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# Subway Scrapbook

Volume I

Compiled by

Mrs. Charles E. Watts

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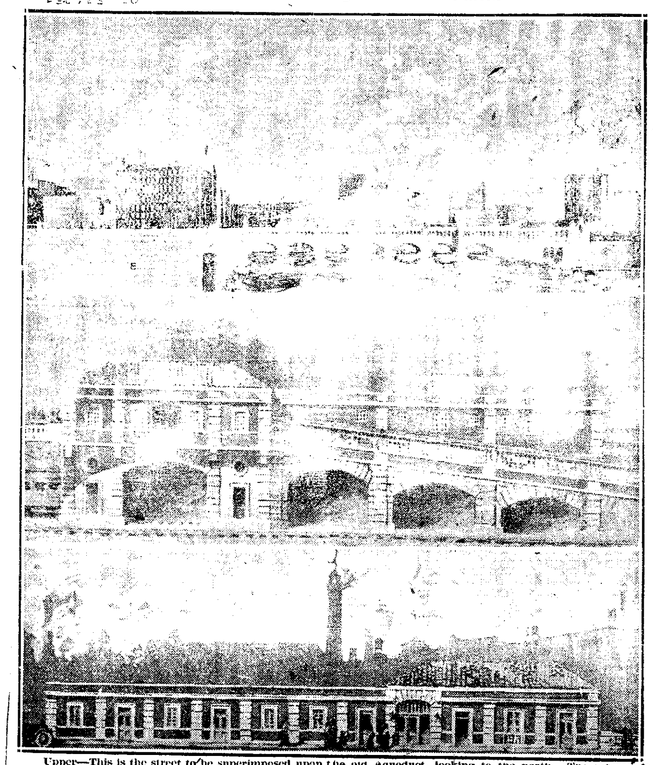
Times Union
Dec. 23 '0

## City's Plan For Using Old Erie Canal



Upper—This is the street to be superimposed upon the old Aqueduct, looking to the north. The subway for interurban trolley cars will run in the bed of the Aqueduct.

Middle—Station which is to be built at South avenue. This view shows the station as seen from the west.

Lower—South avenue subway station. It will stand where the heavy balustrate now runs along the edge of the canal.

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Times Union Dec 2, 20

# Parallel Thoroughfare To Main Street And Subway May Replace Erie Canal Through Center Of City

## Tentative Plan For Scheme Announced By City Today

### City Planning Superintendent Edwin A. Fisher Points Out Possibilities for Growth of Rochester in Utilization of the Abandoned Waterway—Passenger Stations at South Avenue and City Hall.

Tentative plan for utilization of the old Erie canal bed—that part of it at least running through the center of the city—was this morning announced by City Planning Superintendent Edwin A. Fisher. The deal with the state for taking over the land is yet to be consummated, although there is no doubt but that the city will become owner of the property, its intention to do so having been announced some four years since, when the Common Council adopted the necessary ordinance, and the city's formal notice to the state has also been given.

In the accompanying pictures is shown what the city has in mind for that section of the canal lying between Exchange street and South avenue, including the aqueduct spanning the Genesee river. In a general way it has been understood that the acquisition of the canal lands would make possible the laying out of a parallel street to Main street, also the providing of a subway for interurban trolley passenger and freight traffic. The section of the plan covered by the views herewith presented would give a street with a 52-foot roadway and 14-foot sidewalks at either side, a total width of 80 feet.

While the width of the aqueduct at the top is but 67 feet, the additional width for the proposed street would be secured by carrying the sidewalks on cantilever construction at either side of the present structure. The covered section of the street would extend from South avenue to Oak street, and excavation to give the requisite headroom for railroad traffic would be carried west from Exchange street. Such excavation would be made to a depth of eight feet and while plans are not complete, sufficient progress has been made to warrant the statement that there would be no change in existing grades of streets which cross the canal, except at Washington street where the grade would be brought down.

The section of plan already completed also provides for access to the canal terminal now in course of construction, and when the viaduct for that terminal was begun it was so planned that there should be no interference with construction of an "industrial railroad" in the bed of the old canal.

That same section of plan also contemplates an additional passenger station for the railroad in the immediate vicinity of the present City Hall.

Carrying through of the plan as outlined will also fit in with the Rochester Gas and Electric Corporation's scheme for doing away with the Johnson and Seymour and Carroll and Fitzhugh raceways by construction of a 25-foot power tunnel from the face of the upper falls to the Barge canal harbor, the abandonment of the Carroll and Fitzhugh raceway, also paving the way for a spur connecting the railroad in the bed of the canal with the Erie railroad south of Court street.

While pointing out the possibilities of the plan for making use of the lands — when they have been acquired — Mr. Fisher was emphatic in making clear that the plan is a tentative one, that the first real step will be the securing of the land. And he would not even hazard a guess as to how soon title to the land would be secured by the city.

Nor would the city planning superintendent suggest a date for the commencement of actual construction, nor the possible cost of the work or its duration.

