the chance to walk around freely and roll. And they are wildly unpredictable when subjected to intense stimulation.

I hope you will pass the current bill banning horse carriages as soon as possible.

Best,
Camilla

From: [redacted]
To: NYC Council Hearings; Testimony
Subject: [EXTERNAL] Introduction 0943-2026
Date: Thursday, July 16, 2026 10:09:02 AM

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Re: Introduction 0943-2026 – Safety Response and Balancing The Historical Value of New York City's Horse-Drawn Carriages

Dear Members of the New York City Council,

I am writing to ask the Council to consider not only the safety of New York City's horse-drawn carriage industry, but also its historical and educational value.

The recent death of 18-year-old tourist Romanch Mahajan was a tragedy, and it deserves careful examination. My sincere condolences go to his family. The accident should lead to a thorough review of driver conduct, horse handling, operating procedures, route design, and every reasonable measure that could improve public safety.

At the same time, I hope the Council considers whether the appropriate response is to improve safety or to eliminate one of the last remaining examples of living history in one of the world's most historic cities.

Society rarely responds to a tragic accident by immediately abolishing an entire activity. Automobile crashes, construction accidents, aviation incidents, boating accidents, and other tragedies occur despite extensive safety regulations. Our first response is typically to investigate what happened, determine whether established rules were followed, identify failures, and improve training, equipment, and operating standards. Only

when risks cannot be reasonably managed do we conclude that an activity should end.

Horse-drawn carriages present a unique challenge because they involve living animals. No amount of training can eliminate every unpredictable response by a horse. That uncertainty is inherent in working with animals, just as it is with mounted police, working ranches, search-and-rescue horses, and other activities involving trained animals and skilled handlers. The question should therefore be whether those risks can be managed to a reasonable level, not whether they can be eliminated entirely.

I believe there is another question that deserves equal consideration:

What is lost when society removes one of the few remaining opportunities to experience living history?

Horse-drawn carriages are far more than a tourist attraction. They are a tangible reminder of how cities once functioned. They preserve skills, traditions, equipment, craftsmanship, and human experiences that cannot be fully communicated through books, photographs, museums, or videos. They allow people to experience, even briefly, a world in which horses powered transportation, commerce, public services, and daily life.

A society that experiences only the conveniences of the present can gradually lose an appreciation for the sacrifices, ingenuity, and hardships that made those conveniences possible. Progress did not simply happen—it was achieved by generations who lived with greater uncertainty, more physical labor, fewer technological advantages, and risks that were an ordinary part of everyday life.

The purpose of living history is not to recreate the past exactly as it was, nor to ignore its hardships or shortcomings. It is to preserve enough of that experience that future generations can understand how dramatically human life has changed.

Modern transportation, medicine, sanitation, communication, and technology have made our lives safer, faster, and more comfortable than those of nearly every previous generation. That progress is remarkable. Yet it also creates the risk that we begin to judge the past only through the expectations of the present, forgetting the conditions under which earlier generations lived and the realities they faced.

Horse-drawn carriages remind us that the world was once slower, physically demanding, and inherently less predictable. They help people understand not only how transportation has changed, but how everyday life itself has changed.

Preserving living history does not require ignoring risk. It requires acknowledging risk honestly, communicating it clearly, and managing it responsibly. Visitors should understand that they are participating in an activity involving living animals and trained operators, just as they understand the risks associated with many other forms of transportation and recreation.

The question before the Council is not whether horse-drawn carriages are entirely risk-free. Few meaningful human activities are. The question is whether this historic tradition can continue under strong safety standards that reduce risk to a reasonable level while preserving its unique educational and cultural value.

If we remove every historical activity because it no longer reflects modern expectations, we risk creating a society that knows history only through words and images, while losing the experiences that help explain why earlier generations made the choices they did and how they lived.

I respectfully ask the Council to consider whether stronger regulation, better enforcement, improved operating standards, and continued oversight could preserve both public safety and an irreplaceable part of New York

City’s living history.

Thank you for your consideration. Camilla Jones

From: Camryn Bolkin
To: Testimony
Subject: [EXTERNAL] Support for Intro 943
Date: Saturday, July 18, 2026 8:44:35 AM

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Dear NYC Council,

I urge the New York City Council to pass Intro 943, also known as Romanch's Law. It is crucial to end the horse carriage industry, send the horses to loving sanctuaries, and help drivers transition to new employment. Horses are suffering and it is wrong for our city. It is time to pass Intro 943.

Thank you.

Best,
Camryn

Testimony from Carl Tait, [redacted], New York, NY 10019
[redacted]

Hearing: 15 July 2026 – Committee on Health
Subject: Horse-Drawn Carriages

It is hard to believe that the City Council is prioritizing the relatively minor issue of horse-drawn carriages in Central Park over the much more pressing concern of banning eBikes from the park. These eBikers are unrepentant scofflaws who routinely ignore traffic laws and the safety of others – or even their own safety, for that matter. As you know, a scofflaw eBiker in the park was killed due to his own negligence last year, and there have been hundreds of eBike accidents that led to serious injury.

Just this past week, a woman was put into a coma after being struck by a lawless eBiker in Central Park. I personally have narrowly avoided disaster more than once, and at age 64, my response times are reduced. I no longer go to the park as much as I used to because eBikes are such an ongoing problem that the City Council steadfastly refuses to address.

You are being shameless hypocrites in ignoring the major eBike problem while going after horse-drawn carriages instead. It's the equivalent of going after imaginary Reflecting Pool vandals while refusing to address the very real problems that are endangering far more people every day. Shame on you all. Get your act together and ban eBikes from our parks.

Dear Chair Schulman and Members of the Committee,

I am a lifelong resident of New York City, and I write to urge you to pass Intro 943, known as Romanch's Law, to phase out and ultimately ban horse-drawn carriages in our city by June 1, 2028.

This is, above all, an animal welfare issue. Carriage horses are sensitive, intelligent animals forced to work long shifts on hard pavement, surrounded by traffic, noise, and exhaust — conditions no horse was meant to endure. The consequences have been tragic and repeated. In August 2022, a horse named Ryder collapsed on a hot Midtown street and later died. Last month, a 16-year-old horse named Deniz collapsed and died in Central Park after ingesting a toxic plant — showing that even inside the park, this industry exposes horses to hazards the city cannot control. These are not isolated incidents; they are the predictable result of forcing large prey animals to labor in an environment built for cars, not for horses.

Intro 943 gives the city a practical and compassionate path forward. It stops new licenses immediately, phases out horse-drawn carriage operations by June 1, 2028, requires the humane disposition of these horses, bars their sale or transfer for slaughter or use in another carriage business, and creates workforce training so drivers are not left behind.

Nearly seven in ten New Yorkers support ending this industry. We have waited long enough — through the deaths of Ryder, of Deniz, and of a young tourist, Romanch Mahajan. The humane path forward is clear. Please vote yes on Intro 943.

Thank you for your time and for considering the welfare of animals that cannot speak for themselves.

Sincerely,
Carmen Debono
New York City Resident

From: [redacted]
To: Testimony
Subject: [EXTERNAL] Romanch"s/Ryder"s Law
Date: Monday, July 13, 2026 10:55:27 AM

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Dear Chair of the Health Committee and Members of the New York City Council:

I am urging all of you to pass Intro 943 (Romanch's/Ryder's Law) which would permanently ban the horse-drawn carriage industry.

Horses do NOT belong on city streets or city parks where the noise, congestion, exhaust fumes of NYC traffic is what they have to endure while being worked to death (literally). This is beyond cruel to subject these majestic, sentient to such egregious conditions day after day no matter what extremes of weather, from frigid temperatures in the winter to blazing hot days in the summer.
Horses have been stripped of their dignity and all of their natural preferences and behaviors due to being enslaved in this cruel and inhumane industry where all that matters to these 'drivers' is making money.

As an activist who has been working toward a total ban for more than 20 years, this is way past overdue!! Horses are prey animals who are easily spooked as a flight response to the loud, unpredictable environment of big, bustling city. Cities such as Paris, London, Philadelphia, Chicago, etc. have banned this extremely cruel industry. New York City needs and must follow suit.

Now that the preventable and tragic death of a human, Romanch Mahajan,

has occurred, this needs to be the final nail in the coffin of this dying industry. This has ALWAYS been a safety issue for horses and humans-Now, finally, people in power are finally hearing what we have been saying for decades and hopefully, this atrocious business ends NOW with the passage of Intro 943.

I personally do not feel bad that these carriage drivers will be out of work-they have been making blood money for all these years with no remorse.
Any interactions that I have had with carriage drivers over all these years were always unpleasant and contentious. With no provocation, they would yell curses at us and shout very offensive and abusive taunts, making fun of how we looked, dressed, advanced ages of certain activists, etc..
At one of these protests (which we were always told not to engage with them), one of the older activists (80's) fell off a small step where she had been standing. The carriage drivers nearby who saw this, laughed and scoffed, while we waited for the ambulance to come. The activist had dislocated her hip which is certainly nothing to laugh or scoff about.

Thank you for your time and swift attention to this urgent matter.
Please take the horses off the streets of New York City now!!!!!

Sincerely,
Carol Marcus.

It’s time to permanently end NYC’s deadly horse carriages. No amount of regulation or so-called “reform” can prevent the next horse from spooking, bolting, and hurting or killing people. Several carriage horses have also collapsed and died while pulling tourists through New York City. Romanch’s Law is the only real solution to protect both people and horses.

Please do the right thing and end NYC’s deadly horse carriages.

My name is Caroline Shipman and I am a resident of the Upper West Side. I am writing in strong support for the swift adoption of Intro 943, also known as Romanch's Law to end the horse carriage industry in New York City.

Throughout my life as a New Yorker, I have always been heartbroken to see the horses in Central Park. In extreme weather conditions and with evident injuries, I've seen the horses painfully lugging tourists around and it has been heartbreaking. I'd like to go to Central Park as an oasis in the city, but I am unable to enjoy my time there when every way I go there is an animal being abused.

In addition to my general longstanding opposition to the carriage industry, I've also had two significant encounters that further strengthen my belief that the carriage industry must be put to an end as soon as possible.

First, years ago I was in Hell's Kitchen and witnessed the horse Ryder collapse in the middle of the street in extreme heat. His carriage driver was flogging him to get him up, and it was one of the most distressing things I've ever seen in my life to see a mortally exhausted animal being beaten while already suffering. Ryder would eventually be pronounced dead.

Second, around a year ago I was walking my new puppy in Central Park when a horse broke away and was sprinting wildly. Park goers needed to jump out of the way to avoid being trampled, and I remember the acute panic I felt needing to scoop up my puppy and run out of harm's way.

The reasons that the carriage industry must end are thus two-fold: for the welfare of the horses themselves and because it is unsafe to treat animals this way in a crowded, city environment. These beautiful animals should be able to touch grass and live the rest of their years in a sanctuary where they have adequate space.

I understand that counterarguments are being made about the preservation of the carriage drivers jobs, however, every industry is subject to disruption and also the community does not have a valid interest in preserving jobs in an immoral industry. There is also clear public consensus that these horses are mistreated and that this practice should end, so I don't believe that the transportation union should override the will of the people.

I strongly encourage the New York City Council to pass Intro 943 - Romanch's Law - to dismantle the carriage horse industry. This essential legislation will ensure the horses are safely retired to sanctuaries while actively helping current drivers transition into new careers.

Written Testimony to the New York City Council

From: Carrie Daugherty
Savannah, Georgia

Dear Members of the New York City Council,

My name is Carrie Daugherty, and I am writing from Savannah, Georgia. Although I could not be there in person today, I ask that you please accept this written testimony.

For nearly four years, I have worked as a horse carriage driver in Savannah. Before that, I rescued animals and cared for horses. Working with these horses has changed my life. They helped me find purpose, confidence, healing, and peace during one of the hardest chapters of my life. I don't just see horses as part of a job—I see them as partners, teachers, and friends.

I understand that people have concerns about animal welfare. I believe every horse deserves excellent care, and if there are areas where standards can be improved, then let's improve them. Strong oversight, good veterinary care, safe working conditions, and accountability should always be priorities.

But I respectfully ask you not to confuse eliminating an industry with solving its problems.

Horse-drawn carriages are more than transportation. They are a living part of New York City's history and culture. They allow visitors to experience Central Park at a slower pace, in a way no car, bus, bicycle, or rideshare ever can.

I have never had the opportunity to visit New York and take a carriage ride through Central Park. It has always been a dream of mine. When I picture the park, I picture beautiful horses, historic carriages, families laughing together, and a tradition that has connected generations of New Yorkers and visitors to one of the world's most famous parks.

If this tradition disappears, it cannot simply be brought back. Historic barns, skilled horsemen and horsewomen, and generations of knowledge would be lost. Some things, once taken apart, are gone forever.

I also ask that this debate remain respectful. Regardless of where someone stands, no horse or driver should be subjected to harassment or intimidation. These discussions should always be guided by facts, compassion, and respect.

Today, the entire country is watching New York. If something truly needs to be fixed, then let's work together to fix it. Raise standards. Strengthen protections. Continue improving animal welfare. But please don't mistake elimination for progress.

Prayer
Lord, please watch over these horses, their caretakers, their drivers, and every family whose lives are connected to them. Grant wisdom, fairness, and compassion to those making today's decisions. Protect both the welfare of the horses and the people who have devoted their lives to caring for them. May today's decisions be guided by truth, understanding, and a genuine desire to do what is right. Amen.

Thank you for your time and consideration.

Respectfully,

Carrie Daugherty
Savannah, Georgia

Subject: Written Testimony in Support of Ending Horse-Drawn Carriages in New York City

Dear Members of the New York City Council,

I respectfully urge you to support legislation ending horse-drawn carriages in New York City.

For decades, this industry has been associated with documented animal cruelty cases, horse collapses, welfare violations, and accidents involving both horses and people. No amount of regulation can change the fact that horses are prey animals forced to work in one of the busiest and noisiest urban environments in the world.

New York would not be the first city to make this change. Chicago ended horse-drawn carriage operations in 2021, and San Antonio is phasing them out in favor of electric alternatives while supporting workers through the transition.

Ending this industry is not about criticizing carriage drivers. It is about recognizing that our understanding of animal welfare has evolved. We can protect horses while providing a fair transition for the people whose livelihoods are affected.

New York has always been a leader. It is time to retire this outdated practice and replace it with a humane, modern alternative.

Thank you for your consideration.

Ryder, Lady, Deniz, Romanch.

These are not isolated accidents or unfortunate exceptions. They are what happens when we ask prey animals to work city traffic for hours a day, then return to inhumane conditions that offer no ability to rest. When a horse breaks under that pressure, it isn't only the horse who pays. It can be an eighteen-year-old tourist. Who will be next?

Just days before Romanch was killed, a sixteen-year-old horse named Deniz collapsed and died in Central Park while pulling passengers. Before Deniz, it was a horse named Lady, near Times Square. Or Ryder, the horse whose collapse in Hell's Kitchen. Ryder suffered on hot asphalt for over an hour before he got help. It’s time to be honest about what these horses endure.

After working hours on end in grueling conditions, these horses are not brought to pasture. They're led up ramps into multi-story buildings meant for storage. Their “stalls” are prison cells, barely large enough to turn around or lie down. No grass, no herd, and often no windows. Horses are meant to live alongside other horses, instead carriage horses spend their nights alone, standing on hard floors. This treatment is abusive and neglectful. This isn't heritage. It's not charm. It's an outdated business model that treats a living, feeling animal as a prop for tourist photos, regardless of the cost to that animal's body and mind. Regardless of the cost to NYC’s public health.

Please pass Romanch’s Law so we can stop adding names to this list. Thank you.

From: Catherine
To: Testimony
Subject: [EXTERNAL] Written testimony to support banning horse carriages in New York City
Date: Thursday, July 2, 2026 5:52:28 PM

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To the Honorable Members of the New York City Council,

I am writing to urge you to vote in support of legislation to end the horse-drawn carriage industry in New York City.

As a New Yorker, an animal advocate, and a citizen concerned with public safety, I believe that horse-drawn carriages are both inherently cruel to horses and unacceptably dangerous to the public. The recent tragic death of 18-year-old tourist Romanch Mahajan, who was killed after a carriage horse bolted in Central Park, should serve as a wake-up call that this outdated industry poses serious risks not only to horses but also to human beings. Reports indicate that the driver had exited the carriage when the horse ran off, resulting in a catastrophic and entirely preventable tragedy. (Sky News)

This heartbreaking incident is not an isolated event. In recent years, New York City has witnessed numerous carriage horse accidents involving runaway horses, collisions, overturned carriages, injured drivers, and horses collapsing in public. Earlier this month, a 16-year-old carriage horse named Deniz collapsed and died while working in Central Park, causing distress to tourists and New Yorkers who witnessed the incident. In 2025, another carriage horse, Lady, collapsed and died while pulling a carriage in Manhattan. Multiple carriage horses have died in recent years, while many others have been involved in accidents and emergencies. (People.com)

Regardless of the specific cause of any individual horse's death, the larger issue remains unchanged: horses are prey animals who do not belong in one of the busiest and most congested urban environments in the world. They are forced to work amidst traffic, construction, sirens, crowds, extreme weather, and countless unpredictable stimuli. No amount of regulation can eliminate the inherent risks created by placing large, powerful, easily frightened animals in such an environment. (The Washington Post)

There are also ongoing concerns regarding oversight, transparency, and welfare standards within the industry. Last year, carriage operators refused to allow independent veterinary examinations commissioned by the city, raising serious questions about accountability and public trust. If there is nothing to hide, there should be no objection to independent oversight of these animals' health and welfare. (New York Post)

New York City prides itself on being a leader in progress, compassion, and public safety. Horse-drawn carriages are not a cherished tradition worth preserving at the expense of animal welfare and human lives. Many major cities have already moved away from horse-drawn carriage industries, recognizing that they are incompatible with modern urban environments. New York City should do the same.

I respectfully urge you to support legislation to end the horse-drawn carriage industry in New York City and to replace it with humane, safe, and modern alternatives. We owe it to the horses who have suffered and died, and we owe it to the members of the public who have been placed at risk.

Thank you for your time, your consideration, and your commitment to protecting both animals and people.

Sincerely,

Catherine Miranda



Cedo

[redacted]

July 11, 2026

New York City Council, Committee on Health

Re: Written Testimony in Support of Intro. 943 ("Romanch's Law")

Public Hearing – Wednesday, July 15, 2026

Dear Chair Schulman and Members of the Committee on Health,

My name is Cedomir Crnkovic, and I am a New York City resident and regular user of Central Park. I am writing to urge the Committee to advance Intro. 943, Romanch's Law, which would permanently phase out horse-drawn carriages in New York City while supporting affected workers through a transition to new employment.

Central Park is used by millions. Runners, cyclists, families, tourists, and commuters converge on the same paths that carriage horses use, especially in the southern end of the Park near the carriage stands and the roadways leading out of it. That concentration of horses in a small, heavily trafficked area has a daily, tangible cost for everyone else who uses the Park. The southern section of the Park permanently smells of horse waste. When manure dries it is ground into fine dust which is carried by the wind into the faces and lungs of everyone in the area: joggers, cyclists, food vendors, and the many families with small children who visit the Park every day. This is not a minor aesthetic complaint. It is a recurring, avoidable exposure that a modern shared public park should not require its visitors to accept.

Beyond the health hazard, horses are large, unpredictable animals that do not belong in close proximity to dense pedestrian and vehicle traffic. They can and do panic, bolt, and drag carriages into people and cars. The Central Park Conservancy has documented eight horse-related incidents in and around the Park in the past thirteen months alone, including at least five bolting incidents. In January 2026, a bolting horse ran into the intersection at Sixth Avenue and West 59th Street and struck several vehicles. In May 2026, a spooked horse caused a carriage to overturn, injuring a driver. These are not freak, one-off accidents; they are a pattern. That pattern culminated tragically in June 2026, when 18-year-old tourist Romanch Mahajan was killed after being thrown from a carriage that broke free and overturned near Cherry Hill, the incident for which this bill is now named. His death was foreseeable given this record, and it will not be the last one if the industry continues to operate in its current form.

Weighed against these costs, the benefits of keeping horse carriages in the Park are concentrated among a very small number of operators and drivers. I recognize that this is their livelihood, and I think the Council is right to pair the phase-out with a genuine transition program rather than an abrupt shutdown. But a small, identifiable group of beneficiaries should not be allowed to impose a daily health hazard and a recurring, sometimes fatal, risk on the much larger number of people who share the Park every day.

For these reasons — incompatibility with how the Park is actually used today, the persistent air-quality, odor, and health burden from horse waste, and a documented and worsening pattern of dangerous, sometimes fatal, incidents — I respectfully urge the Committee to pass Intro. 943 out of committee and the full Council to enact it into law.

Thank you for your consideration and for the opportunity to submit this testimony.

Respectfully submitted,

Cedomir Crnkovic

[redacted]

Dr. Charles Chaffin
[redacted]
New York, NY 10036

New York City Council
New York, New York

Testimony Regarding the Future of Horse Carriages in New York City

Dear Members of the New York City Council,

I am writing to express my support for eliminating the use of horse-drawn carriages in New York City and transitioning to a modern, humane alternative: electric carriages that preserve the tradition and employment opportunities associated with this industry while protecting animal welfare.

New York City is a global leader in innovation, sustainability, and humane treatment of animals. The continued use of horses for carriage rides in a dense urban environment creates unnecessary challenges for these animals, including exposure to traffic, noise, extreme weather conditions, and the stresses of navigating crowded city streets. A city as forward-thinking as New York should seek solutions that reflect both compassion and progress.

Replacing horse-drawn carriages with electric carriages would allow the city to preserve the cultural and tourism aspects of carriage rides while eliminating the concerns associated with using live animals in this environment. Importantly, this transition should be designed to support the workers and drivers who depend on this industry. Those who currently operate horse carriages have valuable knowledge of the routes, customer experience, and tourism needs of the city. They should be offered opportunities to transition into operating and managing electric carriage services.

A thoughtful transition plan could provide training, financial assistance, and employment pathways so that workers are not displaced but instead become part of a safer, cleaner, and more sustainable future for this industry.

New York has repeatedly demonstrated that it can balance tradition with innovation. Moving to electric carriages would represent a compassionate and practical solution that respects both animals and the people whose livelihoods are connected to this work.

I respectfully urge the New York City Council to take action to eliminate horse-drawn carriages and establish a transition to electric carriages that protects animal welfare while supporting current carriage operators.

Thank you for your consideration and your commitment to building a more humane and innovative New York City.

Sincerely,

Dr. Charles Chaffin

Support for Intro 943

We urge the New York City Council to swiftly pass Intro 943, also known as Romanch's Law, to end the horse carriage industry, send the horses to loving sanctuaries, and help drivers transition to new employment. These horses are currently living in deplorable conditions, forced to work tirelessly without proper health precautions in place for their wellbeing. It is an exploited industry that is rapidly losing popularity.