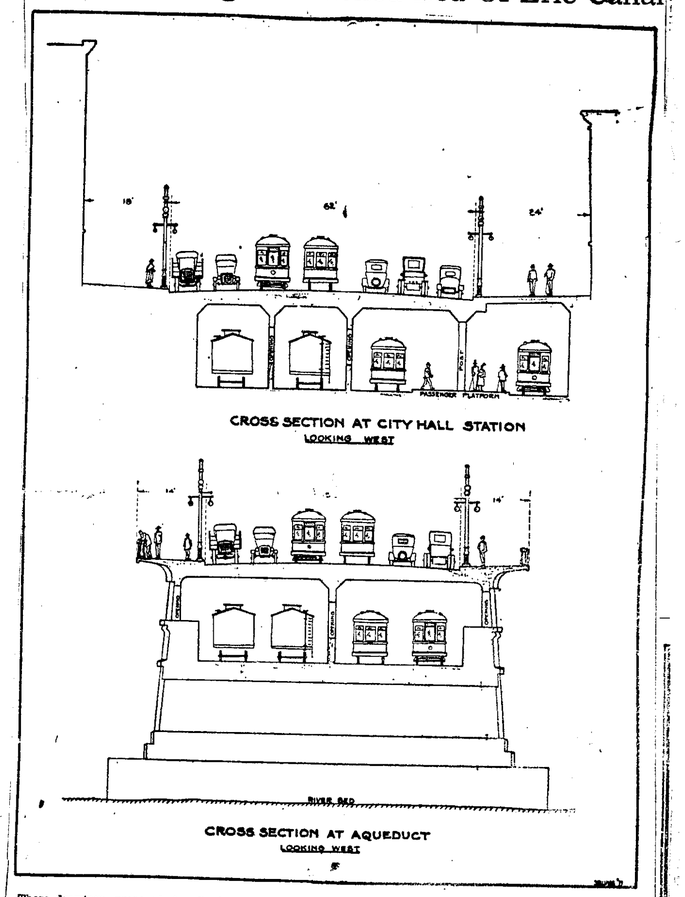
Mr. Fisher and Assistant City Engineer LeGrand Brown have been busy for a long time in the outlining of preliminaries to putting through the plan that has been suggested, and appraisers from the state Land-Board have been busy for months setting a value upon the lands which the city seeks to acquire. The figures submitted have not been made public, indication that the city and state are not yet agreed upon that point.

While the plans and blue prints for the work have been prepared in the city planning bureau, the drawings of the proposed structures reproduced here were made in the offices of Gordon and Kaelber.



officer that the auto was taken on Sat- fied of the arrests.

# Drawings Illustrate One Feature Of Plan For Utilizing Abandoned Bed Of Erie Canal




These drawings, prepared by City Planning Superintendent Fisher, serve to illustrate one feature of the plan for utilizing the abandoned Erie canal bed. The upper drawing shows the cross-section of a street level with the subway which it is proposed to build under it. The lower drawing shows a cross section at the Aqueduct, carried out upon the same lines as the drawing above which represents the proposed City Hall station.

The city's plan for utilizing the old Erie canal bed for a rapid transit railway was declared a most novel one by George F. Swain, consulting engineer of Boston, who has been engaged in an advisory capacity by the City Planning Board.

"It is one of the most unique schemes I have come across in all my experience," Mr. Swain said of the project. "It is most excellent in all respects and so far I have been unable to find any obstacle whatever which might seriously interfere with the work.

"Mr. Brown seems to have made a thorough study of the situation and I find that he has worked out the details with such painstaking exactness that everything seems to dovetail nicely."