Good afternoon, Chair and members of the City Council.

My name is Chelsi Kosarin, and I am here today to urge you to support legislation that ends the use of horse-drawn carriages in New York City.

For generations, these horses have been expected to work in one of the busiest, noisiest, and most congested urban environments in the world. They spend their days navigating traffic, breathing exhaust fumes, standing on hard pavement, and facing risks that no amount of regulation can completely eliminate. While many carriage drivers undoubtedly care deeply for their horses, compassion alone cannot change the realities of city streets.

New Yorkers have always been leaders in recognizing when traditions should evolve. We no longer rely on horses for transportation. Today, horse-drawn carriage rides exist solely as entertainment. When an activity depends on exposing animals to unnecessary risks for recreation, it is time to ask whether that reflects the values of a modern, humane city.

Ending the carriage horse industry is not about criticizing the people who work in it. It is about recognizing that we can support workers through a fair transition while choosing a future that no longer requires horses to work in urban traffic. Other cities have embraced more humane alternatives, and New York can do the same.

This is an opportunity for New York City to demonstrate leadership by prioritizing both animal welfare and thoughtful economic transition. Future generations should remember this moment as the time when our city chose progress, compassion, and common sense over an outdated practice.

I respectfully ask you to support legislation to end horse-drawn carriage rides in New York City.

Thank you for your time and consideration.

From: Cheryl Conley
To: Testimony
Subject: [EXTERNAL] Horse-drawn carriages
Date: Friday, July 3, 2026 2:10:16 PM

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I am writing to express my strong opposition to New York City's horse-drawn carriage industry. While many view these carriage rides as a charming tradition, I see them as an outdated practice that places the entertainment of people above the welfare of the horses.

These animals spend their working lives pulling heavy carriages through congested city streets filled with cars, buses, trucks, taxis, bicycles, and constant noise. They must remain alert while navigating traffic, breathing exhaust fumes, standing on hard pavement for hours, and coping with conditions that are far removed from the open spaces horses were naturally designed to inhabit.

Equally troubling is that they are expected to work in weather extremes. Whether enduring sweltering summer heat, freezing winter temperatures, rain, or other challenging conditions, the horses have little choice but to continue performing until their workday ends. Although regulations exist regarding temperature limits, those rules do not eliminate the physical and mental stress associated with spending long hours exposed to the elements while pulling passengers through city streets.

Horses are intelligent, social animals with natural instincts to graze, roam, and interact with other horses. Confining them to an urban environment where their primary purpose is to provide entertainment for tourists falls far short of meeting those behavioral needs. While many carriage operators undoubtedly care about their horses, good intentions cannot change the fact that the job itself requires animals to perform under conditions that prioritize commerce over their well-being.

As a society, we have continually evolved in how we treat animals. Many practices once considered acceptable are now recognized as unnecessary and inhumane. I believe horse-drawn carriage rides belong in that category. New York City is fully capable of preserving its history and charm through humane alternatives that do not require living animals to spend their lives working in one of the busiest urban environments in the world.

I respectfully urge you to support efforts to end the horse-drawn carriage industry and replace it with alternatives that reflect modern standards of animal welfare and compassion. Our traditions should evolve as our understanding of animal welfare grows.

Regards,

Cheryl Conley

City Council Members, look at the world around us.

We live in a city defined by innovation. In NYC, the very center of our modern existence, we embrace the future. We utilize autonomous delivery robots, we navigate on fleets of electric bikes, and we rely on advanced, clean technology to keep this city moving. We are a city that prides itself on being at the cutting edge of human progress.

And yet, in the middle of this technological marvel, we force horses to endure a life that belongs in the 19th century.

It is a jarring, cruel paradox. We have created a city of neon lights and high-speed efficiency, yet we continue to subject these intelligent, sensitive animals to a concrete gauntlet of toxic exhaust, relentless noise, and the constant, deafening chaos of gridlocked traffic. A horse is a prey animal, wired by nature to bolt when startled and in the heart of New York City, there is no place for them to run that doesn't put them, their drivers, and innocent pedestrians directly in the path of disaster.

The death of Romanch Mahajan wasn't a 'freak accident.' It was the inevitable outcome of forcing an ancient practice into a modern, high-speed nightmare. We cannot continue to choose the aesthetic of a bygone era over the sanctity of human and animal life.

We are better than this. We have the technology to provide tourism and wonder without the suffering. It is time to retire the carriage trade to the history books where it belongs. I urge you: pass Romanch’s Law. Choose the future over the past, and let us end this dangerous, inhumane chapter once and for all.

Letter to the New York City Council Committee on Health in Support of “ Romanch’s Law” (Int. 0943)

Dear Council Committee Members,

I am an animal lover who has lived in New York City for 18 years. Over that time, I frequently passed by carriage horses in Central Park, feeling uneasy about their presence. True, none looked abused, overtly in pain, or starving —and I was glad to see that. But I implicitly recognized that modern New York is a profoundly difficult environment for a horse. It is noisy, chaotic, and riddled with hidden perils, producing anxiety in humans and animals alike. I love the city’s energy and challenges, and I chose to live and work here because of them. Carriage horses did not choose this life. They did not choose to spend their days plodding around the city in all manners of hot and cold weather, strapped to a carriage, with their freedom of movement and instincts suppressed.

My years of low-level concern crystallized into urgency earlier this summer, when I learned of the horrifying death of the horse Deniz and the runaway hose accident that killed the young man for whom this bill is now named, Romanch Mahajan. Even though each incident could be written off as a “freak” event —Deniz died from snacking on toxic decorative plants, and a driver had carelessly left the runaway horse, Sampson, unattended —together, they validated the same underlying truth: Despite existing regulation and standards of care, and despite the horses not being overtly mistreated, the modern city presents far too many variables to make the industry safe for either horses or humans.

Now, I know you will hear from passionate defenders of the industry. (I've gotten into heated Twitter debates with some.) I do not doubt that these individuals care about their horses; they also have legitimate fears about what will happen to the horses and their own economic future if the industry is banned. Change is difficult, as we all know, and some people will devote themselves to opposing it, no matter what benefits it might provide. But we cannot allow the horses to be prisoners of their fears. They may insist that there are no safe rescue, adopter, or sanctuary options for the horses; this is not true. They may insist that there is no way for drivers to avoid economic ruin if they can't continue offering carriage rides; this is also not true. We know that where there is a will — coupled with sufficient resources and prudent management — there is always a way.

I close not by arguing that you ignore the concerns of drivers and their supporters, but that you take those concerns to heart in advancing this bill. Recognize that they come from fear, and ensure these fears do not become reality. Provide the drivers with sufficient resources and benefits to help them transition. Ensure careful vetting and management when helping find safe places for the horses to live. In doing so, drivers may have to be dragged, kicking and screaming, into the future, but they will eventually find it a much better place.

Thank you for considering my remarks,

Christie Smythe
[redacted]
New York, NY, 10039
[redacted]

July 15, 2026

Letter to the New York City Council Committee on Health in Support of “ Romanch’s Law” (Int. 0943) [Revised in light of hearing contents]

Dear Council Committee Members,

My name is Christie Smythe. I am an animal lover who has lived in New York City for 18 years. I have often passed carriage horses in Central Park, uneasy about their presence. None looked mistreated to me. But I recognized the obvious: a modern urban metropolis is a brutal environment for a horse —noisy, crowded, and riddled with dangers.

My concerns rose to urgency after the deaths of the horse, Deniz, and the brave young man for whom this bill is now named, Romanch. Both events point to the same truth: No matter what regulations and standards exist, modern New York City presents far too many variables for this industry to be safe. Whether thoughtlessly planted toxic plants, inattentive drivers, off-leash dogs, or new sources of chaos, like e-bikes and Amazon trucks, there will always be something we can neither predict nor fully mitigate. That’s the heart of the problem.

Drivers testifying today clearly love their horses and their jobs. They have legitimate fears about both. But we cannot allow horses to remain imprisoned by these fears or humans to remain at risk. I close by asking not that you ignore the drivers and their supporters, but that you listen to them carefully as you advance this bill. Address their real pain points, recognize that some kicking and screaming against change is inevitable, and chart a path to progress.

Thank you for considering my remarks.

Christie Smythe
[redacted]
New York, NY 10039

From: Christina Fritz
To: Testimony
Cc: Christina Fritz
Subject: [EXTERNAL] Support for Intro 943 - Romanch's Law
Date: Friday, July 17, 2026 4:57:13 PM

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Hello,
My name is Christina Djemal and I have lived in Midtown Manhattan for 26 years, originally from Queens NY.
Over the years, I have witnessed several acts of reckless, inhumane appalling behavior by the carriage, horse drivers.
One incident involved a horse carriage, driver who head butted a horse in the nose, because he put 1 hoof on the curb to relax his leg. He hit him so hard that the pain could be felt through the horses facial grimace and shaking of his head. The horse took a step back and the driver yanked him forward. I asked the driver why he did that? and he replied, "Oh look how big he is, he doesn't feel it". The driver looked embarrassed- that he had been caught and tried to brush it off like it was nothing. I have witnessed several actions of horse carriage drivers rough handling the horses, pulling on their reigns violently, kicking them, and as I mentioned, headbutting them in the nose.
I have also witnessed road rage incidents involving a carriage driver and a taxi driver, the taxi driver pulled in front of the horse and slammed on his brakes, causing the carriage horse driver to pull hard on the reigns to make the horse stop short, this happened several times while the motorist blew his car horn incessantly, and then he and the carriage horse driver exchanged words in a shouting match, cursing and swearing in front of parents and children. What an embarrassment for NYC. The entire time the horse is the innocent victim in this road rage.
Another time while driving my car across W. 55th St. towards my home on eighth Avenue a horse carriage pulled his horse up to the back window of my SUV so closely that the horses nose was almost touching the glass, his/her breath fogged up my entire rear window. I couldn't believe that a carriage driver would pull his horse so close to my vehicle to inhale the fumes from the exhaust. I even pulled up a few inches to give the horse some space only to have the carriage Horse driver pull up again and again right behind me until the horses nose was almost touching the window. I got out to ask the driver if he could give the horse some space so that he was not so close to breath in the fumes. The driver yelled, "shut up bitch and gave me the finger". Not a surprising response, as I have come to know that these carriage horse drivers have no respect for the horses they abuse or people.
Another time, I witnessed a horse trotting up eighth Avenue towards Central Park with a broken horseshoe. The horseshoe was falling off, making a clip clapping sound that was not the usual clip clap of the horse hoofs.
Most of the horses look, emaciated, lame, downtrodden, distressed and sad. Their spirits are so broken that they don't even raise their heads. Although I live near Central Park, I rarely go there because I find it so depressing to see these horses out there day after day week after week year after year.
I have also witnessed carriage horse drivers making illegal U-turns on 57th St. Stopping in front of Saks Fifth Ave during the Christmas time of year to see the window display light show in front of Saks Fifth Ave with passengers, among hundreds / thousands of pedestrians, extreme loud noise and music from the Christmas display that could be heard for up to four City blocks away.
I have seen many horse carriage drivers with passengers in locations throughout the city that they are not supposed to be in such as Time Square, down Fifth Ave, Bryant Park, and pretty much wherever they feel like going if someone pays them enough, they will take the horse anywhere. Horse carriage drivers do not obey the rules, they run red lights and make illegal turns all the time. Always putting the horse and pedestrians at risk.
Many horses are out working in extreme heat and subzero temperatures. I have seen horses in Central Park standing in blizzards with temperatures so cold that the carriage driver is standing across the street at the plaza hotel entrance seeming warmth under the heat lamps. They do not adhere to the weather restrictions when it is extremely hot or cold.
Please do the right thing and pass Intro 943, Romanch's law.
Thank you.
Regards,
Christina Djemal

July 15, 2026

New York City Council
Committee on Health
City Hall
New York, NY 10007

Re: Written Testimony in Support of Intro 943, Romanch's Law

To the Committee on Health,

I am writing in support of Intro 943, Romanch's Law.

A horse pulling a carriage through Central Park is standing on pavement that in August can reach well over 100 degrees at ground level, with no shade and no say in the matter. In January that same horse stands in freezing rain waiting for a fare. This was true before Ryder collapsed in Hell's Kitchen. It was true before Deniz died after eating a toxic yew planted along his own route. It was true on June 17th, when Romanch Mahajan, eighteen years old and visiting this city for the first time, was killed after the horse pulling his carriage bolted through the park.

The carriage industry asks the city to accept a level of risk that no other form of transportation here is allowed to carry. Horses are prey animals. They spook. No amount of training removes that instinct, and no amount of oversight has prevented three documented crises in as many years.

I saw a working alternative to this firsthand in Lisbon this summer. The city runs vintage-style electric cars through its oldest neighborhoods, the same streets tourists come to see, and the response was not resignation but affection. People lined up to ride them. Drivers had steady jobs that didn't depend on an animal's nervous system holding up under traffic. No horse died on those cobblestones. No rider was thrown. And the cars themselves had a charm that pulled people in rather than a spectacle built on an animal's suffering. Lisbon proved a city can keep the romance of a carriage ride through its streets without asking a living creature to absorb the risk.

That is the model Intro 943 points New York toward. The bill phases the horse carriage industry out on a real timeline, funds a transition to electric carriages, and commits to a workforce program for the drivers who currently depend on this work. Nobody loses their livelihood. The horses go to sanctuary. And the city gets to keep the image it's selling to tourists, just without a horse's life staked on it.

I've spent years working alongside Voters for Animal Rights on legislation like this, and I've watched how long a bill can sit before a city is willing to act on it. Romanch Mahajan should not have had to die for this hearing to happen. I ask the Committee to vote yes and move Intro 943 forward.

Thank you for your time and for holding this hearing.

Sincerely,
Christina Gdisis

From: Christine Galotti Noyes
To: Testimony
Subject: [EXTERNAL] Written Testimony in Support of Intro 943 ("Ry"s/Romanch"s Law")
Date: Thursday, July 16, 2026 10:51:06 AM

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Dear Members of the New York City Council,

I am writing in support of Intro 943 to end the use of horse-drawn carriages in New York City.

As a licensed clinical social worker and Veterinary Social Worker, I have dedicated my career to promoting the well-being of both people and animals and to honoring the human–animal bond. We have an ethical responsibility to ensure that animals are not placed in environments that compromise their safety, health, or welfare.

While horse-drawn carriage horses have long been part of New York City's history, our understanding of animal welfare continues to evolve. It is time for our policies to evolve as well.

Thank you for your consideration and for your commitment to improving animal welfare in New York City.

Respectfully,

Christine Galotti Noyes, LCSW, VSW
Brooklyn, NY

Christopher Leon Johnson
[redacted] Brooklyn ny 11213
[redacted]

7/15/26

Hello my name is Christopher Leon Johnson and I am submitting additional testimony to my in person statement this afternoon for the bill intro 943. I support intro 943. The truth is that the bill is a land grab which will target the stables on west 38th st in Hudson yards and the west 52nd street stable in Hells Kitchen. I was there all day. And when I replayed the speech of TWU Local 100 President John V. Chiarello, he said not one word about how the bill is a land grab. He didn't say it because he knew what would happen to him. As i said before in the in person hearing, John V. Chiarello gambles in Atlantic City and he doesn't want any private investigators that are paid by those developers to expose him using union money to gamble at the slots and tables. TwU local 100 can complain about how The Central Park Conservatory ED makes 7 figures but is this the same TWU local 100 that took out a 7 figure PPP loan that they were forced to do damage control on Social media when they got called out for it by their rank and file members. I think that the bill is a great land grab that will save Horses lives and human lives. It will prevent the next Ryder's and Romanch Mahajan's going forward. I'm not a big fan of upzoning but if this means that it will save lives then this can be one of the exceptions. The unions lost their power. They don't have the pull they have anymore. The bill will save lives. When it comes to the labor options for the horse carriage drivers. The only reason John C is upset is Because he has no plan to make them train conductors and Bus drivers. He knows that they are smarter than him and if they was to ever uncover the real John the funny thing is that Harvey Epstein Exposed him when under pressure that they only are good in lip service instead of delivering real results for their members. John C knows that if those folks become MTA workers then he's out of the door and Tramell Thompson will be the Local 100 president. He doesn't want them to be bellhops or Hosts at the casino because those jobs are ran by HTC and Richard M. He knows that he will lose those members. There is a labor solution. John is scared of losing power. With this bill. He will lose power. He will do anything to maintain it. That's why there were many cops inside the Chambers. The sad thing was that one of the opposition of the bill got kicked out by the nypd for acting out and not the people that support the bill. And when what John said about the delivery workers and their e bikes. Shame on John C because he knows that they are just trying to make a Honest dollar and the delivery workers get treated like dirt by the apps. Even Julie said that they are working on solution for those guys and gals at the hearing. The e bike situation is a problem but as a labor leader, John C should had knew better when calling them out. Ligia Guallpa of Workers Justice project that oversees the Deliveristas won't say anything Because she might need them down the line. She doesn't want to shake the apple cart with TWU. I'll call TWU OUT FOR THAT STATEMENT. I support the bill intro 934. I love horses. I love animals. Thank you.

Sincerely

Christopher Leon Johnson

To the New York City Council and relevant city government entities:

I implore you to NOT ban carriage horses in New York City.

These horses are beloved members of their driver families, with whom they share the same goals of achieving love, accomplishment, purpose, belonging, and self-sustenance. They are doing the work that they were born to do, and which their ancestors have done since shortly after the dawn of man. Taking them out of this role and "setting them free", as advocates like to say, would be no different than if an advocate was to pluck you, the City Council, from your seats today, place you in, perhaps the Theatre District, or Yankee Stadium, and tell you you were "free". No job, no purpose, no shelter, no sustenance, no hope of seeing your family again, but "free". There might be many other "free" people around, but life as you know it is gone and you cannot go back.

For a horse bred to comfortably pull freight, or drag a plow through hard earth, a wagon with a few people in it is no harder than you or I carrying a briefcase or backpack to the office, or bringing groceries in to the home.

Carriage horses are older, retired from harder endeavors, and often bought at auction where they are saved from slaughter. While the U.S. currently does not slaughter horses, many American horses end up in Mexico or Canada, where they are slaughtered in large numbers.

City Council regulation has long ensured that Carriage Horses' care and employment is well-regulated, including limits on where an when they can work, weather conditions they can work in, health care, and five weeks of vacation outside the city every year. These regulations are well enforced by the City, the NYPD, and independent veterinarians from the best hospitals in the country. Carriage Horses by any measure have better lives than millions of New York City humans who live in poverty and struggle to make ends meet, afford health care, food, and shelter, and find meaningful jobs.

The Carriage industry is one of the safest, most regulated, and highly scrutinized industries in New York, with one tragic death of a person and but three work-related horse deaths in New York City going back well over a hundred years. Just this week a pedestrian was put into a coma in Central Park by an e-bike. A few weeks ago an e-bike and e-scooter collided killing both drivers. Pedestrians are run over and people are killed in car accidents every day. People die in construction accidents, drown swimming, collapse playing sports, and are injured or killed myriad other ways doing things that they love or choose to pursue, but we do not ban any of these pursuits or industries.

Central Park has become a dangerous place. That danger is from the fact that it is run amok by electric bikes, scooters, electric pedicabs, uber eats drivers, and amazon carts,

none of which were ever intended to be there, and never should be. And now after the death of Dennis, we learn that the Central Park Conservancy has been planting plants in the park that are deadly to horses, people, and dogs.

This ban effort has been driven by a real estate grab funded by Steve Nislick, who created and funds NYCLASS, and has been trying to get his hands on the horses' west side stables for over a decade. The informationon the money that he has pumped in to buying city electeds is publicly available through the NYC Campaign Finance Board. What is not so easy to see is how the Central Park Conservancy became such an aggressive opponent of horses. Nislick, uber eats and food delivery companies, amazon, pedicabs, and rental bikes all stand to gain by removing the horses from the park.

The U.S. is currently removing horses and buffalo from public land, to make room for beef cattle. Natural habitat is vanishing. Shelters and funding for them have been at capacity for decades.

The death of that young man was a tragedy and should be investigated to find ways to prevent such accidents in the future.

Carriage Horses afford an opportunity for those who do not have access to horses to learn about and meet these magical creatures.

If we do not make room in our lives for horses and other animals, we will soon find out that there is no room in the world for them.

Please do not take away this rare treasure of beauty and conservation that New Yorkers are blessed to enoy.

Christopher S. Miller

[redacted]

New York, New York 10028

[redacted]

Dear Council Members,

It is my understanding that you are due to have a hearing on whether to pass Romanch's Law (intro 967) this coming week.

I urge you to please pass this law, and end the cruel and dangerous practice of using horses on our city streets. Not only do horses deserve a life off of city streets where they are surrounded vehicle traffic, poor air quality, consistent loud and scary noises, and extreme heat. They deserve retirement from this unnecessary job they have been made to do for so many years. Many organizations have come together to develop a comprehensive retirement plan that would ensure the safe transition of these horses into sanctuaries, rescues, and private homes.

These sources have freedom just ahead if only you make it possible. Please do the right thing all of them.

Sincerely,

Christina Catt

To Chair Schulman and members of the Committee on Health: I am writing to express my strong support for Intro 943, also known as Romanch's Law. I urge the City Council to pass this crucial legislation to permanently phase out the horse-drawn carriage industry.

For those who are unable to understand the depths of what these horses are being forced to endure, we must shine a light on their reality. Imagine being thrown into a chaotic and noisy environment that you are not only completely unfamiliar with, but one that you were never meant to inhabit. Then, imagine being forced to perform repetitive tasks day after day—no matter the weather—that are physically exhausting and mind-numbing. Sooner or later, your body and mind break down, but no one cares because they do not speak your language or care about your pain. To compound that, the only solitude you have is a space that barely allows you to move around or lie your tired, aching body down—a prison cell, really.

How long would it be before you start to act out your feelings since other cues are being blatantly ignored? Horses are sentient beings born of sovereignty. Freedom is in their blood. But being prey animals, so is fear. If they do not die from being neglected, they will surely choose flight to get you to notice. The time has come to pass Romanch's Law and end this cruel, outdated, and life-threatening practice for the safety of both horses and humans.

Furthermore, I strongly urge the Committee to amend the proposed phase-out date from June 1, 2028, to a much more immediate timeline of six months. A dire situation that has resulted in the senseless deaths of horses and a teenage boy cannot wait two more years to be resolved.

Thank you for taking the time to read this.

Letter to NY City Council: Oppose Intro 943

Subject: **Oppose Intro 943 ("Ryder's Law") – Protect NYC's Carriage Horses and Drivers**

Dear City Council Members,

I am writing to urge you to oppose **Intro 943**, a bill that would devastate NYC's carriage drivers and ironically harm the very horses it claims to protect.

This legislation is a fundamentally flawed proposal for several critical reasons:

- **Threatens Horse Welfare:** By banning carriage work both inside and outside the city,

the bill strips these working horses of the activity that keeps them healthy. It offers zero funding or retirement infrastructure for the 200+ displaced horses, stripping them of their value and inadvertently putting them at risk of neglect or slaughter.

- **Destroys Livelihoods:** The bill phases out carriage driver licenses by June 2028 without offering comparable employment, training in the equestrian field, It merely directs drivers to a standard job–placement program with no interim income security.
- **Forces Unwanted Separation:** Carriage drivers do not want to be separated from their privately owned animals, many of which are young and far from retirement age. Forcing these horses into an already overcrowded sanctuary system takes spots away from horses genuinely in need.

Intro 943 does not rescue horses; it eliminates their care, strips drivers of their rights, and destroys a historic profession. Please vote no on this harmful bill.

Instead, please take a look at bill 937

.This “Horse Welfare” bill. This bill is designed to improve the lives of the horses and the people who care for them.
Intro 937 calls for the Rental Horse Advisory Board to do a comprehensive study in the best practices regarding horse health and procedures, ending with a report, recommendations and immediate common sense safety improvement measures. Some highlights of the bill include:

•Hitching posts or other infrastructure for drivers to tether their horses that would stand as an additional safeguard against a horse bolting from

a carriage stands.

•An earlier start and finish of the shift that would allow the horses to commute when there is the least traffic and temperatures are cooler in the summer.

•Weather related suspensions issued by DOH would be quicker using NWS readings from Central Park's station rather than relying on the availability of NYPD Mounted Unit officers who take the readings now.

•Stricter driver safety training and examination protocols would further enhance safe practices within the industry.

Sincerely,

Chrystina Lammers

[redacted]

Deleon Springs, fl 32130

[redacted]

From: cindy kreiman
To: Testimony
Subject: [EXTERNAL] Please Ban Horse Drawn Carriages
Date: Sunday, July 12, 2026 12:55:09 PM

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Good Afternoon,
I am writing to you on behalf of our horses, they have been a major part of our history and still are to this day. They help veterans, prisoners, people with special needs, those with physical, emotional and psychological issues.
They are living, sentient beings, trying to live in a world being overrun by "humans". How can we treat them as though they only matter for our benefit and profit?
These horses are pushed to limits in any kind of weather, they are not treated with compassion,care or respect. They continue to take their last breath in a most horrific way and their deaths are on our hands.
Very often they are left unattended, they get spooked, the fumes from vehicles fill their lungs, their emotions, health and feelings are ignored. How is this Humane?
Horses are dieing, people, including children are injured and killed,
Misconceptions, myths and lies, greed, ignorance, special interest groups, money, power and politics take control.
The public's opinions need to be heard and acknowledged.
I lived over twenty years of my life in New York area and my family and I will not be visiting as long as this cruel and unnecessary slavery continues.
Thank you for your time...

Sincerely,
Cindy Kreiman
[redacted]
Bentonville, Va. 22610
[redacted]

Testimony in Support of Intro 943

Citlali Munoz • Woodside, Queens

Good morning. My name is Citlali Munoz, and I'm from Woodside, Queens.

I'm here today because I believe animals deserve compassion. They have souls. They feel fear, they feel pain, and they feel exhaustion, even when we ask them not to. I don't think that's a controversial thing to say, and I don't think it should be a controversial thing to legislate.

This June, we lost two lives to the carriage trade in the span of a week. A horse named Deniz collapsed in Central Park, still harnessed to a carriage, after eating a toxic plant she never should have had access to. Seven days later, an eighteen-year-old named Romanch Mahajan was killed when the horse pulling his carriage spooked and the carriage overturned. Neither of them had to die. Both of their deaths were the predictable result of putting a prey animal, built to run from danger, in the middle of Manhattan traffic, year after year, for our entertainment.

I don't say any of this with anger toward the drivers or the industry. I say it because I think we, as a city, can do better than we have been doing. Intro 943 doesn't punish anyone. It retires these horses to accredited sanctuaries where they can finally just be horses, and it gives the drivers a real, funded path into safer, more stable work.

No more cruelty. No more carriage horses dying in the street, and no more families like Romanch's grieving because of it. I'm asking you, as a resident of this city, to vote yes on Intro 943.

Thank you for your time.

From: New York City Council
To: Testimony
Subject: Wed, Jul 15 2026 @ 10:00 AM - Committee on Health
Date: Friday, July 17, 2026 9:47:44 AM

Attendee will be: Submitting written testimony
[redacted]
Attendee name (Zoom name): CJ Raymond
[redacted]
Hearing: Wed, Jul 15 2026 @ 10:00 AM - Committee on Health
Subject of testimony: NYC jogger in coma after e bike driver rams into her and he was riding the wrong way in Central Park and he isn't facing any consequence. Ban EBikes not horses!!!
Organization: Self
Organization if "Other":

If a testimony was uploaded, it will be in the attachments.

Chair and Members of the New York City Council,

Thank you for the opportunity to submit testimony in support of legislation to end New York City's horse-drawn carriage industry and transition to humane, modern alternatives.

This issue is about more than tradition. It is about whether New York City's infrastructure, public safety priorities, and values are compatible with continuing to require horses to work and live in one of the most densely populated urban environments in the world.

Our streets are designed for motor vehicles, bicycles, buses, pedestrians, emergency responders, and constant construction—not for horses. Every day, carriage horses are expected to navigate heavy traffic, loud and unpredictable noises, crowded intersections, and increasingly frequent periods of extreme heat. While the City has enacted regulations intended to protect carriage horses—including restrictions on working during extreme temperatures—those regulations themselves acknowledge that the urban environment presents inherent risks to these animals. The need for such protections underscores a simple reality: New York City is not a natural or appropriate environment for working horses.

Just as important is what happens when the horses are not working.

Horses are grazing herd animals that evolved to spend the majority of their day walking, grazing, and interacting with other horses. Their physical and psychological well-being depends on regular movement, turnout, and social interaction. Yet carriage horses spend much of their lives housed in multistory urban stables where opportunities for natural movement and behavior are necessarily limited. New York City's own regulations require carriage horses to receive an annual furlough with daily pasture or paddock turnout, recognizing that access to open space is essential for their welfare. However, for the remainder of the year, these horses live and work in conditions that cannot fully provide what science tells us they need to thrive.

This testimony is not intended to criticize the individuals who work in the carriage industry. Many drivers, grooms, and stable workers have devoted years to caring for these horses and deserve respect. The question before the Council is not whether individual caretakers care about the animals. The question is whether New York City should continue to authorize an industry that depends on keeping large prey animals in an environment fundamentally at odds with their biological and behavioral needs.

Ending horse-drawn carriages would also benefit New Yorkers. Horses sharing congested streets with taxis, buses, delivery trucks, cyclists, and millions of pedestrians creates an unnecessary public safety risk. Even well-trained horses can be startled by sudden noises, traffic incidents, or emergency vehicles. When that happens, the consequences can affect not only the horse, but passengers, drivers, pedestrians, and first responders.

As our understanding of animal welfare has advanced, many longstanding practices have been reconsidered. New York City has often led the nation in adopting policies that reflect evolving knowledge, compassion, and responsible governance. This is another opportunity to do so.

Importantly, ending the horse-drawn carriage industry does not have to mean abandoning the people whose livelihoods depend on it. A carefully planned transition can support workers while replacing horse-drawn carriages with innovative, humane alternatives that continue to attract visitors and celebrate New York City's unique character without compromising animal welfare or public safety.

Tradition has an important place in our city's history, but tradition alone should not determine public policy. We should ask whether this practice reflects the city we aspire to be today and in the future.

I respectfully urge the Council to support legislation ending horse-drawn carriages in New York City. Doing so would demonstrate a commitment to public safety, humane treatment of animals, and thoughtful urban planning while ensuring that both workers and horses are treated with dignity during the transition.

Thank you for your time, your consideration, and your commitment to serving both the people and animals of New York City.

Dear New York City Council Members,

As a New York resident, I urge you to pass Intro 943, Romanch's Law, to end horse carriages in NYC, send the horses to sanctuaries, and support drivers transitioning to new work. Please vote yes.

I support Intro 943, Romachs Law. As a professional in the equine industry who has spent many years around abused, traumatized, and injured horses, I am no stranger to the state of the horses I see every day as I walk through Central Park. Overheated, underfed, struggling to walk, and emotionally shut down. But in addition to the suffering of these horses, New Yorkers and tourists are at risk of injury and death. As we saw with Romachs tragic passing, prey animals like horses are not physically or mentally stable in settings such as Manhattan and the stables that they live in when not working. Under such extreme work and living conditions, as well as no ability to regulate themselves, one wrong move and a human or horse can be at risk of losing their life. Beyond the need to end the unethical living and working conditions these horses live under, we as New Yorkers and those who love to visit our city should be safe from the unsafe circumstances carriage drivers and horses can cause. I support Intro 943, Romachs Law. Protect people, protect horses.

NEW YORK CITY COUNCIL

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

THE FUTURE OF

CENTRAL PARK CARRIAGE HORSES

A Comprehensive Proposal for Horse Welfare, Public Safety, Historic Preservation, and a World-Class Central Park Horse Center

IN OPPOSITION TO INTRO 943

IN SUPPORT OF INTRO 937

Submitted to:

New York City Council
Committee on Transportation and Infrastructure

Prepared by

Clara J. Bright

July 15, 2026

MASTER REPORT | INTEGRATED TESTIMONY EDITION

EXECUTIVE SUMMARY | EXECUTIVE SUMMARY

Choosing Leadership Over Elimination

The debate surrounding the future of Central Park carriage horses presents New York City with an important choice.

The City can choose elimination through Intro 943, or it can choose responsible modernization through reform, investment, and accountability.

This proposal presents a third path:

> **Protect the horses. Improve the standards.**
> **Preserve the history. Strengthen safety.**

Horse welfare and historic preservation are not opposing values. A city as great as New York should not be forced to choose between compassion and tradition.

For nearly 170 years, since 1858, horse-drawn carriages have been part of Central Park's identity. They have carried generations of visitors through one of the world's most famous public spaces, creating memories connected to proposals, weddings, anniversaries, holidays, and family traditions.

The future should not be about preserving the past exactly as it was.

The future should be about creating something better.

This proposal recommends:

- Higher welfare standards.
- Expanded veterinary oversight.
- Improved safety infrastructure.
- Modern horse-care facilities.
- Public education.
- Greater transparency.
- Exploration of a Central Park North Horse Center.

- Recognition of carriage horses as part of New York City's living cultural heritage.

New York City has always been a place where history and innovation exist together.

The goal should not be to become the city that ended a historic tradition.

The goal should be to become the city that transformed it.

INTRODUCTION | INTRODUCTION

A Decision That Defines New York's Values

Chair and Honorable Members of the Committee:

Thank you for the opportunity to testify today.

My name is Clara Bright, and I respectfully submit this consolidated testimony and policy proposal to the New York City Council Committee on Transportation and Infrastructure.

I respectfully urge you to oppose Intro 943 and support Intro 937.

> *"A nation that forgets its past has no future."*
> *- Widely attributed to Winston Churchill*

The decision before the Council is larger than one industry.

It is about how New York City responds when a historic tradition faces criticism.

Do we eliminate first?

Or do we improve first?

Throughout its history, New York has demonstrated that preservation and progress can exist together.

Historic buildings receive modern safety systems.

Historic bridges receive engineering upgrades.

Historic neighborhoods receive thoughtful renewal.

The Central Park carriage horse tradition deserves the same opportunity.

The answer to concerns about welfare and safety should be responsible reform - not automatic elimination.

CHAPTER 1 | CENTRAL PARK AND THE HISTORY OF THE CARRIAGE HORSE TRADITION

A Tradition Built Into the Park's Original Design

Central Park was created during the nineteenth century when horses were central to transportation, commerce, and recreation.

Frederick Law Olmsted and Calvert Vaux designed a carefully planned system of:

- Carriage drives.
- Bridle paths.
- Pedestrian walkways.
- Scenic routes.

These features allowed visitors to experience the landscape in different ways.

Horse-drawn carriages were not an accidental addition to Central Park.

They were part of the original vision.

As the Central Park Conservancy explains in its historical account of the Park, Frederick Law Olmsted and Calvert Vaux designed the carriage drives specifically for scenic travel by horse-drawn carriage. The use of horses and carriages therefore belongs not only to the Park's later history, but to the intended experience built into its landscape design.

For generations, carriage horses have remained connected to the experience of the Park.

They represent a living link between:

- New York's history.
- Urban transportation.
- Recreation.

- Tourism.
- Family traditions.

They are not simply an attraction.

They are part of the story of Central Park.

CHAPTER 2 | HORSE WELFARE: THE FOUNDATION OF THE FUTURE

The Welfare of the Horses Comes First

Any discussion about the future of this tradition must begin with one principle:

> **The horses deserve the highest possible standard of care.**

The question should never be whether welfare matters.

Everyone agrees it does.

The question is:

> **What approach creates the best future for the horses?**

This proposal argues that improvement - not elimination - is the strongest path.

Modern Working Horses

Horses continue to serve important roles around the world, including:

- Police programs.
- Therapeutic riding.
- Agriculture.
- Competition.
- Ceremonial programs.
- Education.
- Tourism.

A working horse's quality of life depends not only on whether it works, but on:

- Veterinary care.
- Nutrition.
- Rest.
- Exercise.
- Professional handling.
- Safe conditions.

Working Horses, Individualized Care, and Sanctuary Claims

Some opponents argue that every carriage horse would necessarily be better off if removed from work and relocated to a sanctuary. Relocation, however, does not automatically guarantee a better life. The quality of any placement depends on the actual resources, staffing, veterinary capacity, land, management, and long-term financial stability of the receiving facility.

Many carriage horses have been bred and trained over generations to work alongside people. Their daily welfare may include individualized handling, a tailored diet, routine veterinary attention, professional hoof trimming and care, and new shoes approximately every four to five weeks when appropriate for the individual horse.

Keeping the horses in New York also permits continuous public visibility, municipal regulation, veterinary review, and direct accountability. Removing a horse from public view does not, by itself, improve that horse's life or guarantee that promised care will continue.

Not every sanctuary has the resources to provide the same level of individualized daily care. Sanctuaries can be underfunded, may experience financial instability or closure, and in some reported cases horses at inadequately managed facilities have been found malnourished or neglected. The word sanctuary is not, by itself, proof of adequate lifelong care.

Any proposed relocation plan should therefore be evaluated horse by horse and facility by facility, with verified standards, documented staffing and veterinary capacity, stable financing, appropriate land and shelter, enforceable lifetime-care commitments, and continuing oversight.

No horse should simply be removed from public view and sent to a remote placement without proof that the receiving facility can provide a safer and better lifetime. If welfare is truly the goal, New York should invest first in better facilities, better oversight, and better care.

There is always room for improvement. Drivers, veterinarians, stable owners, horse owners, city officials, advocates, supporters, and independent equine professionals can all contribute to making the industry safer and better.

The relevant welfare question is not whether a destination is called a sanctuary or a stable. The relevant question is whether each horse will receive safe housing, appropriate movement, expert care, sound nutrition, humane handling, medical attention, and a secure long-term future.

A New Standard of Excellence

New York City should pursue a world-class model including:

- Digital veterinary records.
- Preventive healthcare.
- Advanced hoof care.
- Improved equipment.
- Weather protections.
- Nutrition monitoring.
- Professional education.

The goal should not be minimum compliance.

The goal should be excellence.

CHAPTER 3 | PUBLIC SAFETY: FROM TRAGEDY TO SOLUTIONS

Compassion Must Be Combined With Facts

One tragic death is one too many. Every life matters, every family deserves answers, and my thoughts are with the family affected by this tragedy.

Compassion must be the beginning of the discussion, but responsible policymaking must also be guided by facts, not emotion, and by fairness, not a predetermined narrative.

The public deserves a complete investigation that asks:

- What happened?
- What safety measures were in place?
- What factors contributed?
- What failed or was missing?
- What improvements can prevent a similar event?

> **INVESTIGATE WHAT HAPPENED.**
> **FIX WHAT FAILED. IMPROVE SAFETY. MOVE FORWARD.**

A Consistent Standard of Public Safety

Accidents occur every day involving cars, bicycles, e-bikes, animals, machines, public venues, amusement rides, concerts, sporting events, beaches, and countless other activities. No activity involving people, animals, or machines is entirely risk-free.

When tragedy occurs in other settings, the normal response is to investigate the cause, identify failures, strengthen safeguards, and continue the activity under improved standards. We do not ordinarily condemn an entire lawful industry before asking how the system can be made safer.

Recent examples illustrate the broader principle:

- May 19, 2026, Rockaway Beach: an 18-year-old swimmer was swept away in a rip current and was later found deceased. The tragedy led to search, investigation, mourning, and renewed attention to beach safety, not a demand to permanently close every beach or prohibit swimming.
- June 20, 2026, Madison Square Garden: a man died after falling from an elevated seating area during a concert. Emergency responders intervened and the event later continued. The response centered on the tragedy and investigation, not on permanently closing the venue or banning concerts.
- Motor vehicles: crashes kill tens of thousands of people nationwide each year. Government investigates causes, enforces rules, improves vehicles, roads, licensing, and safety systems, and continues transportation.
- Bicycles and e-bikes: pedestrians have been killed and injured in collisions, including in and around Central Park. The policy response is improved regulation, traffic management, enforcement, and safer design, not automatic elimination of all bicycles and e-bikes.
- Amusement parks and public events: fatal accidents have occurred. The responsible response is investigation, accountability, engineering review, operating changes, and improved safeguards.

In nearly every case, people ask: What happened? What went wrong? How can we prevent it from happening again?

That is how safety improves.

> **So why should horse-drawn carriages be held to a completely different standard?**
> **Why these horses? Why this industry?**

The Role of Hitching Posts and Secure Stops

A horse becoming startled or spooked is not unusual because horses are living animals. The critical public-safety question is whether the horse

was properly secured, whether an approved hitching post or tie-off point was available, and whether the operating procedures were sufficient for a photo stop or other pause.

If additional hitching posts and secure stopping arrangements had been in place, an incident involving an unsecured or startled horse might have been prevented. That possibility should be investigated directly and used to design stronger requirements rather than as an excuse to avoid practical solutions.

Practical Safety Improvements

The available solutions include:

- Install additional hitching posts and secure tie-off points at authorized stopping and photo locations.
- Require horses to be secured whenever a driver leaves the carriage or conducts a photo stop.
- Consider a trained second attendant when conditions, passenger needs, traffic, or special operations make one appropriate.
- Improve designated loading, unloading, waiting, and stopping areas.
- Strengthen driver testing, recurrent training, and emergency-response procedures.
- Review routes and manage interactions among carriages, pedestrians, cyclists, pedicabs, delivery vehicles, and e-bikes.
- Better manage heavy bicycle and e-bike traffic during peak periods and at known conflict points.
- Document incidents, near misses, equipment issues, and corrective actions through a transparent safety-review system.

The City should continue working directly with carriage drivers, stable owners, horse owners, veterinarians, farriers, transportation officials, the Parks Department, Central Park stakeholders, public-safety personnel, cyclists, pedestrians, advocates, and supporters to identify hazards, test improvements, and raise standards through practical cooperation.

That is responsible policymaking. Responsible people look for solutions, not excuses to eliminate an industry. We solve problems by improving systems when practical solutions are available.

CHAPTER 4 | THE CENTRAL PARK NORTH HORSE CENTER

Transforming Debate Into Opportunity

New York City has the opportunity to create something that does not exist anywhere else in the world:

> **A modern urban horse-care center dedicated to welfare, education, and preservation.**

This would not simply be a stable.

It would be a center of excellence.

Possible Features

Modern Stable Facilities

Designed around:

- Comfort.
- Ventilation.
- Cleanliness.
- Safety.
- Spacious stalls.
- Turnout paddocks.
- Pasture access where feasible.
- Equine welfare research.

Veterinary Wellness Center

Including:

- Preventive care.
- Diagnostics.
- Rehabilitation.

- Recovery programs.

Education Center

Teaching visitors about:

- Horse history.
- Veterinary science.
- Responsible care.
- Central Park history.

Public Transparency

Allowing residents and visitors to understand how horses are cared for.

CHAPTER 5 | PRESERVING A LIVING CULTURAL HERITAGE

More Than a Tradition

Some history exists only in museums.

Some history continues to live.

The Central Park carriage horse tradition is living history.

To many New Yorkers and visitors, the horses are also a living landmark: noble animals creating a rare connection between people, nature, and history in the center of one of the world's busiest cities.

It is experienced every day by:

- Visitors.
- Families.
- Tourists.
- New Yorkers.

A carriage ride can represent:

- A marriage proposal.
- An anniversary.
- A birthday.
- A once-in-a-lifetime visit.

Historic Recognition

New York City should explore recognizing this tradition as part of its living cultural heritage.

Recognition should come with responsibility:

- Higher welfare standards.
- Transparency.
- Accountability.
- Continuous improvement.

Preservation does not mean refusing change.

Preservation means protecting what matters while making it better.

CHAPTER 6 | ECONOMIC AND COMMUNITY VALUE

Supporting People Who Care for the Horses

The carriage horse industry supports:

- Drivers.
- Stable workers.
- Horse owners.
- Veterinarians.
- Farriers.
- Feed suppliers.
- Harness makers.
- Small businesses.

These are skilled professionals.

A responsible policy should support them while improving standards.

Intro 943 would eliminate livelihoods throughout the industry, affecting not only drivers but also the network of workers and small businesses that provide skilled horse care, equipment, supplies, transportation, maintenance, and professional services.

Tourism and New York Identity

Central Park carriage horses contribute to the unique character of New York City.

They exist alongside:

- Broadway.
- Museums.
- Historic neighborhoods.
- Landmarks.

They represent a connection between the modern city and its past.

CHAPTER 7 | WHY INTRO 937 IS THE RESPONSIBLE PATH

Improvement, Safety, Welfare, Preservation, and Cooperation

Intro 937 offers a future based on:

- Improvement.
- Safety.
- Welfare.
- Preservation.
- Cooperation.

Intro 943 offers elimination.

> **Banning is not improving.**
> **Elimination is not reform.**

Removing horses from New York does not automatically create better welfare.

Creating better standards does.

Intro 937 provides the more responsible framework because it can improve safety, strengthen welfare, preserve jobs, and protect one of New York City's oldest living traditions while keeping the industry subject to public rules and continuing reform.

Improvement comes through better standards - not bans.

The welfare of these horses deserves evidence-based decisions grounded in verified facts, documented conditions, professional expertise, and transparent oversight - not fictional narratives or assumptions that have not been tested against the circumstances of each horse.

FINAL RECOMMENDATIONS | FINAL RECOMMENDATIONS

A Responsible Path Forward

The City Council should:

1. Reject Intro 943.
2. Support Intro 937.
3. Continue improving welfare regulations and veterinary oversight.
4. Invest in safety infrastructure, including additional hitching posts, secure loading and tie-off systems, and a second-attendant requirement when conditions warrant.
5. Explore a Central Park North Horse Center with modern stables, spacious stalls, turnout paddocks, and pasture access where feasible.
6. Expand education, public transparency, digital records, and incident reporting.
7. Require evidence-based review of any proposed retirement or sanctuary placement, including verified capacity and lifetime-care commitments.
8. Maintain a working advisory process involving drivers, stable owners, horse owners, veterinarians, farriers, city officials, the Parks Department, advocates, supporters, and Central Park stakeholders.
9. Recognize the cultural importance of the carriage horse tradition.

CONCLUSION | CONCLUSION

A Future Worth Protecting

New York City has always been a leader because it finds solutions.

The choice before the Council is not:

> **Tradition versus compassion.**
> **History versus progress.**

> **Choose both: Tradition and Compassion.**

The true choice is:

> **Will New York eliminate a tradition, or will New York transform it into a model for the world?**

The future of Central Park carriage horses can represent the best of New York:

- Innovation.
- Responsibility.
- Compassion.
- History.
- Progress.

> **Protect, don't prohibit.**
> **Improve, don't eliminate.**

> *"The greatness of a nation and its moral progress can be judged by the way its animals are treated."*
> *- Widely attributed to Mahatma Gandhi*

I leave the Council with one final question:

> **Is banning truly protecting animal welfare - or is improving their care the better path?**

Thank you for your time and consideration.

Respectfully submitted, **Clara J. Bright**

TWO IMAGES. TWO PERSPECTIVES.
ONE SHARED GOAL.

★ ★ THE WELFARE OF THE HORSE UNITES US ALL. ★ ★

RYDER'S LAW

The photograph widely circulated during the debate over "Ryder's Law."



VS.

PHOTOGRAPHIC LIMITATIONS

A single photograph cannot, by itself, determine a horse's overall welfare. This image may be influenced by:

- **Wide-angle perspective** – Close-range photography can visually elongate the horse and emphasize the ribcage.
- **Camera angle & body position** – The viewing angle and the horse's posture can make skeletal landmarks appear more pronounced.
- **Lighting & shadows** – Indoor lighting increases contrast and can accentuate ribs, hips, and shoulders.
- **Missing context** – A photograph cannot reveal the horse's age, breed, veterinary history, medical conditions, Body Condition Score (BCS), diet, or treatment plan.

Horse welfare should be evaluated through veterinary examinations, medical records, and comprehensive assessment—not a single image viewed in isolation.

THIS IS ALSO PART OF THE STORY

A contemporary photograph of a carriage horse in Central Park.



WHAT THIS PHOTOGRAPH REPRESENTS

WORKING PARTNERSHIP
For generations, many carriage horses have been bred and trained for work alongside people. With appropriate care, many adapt well to structured work and regular human interaction.

THE HUMAN–HORSE BOND
Behind every carriage horse is a daily relationship built through feeding, grooming, exercise, veterinary care, and consistent handling.

LIVING HISTORY
For more than 160 years, carriage horses have been part of the cultural landscape of Central Park, connecting millions of visitors with New York City's history.

ONE PHOTOGRAPH IS NOT THE WHOLE STORY
Like the image on the left, this photograph captures only one moment in time. Responsible public policy should be based on comprehensive evidence—not isolated images.

1 PREVENT ACCIDENTS. IMPROVE WELFARE.

Rather than eliminating the industry, invest in practical solutions that strengthen horse welfare.

- Modern stables near Central Park
- Dedicated hitching posts to safely secure horses when waiting
- Enhanced veterinary oversight
- Continued inspections and accountability
- Ongoing improvements to safety and welfare standards

Every preventable risk deserves a practical solution. Infrastructure, oversight, and accountability protect horses, handlers, and the public.

2 COULD SOME ACCIDENTS HAVE BEEN PREVENTED?

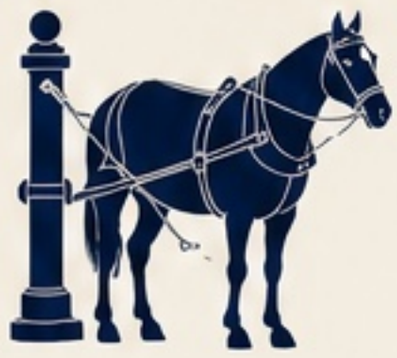
Dedicated hitching posts provide a secure place to safely tie horses when they are not actively pulling a carriage. They can reduce unnecessary risks by improving horse management, enhansiarg public safety, and helping prevent incidents associated with unsecured horses.



Better infrastructure protects horses, handlers, and the public.

PREVENTION TODAY MEANS SAFETY TOMORROW.

3 THE IMPORTANCE OF HITCHING POSTS



- Provides a safe place to secure horses when not in use
- Reduces the risk of unnecessary stress and heat build-up
- Supports better horse management
- Improves handler safety
- Improves public safety

IF PROPERLY DESIGNED HITCHING POSTS HAD BEEN AVAILABLE THROUGHOUT CENTRAL PARK, SOME INCIDENTS MIGHT HAVE BEEN PREVENTED OR THEIR RISK REDUCED.

IMPROVING INFRASTRUCTURE IS A PRACTICAL HORSE WELFARE SOLUTION.

★ WHAT UNITES US ★

No matter which side of this debate we are on, there is one thing that unites us:

THE HORSES' WELL-BEING

Healthy · Safe · Properly Cared For · Treated with Dignity

TWO VISIONS OF HORSE WELFARE

One perspective believes the best way to protect horses is to end the carriage industry.

Another perspective believes the best way to protect horses is to strengthen welfare standards, modernize facilities, improve oversight, and preserve a historic New York tradition.

PUBLIC POLICY SHOULD BE BASED ON:

- Veterinary science
- Objective inspections
- Medical records
- Accountability
- Continuous improvement

OUR SHARED RESPONSIBILITY

We are all here today because we care about the welfare of these horses.

"At the end of the day, we all want the same outcome: healthy horses and the highest standards of animal welfare. We may disagree on the solution, but we are united by our commitment to their well-being. If we begin with what unites us rather than what divides us, we can find solutions that protect the horses while preserving New York City's historic carriage tradition.



ONE GOAL: HORSE WELFARE

PROTECT THE HORSES · PROTECT THE PEOPLE WHO CARE FOR THEM. · PRESERVE A LIVING NEW YORK TRADITION

Good afternoon, Council Members.

Thank you for giving me the chance to speak today.

I'm here because I believe it's time to end horse-drawn carriage rides in New York City. I know they're part of the city's history, and I understand why people enjoy seeing them. But just because something has been around for a long time doesn't mean it's still the right thing to do.

When I think about these horses, I think about what their daily lives are actually like. They spend hours walking on busy streets surrounded by cars, buses, sirens, construction, and crowds of people. They stand on hot pavement in the summer and work in all kinds of weather. That's not a natural or peaceful environment for a horse.

Even when they're well cared for, they're still living and working in conditions that no horse would ever choose. And when something unexpected happens in city traffic, the horse, the driver, and the public can all be put in danger.

This isn't about criticizing the carriage drivers. Many of them clearly love their horses. It's about asking whether this is something we should still be asking animals to do in 2026.

New York has always been a city that moves forward. We can respect our history while also making more compassionate choices. There are other ways to celebrate the city's character and welcome tourists without relying on horses to work in the middle of Manhattan traffic.

I hope you'll support legislation to end horse-drawn carriage rides and give these horses the retirement they deserve.

Thank you for your time.

From: Connor Escoffery
To: Testimony
Subject: [EXTERNAL] Intro 943 - Please Pass
Date: Monday, July 20, 2026 11:00:53 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report suspected phishing emails with the Phish Alert Button or forward them to [redacted] as an attachment.

I urge the New York City Council to swiftly pass Intro 943, also known as Romanch's Law, to wind down and ultimately end the horse-drawn cab industry.

Horse-drawn cabs are an outdated practice that is both cruel to horses and dangerous to pedestrians. This is a chance for New York City to once again be at the forefront of change and be a model for other cities fighting this same issue.

Regards,
Connor Escoffery

From: Corey Anderson
To: Testimony
Subject: [EXTERNAL] Pass intro 943
Date: Friday, July 17, 2026 11:48:24 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report suspected phishing emails with the Phish Alert Button or forward them to [redacted] as an attachment.

We urge New York City council to swiftly pass Intro 943, also known as Romanch's Law. To end the horse drawn carriage industry, send the horses to loving sanctuaries and help drivers transition to new employment.

Thank you

Good morning. I'm Corinne Fisher, a 23-year New York City resident testifying in support of Romanch's Law.

This Council exists to serve the people of New York. A Zenith research poll conducted just weeks ago found that 68% of New Yorkers support ending horse-drawn carriage operations — across every borough, every political party, every age group, and every income level. New Yorkers don't even use this industry; it exists for tourists. And as a host city, we have a responsibility to those tourists. They trust that the attractions we permit are safe. Most visitors climbing into a carriage have no idea they're stepping into an industry with a documented record of runaway horses, horse fatalities, and now the death of 18-year-old Romanch, who was killed by blunt force trauma while trying to save his mother after she was thrown from the carriage. Death has become a recurring feature of this industry. Ryder. Lady. Deniz. Carriage horses who collapsed and died on our streets in an industry with no guaranteed retirement. *The bill itself* prohibits selling carriage horses for slaughter, recognizing the need for protections after they leave the industry.

This issue is so pressing that the Central Park Conservancy even departed from its longstanding neutrality last August and has now documented eight safety incidents in just the past thirteen months.

This industry has only 68 medallions – minimal public benefit and real public risk. The City Council has had multiple opportunities to end this industry and has repeatedly chosen not to do so. We are undoubtedly a cutting-edge city, but on this we are decades behind. As of last month, we're even behind Philadelphia which is…embarrassing.

I urge you to pass Romanch's Law before yet another tragedy occurs. Thank you.

PA. DUTCH

My name is Cornelius Byrne. When the park was first built there were hitching posts all over the park. This was very important for safety and security. This carriage business has begged and pleaded for years for hitching posts but we never got them.

This fatal accident would never have happened and that person would be alive today if we had hitching posts. Also the recent runoffs from the carriage stands would not have happened.

The horse at the Fountain ran away so suddenly as if he were electrocuted.

Today you are going to here varying thoughts on what caused this to happen.

At Cherry Hill there is a massive infrastructure of under ground wiring and this is an important part of the power grid. A recent irrigation project was done there. The footings were put in wrong and the wrong materials were used. WIRING DISTURBED

The area is wet and muddy with wet sand throughout the area. Wet sand is highly conductive

to electricity. A horse standing there with four steel shoes could easily be hit with stray voltage in the sand. This could be a very probable cause of what happened.

No agency would sign off on this job and say it was up to code.

I also need to add that the same landscape management team that planted poisonous flowers that killed a horse were in charge of this irrigation project.

So I feel you may be putting the handcuffs on the wrong people.

The livelihood and people and the lives of horses are involved with your decision.

EXPLANATIONS • NOT EXCUSES

I asked that the City Council vote in favor of Romanch's Law (Intro 943). I have had the pleasure of spending a fair amount of time in NYC over the last five years, living at times in Murray Hill. It is always sad to me to pass the carriage horses near the park as I know they are often overworked and must work in difficult conditions, particularly the heat. We have made advances in our relationship with other species on many fronts, so it is hard to believe that we are still engaging in this old and dangerous practice. Please add your voice and your vote to support this law. Thank you for your service and consideration.

To NYC council. I am submitting my written testimony in support of the NYC carriage horses. I live in Charleston, SC. My fiancé' is the horse person. My knowledge is limited about them, but I know a straight outright ban is not the answer. Cities across the US are allowing people who have zero to little knowledge of horses to make decisions they think are best for them. As long as the horses are treated humanely and get the best care, which they do, this time-honored tradition needs to remain in the park. Turn your attention to Intro 937 which makes changes and improvements to the industry. Protect the future of those horses for generations to come. Protect the livelihoods of those in the industry who love their horses.

Thank you,

Craig Kellstrom

Charleston, SC

Dear NYC Council and Mayor Mamdani:

A horse, like us, is a **SENTIENT BEING** and should NOT be enslaved.
As horseswithoutcarriages.org clearly states:

"Horses should not work between the shafts of a carriage for many hours per day, with a metal bit in his mouth, a diaper to his rear, blinders blocking his view, ear plugs and sometimes a muzzle."

The use of horse-drawn carriages for entertainment **has been BANNED** in London, Oxford, Paris, Mumbai, Cologne, Istanbul, Toronto, Berlin, Beijing, and numerous smaller cities throughout the United States.

This cruel, inhumane, unnecessary and deadly practice has to end. **Give horses a peaceful retirement and give New Yorkers public safety.**

In regards of the Coachmen, we all had to adapt to changes in our workplace overtime. The transition period offered in this law, will allow them to adapt to change, like all of us.

Please **pass ROMANCH'S LAW (INTRO 943)** former Ryders Law. **It is LONG OVERDUE.**

Cristian Pietrapiana

Imagine yourself in a small closed space as big as your entire body. A place where you sleep and also go to the bathroom. Barely getting sleep because of the sounds of New York City keeps you up and each and every single day carrying the weight of a carriage and people on your back hours at a time. You can't act out because you'll be punished and you have no voice to stand up for what you want, because no one can hear it.

I'm here to be the voice of these beautiful creatures. To stand up for their rights as animals on this earth with us and what we've been doing to them is not right. They live in fear every single day and a city is no longer suited for them. There is nothing romantic about a horse and carriage. There is nothing more depressing than seeing these horses in the highest of temperatures with no will to run free and be who they are destined to be. Please ban the horse carriages in NYC not for us but for the safety of their well being. Place them in sanctuaries and give support to the workers til they can find an alternate job.

They deserve so much more than living in closed confined space for the rest of their life. Us as humans, have to stand up for what is right! Please, with the kindness of your heart put yourself in their position and understand the way they are living is cruel and unfair. Please hear our voices as we come together to give a better life for those who we share this earth with.

Please.
Thank you,
Crystal Miele

Testimony in Support of Romanch's Law (formerly Ryder's Law)

New York City Council, Committee on Health — July 15, 2026

Cynthia Bathurst, testifying as an individual, [redacted]

Chair Schulman, Speaker Menin, and members of the Committee on Health — thank you for the opportunity to speak today.

My name is Cynthia Bathurst. I am a proud New York City resident, and I come today as an individual to support Romanch's Law, also known as Ryder's Law during the very long time this bill has been in discussion. My support is grounded in my experience as co-founder and CEO of Safe Humane, a Chicago-based nonprofit working since 2000 on animal, human, and community wellbeing on creating safe, humane, and just communities. I also served more than twenty years on the City of Chicago's Commission on Animal Care and Control, including years as its mayor-appointed chair at a time when Chicago City Council phased out horse-drawn carriages. I currently serve on the board of the New York-based Animal Farm Foundation.

Let me start by recalling with so many others the tragedies that brought many of us here: Romanch Mahajan lost his life. Most recently, the horses Deniz and Lady and Ryder and Aisha lost theirs. Destiny bolted into traffic earlier this year — one of many such incidents that have put horses, drivers, pedestrians, and first responders at risk. <u>These were not unforeseeable accidents.</u> They were foreseeable outcomes of a 19th-century business model operating on modern, very busy city streets and in very different environments.

If only for those reasons, New York City government should end the horse-carriage business here. This bill offers what responsible governance requires: a phase-out with real lead time, a shift to alternatives, and – critically – funded, humane transition plans for the horses in the trade and new, viable pathways for the workers who depend on it.

I urge this Committee, and the full Council, to pass this bill. Thank you.

From:	C Bernot
To:	Testimony
Cc:	District1; District32; District39; District3; District6; District22; M02; District37; District26; District51; District34; District33; District25; District7; District42; District29; District49; District15; District48
Subject:	[EXTERNAL] Testimony: Committee on Health Hearing July 15th, 2026: Int 0943-2026
Date:	Wednesday, July 15, 2026 3:49:41 AM

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Dear Committee and Council Members:

Re: Hearing: Committee on Health Hearing date: July 15th, 2026 Int. 943

I ask for your support of Int. 943, prohibiting the operation of horse drawn cabs and offer my testimony as follows:

I am a longtime resident of New York City. I have witnessed many incidents daily in the carriage horse business that pose a safety and health risk to the public. I have many years of experience as an animal trainer/animal behaviour consultant and am familiar with animal behaviour, including animals that exhibit signs of pain and physical or emotional distress and neglect. I have done animal rescue work in my community and other areas of the city and have volunteered in animal shelters, helping to keep animals in their homes, off the streets and out of shelters.

It is important to note that no amount of oversight, regulation or skill can stop the nature of a horse from startling or spooking leading to the injuries and deaths of more people nor will it prevent horses from sickening or dying in our streets. Regulations are only as good as they are enforced and in the carriage horse industry, they rarely have been. I have witnessed violations by drivers of horse-drawn carriages that put humans and horses in danger that include:

- Horse accidents, carriages turned over in the street.
- Carriage drivers allowing children to sit in front with them and hold the reins of the horse.
- Horses left untethered and unattended on the streets with drivers placing a bucket of feed down while they go into food and other establishments (some for long periods of time). I witnessed a driver leave the horse and carriage unattended at a traffic light at the corner of West 55th Street and 8th Avenue

while the driver urinated on a construction board wall across the street. I have seen multiple carriage drivers leave horses unattended and go into Central Park and urinate on the wall that faces Central Park South.

- Carriages drivers leaving horses unattended and untethered to take photos of passengers.
- Horse and drivers struggling through snowstorms when prohibited, requiring the driver to abandon the carriage in the street and with great difficulty walking the Horse in inclement weather to the stable. (Horses also worked in high heat and humidity when prohibited).
- Carriage drivers looking back talking to passengers and not watching the road.
- Carriage drivers making U-turns.
- Carriage drivers talking on cell phones while operating the carriage with one hand.
- Carriages drivers speeding enroute, exhibiting poor control over the horse.
- Carriage drivers accepting more than the allowed number of passengers.
- Carriage drivers dropping passengers off on routes not permitted.
- Carriage drivers taking routes not permitted.
- Horse feces left in the streets and park, a health hazard.
- Injuries on horses, lame, lethargic horses, horses foaming at the mouth.
- Whitewashing of carriage license plates so they are not visible.
- Covering of engraved horse hoove numbers so they are not visible.

For the safety of all New Yorkers, pedestrians, visitors, tourists, automobiles, cyclists, delivery people, pedicabs, skaters, and the horses, I ask that you support Int. 0943-2026 and a permanent ban on Horse Drawn Carriages in New York City.

Thank you for your attention to this important matter.

[redacted]

Cynthia Bernot

[redacted]

Wednesday, 15 July 2026 at 10:00 AM – Committee on Health

Cynthia Camille Guigliano

[redacted]

[redacted]

I am writing to address my concerns regarding the carriage horses in Central Park and the local environs.

I have lived in NYC since 1984 and have always had concerns about the carriage industry. Yes, it has a long history, but the world was a lot different when this industry began: there wasn't the vehicular traffic there is now; the weather was generally cooler, given that climate change wasn't an issue; there were fewer people on the streets, fewer distractions, fewer alarms and sirens.

I have never been a big supporter of this industry. It always seemed inherently cruel to these beautiful creatures. But then there were a couple of horses that died in the street, a young man who died when a horse got agitated and lost control (probably because something in their environment spooked them). It seems to me this is the best evidence of an inappropriate industry for this day and age: much like gas lights, elevated trains, and getting our drinking water from wells.

The job loss issue is real, but if this legislation addresses that, then what is left? Discussing how the horses will live out their lives in a healthier atmosphere?

It is time. Please pass this legislation.

From: Cynthia King
To: Testimony
Subject: [EXTERNAL] support for intro 943
Date: Saturday, July 18, 2026 1:39:41 PM

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My family and I strongly urge the City Council to pass Intro 943. Romanch's law is necessary now more than ever, for the safety of humans and horses. The animals endure extreme weather and dangerous conditions, pulling heavy carts through our city and Central Park. Many of us have been advocating for this change for several years! It is time for NYC to join the many large cities and smaller tourist destinations and ban this dangerous, archaic, and truly inhumane industry. Drivers will get support to be able to transition to alternate employment – the way many people in other industries have had to do.

Brooklyn, NY 11218

Cynthia King
[redacted]

To NYC Council and the Transport Workers Union:

New Yorkers go to our city parks to escape the chaos of the big city - to clear our minds, breathe in fresh air, and surround ourselves in nature.

But this is impossible to do at Central Park - the stench of horse manure hits your nose the second you get near the park. And then you see them - the horses. The prey animals with blinders over their eyes and metal bits in their mouths, being whipped as they are forced to pull tourists in carriages in the extreme summer heat and blustering winter cold. Pounding the pavement day in and day out -constantly contending with heavy traffic, loud urban noise, and toxic exhaust fumes.

For decades now, we have fought to free these animals from this torture - and year after year - nothing happens - and while you do nothing - these animals are suffering and dying right before our eyes. We are sick of it!!! How many more horses have to suffer and die? How many more people have to die until you do the right thing and stop this madness?

To our city council representatives : New Yorkers are calling on you to stand up to the Transport Worker's Union! Several cities globally have phased out—or are actively transitioning—their traditional animal-drawn carriages in favor of battery-powered electric alternatives to protect animal welfare and improve traffic flow. NYC can too!

ENOUGH IS ENOUGH. New Yorkers want our park back. We dream of the day when witnessing this animal torture is no longer a part of a trip to Central Park. Do the right thing and get these horses off our busy streets - out of our parks - and replace the horse carriages with the electric alternative.

Thank you,

D Shroff

Hello, and good afternoon.

My name is Daniel Marie Chappuis, and I am 71 years old. Thank you for giving me the opportunity to speak today.

I am here to express my strong support for keeping horse carriages in New York City. They hold deep sentimental value for me and have been a meaningful part of my life for many years.

Growing up, I watched my father enjoy visiting the horses and watching tourists ride through the city. One of my favorite memories is seeing him share a banana with the horses. Those moments brought him genuine happiness, and seeing his joy left a lasting impression on me.

Over the years, New York City has changed in many ways, but the horse carriages have remained an important part of its history and character. They represent a connection to the city's past and preserve a tradition that many residents and visitors continue to appreciate.

I believe future generations should have the opportunity to experience the same sense of joy, history, and nostalgia that these horse carriages have brought to so many people. For many of us, they are more than a tourist attraction—they are a cherished part of New York City's identity.

I respectfully ask you to reconsider any proposal to discontinue the horse carriage industry and to preserve this longstanding New York tradition.

Thank you for your time and consideration.

Best,

Daniel Marie Chappuis

From: Daniel Chappuis
To: Testimony
Subject: [EXTERNAL] Horse carriages Hearing
Date: Wednesday, July 15, 2026 7:41:01 PM

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Kindly please find enjoined my testimony

With my respectful regards

Daniel Marie Chappuis
[redacted]
Astoria, NY 11102

[redacted]

---------- Forwarded message ---------
From: **Daniel Chappuis** <[redacted]>
Date: Tue, Jul 14, 2026, 1:57 PM
Subject: Re: THIS THURSDAY: UP 7.16 Advocacy Group
To: Kandra Clark [redacted]
Cc: Shakeema Brown [redacted]

Here is what I plan to say at the Hearing at City Hall :

I am the son of a resilient Swiss Farmer from Fribourg where the Caw milk is used to make the Gruyère and Vacherin that compose the world famous Cheese Fondue as well as the Nestlé chocolate...
My father Farmed on a Horse...
After WW2 his father got hit by a truck backing of, ended in a wheelchair and later died...
It was to much for my Grandma and her 5 kids,
They sold the Farm and moved to my Home Town of Genève...
There they found jobs in Construction...
The only daughter Yvonne, my Good mother took care of Grandma and cooked for the 4 boys...
During WW2 my father was on a Horse at the Swiss German Border...
Once he helped a paysan in dire straight and in return the Farmer gave my lovely Dad a Banana, in Fribourg the knew only Oranges for Xmas...
So He gave the Banana to his Horse who did the job anyway...
While visiting ME we took the Horse carriages ride in Central Park, also he featured in a picture together with a Police mounted Horse...
In 1986 I was flabbergasted to see one of those Carriages in front of the Irish restaurant at 52 street on 7th Avenue...
Tourists who visit of all âges including their children love them, every where now we have the

Company Dogs, in the Super Market, the MTA Buses and Subways, they bark most the time... And I get aggravated...
We have to preserve the Horse carriages because of their human values ...
The Foreigners spent Billions of US Dollars. They deserve something better than an A.I. driven motor vehicle...
If the City Council and a Misguided Mayor Zohran Mamdani approve The Ban, I will sue the so called Honorable Mayor and the Council for Billions of US Dollars for a unfair treatment compare to the Abused Service Dogs Program...
Tourists don't deserve a anonymous Electric Car...
AMEN

With my respectful regards

Daniel Marie Chappuis
[redacted]
Astoria, NY 11102

[redacted]

P.S. if approved, They will Suffer big time...
This cannot Happen... I will sue YOU, I enherited the Resilience of my Horse Backriding late Father... His Human Qualities were Enormous... Give Him a Break...

On Tue, Jul 14, 2026, 1:11 PM Daniel Chappuis <[redacted]> wrote:

> I will be there
>
> With my respectful regards
>
> Daniel Marie Chappuis
> [redacted]
>
> On Tue, Jul 14, 2026, 12:39 PM Kandra Clark [redacted] wrote:
>
> > Hello Advocates,
> >
> > **Our next Advocacy Group meeting will be held THURSDAY, 7/16 at 5:30pm!** The agenda is attached. We will have several group discussions, including your thoughts on Civic Engagement Drives and a Speakers Bureau. I need to hear from you! And we will be introducing our new Tenant Advocate and Organizer, Shakeema, as well as our new Policy Analyst, Sarah. We will also have PIZZA!
> >
> > You can attend **IN-PERSON at: 575 8th Ave, 16th Floor (Manhattan) or ON ZOOM with the info below.**
> >
> > **Please note that this meeting will be held on the 16th Floor.**
> > Join Zoom Meeting
> > [redacted]

Written Testimony in Support of Intro 943 (Ryder's Law/Romanch's Law)

Danielle Duffy
Brooklyn, New York
July 9, 2026

Dear Members of the New York City Council:

I am submitting this testimony as a New Yorker who has long been saddened and frustrated by our city's failure to end the cruel horse-drawn carriage industry.

As young Gen Z resident, I can confidently say that my peers see horse-drawn carriages as a disturbing relic of the past. It's time for New York to evolve. This isn't the 1800's anymore; we have automated, humane alternatives. Personally, I no longer enjoy visiting Central Park because it is heartbreaking to see these horses blinded, whipped, and forced to work under torturous conditions. What should be one of the city's best public green spaces is overshadowed by a deeply troubling and cruel industry.

Year after year, New Yorkers have watched horses forced to pull tourists in dangerous, stressful, and unnatural conditions on congested city streets. We have witnessed horses collapse, suffer injuries, and die, time and time again. And for what? An antiquated, dangerous tourist attraction? Most recently, Romanch's heartbreaking death reminded us once again of the fatal risks this industry poses to both horses and public safety.

New York City is simply no place for horses. Horses are meant to run for miles and graze in fields. They are not meant to spend their days standing on hot concrete, navigating traffic, breathing exhaust fumes, and pulling heavy carriages through crowded streets. I was shocked to visit the filthy stalls they are confined inside in Hell's Kitchen (aptly named as it is surely Hell for these horses).

I urge the Council to pass Intro 943 and finally bring an end to horse-drawn carriages in New York City. Thank you for your consideration.

Respectfully submitted,
Danielle Duffy

From: Danielle Slot
To: Testimony
Subject: [EXTERNAL] Testimony - Vote NO on 943
Date: Friday, July 17, 2026 5:37:30 PM

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Dear City Council Members,

My name is Danielle Slot. I am a NYC resident and Carriage Driver in Central Park for nine months out of the year. I spend summers on Mackinac Island in Michigan where I also drive and care for horses. It's where I was taught and what led me to pursue my career as a carriage driver year-round. It has been the best decision of my life.

Thank you for the opportunity to submit a written testimony as the current atmosphere has been extremely difficult and emotional, especially as I am unable to support my fellow drivers in person. The death of our horse Deniz in Central Park happened two days after I had left for the summer. I was beside myself as Deniz has been with us for 10 years. His owner, Nurretin has been a friend of mine since I began driving in Central Park three years ago. He is always such a kind person and so excited to tell you about his horses and their distinct personalities. This is something we all bond over as each and every one of our horses are unique individuals.

I knew how people would react given the exorbitant amount of misinformation surrounding our industry. I was not surprised to hear that while Nurretin was in shock and in tears, unable to even get words out to comment on the situation to the media, he was viciously attacked by those who have been led to believe a false and horrible narrative. He was called a murderer as he wept over his friend and others spit on him. Within days, NYCLASS hung a massive poster of this devastating and personal moment for Nurretin, of him standing over his lifeless companion, calling him a murderer in front of all of NYC. I think it's safe to say, NYCLASS lacks any class at all.

A week or so later, a necropsy done on Deniz' body by Cornell University revealed that Deniz had ingested a lethal amount (a mouthful) of Japanese Yew that was carelessly planted in Central Park. Betsy Smith, president and CEO of Central Park Conservancy insensitively claimed that the carriage horses aren't supposed to eat the shrubbery in the park and deflected any responsibility or attempt at reparations.

The Japanese Yew was planted along the route our carriage horses have been taking since the 1800's. It is specifically planted along our stop at Cherry Hill where the fountain was initially intended for horses to rest and enjoy a water break. It is not realistic to expect a horse not to graze when the opportunity is placed directly in front of them, regardless of their caretakers' best efforts. Had any horse taken even just one bite, the level of toxicity in the Japanese Yew plant would have the same effect - cardiac arrest within hours for even the healthiest horse. Japanese Yew had no place in Central Park to begin with, no warning sign for horses or any other animals or pets, let alone parents with small children.

To this day, Nurretin hasn't received even the slightest bit of an apology from Betsy Smith and is still being attacked and accused by the public due to the lack of accountability on the part of the Central Park Conservancy. They continue to have unmarked and non-native Japanese Yew plants in the park.

I know what it's like to bond deeply with a particular horse. Don't tell the other horses, but I do have a couple of favorites! I first learned to drive horses on Mackinac Island in 2013. I never thought I would be driving horses again as I had moved to NYC but due to the pandemic, I found myself back on Mackinac Island for the summer of 2021. I had recently been diagnosed with PTSD from an abusive relationship. I no longer felt safe in the city or anywhere for that matter. That's when I met Nellie.

Nellie was nicknamed, 'Nervous Nellie.' Also, 'Hippo' because she would eat as much as anyone would feed her. (Horses' stomachs are very sensitive and their individual diets require a lot of monitoring, especially those with a hefty appetite.) Nellie was a nightmare in the washrack. I swore she was going to trample me. But she never bit. She never kicked. And I realized, she wasn't trying to hurt anyone. She was having an anxious response to being in the wash rack. Typically, carriage horses come from Amish auctions which means, we don't know what their lives were like prior to being in our care. But as someone struggling with the effects of PTSD, I began to recognize her anxiety as similar to my own. It was a slow process but over the next few weeks, I worked carefully with the expertise of our stablemen to ease Nellie's anxiety in the wash rack.

That was five years ago. I'm still driving Nellie. I spend my mornings brushing her, washing her, and getting her ready each day. Although, it's not always easy; She is a big snuggler in the stall nowadays so sometimes it takes us a little longer. She gets excited about driving. When I hold out her collar, she steps back to get a running start to put her head through. At the end of every work day is the only time she neigh's. It's just once, in the same spot on our last tour every day, within 20 minutes of dropping off our passengers. Admittedly, I don't know how horses tell time but the Hippo definitely lets me know when she's ready for dinner time.

Nellie has brought me so much joy and so much healing. I miss her deeply when the summer is over. But I return home to Central Park where I make it my mission to kiss as many horses as possible and to find out what their favorite treats are (Nellie's is twizzlers, Black Star likes Sour Patch Kids, and Aurora likes to share my coffee with me if I let it cool on the lid of her food bucket first).

I cannot tell you what a world of difference working with the horses in Central Park has made for me. I have now lived in NYC for 13 years. I had hoped I would find my community sooner but it hadn't happened. It's amazing how alone you can feel in such a big city. When I met the other drivers in Central Park, I found my family. Fellow animal and horse lovers who all had stories like Nellie and I that changed their lives and led them to this career path. I have been so inspired by the love I see from them every day. And for an industry that is on the receiving end of so much ignorant hate, they continue to smile with one another, they continue to be warmed by their horses personalities and their relationships with them.

What other industry do you know can continue to thrive while enduring such treatment as what Nurretin received that day? Our drivers endure that every day and it is disgraceful. Yet, there are such beautiful moments each day. The effects of those who are full of ignorance and hate, do not compare. When we see New York City school children yelling, "horses!" or when we help someone feed a carrot to a horse for the first time, we remember why we are there. My favorite moments are when I pass a child on the sidewalk as they look at my horse in awe, and I tell them what their name is. They look excitedly at the adult who is with them and I see those same children look for our horses every day after. Or when someone says, "Your horse looks good!" Our drivers beam with pride as we are reminded that many more people see the love and the effort we pour into our horses every day. We love our jobs and our horses with all our hearts. Nothing is more important to us than preserving the honor we have of working alongside them in Central Park.

We want the best for our horses. It's why we are grateful for Councilman Jim Gennaro and the TWU who continue to stand up against and call out real estate billionaires like Steve Nislick, funding and encouraging misinformation. For what? So he can monetarily benefit from the demise of our industry and uncertain future of all those involved - horses and people alike. Another high-rise will not make a difference in our city and it is not worth destroying the love, community, and tradition that exists as the Carriage Industry in Central Park.

Mackinac Island has been voted the #1 vacation destination in the country for the last three years. Similar to Central Park, no cars are allowed. It is a place known for its healing nature as it is a place to rest. And because of that, it is flooded with tourists and families from around the world as well as Michiganders who take pride in the preservation of the island's history and beauty.

Frederick Olmstead envisioned Central Park to be similar. It is specifically designed below street level to limit the city noise. The carriage drives were designed for the slow pace of a horses' walk with separate walkways weaving underneath for pedestrians. The route is mostly flat to allow for a comfortable stroll for the horses along a beautiful landscape. This was a place for both the city horses and people to enjoy nature and step away from the noise and the fast pace of New York.

Today, Betsy Smith has allowed more vehicles into the park than anyone else since cars were banned. Along the carriage road, it is now divided into lanes; One for pedestrians, one for bikes, and the newest addition was replacing the carriage lane entirely with a lane for E-bikes. Just last week, two women were struck by e-bikes in Central Park on separate occasions; one remains in a coma. Previously, a pedestrian's leashed dog was also hit by an e-bike and killed. There have been over 400 accidents involving e-bikes in the city this past year alone, over 20 deaths, and 113 pedestrian injuries that were caused by e-bikes.

When we think about what we want Central Park to be, what it was meant to be and its value for New Yorkers and future generations, is it the same vision that Betsy Smith is creating? Is it honoring our city's history and making it a desirable place for both tourists and New Yorkers? Our industry has asked Betsy Smith and the conservancy numerous times to return the hitching posts to Central Park long before last month's fatal tragedy. Yet her priorities continue to favor dangerous e-bikes and she continues to litter the park with nearly double as many pedicabs (1,500) as legally are allowed (850). Instead of creating a safe and peaceful environment for animals and people, she has eliminated a safe route for our horses, added a dangerous lane for e-bikes and has planted deadly foliage around the most used pathway in the park.

I have lived in NYC for 13 years. I am a New Yorker now, this is my home. I love my job working with horses and sharing the history of our beautiful park and our great city. To watch Central Park devolve into another Times Square is devastating, especially given its intended use. I know first hand how healing it is to be in nature and in the company of horses. I think all New Yorkers deserve that and there is no other place in the city or anywhere near it that provides this experience.

I am asking that you vote NO on intro 943 and yes on intro 937. Please, protect our livelihoods and the safety of our horses. Protect Central Park as the sanctuary New Yorkers and our animals deserve. Please don't allow corruption, greed, and big money to determine what can't be undone.

Sincerely,
Danielle Slot
Carriage Driver and Animal Lover

From: Darshana Kumari
To: Testimony
Subject: [EXTERNAL]
Date: Thursday, July 16, 2026 9:21:40 AM

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Subject : Support for Romanch's Law and the Ban on Horse-Drawn Carriages

Respected members of the council,

I am writing to express my strong support for Romanch's Law and for a complete ban on horse-drawn carriages.

The tragic death of 18-year-old Romanch is a heartbreaking reminder that preventable accidents can have devastating consequences. A young man with his entire life ahead of him lost his life while reportedly protecting his mother during an incident involving a horse-drawn carriage. No family should ever have to endure such an unimaginable loss.

This tragedy has highlighted the urgent need to reconsider the continued operation of horse-drawn carriages in busy urban environments. Public safety must always come first. If stronger safety measures or a ban had already been implemented, incidents like this might have been prevented.

Supporting Romanch's Law is about more than remembering one young life. It is about creating meaningful change that protects countless others in the future. It is also about recognizing that horse-drawn carriages pose risks not only to people but also to the horses that operate in congested city streets.

I respectfully urge policymakers to support Romanch's Law and take decisive action to end horse-drawn carriage operations. Let Romanch's legacy be one that inspires safer streets and prevents future tragedies.

No family should have to experience the grief and heartbreak caused by a preventable incident.

Thank you for your time and consideration.

Sincerely,

A Concerned Supporter

To the Members of the Health Committee

I am shocked that you are considering banning horse drawn carriages on the basis of a single, admittedly tragic accident in Central Park.

I would point out that there have been numerous accidents in which ebikes and other powered vehicles have struck pedestrians and there has been no effort at all to ban them. On the other hand, there have been something like 10 million carriage rides over the past 30 years, and only one reported fatality.

I would suggest that this has nothing at all to do with safety, and everything to do with commercial real estate interests who want to repurpose the real estate in Hell's Kitchen currently used to stable the horses so that more money can be made.

I strongly urge you to vote down the proposal to ban horse drawn carriages in Central Park.

David Schwartz

To All concerned--

Animal Rights are a sacred obligation for people to uphold, and being forced to serve as carriage horses is a violation of these animals' fundamental right to a life of freedom and dignity.

I wholeheartedly agree with my Councilman Shaun Abreu in his objection to all that these animals are subjected to on a daily basis, including the harshness of extreme weather and hard pavement as well as stress-spiking sudden noises – honking horns and EMS sirens among the worst - too often resulting in dehydration, distress and tragically even death in too many instances.

Daily subjected to the many stresses of the tumultuous environment they're compelled to work in, horses are frequently startled, which can have grave consequences for both riders and park visitors. Recently, a teenaged tourist lost his life when a careening carriage yoked to a spooked horse unexpectedly crashed with zero notice.

There are a number of less serious yet still considerable harms to public well-being caused by horse-drawn carriages: chronically impeded bike and foot traffic along the south end of the Park's heavily used loop drive; and sizable quantities of manure along park walkways, which is not just unsightly but more importantly treacherous for all of us frequent park users to navigate.

I applaud Councilman Abreu's humane initiative and urge the New York City Council unhesitatingly to support, pass, and fully implement Romanch's Law, which at long last will ban the operation of horse carriages and provide carriage operators with support as they transition to alternative employment.

Thank you for your consideration.

Re: Support for Intro 943 ("Romanch's Law")

Dear Members of the New York City Council,

I am writing to express my support for Intro 943, also known as Romanch's Law.

While I am disappointed that this legislation does not end horse-drawn carriage rides immediately, I still believe it is an important step forward. I would have preferred to see the practice phased out without delay, but this bill is far better than maintaining the status quo.

The tragic death of 18-year-old Romanch Mahajan should never have happened, but it was not an isolated incident. Over the years, numerous carriage horses have collapsed, suffered serious injuries, or died while working on New York City's streets. These incidents are reminders that horses simply do not belong in one of the busiest, loudest, and most congested cities in the world.

Even on an ordinary walk-through Midtown or Central Park, it is difficult to ignore the condition of many carriage horses. Many appear exhausted, uncomfortable, or in poor physical condition. Watching them stand for hours in traffic, surrounded by noise, heat, exhaust, and pavement, makes it clear that this is not an environment in which horses can thrive. While there are undoubtedly drivers who care deeply for their animals, the reality is that the welfare of these horses cannot be guaranteed in such an unnatural setting.

I appreciate that Intro 943 provides protections to ensure horses are retired rather than sent to slaughter or simply transferred to another carriage operation, and that it includes support for workers as the industry transitions. Those provisions are important and compassionate.

I urge the Council to pass Intro 943. Although I wish the legislation would end this practice sooner, it represents meaningful progress toward a safer and more humane New York City. The deaths and suffering that have occurred over many years make it clear that waiting indefinitely is not an acceptable option.

Thank you for your consideration.

Sincerely,

David Weissman

Hello,

I am writing to urge the New York City Council to swiftly pass Intro 943, also known as Romanch's Law, to end the horse carriage industry for good, send the horses to loving sanctuaries, and help drivers transition to new employment opportunities. As one of the greatest cities in the world, NYC should be setting a precedent for bettering the lives of both human and nonhuman animals. Society needs to evolve, and this is a simple, but important step in the right direction. As you have already heard countless testimonies , with overwhelming evidence included, this outdated industry is harmful beyond measure. These horses deserve freedom, and to live out their days in peace.

Thank you,

Dawn

Dear Council Member Brewer,

I am writing as a New York City resident to urge you to support and help pass legislation to end horse-drawn carriages in New York City.

The tragic death of Romanch Mahajan is a heartbreaking reminder that this industry poses risks not only to passengers but also to the public. It is difficult to ignore that a tradition marketed as leisure can carry such serious consequences.

As someone who walks through Central Park almost every day with my black poodle, Rudolf, I have personally observed carriage horses working in all kinds of weather. I have seen horses that appeared thin and exhausted, and I believe New York City can and should provide a more humane alternative.

Horses have served humanity with extraordinary courage throughout history, including carrying artillery and supplies during World War I. They deserve our gratitude and respect, not a lifetime of pulling heavy carriages through congested city streets for entertainment.

New York City has the opportunity to lead with compassion and innovation by replacing horse-drawn carriages with humane, modern alternatives that protect both animals and people.

I respectfully urge you to continue your leadership in support of this legislation and help bring an end to this practice.

Thank you for your time and consideration.

Sincerely,

Deborah Robinson

DEBORAH THOMAS TESTIMONY IN SUPPORT OF INTRO 943 (ROMANCH'S LAW (formerly RYDER'S LAW) TO BAN CARRIAGE HORSES IN NYC – July 15, 2026

I am one of the many animal-loving, humane NYC voters who have been fighting for a carriage horse ban in NYC for the past 20 years, because I feel that having 19th century horse-drawn carriages in 21st century NYC traffic is both INHUMANE to the horses and very DANGEROUS to us all. Unfortunately, the inhumane part was sadly displayed a few weeks ago, when the horse Deniz ate a poisonous plant and died in Central Park, and the dangerous part was tragically displayed with the death of the 18 year old tourist Romanch Mahajan, and my heart and prayers continue to go out for his family.

NYC and Central Park have become busier and noisier in the 21st century. Although horse carriages in NYC were once a quaint and enjoyable tradition, present day activities and sounds going on in NYC, such as additional traffic from bikes, mopeds, cars, pedestrians, trucks and construction, can easily spook a horse and cause the horse to bolt and run at the "drop of a hat", making it extremely dangerous and irresponsible to continue this industry any longer. No amount of hitching posts in the park or carriage driver training sessions will ever stop this from happening.

I also feel that it is downright cruel to force an animal to pull a heavy carriage in the extreme heat and humidity, as well as in the cold, snow and ice that they are often expected to work in, and it is questionable as to whether they are given sufficient water in the summer, or blankets and shelter from the cold in the winter while pulling carriages.

Therefore, for the sake of the horses and human beings alike, I respectfully urge the City Council to vote for and pass Intro 943 (Romanch's/Ryder's Law) as soon as possible.

I also want to thank Speaker Menin for calling this hearing and all of the Council Members who have already signed on to Intro 943, and I want to commend the authors of Intro 943 for including language in the bill to help the carriage drivers transition to new jobs.

Thank you.

Deborah Thomas

From: K9RescueNYC
To: Testimony
Subject: [EXTERNAL] TESTIMONY Int 0943-2026 Prohibiting the operation of horse drawn cabs.
Date: Saturday, July 18, 2026 7:15:26 PM

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Thank you Chairman & council members for prioritising this matter.

My name is DelMar Leon founder of K9RescueNYC.

I believe, the compounded number of accidents that have occurred for over three decades on an ongoing basis only points to an industry who has been overlooked with little oversight while consistently showing neglect based on the numbers of accident we have seen on an ongoing basis for decades which culminated into the tragedy that called for its suspension after the death of Romanch.

A precedent needs to be set after Romanch's death to whom I take this opportunity to offer my condolences to the Mahajan's family.

This bill is not about "removing the passion for riding your horse" as was heard by one panelist testimony ..but removing them from riding on the streets of New York City & Central Park.

We also heard earlier from their main veterinary …there is NO standard policy in place to ensure the animals well-being is being maintained.

Assessment of the horse's health is left to be determined by the horse rider or owner …and it is also the horse owner or rider who also decides if and when to call the vet. How are we ensuring the driver of that horse that day will be looking out for the animals welfare, if it may mean no income for that day/week?

We also heard earlier how Council members had yet to be called back to schedule a meeting for them to come visit the stable and heard back from them after weeks… which would allow time to cover up any deficiencies within the horses living environment at the stable before the time to come visit.

The horse carriage drivers mention horses are a creature of habits yet there is a pattern of accidents showing that in 30 years horses have yet to get used and accustomed to riding on the streets of NYC & Central Park.

Chronology of horse accidents since 1982…

"1982: Three horses collapse and die on the streets in July, including Maggio.

Nov. 1986 **frightened horse** taking off and crashing into a building,

May 1988 **a horse** falling into a manhole

May 1990 **a horse** being fatally pinned between a bus and a car

Jan. 2006: A 5-year-old gelding named **SPOTTY** spooks, bolts into traffic, and wraps himself over the top of a station wagon. The horse breaks a leg and dies, becoming a major catalyst for organized campaigns to ban NYC's carriage horses.

April 2014 SPARTACUS, a carriage horse, is pinned to the ground by an overturned carriage after being spooked by a bus.

Two years later, in Jan. 2016 **SPARTACUS** spooks again during a Midtown industry rally, sending bystanders running for cover.

June 2022: A 13-year-old horse named **RYDER** collapses on 9th Avenue. Video of the incident goes viral, sparking severe public outrage and leading veterinarians to discover the horse was actually 26—well past typical working age. This incident became the namesake for proposed legislation phasing out horse carriages.

August 2025: LADY, a 15-year-old carriage horse, collapses and dies in Hell's Kitchen while walking back to the stable, further fueling the political battle to ban the carriages.

May 2026: A **spooked horse** near Central Park overturns a carriage, trapping the driver and triggering a crash involving two other carriages.

June 9, 2026:DENIZ, a 16-year-old Central Park carriage horse, collapses & dies mid-tour in the park, reigniting intense calls from lawmakers and advocates to pass "Ryder's Law".
only a week later on **June 17, 2026:** An 18-year-old tourist is killed in Central Park when a **spooked horse** bolts without a driver and collides with another carriage, throwing passengers. “

It is time to ban carriage horses out of the streets of New York City & Central Park. These incidents only demonstrate an industry that has been overlooked with little oversight showing a pattern that has been overlooked far too long and in need of change.

I would like to conclude by stating I am in favor of Romanch / RYDERS law (Bill 943) and would like to take this opportunity to bring to the attention of Mayor Zohran Mamdani, Speaker of the House Julie Menin and the New York City Council and the Council members your attention to a very similar matter of a system where no oversight and accountability is taking place happening within the animal shelter system at **New York City Animal Care Center (NYCACC)**… this past couple of weeks alone NYCACC has doubled up on k*lling adoptable healthy dogs even while spending funds spaying and neutering days or weeks after spaying or neutering… they are also being highly medicated to ensure they can cope with an inhumane shelter conditions and an inefficient disjointed outdated system that is only working against their well-being decreasing the animal’s chance of exiting the shelter alive.

Please prioritize OVERSIGHT hearing on NYCACC as soon as possible!!!

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K9RescueNYC on NYCACC/ ASPCA - Finance Committee Testimony June 10

June 10

Dear NYC Council Finance Committee,

My name Del Mar Leon founder of K9RescueNYC (K9RNYC) a rescue who is also leading NETWORKER of dogs for multiple k*ll shelter in California, NYC, FL, TX providing dogs their last chance to get seen & find a foster or adopter on their last 24 hours to live prior to being k*lled: an inhumane manner to handle an animal's life in the US shelter system.

As one of the few independent rescues who also networks animals on their last 24 hours in 4 different states mostly in CA & NYC, K9RNYC, for the past year and a half I has observed unprofessional way of in how the carry their operations specifically in the manner in which the handled handling at risk/ euthanasia commanded animals and at times within the organization employees and volunteers appear to have a cult like manner mentality and act very hermetic showing fearfulness and other times defensiveness if a question was ever asked …and management may choose not to respond when emailed.
I would like to reference a headline from the New York post dated July 2025 that reads:

"Problem-plagued NYC animal shelters suspended intake of dogs and cats due to overcrowding - GOP's Sliwa calls to end 1.4b 'mismanaged' contract "

New York City Animal Care Center (NYCACC) has failed to keep up and adjust to the changing needs of the times and has left in the hands of volunteers what has become one of the most important roles/jobs within a shelter system to help animals get seen and adopted: the job of a networker. In my opinion, I do not believe NYCACC even understand let alone value this very CRUCIAL & important role as they make it very challenging for the job to get done and at times may end up costing the animal's life as they choose not to communicate with networkers and leave them out of the equation while making the process of coordinating the rescue of an animal out of the shelter with tight deadlines very ineffective/ inefficient forcing networkers to guess the status of an animal and updating its outcome /current status only after the animal is dead or rescued and the outcome list showing its status stays without current update many times until the following day while the animals is no longer available. This only wastes an individual's time and robs the animal for his/her opportunity to be able to make it out of NYCACC alive.

In addition animal's are being mislabeled as behavioral when many times the behavior shown may be related to kennel stress or due to living in small confined inhumane space, leash biting, humping, pulling leash and the same medication they are giving them to calm their anxiety is also having negative side effects. Animals are being heavily drugged with very high doses of TRAZADONE to make them cope with the

challenging environment…this medication ultimately has also side effects when taking them off of it making them more aggressive and those who are fortunate to be adopted are often being returned as NYCACC may not be warning the new pet parent of the consequences of this medications or how to properly wean them out of it or side effects to expect.

In addition I would like to add that NYCACC claims to have had 300 New Hope Partner rescues to yet only 51 if at all are actively pulling the dogs NYCACC is placing on their at risk or (euth)anasia commanded list. Fosters are being discouraged with mislabels on the animals character when in fact many are stressed out from living inside small kennels for 23.5 hours a day and overmedicated.
Foster are left waiting to be called back and dogs being killed with fosters because there are no rescues or available to pull the animal. The system is flawed and has hit a bottleneck and the animals are paying with their lives….ASPCA one of the largest organization nationwide and only a few blocks from ACC has only pulled 2 dogs from the at risk list while more than 500 dogs have been killed since the year started … this deserves a lot to be concerned.

It is my understanding from looking at the job openings from NYCACC website, ACC is not only understaffed but also have a crucial role to run a shelter, the role of 2 veterinarians for both the Manhattan and Queens location vacant since I first noticed it last year in February…16 months with no veterinary on 2 locations, therefore this makes one wonder & begs the question of who is in fact really taking care of our animals at NYCACC?….a role that pays $130-140,000 a year which would also mean a saving on NYCACC budget while our animals are suffering with inadequate care and poor decision making and most likely an overworked staff which only increases the likelihood of poor decision making and increase the likelihood of error.

It is also worth noting ACC use of retaliatory practices against the volunteers who speak against them or those who expose what is happening internally and this is also contributing to a broken system where the only ones who end up losing are the animals under their care.

I would like to conclude by stating the importance to prioritize looking into the whole shelter system and to be reconsidered as to what is being funded and determine if it is actually benefiting or hurting our animals while also taking a deeper look as to what is actually happening with NYCACC. I would also like to request for New York City Council to put back in their calendar the Oversight Committee Hearing for New York City Animal Care Center which has been postponed since September 2024..they are not being held accountable for their practices, they answer to no one and they actually need to respond to many of the kind of practices they are using against animals that are adoptable healthy and being killed unnecessarily due to not having a proper effective and efficient system in place with an archaic shelter operational model in need of an

overhaul. There have been a high number of animals who have been killed right after having spay and neuter while ASPCA fully funds those....

Why are NYC officials giving NYCACC so much power with a 1.4 billion contract until 2050 with no oversight or holding them accountable while they are MURDERING innocent healthy adoptable dogs & cats.

Our animals deserve compassion!!!

We request the Finance Committee to approve a $15 million budget for animal welfare including:

Pet food assistance
Pet food distribution program
Veterinary care assistance for lower income New Yorkers
Programs to incentivize keeping their pets
Animal protection and enforcement

K9RescueNYC initiative to build a platform to deliver a more effective and efficient portal to get the shelter animals adopted in record time and help prevent surrendering & education to decrease abandonment

Pet inclusion in the shelter and co sheltering program

I support spay/neuter if also simultaneously considering the fact we need to have a moratorium on breeding. I think they must go hand in hand for it to work...otherwise it will be very costly to only focus on spay and neuter if not simultaneously addressing the root of the problem: human breeding. I would also support the implementation to get a dog license only if taking a training on pet parenting to help educate the pet owner while decreasing the likelihood of abandonment.

From: Denise Montoya
To: Testimony
Subject: [EXTERNAL] "Submitting Written Testimony," and "July 15th 10am Committee On Health."
Date: Saturday, July 18, 2026 5:46:13 AM

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My name is Denise Montoya and I reside at [redacted] in Colma California. My phone number is [redacted]

I am outraged that NYC Council Speaker Julie Menin not only took a stance the day-before the hearing but couldn't be bothered to stay at the Intro 943, Carriage Horse Ban Bill hearing to listen to the carriage drivers whose lives she is hell bent on destroying.

I oppose the proposal to ban NYC's carriage horses. as an equestrian, I've seen no credible evidence that the industry's horses are suffering from systemic abuse. In my own observations, they are consistently well-fed, well-maintained, and fit for their work. If working in Manhattan is inherently abusive, why aren't NYPD mounted police horses subject to the same calls for a ban? They use the same veterinarians.

a ban would also create a serious welfare issue. With

the current economy, good retirement homes are already scarce, while countless horses are at risk of entering the slaughter pipeline. Instead of making decisions based on emotion or outside agendas, the City should work with the carriage drivers' union, equine veterinarians, and other equine professionals to strengthen welfare standards and protect the horses, not eliminate an industry without evidence that doing so would improve their lives.

In terms of “the list“ a lot of these sanctuaries won’t pay for these horses so these people that are attached to these horses will not be compensated for the loss of their job, for paying their rent, for feeding their own families, or for the purchase of their small business expenses.

Did you know it could cost up to 300 K for one medallion?

Upon reviewing some of the sanctuaries on the list, they won’t keep these horses for long because they can rescue four horses for the price of one draft Horse. They will adopt them out and never know what happens to them, there is a real possibility that they could end up in the slaughter pipeline and that would be the real betrayal because they actually had a

job and they were paying their own bills.

You can't even guarantee that wild Mustangs that are protected by the government to not go to slaughter that they don't end up there because every year many Mustangs end up in the slaughter pipeline and that's a federal offense. Tell me how you're going to guarantee these horses won't end up there.

I was a carriage driver at Fishermans wharf in San Francisco and I once had a radical PETA lady try and take the bridal off of my carriage horse. I was forced to get down off of my carriage and threaten this woman with my knife. She quickly stopped once she knew I was serious about stabbing her if she continued. I'm just glad she didn't know what she was doing and how to actually take the bridal off.

The radical animal rights activists are the dangerous ones. How dare they try to take the bridal off of my horse! They are the ones causing the accidents. People shouldn't be allowed to get so close and harass the horse and the driver or the passengers. In what other industry is it OK for people to harass other people at their jobs and their customers like that.

I was personally affected by the closure of the

company I worked for. I was a single mom with a three month old baby who lost everything.

I had a job and was paying my bills and then the next day everything changed, my livelihood was ripped away from me and I had to apply for government assistance because of it.

I was deemed the evil one and wasn't even given the opportunity to say goodbye to the Horse that I loved. He didn't belong to me, but that doesn't mean I didn't love him and that we didn't have a partnership. I was devastated and I mourned the loss of my friend. I was demonized for being a driver.

These people don't care about these horses because they don't want to educate themselves about who they are. They just go on their own feelings of what they think should or shouldn't be done. None of these horses are being abused.

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It’s time to permanently end NYC’s deadly horse carriages. No amount of regulation or so-called “reform” can prevent the next horse from spooking, bolting, and hurting or killing people. Several carriage horses have collapsed and died while pulling tourists through New York City. Romanch’s Law is the only real solution to protect both people and horses.

Council Members,

I stand here on behalf of Romanch Mahajan’s extended family. I strongly support passage of Intro 943, "Romanch's Law" to shut down horse-drawn carriages, and urge the Health Committee and entire Council to pass it in law immediately. We sent a vibrant, heroic 18-year-old boy on a dream vacation to your city. We received his body back in a coffin.

Romanch did not die of natural causes. He died because an outdated, unregulated tradition failed him. When that horse panicked and bolted without a driver, Romanch fell from the moving carriage while trying to protect his mother. His final act on this earth was one of pure bravery.This tragedy was entirely preventable. No tourist should face death for taking a carriage ride in Central Park. No family should ever have to endure the agonizing, permanent grief that we carry every single day.

Tradition can never justify the loss of human life. We urge you to pass Romanch’s Law immediately. Do not wait for another family to be shattered. Let his legacy be the moment New York City chose public safety over negligence.

Thank you!

From: New York City Council
To: Testimony
Subject: Wed, Jul 15 2026 @ 10:00 AM - Committee on Health
Date: Saturday, July 18, 2026 8:03:28 PM

Attendee will be: Submitting written testimony
[redacted]
Attendee name (Zoom name): Diana Sanchez
[redacted]
Hearing: Wed, Jul 15 2026 @ 10:00 AM - Committee on Health
Subject of testimony: We urge the New York City Council to swiftly pass Intro 943, also known as Romanch's Law, to end the horse carriage industry, send the horses to loving sanctuaries, and help drivers transition to new employment.
Organization: Self
Organization if "Other":

If a testimony was uploaded, it will be in the attachments.

I am an equine veterinarian with 30 years of clinical practice experience. I am writing to urge the council to ban the use of carriage horses throughout the city. The city environment is a hostile one to horses, and demanding them to labor on city streets in blazing heat, rain, and severe cold is inhumane and cruel. The recent deaths of two horses is a sad testament to this fact. Horse's limbs were not made to function on asphalt streets; the ones who survive the elements will surely suffer severe and likely life-long lameness.

Horses are not window dressings existing to please the eye of uninformed and selfish tourists. They are gentle and sentient beings who deserve fair and humane treatment. If tourists want a ride, they can hire a pedicab powered by a person with the ability to stop when he needs to. This sadistic farce has been allowed to continue far too long. I urge the City Council to stand up and do the right thing by banning the use of these noble animals. In the ruling I beg you to include legislation on how these horses will be dispatched so as they don't end up in a slaughterhouse or an equally violent situation.

Thank you for your attention to this matter.

Diane Grasso DVM

NYSCVM Cornell University Class of 1986

Written Testimony in Support of Intro 943 (Romanch's Law)

Dear Chair and Members of the New York City Council,

I write today in strong support of Intro 943 because I believe New York City can no longer justify an industry that asks horses to spend their lives navigating one of the most chaotic urban environments in the world.

A horse is not a machine.

A horse is a sensitive, intelligent prey animal whose instincts evolved for open fields, companionship, and freedom of movement—not for pulling heavy carriages through gridlocked traffic, breathing exhaust fumes, standing for hours on scorching pavement, or being startled by sirens, jackhammers, motorcycles, and the relentless noise of Manhattan.

No amount of regulation can change that fundamental reality.

Supporters of the horse carriage industry often point to rules, inspections, and individual drivers who genuinely care for their horses. I do not doubt that many drivers love these animals. But love alone cannot make an unnatural environment humane.

The question before us is not whether some people care for horses.

The question is whether horses belong in New York City traffic at all.

Again and again, New Yorkers have witnessed heartbreaking scenes of carriage horses collapsing in the streets, struggling in extreme weather, slipping on pavement, or becoming frightened in conditions no prey animal should ever be expected to endure. Each incident reignites the same debate, yet we continue asking these animals to perform a job that simply does not belong in a modern city.

Intro 943 recognizes what so many New Yorkers already know: it is time to move forward.

This legislation is also about public safety. The death of 18-year-old tourist Romanch Mahajan, for whom this bill is named, was a heartbreaking reminder that horse-drawn carriages are not without risk. When thousands of pounds of horse, carriage, passengers, bicycles, buses, taxis, delivery vehicles, emergency sirens, and pedestrians share the same crowded streets, unpredictable situations can arise with devastating consequences.

No tourist attraction is worth risking human life.

No nostalgic tradition is worth sacrificing animal welfare.

Tradition is not, by itself, a justification for continuing a practice. Throughout New York City's history, we have retired customs once considered ordinary because our

understanding of safety, ethics, and compassion evolved. Progress asks us to recognize when something that once belonged to another era no longer reflects our values.

Horse-drawn carriages are one of those practices.

New York is a global leader. We lead in innovation, sustainability, animal welfare, and urban planning. We have embraced cleaner transportation, expanded public space, and reimagined our streets for the future. Yet we continue relying on nineteenth-century entertainment that depends upon living animals working in twenty-first-century traffic.

We can do better.

Importantly, supporting Intro 943 is not about turning our backs on the hardworking carriage drivers and stable workers whose livelihoods have depended on this industry. They deserve respect, gratitude, and meaningful assistance as the City transitions away from horse-drawn carriages. A humane transition must include support for the people whose lives will be affected, just as it protects the horses who have carried this industry for generations.

Compassion is not a limited resource.

We can care for workers.

We can care for horses.

And we can choose a future that honors both.

The greatness of New York has never come from clinging to the past. It comes from having the courage to evolve when we know better.

Future generations will likely look back with disbelief that horses once pulled tourists through the traffic of Midtown Manhattan. They will wonder why it took us so long to recognize what now seems obvious—that these magnificent animals deserved something better.

Today, the Council has an opportunity to ensure that this chapter ends with dignity, humanity, and compassion.

I respectfully urge you to vote **YES** on Intro 943.

Thank you for your consideration.

Dianna Carlin

[redacted]

Rockaway Park, NY 11694

From:	Dick Ciampa
To:	Testimony
Subject:	[EXTERNAL] NYC Carriage Horse
Date:	Friday, July 17, 2026 12:08:54 PM

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Good morning,

I'm writing today to ask that you not ban the carriage horses. What I'm seeing is people claiming animal abuse and cruelty as the reason why they want you to ban the carriage horses. The reason they want you to ban the carriage horses is because they can't go to animal control and report the the abuse and cruelty is because they already know what will be found.

No cruelty and no abuse.

I see PETA is lobbying to end the carriage horse rides. This is really a joke when you consider PETA killed 80.2% of the cats and dogs they took in last year at the one shelter they run in Virginia. That number is up from the couple of previous years, but down from the six years in a row they killed over 90% of the cats and dogs they took in with a high of 97.4%.

These numbers come directly from PETA as they are required by the Commonwealth of Virginia to report these numbers to the state each year.

Why didn't Wayne Pacelle founder of Animal Wellness Action and disgraced CEO of the HSUS, as he was forced to resign for alleged sexual misconduct, contact the city of New York to have the yews removed that killed the horse a couple of weeks ago if he is so concerned about animal safety? Instead he used the picture of the dead horse to get donations and try and get you to ban the carriage horses.

My guess is you will get more letters and testimony to ban the carriage horses, but you need to consider that most of these people are well meaning people that have been misguided by the radical animal rights people to help with their end goal of ending all animal agriculture. Everything is a slow process and you are now being taken aim at to become part of the process.

Please consider everything and keep the carriage horses doing what they do best. That's give people carriage rides.

Take care,

Dick

I urge the NYC Council to swiftly pass Intro 943, also known as Romanch law, to end the horse carriage industry, send the horses to loving sanctuaries and help drivers transition to new employment.

From: disha madan
To: Testimony
Subject: [EXTERNAL] Support for Romanch"s Law and the Ban on Horse-Drawn Carriages
Date: Thursday, July 16, 2026 8:45:13 AM

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Respected members of the council,

I am writing to express my strong support for Romanch's Law and for a complete ban on horse-drawn carriages.

The tragic death of 18-year-old Romanch is a heartbreaking reminder that preventable accidents can have devastating consequences. A young man with his entire life ahead of him lost his life while reportedly protecting his mother during an incident involving a horse-drawn carriage. No family should ever have to endure such an unimaginable loss.

This tragedy has highlighted the urgent need to reconsider the continued operation of horse-drawn carriages in busy urban environments. Public safety must always come first. If stronger safety measures or a ban had already been implemented, incidents like this might have been prevented.

Supporting Romanch's Law is about more than remembering one young life. It is about creating meaningful change that protects countless others in the future. It is also about recognizing that horse-drawn carriages pose risks not only to people but also to the horses that operate in congested city streets.

I respectfully urge policymakers to support Romanch's Law and take decisive action to end horse-drawn carriage operations. Let Romanch's legacy be one that inspires safer streets and prevents future tragedies.

No family should have to experience the grief and heartbreak caused by a preventable incident.

Thank you for your time and consideration.

Sincerely,

A Concerned Supporter

From: Dori Aravis
To: Testimony
Subject: [EXTERNAL] horse carriage issue
Date: Saturday, July 4, 2026 5:32:41 PM

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I am a fourth generation New Yorker. I currently live in Colorado but still love New York City where most of my ancestors were born. I also still think of NYC as a world class city full of life, and style, and incredible talent, but I am deeply ashamed of my city for the anachronistic "horse carriage industry". Not only is it a terrible leftover from the 19th century but it is a cruel and dangerous industry that is a blight on the city.

How many horses have suffered and died from this horror show that is nothing more than profound animal cruelty? And now the ultimate has happened, something that has been predicted for years, a human has died in a terrible, unnecessary way while riding in one of these carriages.

I'm sure you've all driven in the traffic of the city and know how terrifying it can be: Horses are extremely sensitive prey animals that are easily spooked by the noise and disorder of traffic; the fact that more injuries haven't occurred is nothing short of a miracle .

So I ask you how much suffering and dying will it take for the commissioners of NYC to finally outlaw this cruelty? I'm afraid to say that if it isn't stopped now, it will continue and my beloved city will just look worse and worse for it.

Dori Aravis

Testimony in support of Introduction 943

Hello,
My name is Duncan McIlwaine. I am a 26 year old resident of New York City who has lived here since the age of 13. I support Introduction 943 because I believe the horse-drawn carriages in Central Park are inhumane, dangerous, and out of place in the city as it is today. I spend time in Central Park almost daily, whether commuting by bicycle, walking, or spending time in the park recreationally. Besides the obvious animal welfare issues, the horse-drawn carriages are massive and unwieldily, posing traffic hazards for cyclists. The refuse from the horses covers the streets and can be smelled from blocks away, subtracting from the ambiance and cleanliness of the park.

More importantly, should we continue to use the dangerous mistreatment and suffering of these beautiful animals for tourist engagement? I urge you to pass Romanch's law to remove animal abuse from the identity of our city. As New Yorkers, Americans, and humans, WE CAN DO BETTER!

Thank you for your work and consideration to this issue,

Duncan McIlwaine
07/16/2026

July 16, 2026

Dear New York City Council Members,

My name is Dylan Maldonado-Roberts, I'm a lifelong New Yorker of 42 years, and I'm writing today in support of Romanch's Law Intro 943/967.

Many of us animal rights activists have been working towards freeing horses from the horse-drawn carriage industry knowing that the horses are worked to death and live in squalor. When you have an industry that relies on animal exploitation, any empathy for the being that's sustaining your business goes out the window. The economic temptation to do this is heightened when it comes at no personal cost. It's much easier to sit in a carriage out of economic ambition on a blistering hot day when someone else is doing the taxing labor; this is common sense. Bill de Blasio campaigned to end the horse-drawn carriage industry, Eric Adams backed Ryder's law, and here we are now with Zohran Mandani who also supports ending this industry. Such a failure of democracy is appalling. 68% of New Yorkers from all walks of life and socio-economic groups support ending the horse-drawn carriage industry according to a Zenith Research poll conducted just at the start of July. On May 19th the Central Park Conservancy also came out in favor of ending this practice after an incident resulting in a horse-carriage driver toppling to the ground.

Recently, on June 10th of this year, I was on the steps of City Hall attending a rally after the death of the horse Deniz. We gathered to protest his death but also to renew our support of Ryder's law. It's worth mentioning horses live roughly 25-30 years. Ryder, was the name of a 26-year-old horse who suffered a catastrophic collapse in 2022 while working on an 84-degree day. Videos of the driver beating him, commanding him to stand up went viral. This event galvanized mass support in ending this cruel industry.

At our rally last month, fellow supporters of the bill were holding signs with slogans: "Free the horses" and "Protect the people". I was in the back row, so I could only make out segments of what the speakers of the rally were saying. One statement resonated especially. Councilman Morano pointedly warned that although there haven't yet been any human deaths, "What happens next time? Eventually, luck runs out".

I imagined someday a spooked horse would escape his driver's control, or escape the driver altogether – and end up trampling an elderly person, or other bystanders as horses can cover lots of ground rapidly and weigh an average of over 1,000 pounds. Tragically, less than two weeks after our rally, Romanch Mohajan died from riding in a

horse carriage. This is no longer a premonition; this is a stain on New York City history. It's enraging that empathy towards animals and passing a bill that would've prevented this event didn't command sufficient political support. Now, an 18-year-old Indian tourist excited to visit NYC for the first time has been robbed of his life and realizing his dreams. One of our values as Americans is to ensure that people who live and visit us should enjoy life, liberty and the pursuit of happiness. Now, he will never have that opportunity, and his family will never be the same.

It feels vulgar to include this, but if there must be an economic argument, the Statue of Liberty barely has a line, and Times Square is practically a ghost town compared to normal levels. NYC doesn't need the blackeye of continuing to allow an industry that has claimed the life of a tourist. The optics of that cold indifference would be repulsive. It's time to join Chicago and Philadelphia in ending this industry. Part of the bill includes a two-year phase out and provisions to train affected Transport Workers Union personnel for new employment opportunities.

On Wednesday July 15th, I stood outside the gates of City Hall for over three hours hoping to attend the rally and hearing in support of Romanch's law. The line was hundreds of people, hundreds of people on a +90-degree day where despite efforts to regulate against this outcome, horses have been found working before. I was encouraged to see our massive turnout dwarfing the TWU workers on the opposite side of the road leading beyond City Halls gates. They donned posters claiming that ending the horse-drawn carriage industry would mean not only the end of their jobs but the death of horses. Considering their gross misconduct in treating their horses with any dignity, I found this repugnant. I want you to know that the group that attended the formal rally on the City Hall steps with the press would've been closer to triple in size if they let us in. Our numbers outside the gates only began to dwindle after City Hall staff informed us that the rally and hearing were already at maximum capacity.

I spoke with a handful of fellow activists who didn't get a chance to give their oral remarks. Dozens of us lingered, listening to the devastating testimony of the Romanch family streaming on our phones.

As you consider your votes now, I urge you to support Romanch's law Intro 943/967 and finally bring this horse-drawn carriage industry to its end. If you vote against this bill, more deaths and injuries will needlessly result. How will it rest on your conscience if you voted to sustain this exploitative industry that has no place in the New York City of 2026? What if it were your son, or brother? What if your animal companions were somehow worked to death? Now, you can never say you had no idea what may happen, whether it be the loss of life of more horses or human beings.

Thank you,

Dylan Maldonado-Roberts

EILEEN D. ROBBINS
[redacted]
ASTORIA, NY 11105
[redacted]

July 17, 2026

To: Julie Menin, Speaker-New York City Council
Lynn C. Schulman, Chair- Committee on Health
Christopher Marte, Council Member

Re: Prohibiting the Operation of Horse-Drawn Carriages

I strongly disagree with the captioned proposal, the horrific accident that resulted in the tragic death of Romanch Mahajan, notwithstanding. To be honest, I am truly disturbed by the fact that those who have long opposed horse-drawn carriages are opportunistically using this tragedy to push this proposal forward without considering and building on middle ground steps to mitigate the risks to passengers, drivers, horses, etc. such as those proposed by Council member James F. Gennaro. A rush to judgement and ill-thought out action is never a good idea.

In this case, it feels cavalier to eliminate the jobs. Moreover, as a former Upper West Side resident who is a senior citizen, I just don't understand why this proposal is moving forward so quickly while efforts to regulate irresponsible operators of bicycles, electric vehicles, cars, etc. in the Central Park and elsewhere is not getting traction. There have been more accidents and deaths caused by these modes of transportation than the carriages.

I urge the Council and the Mayor to take a beat and re-evaluate how best to mitigate the risks presented by all modes of transportation to tourists and quite frankly ALL residents of New York City. Average New Yorkers should not feel they are risking their lives whenever they walk down the sidewalk or cross the street!!!

Sincerely,

Eileen D. Robbins

CC: The Honorable Zoran Mamdani, Mayor of New York City
The Honorable Brad Holman-Sigal, Manhattan Borough President
The Honorable Donovan Richards, Queens Borough President
Jose Martinez, The City Reporter

Dear NYC Council:

I am a resident of NYC and reside at [redacted] Brooklyn, NY 11226. I am submitting this written testimony in support of Intro 943. I have personally witnessed the cruel and inhumane treatment of horses used by the horse carriage industry in NYC for over 50 years. It's way past time for this to end. I urge you to pass Intro 943.

Sincerely,
Eileen Mullaney-Newman

TESTIMONY Submission Opposing 0943- Eileen Rourke

I am submitting this testimony **in opposition to Bill 0943/0946-2026**, which would impose a permanent ban of the Horse Carriages. I've incorporated most of my original email text (prior to July 15 hearing) to Councilman Chris Marte, since I am one of his constituents. I've added comments subsequent to my attending the hearing in person. I carefully listened to both sides during the hearing; there are valid points on both sides of the issue, which is why I think reaching a middle ground is important and fair.

To summarize my comments below, these are the key points:

1) Do Not pass Bill 0943 as is. More Fact-finding is needed, including conclusion of the investigation of the June 15th accident that killed Romanch. Do a *reality* check on contradictory points that were made by both sides during July 15th testimony, i.e. horse sanctuaries financial ability to purchase & maintain carriage horses, if banned, safe equine care, Compensation issues
(carriage owners, salary, health benefits, union & non-union; "nonprofit" organizations)
2) Safety factors should include e-bikes too.

It was appropriate that the July 15th hearing started with the Mahajan family, who have demonstrated courage in the face of their loss and attendees on both sides showed compassion.
Banning horse carriages is a natural, but knee-jerk reaction to the tragic accident and death of Romanch Mahajan on June 17th. I, though horrified & sad when I watched the news, feel one incident should not wipe out a long-standing industry, which is a key part of NYC tourism. I am also a licensed NYC tour guide, so I have experienced the joy & unique value of the Central Park Horse Carriages both individually & for my tour groups. Organizations who have opposed the horse carriages before for other reasons, are seizing this tragic moment as an emotional opportunity & some may have other motivations.

Although Rep. Marte's bill offers a 2-year phaseout, I urge the City Council to also first consider other "safety" factors in the park before enacting his legislation as it stands now. The E-bikes, including Amazon/food delivery companies & pedicabs, speed in every direction without consideration to anyone. Individual bicyclists also often speed, especially after lights/signs were removed in Central Park, a questionable action. E- bikes & pedicabs are a problem in the park & NYC streets. Private cars have been banned from Central Park. Commercial delivery bikes (not counting deliveries to the restaurants in Central Park)should also be banned & have them use the transverse crossroads in the park or other city streets. So perhaps an expansion & merger of existing City Council proposed Bills would be the way to go. Let's return Central Park to the original Vaux (Olmstead)vision of having a park for all with the appropriate space with physical infrastructure & enforcement for the 21st century. Horses can and should still be a part of 21st Century Central Park.

I agree that it is time for change with guided action! I have always felt that the stables should be Inside the park. Central Park land designation seems to be a difficult, bureaucratic process. Where there is political will, there's a way! Central Park belongs to NYC and its residents for us to enjoy and share with visitors. Central Park is not owned by a private organization.

Horse stables with a field for the horses to graze in Central Park would be safer for the horses & people. I have a vision also that this facility could also have an added educational role for city students not normally exposed to horses. This could include Special Ed students for which I think research shows guided exposure to horses may be beneficial for certain conditions. This could expand the role of horse carriage drivers.

Another aspect of this is NYC real estate. If the stables are vacated (either because the horse carriages are banned or the horses moved to Central Park), that land should get designated for Affordable Housing.

I think Rep. Marte's bill 0943/0946 should be reconstructed as Romanch Central Park Safety Act to include multi-level safety measures. This involves cooperation from all the parties (TWU Local 100, NYCLASS, other animal activists groups, Central Park Conservancy. NYC Dept of Parks, etc.) involved, even though there is disagreement & different motivations. Implementation & Enforcement are the challenge of all aspects of this bill as well as those of us who want to see Central Park Horse Carriages maintained safely.

I encourage, for those who have not yet done so, before a vote, that all City Council Members & the Mayor visit the stables, speak further with individual horse carriage drivers and yes, even take a horse carriage ride in Central Park – you may discover the most relaxing destressed experience – something all New Yorkers should do. Slowing down, not for nostalgia sake, but for well-being & quality of life in NYC!

Eileen Rourke
[redacted]

From: Eileen Walsh
To: Testimony
Subject: [EXTERNAL] Subject: Support for Intro 943 (Romanch's Law)
Date: Saturday, July 18, 2026 12:49:20 PM

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July 18, 2025

Dear Members of the New York City Council,

I am a New York City resident writing in support of Intro 943, also known as Romanch's Law.

As a little girl, one of my dreams was to ride in a horse-drawn carriage through New York City. I always thought it was a beautiful tradition. However, after living in Manhattan for the past 15 years, my perspective has changed.

Over those years I have watched conditions for the carriage horses become increasingly difficult. The city has become far more congested with cars, delivery trucks, buses, motorcycles, electric bikes, scooters, and other motorized vehicles than it was even a decade ago. The population has grown, traffic has intensified, and summers have become noticeably hotter due to climate change.

What may once have been a challenging environment has become, in my opinion, an unsuitable one for horses. These are large prey animals that must spend their working lives surrounded by constant noise, traffic, heat, and hard pavement. It is also increasingly unsafe for everyone sharing the streets.

I believe New York can honor its history while recognizing when traditions no longer fit the reality of the modern city. I support ending the horse carriage industry, ensuring the horses are retired to reputable sanctuaries where they can live peacefully, and providing assistance so carriage drivers can transition into new employment.

Please support Intro 943 and help create a safer, more humane future for both the horses and the people of New York City.

Thank you for your consideration.

Sincerely,

Eileen Walsh

East Midtown

New York City

Elaine Cury

[redacted]

Spring City, PA

Formerly of NYC in the past

[redacted], NYC

To whom It May Concern:

I am a horse professional of over 50 years. I have ridden internationally, I was a student for 20 years at the prestigious French international school in Saumur France. I have also driven my own horses in competition and for pleasure for 20 years.

I have watched these horse carriages in NYC since I was a little girl. It just gets worse and worse because the character of the city gets more frantic and more congested. Horses by and large are silent animals and they suffer in silence. What these carriage horses are made to endure is so painful for a true horse person to see. They are made to inhale the toxic exhaust of cars and trucks. Horses take in a great amount of air to breathe. It has got to be so bad for their bodies and minds to support this. Horses are prey animals and the noise and chaotic movement must be frightening to almost all of them.

When a horse stands on the roads that get over 100 degrees it radiates all through their bodies. Just like it would be for us, it is the for them, it is exhausting and deadly. I know there is a rule for taking a horse out in high temperatures; but they do it anyway if they feel they can get away with it. There have been videos of New Yorkers catching them out on the streets.

The horses never have down time, I have seen some of them lame and on the street, I have seen some of them literally skin and bone. I have seen some of them arthritic and used anyway. Horses are feeling sentient beings. This is just cruel and so un necessary. They are not feeding them any more than they have to. Unfortunately, some of them have collapsed of exhaustion aided on by not being fed properly or taken care of properly or a combination. How can it be anywhere natural for a horse to stand in a building which is practically windowless and airless smelling the ammonia their pee makes.

The “drivers’ have literally no training., or it appears are they interested to do so. That is clear to a person that drives and was taught to do so. When a horse goes down for whatever reason , I have seen the drivers try to whip them to get up while they are still between the shafts and in harness . THIS is very difficult for any horse let alone an

exhausted one. No driver who knew or cared about their animal would do this. To leave the reins unattended is the FIRST thing you learn. These people are really not interested in the welfare of these animals, they are just a way to make a quick buck. If they had an education they would undoubtedly be doing something else.

Philadelphia has now stopped the practice, Malaga, Spain has stopped the practice and other cities are starting to understand that a city like NYC is not the place any longer for horses to be out on the streets. With the death of a person everyone is starting to understand the liability. Horses and big cities do not mix.

Please stop this practice as soon as possible. There are e cars now for these drivers to use. Their jobs will still be available to them. Why wait the two years that is proposed? It is just two more years of abuse these horses will have to endure.

Sincerely,

Elaine Cury

From: elaine sloan
To: Testimony
Subject: [EXTERNAL] CARRIAGE HORSE BAN!!!!
Date: Thursday, July 2, 2026 5:12:21 PM

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For DECADES, Nyers have watched and witnessed poor carriage horses dying on the streets, running wildly through traffic, limping from lack of decent medical care, underweight, old and existing in the
vile, unfit, dimly lit, small stalls that they are forced to call home!!
And finally and inevitably, a human was killed by a runaway, petrified horse.....IT IS TIME TO END THIS INHUMANE INDUSTRY!!!! Over 30 horses have died since 1982 but their deaths are ignored.

Experts have spoken out on numerous occasions that horses do NOT BELONG in city environments. They are VERY sensitive animals, the get "spooked" easily by the heavy traffic, blaring horns,
people yelling and odor of cars. There is no longer protection for them. There used to be ASPCA protection to keep them off the streets when the temperatures were too hot or to cold. No longer.
The police are too busy to address these issues.

Many cities have STOPPED this exploitation - Paris, London, Philadelphia, Barcelona, and many, many more.

Unfortunately the Industry has joined a Union that has been protecting them from these horrific practices. Time to STOP!!!

Many cities have STOPPED this exploitation - Parks, London, Barcelona, Philadelphia and many more.

IS NEW YORK a COMPASSIONATE CITY OR NOT??

This has to END!!!

DO THE RIGHT THING!!

Elaine Sloan

[redacted]

NYC, NY 10022

[redacted]

From: elaine sloan
To: Testimony
Subject: [EXTERNAL] Carriage Horse Industry - May it finally end!!
Date: Friday, July 17, 2026 5:10:56 PM

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7/17

To Whom It May Concern,

It has been many years that we've seen the horses struggling on the busy, noisy, crowded city streets.

And we URGE the New York City Council to quickly pass Intro 943, known as Romanch's Law, named after the
a young visitor who tragically lost his life in a runaway horse carriage accident. Through the years, we've also
seen many overworked and ill horses collapse in the streets. They do not belong in cities!

We look forward to the horses being sent to sanctuaries where they can live carefree lives in peace and comfort.

And we want the drivers to be transitioned to other jobs, perhaps to drive the charming, safe autos that will, hopefully, replace
the horses.

Thank you for your consideration and compassion.

Sincerely,
Elaine Sloan
[redacted]
NYC, NY 10022
[redacted]

Dear Council Members,

I am writing to support Intro 943. There should be no horses pulling carriges in NYC. It distressing to go along one of the most beautiful parts of NYC and see this cruelty on display.
Thank you,

Elena Cunningham
[redacted]
Brooklyn, NYC 11216

Dear Members of the New York City Council,

I am writing to urge the Council to end the use of horse-drawn carriages in New York City.

For generations, horse-drawn carriages have been considered part of the city's history. But history alone is not a sufficient reason to preserve a practice when humane alternatives now exist. As our understanding of animal welfare has evolved, so too should our policies.

I believe it is no longer necessary to use horses for entertainment or tourism. They are living, sentient animals, not attractions. Regardless of the standards currently in place, asking horses to spend their working lives pulling carriages through city streets is a practice that belongs to another era. We have the ability to preserve the character and charm of New York without relying on animals to do so.

A city as innovative and forward-thinking as New York should lead by example. Progress means being willing to reconsider traditions when they no longer reflect our values. Ending horse-drawn carriage rides would not erase history—it would demonstrate that compassion, thoughtful policymaking, and respect for animals are values worthy of shaping our future.

The way we treat animals says something about who we are as a society. Choosing to retire this industry is an opportunity to move toward a more humane future while embracing alternatives that can continue to support tourism and local jobs.

I respectfully urge the Council to support legislation that phases out horse-drawn carriages and replaces them with modern, humane alternatives. I believe this is a meaningful opportunity for New York City to show leadership by aligning its policies with the values of compassion, progress, and responsible stewardship.

Thank you for your time and consideration.

Sincerely,

Eliza Philpott

To: New York City Council

Date: July 16, 2026

Re: Ban on Horse Drawn Carriages in Central Park – Intro 0943-2026

I am all for banning horse-drawn carriages from Central Park but must ask how dare our City Council prioritize the banning of horse-drawn carriages over the banning of electric motor vehicles which have created a much greater safety and quality of life CRISIS in Central Park – and all NYC parks.

Because of the "pilot" program introduced in 2023 by the DOT and Parks Dept to allow electric motor vehicles into NYC parks, Central Park has been transformed from the sanctuary it is meant to be, a place of recreation and relaxation, to a high-speed electric motor vehicle transportation superhighway carrying commuters, delivery drivers, and all manner of other drivers using the Park as an expressway and thoroughfare to get somewhere else.

Crashes happen in the Park every day, causing life-altering injuries. ER doctors are seeing tremendous spikes in electric motor vehicle-related injuries. Just last week a woman jogging on the West Drive was mowed down by a reckless electric motor vehicle driver and remains in a coma and has such severe injuries that she is likely to be hospitalized for 6 months! Our City Council must stop willfully ignoring this crisis and take action to protect our parks and their users. https://www.westsiderag.com/2026/07/15/woman-remains-in-coma-after-being-struck-by-e-bike-in-central-park-she-didnt-see-him-coming

Those of us who would like to enjoy the Park for its intended purposes are no longer able to do so because of the swarm of electric motor vehicles recklessly endangering all pedestrians (especially small children, the elderly, the handicapped, and pets) and traditional cyclists. The drivers of these electric motor vehicles drive much too fast, drive in the wrong direction, drive in the pedestrian lane, drive the wrong way in the pedestrian lane, drive through red lights at pedestrian crossings, drive on the walkways, and generally disregard the safety of all other park users. There is ZERO accountability and even less enforcement. This chaos has to stop.

Only a few short years ago, after a long and difficult fight, we finally banned cars from the Park, a universally-acknowledged resounding success. Why has our City Council allowed a whole new class of motor vehicles into the Park, bringing the chaos and danger of our city's streets right into the one place we New Yorkers should be able to go to escape them? No motor vehicles of ANY kind should be allowed into ANY NYC park. The City Council knows

this, and yet has allowed the DOT and Parks Dept, bowing at the altar of Transportation Alternatives, to pervert the purpose of our parks rather than protect them.

Testimony 7/15/26 NYCC

This is a difficult subject: The connection between our NYC carriage horses and horse slaughter.

We New Yorkers assume our horses are safe because horse slaughter for meat is not allowed in the US. However, about 30k horses pa. in the US are sold to “kill” buyers at auction and transported to Canada and Mexico for slaughter.

Could NYC carriage horses be sold for slaughter? Yes, we know this for a fact, thanks to a glitch.

Someone forgot to file off the left hoof ID number of a NYC carriage horse, purchased by a kill-buyer at a PA auction. Rescuers raised money and bought the horse from the kill-buyer.

Unfortunately, the sale of carriage horses for slaughter is usually a dirty little secret. NYC carriage horse owners are not required to report how they dispose of horses if sold outside of NY. About 70 horses per year (30%)* are removed from service when they die or are sold (the majority).

What happens to the 70 horses p.a? We have no idea in most cases.

We license and protect carriage horse owners, and even promote them, advertising “enchanting carriage rides” on the NYC Tourism website.

But we don’t protect the horses from a miserable fate by, at a minimum, insisting on transparency in sales data. They can sell the horses to kill-buyers out of state with total impunity and they do.

I invite carriage horse owners to dispute my claims with verifiable evidence of horse sales to sanctuaries and safe places.

I invite NYCC to represent their constituents on this issue. We New Yorkers want no part of it.

* Good data source - https://banhdc.org/ by Elizabeth Forel

From: Elizabeth Kate Shelton
Email: [redacted]
Telephone: [redacted]
Subject: My testimony in favor of keeping carriage horses and their industry in New York City.
Date: 7/15/26

I am writing today to express my strongly held opinion that the carriage horse industry should continue in New York City.

Along with his family and all who care about human life and safety, I mourn the terrible tragedy of the death of Romanch Mahajan.

Having said that- according to what I've read, in this industry that goes back nearly 200 years, this is the only human fatality this industry has had in the modern era. A rare occurrence in a city with numerous unfortunate deaths from various means.

I know from having a cousin who worked as a carriage horse driver in Chicago that she considered her horse her partner. When I was working in Chicago, I recall her spending her spare time going to the stable to be with her horse- grooming and caring for it. The horses were better cared for than their human partners.
She told me: "Trust me, you cannot make any of these horses do what they don't want to do. If they do not want to go out, you cannot make them (do so)."

The carriage horse industry in general has far more health inspections and the horses are better cared for horses than most horses in the U.S.A.

She said that the horses used for this purpose are bred to work and love working.
I asked her how she knew that and she replied that their horses would go on non-working vacations for weeks in the countryside and when they returned to their working stables, they would kick the stable walls if they did not get back quickly to going out and making their rounds.

The horses are individuals with their own likes and dislikes- there was one who did not like garbage trucks and the person who partnered with that horse would shield him until the truck passed by, but overall, the horses truly enjoyed their routine.

For the drivers who choose this calling- there is a love of the life and the horses they have bonded with. It is something above and beyond a run of the mill career. Trying to put them into other random jobs would never replace the calling of this life and career they have chosen.
For me, as a born and bred, native New Yorker, they are the most charming part of our city and they connect us to our history in a town where we've lost so much of it.

Please respect this important part of New York's history and charm.

Sincerely,

Elizabeth Kate Shelton

The way that the horses who pull carriages in NYC are treated is abominable. I do not consider myself an animal advocate. I don't have and have never had pets, and I eat meat. I've never ridden horses or been in close proximity of them.

And yet, I can know in my bones that these are miraculous creatures that were created to run free. Living in a small stall in a carriage house while being forced to pull carriages full of people through traffic and on cement is nothing short of barbaric.

This is an old and outdated practice which does not take into account the values of our city. I think anyone taking a close look at what life is like for these horses would agree. A city who turns a blind eye to what is occurring in the continuation of this activity is a city I would feel deeply ashamed to live in.

I would love to see more creativity in crafting experiences that mirror the carriage experience.

At the time this was created we probably did not have the tools and technologies available to us now. I would like to see the spirit of New York: innovative, creative, thinking outside the box: put into use to rethink the old parades and to come up with new ways that make sense in our world today.

We urge the New York City Council to swiftly pass intro 943, also known as Romanchs Law, to end the horse carriage industry send the horses to loving sanctuaries and help drivers transition to other new employment opportunities. Please do not put the horses down. Please stop this sick abuse, horses cannot be in this heat with lack of water walking back and fourth holding tons of weight around the city. Eventually they will pass out and die. And then the horses are no good anymore; and will be put down. When all of this could have been avoided. Be the change this world needs. Be the good. Thank you.

Sincerely,
Elizabeth Wood

Support for Intro 943

I am testifying in support of Intro 943, “Romanch’s Law”, to end the business of horse-drawn carriages in New York City. As a former groom, I understand firsthand what it takes to properly care for horses and as a life-long Manhattan resident, experience daily the overwhelming and often dangerous nature of being a pedestrian on our over trafficked streets. Horses have no place on our roads, and especially not tethered to oversized, outdated carriages that do not provide any benefit to city residents, except the tiny minority of drivers who exploit these animals to make their own livings. As prey animals, horses can be extremely unpredictable and injury prone, even in the absence of carriages and other vehicles; driving large and skittish animals alongside fast, loud, and fume-emitting traffic poses a threat to them and everyone else around them. We’ve already seen horses overheated and overworked fall to the pavement, or bolt into traffic, situations that are totally preventable in our modern city. Now that we’ve seen a young person lose his life to the carriage industry, it’s beyond time to end the cruelty to the animals that depend entirely on humans for their wellbeing and prevent future tragedies from befalling other people and their families.

I am generally in support of organization that protect otherwise vulnerable workers like the Transport Workers Union, but we have a populace of animals that is far more vulnerable than any human and will never be able to express the stress, fear, and exhaustion of towing heavy carriages alongside traffic on unforgiving asphalt roads. This is not a zero-sum game either. Since horses cannot, carriage owners and drivers *can and should* retrain, and our government can and should help them transition to other lines of work if it really cares about animal welfare in the city.

As a utilitarian, I will go as far as to say if it takes the current generation of carriage horses to be humanely euthanized to end this industry once and for all, I support that. It is better than dying afraid, injured, and alone in a city street.



Ella Peake

10 July 2026

Written Testimony in Support of a Ban on Horse-Drawn Carriages in New York City

Horses are forced to pull heavy carriages through some of the loudest and busiest streets in the world, breathing fumes, navigating traffic and crowds, enduring extreme weather, and pounding hard pavement. These are conditions that are fundamentally incompatible with their welfare.

This is also a public safety issue. Horses are prey animals who naturally flee when frightened. No form of regulation would eliminate the risk of a horse getting spooked and bolting through crowded streets, putting pedestrians, cyclists, passengers, and drivers in danger. Recent incidents of crashes and deaths demonstrate that this industry is inherently unsafe.

New Yorkers have repeatedly made their views clear. According to polling cited by PETA, more than 78% of city residents support a ban on horse-drawn carriages. The public is increasingly recognizing that this outdated attraction carries unacceptable costs for both animals and humans.

New York should not be known for forcing horses to work in dangerous urban conditions until they collapse. We should be known for progress, compassion, and common-sense public safety protections utilizing modern alternatives.

I respectfully ask the Council to act now and finally end horse-drawn carriage rides in New York City before another horse or person is harmed.

Thank you.

My name is Ellen Harley. I am a horse owner and founder of the Charleston SC; Charleston Carriage Horse Advocates. In my 20+ years of advocating for humane living and working conditions for carriage animals, I have no doubt that it is time this 19th Century conveyance is relegated to quiet lanes in the countryside. Time was when it was a necessary mode of transport for business and pleasure. That was over 100 years ago. Most of us love nostalgia but when it turns deadly or abusive, it is time to turn the page. Voiceless animals and now a teenager trying to shield his mother from harm, are dead from this outdated and risky industry. New York! Join with cities across the globe; Philadelphia, Chicago, San Antonio, Salt Lake City, Montreal, Toronto, Paris, London, Beijing, Mumbai and Melbourne that have banned carriage rides. Turn the page, New York! Leave the 19th Century to movies and museums. Ban the dangerous carriage industry from your urban streets.

As someone who has worked with, trained, and cared for horses for more than 40 years, I strongly support ending the horse-drawn carriage industry in New York City.

Over the years, I have seen far too many carriage horses with harness sores, horses that were visibly underweight, horses working while lame, and horses with shockingly poor shoeing. It has reached the point where I no longer visit Central Park because I cannot bear to see horses working under these conditions.

Sadly, these concerns are not hypothetical. Carriage horses such as Ryder and Deniz, along with others over the years, have died while working in New York City's streets. We have also seen the tragic death of a tourist after a runaway carriage horse incident. As any experienced horse person knows, one of the most basic rules of horse handling is that you never, under any circumstances, leave a horse unattended—especially in a busy urban environment. That tragedy was preventable and should never have happened.

Supporters of the industry often argue that regulations make the work safe, but the reality is that horses are prey animals. They can spook at unexpected sights, sounds, or traffic, no matter how well they are trained. Asking them to spend their working lives surrounded by buses, taxis, construction, sirens, and crowded streets is fundamentally unfair.

Many cities around the world have already recognized that horse-drawn carriage businesses no longer belong in modern urban environments and have ended or phased out the practice. New York City should do the same. We can preserve our history without continuing an industry that puts horses and the public at risk.

Horses do not belong in an urban environment. They deserve lives where they can move naturally, graze, socialize with other horses, and live free from the constant stress and dangers of city traffic. After more than 40 years of working with horses, I believe it is well past time for New York City to end the horse-drawn carriage industry once and for all.

Sincerely,

Ellen Kemp

Thank you for the opportunity to testify in support of Intro 943, Romanch's Law.

When I was a little girl, I rode a horse-drawn carriage through Central Park. When I offered a carrot to the beautiful chestnut horse, he took it gingerly from my hand.

I didn't realize at the time that that gentle horse was forced to pound the pavement day after day, even when it was sweltering hot or blistering cold. I didn't realize that each night, he'd go back to a tiny stall—aching, exhausted, and likely unable even to lie down comfortably.

I have known many horses in the years since, but never forgot the feeling of that chestnut horse's breath in the palm of my hand. I've often wondered what became of him.

Did he drop dead in the street like Lady and Deniz? Was he whipped like Ryder or kicked—while screaming—like Luciana? Did he die after being forced to haul tourists in a heat wave like Billy? Did he spend his last moments alone and terrified in a 60-square foot stall?

For reference, keeping a horse in a 60-square foot is the equivalent of cramming a human into a cage smaller than a typical shower stall. This extreme confinement is arguably even worse for a horse, whose most fundamental needs include social horse-to-horse contact, free movement, and access to forage.

When horses are deprived of these basic needs, their bodies and minds deteriorate. They can develop painful gastric ulcers or life-threatening colic. They can exhibit signs of severe distress—swaying back and forth endlessly, cribbing, or even self-harming. As I saw in my time as an equestrian, some become completely unresponsive—researchers compare this hopeless behavior to depression in humans.

I loved New York as a child, and I love New York now—but the carriage trade is a stain on this city. Horses have been killed, and now, a very young man has been killed. I wish I could go back and tell my childhood self not to get on that carriage in Central Park. But I'm telling you now: Support Intro 943 (Romanch's Law) to ban horse carriages.

No one can save Lady, Deniz, Ryder, Billy, or Romanch. I can't save that gentle chestnut horse I met all those years ago. He is surely long gone. But *you* can save the next horse—or the next human. Please support Romanch's Law.

July 16, 2027

Re: Intro 0943-2026 to prohibit horse drawn carriages in Central Park

Well, if this isn't a clear case of "the pot calling the kettle black" proposed by the City Council!

How dare you ignore the dangers and accidents that are going on in Central Park from e-bikes while expecting us to believe that the main safety problem is horse drawn carriages!

As reported in the West Side Rag, a woman remains in a medically induced coma for more than a week after being struck by an electric bike in Central Park!

"Jean, whom the family is choosing to identify by that single name for her privacy, was jogging on July 7 around 4:30 p.m. along West Drive near West 64th Street, when she was struck by an electric bike, police previously told West Side Rag... and he was in a bike lane, but he slid or swerved and hit her in the back; she didn't see him coming."

For over four years now activist citizens have been asking for the City Council to pass laws that put identification plates and required registration on e-bikes which regularly violate traffic laws ("Priscilla's Law"). You've ignored us. You've ignored the accidents, comas and deaths taking place from these e-vehicles.

I understand the TWU has asked for hitching posts to be placed in Central Park so the tragedy that just occurred could not have happened as the horse would have been restrained. You ignored them too, and now you want to put hundreds of people out of work for your failure to protect public safety.

How DARE you! You've failed to protect public safety from e-vehicles and horse drawn carriages. NO to your proposal on Intro 0943-2026 to prohibit horse drawn carriages in Central Park, while you continue to expand bike lanes and access for e-vehicles.

--Ellen Sandles
[redacted]
New York, NY 10003

From: Ellen Savarese
To: Testimony
Subject: [EXTERNAL] Carriage Horse Bill Testimony
Date: Friday, July 10, 2026 9:07:15 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report suspected phishing emails with the Phish Alert Button or forward them to [redacted] as an attachment.

Dear City Council Members,

My name is Ellen Savarese and I live in Lenox Hill. Living near Central Park is one of the great joys of my life. However, each time I'm in the park, I am horrified by the state of the horses pulling the horsedrawn carriages. I'd like to start by saying that I've spent my entire life around horses. I understand that they are hardy, resilient animals who have been bred for hard work. However, horses also require an exacting level of care in order to thrive. The Transport Workers Union can claim all they'd like that the NYC carriage horses are well-taken care of, but the thing about horses is that they show quite visible evidence of poor health. Many of the horses I see in the park every day are visibly malnourished (ribs showing, brittle and flaking hooves, and dull, patchy coats). Still others have open wounds, blisters, and scabs from old or ill-fitting tack. All drip sweat onto the road as they suffer through scorching NYC summer days where pavement temperatures often reach 150 degrees. Then, when their miserable days are done, they're returned to abhorrent stables that have been publicly and repeatedly documented as filthy, cramped hellholes where the horses do not have room to even turn around in their stalls.

There is no question horses as a species are physically able to pull carriages. I've spent time with hundreds of horses on cattle ranches out West who regularly face 16-hour long days working cattle across the harshest terrain imaginable in brutal cold and unbearable heat. And still, I have only on occasion seen a ranch horse who is as visibly unhealthy as the average New York City carriage horse. That is what poor quality food, squalid housing, and inadequate (or nonexistent) veterinary care does to a horse.

For too long, the carriage horse industry has profited off the backs of the horses it mistreats. It has been allowed to do so because the NYC City Council remains firmly under the thumb of the Transport Workers Union. However, it's time for City Council to do what's right instead of kowtowing to this union once again. The horsedrawn carriage

industry is a stain on our city and we can no longer turn a blind eye to the plight of these animals, deteriorating every single day before our eyes. In 50 years, we will look back on this industry and kick ourselves for allowing it to run rampant for so long.

Thank you for considering my testimony.

Best,
Ellen Savarese

Written Testimony in Support of a Complete Ban on Horse-Drawn Carriages in New York City

Dear Members of the New York City Council Health Committee,

I respectfully submit this testimony in support of a complete ban on the horse-drawn carriage industry in New York City.

For generations, horse-drawn carriages have been presented as a cherished tradition and tourist attraction. However, tradition alone cannot justify the continued use of animals in conditions that compromise their welfare. As our understanding of animal sentience and ethical responsibility has evolved, so too should our policies.

Horses are intelligent, social, and highly sensitive animals. They did not evolve to spend their days navigating congested city streets surrounded by traffic, exhaust fumes, excessive noise, and pavement. They deserve the ability to move freely, graze, socialize with other horses, and live in environments that support their physical and psychological well-being.

Even under existing regulations, this industry cannot eliminate the inherent risks and hardships associated with forcing horses to work in one of the busiest urban environments in the world. Horses have suffered injuries, collapsed from exhaustion or heat, and lost their lives while pulling carriages through the streets. Beyond these public tragedies are the daily realities that receive far less attention: long hours standing on hard pavement, exposure to extreme weather, and prolonged confinement in stables that cannot provide the space or natural conditions horses require to thrive.

Many other major cities around the world have recognized that horse-drawn carriage operations are incompatible with modern standards of animal welfare and have ended the practice. New York City has long been a leader in progressive public policy. It has an opportunity to once again demonstrate leadership by embracing a future that values compassion over outdated forms of entertainment.

This is not about criticizing the individuals who currently work within the industry. Many have dedicated years to their profession. Rather, it is about acknowledging that society evolves. Industries change as our ethics, technology, and understanding advance. We no longer rely on horses for transportation, and there are countless humane alternatives that preserve the experience of touring the city without placing living animals in harm's way.

The question before the Council is not whether regulations can make this industry marginally safer. It is whether New York City should continue asking horses to bear the physical and emotional burdens of an industry that no longer reflects our values.

A complete ban on horse-drawn carriages is the most effective and compassionate solution. It would prevent future suffering, align New York City with other forward-thinking municipalities, and send a clear message that the welfare of animals matters.

I urge the Council to support legislation that permanently ends the horse-drawn carriage industry in New York City.

Thank you for your time, your consideration, and your commitment to protecting those who cannot speak for themselves.

Ellen Walker

Testimony in Support of Ending Horse-Drawn Carriage Rides

The image of horse-drawn carriages has long been romanticized in books, films, and popular culture. Many of us grew up believing they represented a timeless, fairy-tale experience. But behind that image are living, sentient animals whose welfare deserves to come before our nostalgia.

We have a responsibility to ask ourselves: at what cost are we preserving this tradition?

These horses spend countless hours working in busy city streets, exposed to traffic, noise, extreme weather, and conditions that are far removed from the environments they were naturally meant to live in. Regardless of regulations, we cannot ignore the physical and emotional toll that this lifestyle can have on an animal that depends entirely on humans for its well-being.

Compassion should evolve alongside our society. Traditions that once seemed acceptable can and should be reconsidered when we know there are more humane alternatives. We can preserve the beauty, history, and charm of our cities without relying on animals to provide entertainment.

Ending horse-drawn carriage rides is not about taking away magic—it is about redefining what kindness looks like. The most beautiful legacy we can leave is one where empathy outweighs convenience and where progress reflects our values.

I respectfully urge the Council to support legislation that phases out horse-drawn carriage rides and replaces them with humane, sustainable alternatives. Let us choose compassion over tradition and demonstrate that our humanity is measured not only by how we treat one another, but by how we care for the animals who cannot speak for themselves.

I am writing to urge you in the strongest possible terms to support legislation that ends the use of horse-drawn carriages in New York City.

There is no humane justification for forcing horses to spend their lives working in one of the busiest and most congested cities in the world. Horses are intelligent, social, sensitive animals whose physical and emotional well-being is fundamentally incompatible with the constant traffic, blaring horns, exhaust fumes, hard pavement, and relentless noise of New York City. They deserve to live as horses—not as tourist attractions.

Beyond the conditions they endure while working, the quality of life these horses experience away from the streets should also concern us. Carriage horses are typically housed in stalls within city stables for much of their time. Unlike horses living in more natural environments, they generally do not have regular access to open pasture where they can graze, socialize freely with other horses, or move about as they naturally would. Confinement in stalls and the lack of adequate turnout deprive horses of behaviors that are essential to their physical and psychological well-being.

No amount of regulation can change the reality that these animals are required to pull heavy loads through crowded streets in all kinds of weather. They cannot choose to stop when they are exhausted, frightened, or uncomfortable. They are entirely dependent on humans to protect their welfare, and we have a moral responsibility to ensure they are not be exploited for entertainment or profit.

The risks they face are real. Horses have been injured, collapsed, and been involved in traffic accidents that place both the animals and the public in danger. Even when these incidents are avoided, no horse should have to spend its life navigating busy city streets while living with limited opportunities to express natural behaviors.

Tradition is not a valid excuse for continuing a practice that compromises animal welfare. Society has repeatedly recognized that customs should end when they cause unnecessary suffering. We now have humane, modern alternatives that can preserve the city's tourism industry without requiring living animals to bear the burden.
How we treat animals reflects our values as a society. Continuing to allow horse-drawn carriages sends the message that entertainment and profit are more important than compassion and responsible stewardship. New York City has an opportunity to lead by demonstrating that animal welfare is not negotiable.

I respectfully urge you to vote in favor of banning horse-drawn carriages and replacing them with humane alternatives. These horses deserve lives free from exploitation,

chronic stress, prolonged confinement, and the dangers of city streets. It is time for New York City to put their welfare first.

Thank you for your consideration.

Emily Boden Torres
Written Testimony | NYC Council Committee on Health
July 15, 2026 | Intro 943

Note: I stayed on Zoom ready to testify until a little after 2:00 pm, but ultimately had to get back to work. I am submitting this written testimony to replace my spoken testimony.

Thank you, Chair Schulman, for the opportunity to provide this testimony. My name is Emily Boden Torres, and I write in support of Intro 943. The existence of carriage horses in the city has not made sense in a very long time. As a young child I, too, romanticized a carriage ride in the Park at Christmastime. As I got older, I realized how unnatural it is that we still do this.

I have spent a majority of my life around horses. For a decade, I owned my own horse. I knew when he was content, hungry, scared, feeling lazy, or happy to see me. Although I now consider myself retired, I grew up riding horses both for pleasure and competitively. I was on my university's equestrian team, and have even competed abroad. I have been around all different kinds of horses in many different situations. No matter what carriage industry supporters have said today and prior to today, I am a horse person telling you that carriage horses in our city are not happy. Their lives are not good. Yes, draft horses are distinct from other horses. Yes, I am confident that many of the drivers love their horses. Yes, horses can adapt to their surroundings. However, the city is simply no place for a horse pulling a carriage in 2026. These horses may get used to the regular hustle and bustle of the city to an extent, but there is *always* a risk that one unpredictable (or predictable) thing will spook them. The risk here is simply too high.

The fact that it took this long for a person to be killed in one of these accidents is *not* something drivers or other opponents of this bill should be proud of. Also, just because some of these horses may be well taken care of and loved by their drivers does not mean they are not at risk of catastrophic injury or death every single day. The practice no longer makes good sense.

Horses are truly incredible—they're smart, patient, and gentle. There is a reason equine therapy is such a powerful tool for children and adults with cognitive disabilities, PTSD, depression, anxiety, and physical ailments. Anywhere I am, I still get excited if I see a horse. I deeply understand that reaction, which others have mentioned today. But, that initial excitement is soured immediately for me when I see a carriage horse. The entertainment of a small number of people (mainly tourists), or an understandable but ultimately irrational desire to preserve a piece of New York's past is not worth the risk to these beautiful horses, who we supposedly cherish. Nor is it worth the risk of injury or death to people like Romanch.

We have all seen too many videos of horses dead or dying on the streets of this city. The panic in their eyes. Their blood on the pavement. It's enough. Let it be enough.

People all over the world look to New York as a role model. New Yorkers want to *deserve* to be admired. Please pass Intro 943. Thank you for your time and consideration.

Emily Torres

Thank you, Committee, for this opportunity to express why I support Intro 943 to ban horse carriages. I'll keep it brief and simple – as a New Yorker, I don't go to Central Park anymore because I do not wish to witness state-sanctioned animal abuse. What should be a crown jewel of the city has become an 800-acre blot on the map to me, my family, friends and many others who are about the carriage horses. It's been like that a long time and I miss the park -- How many times have we been here, calling for this ban? How many times will we continue to be here? How many more horses, how many more people, how many more Romanchs. No amount of regulation or reform can reconcile this dangerous business that benefits the few, and hurts the many, most who are voiceless. Please pass Intro 943, Romanch's law, and ban horse carriages from NYC for good and make Central Park a park free of animal abuse.
Thank you.

Chair and Members of the Council,

Thank you for the opportunity to speak.

I urge you to strengthen protections for New York City's carriage horses and to support a transition away from the horse-drawn carriage industry. These horses are living, feeling beings asked to work long hours in one of the busiest urban environments in the world. They navigate congested traffic, extreme heat and cold, loud noises, air pollution, and hard pavement—conditions that are fundamentally different from the environments horses evolved to live in.

While many carriage drivers genuinely care for their horses, good intentions cannot eliminate the inherent risks and welfare concerns of this occupation. Horses are prey animals whose physical and psychological well-being depends on freedom of movement, social connection with other horses, turnout on natural footing, and the ability to express natural behaviors. A city street cannot meet those needs.

New York has the opportunity to lead with both compassion and innovation by creating policies that prioritize equine welfare while supporting workers through a fair transition to humane alternatives. Protecting animals and supporting livelihoods are not mutually exclusive goals.

The way we treat those with the least power reflects the values of our society. I respectfully ask the Council to choose a future that places kindness, evidence-based animal welfare, and public safety at its heart.

Thank you for your time and consideration.