Times Union 21 July 1921

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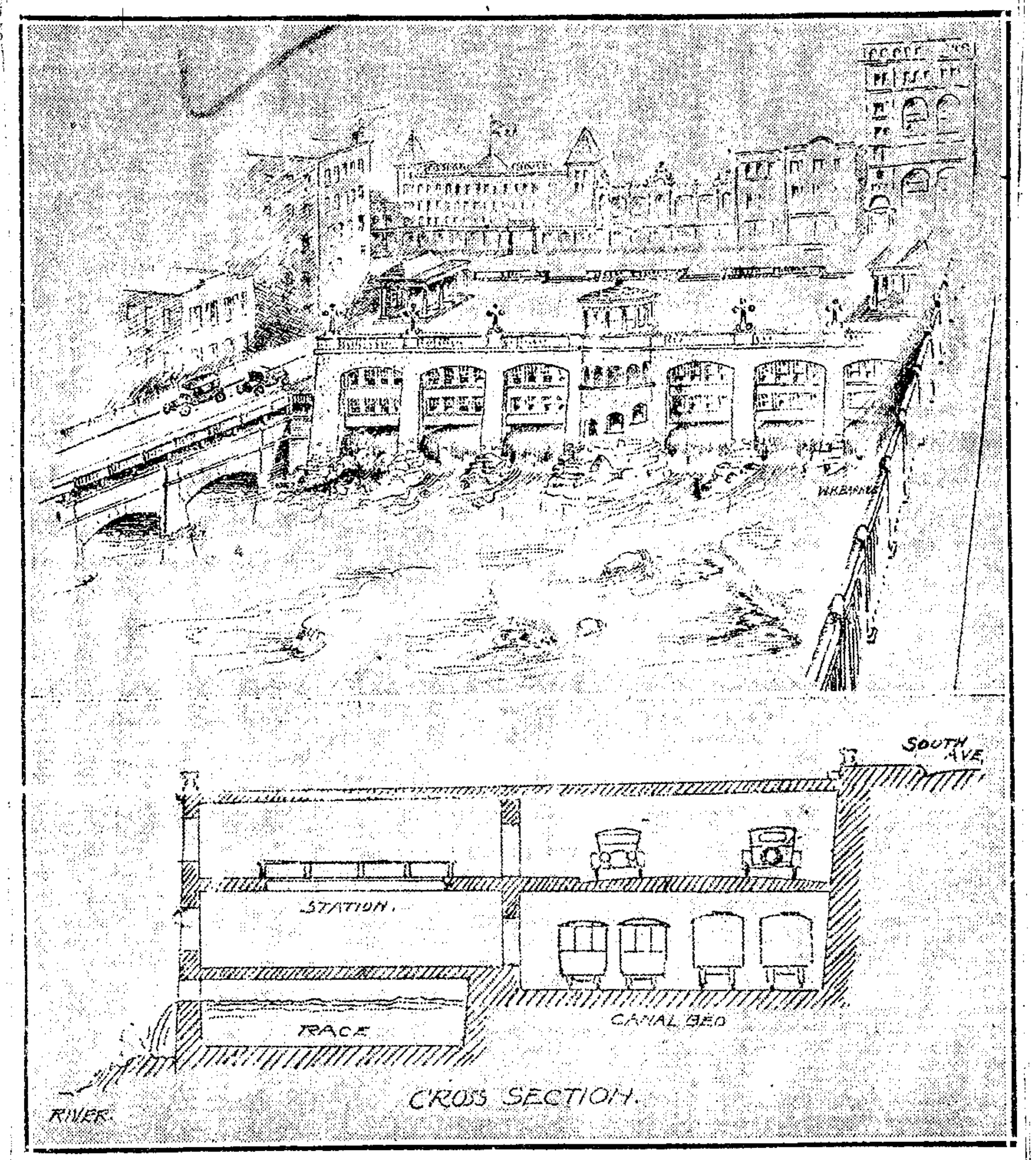
## Use Of Old Canal Bed For Trolley Station Suggested By Drawing Made By Architect

Times-[illegible] 19, 1921




There is undoubtedly much time and study being given at this time to find the best solution of the many problems for utilizing the old Erie canal bed and to provide the best location for a central trolley station, etc.

The above sketches illustrate a plan suggested by William H. Barnes, who was for many years associated with Otto Block, architect, under the firm name of Block & Barnes.

Mr. Barnes' idea is to use the space between the east end of the aqueduct and the east end of Court street bridge and running parallel with South avenue, the canal and raceway to be entirely covered from South avenue to the river.

The large drawing is a free-hand sketch, showing how this station would look if one were standing at the west end of Court street bridge near the Cluett & Peabody collar factory and looking in the direction of the Osburn House. On the left is shown a portion of the aqueduct with the proposed roadway above it. The smaller drawing is a cross-section through the proposed building, showing South avenue level, canal bed, race and river.

The canal bed shows the space for railroad and trolley cars with roadway above. These two roadways give the necessary height for station accommodations over the race without interfering with the flow of water.

There are several reasons, in the opinion of the designer why this is the best place for the proposed station:

One is its central location.

Another is on account of the turn at this point in the canal, all traffic would be obliged to slow up. If station is located at some other point, it would mean another slow down, which means more time.

Furthermore, the roof of this station could be utilized in many ways. As shown in the sketch, the roof is dropped about two feet below the level of South avenue. The idea is to use the space as a central recreation point, a place where people downtown would have a place to rest on seats and benches. At one end could be a public comfort station, and the other, or south end, a bureau of information building. In the center, on river side, is shown a covered platform or bandstand.

If the roof of station was placed on level with South avenue the space could be used as a large central traffic square or parking stand.

There are many other useful ideas that can be worked out in this scheme, but the above gives a general idea of the main features.

Everybody looks at the classified section. More people are watching it for whatever appeals to them. The Want Ad is the quickest and most economical method of making sales.



Times Union Nov. 19, '21 ROCHESTER

# Subway Ordinance Presented Before The Common Council

### Estimated Cost of First Section of Important Improvement Set at $1,800,000—Aldermen Authorize City Notes for Two and Half Millions To Defray Expenses Not Provided for in Budget—Schools Get Most of Money.

Rochester officially made its first move toward actual construction of the subway and parallel street on the old Erie canal right of way when an ordinance for improvement of that section of the property lying between Griffith and Oak streets was presented last evening to the Common Council. The ordinance with estimated cost of the improvement at $1,800,000 was referred to the finance and public works committees, which will hold a public hearing before report is made to the council for final action.

Of the total cost of the improvement $1,420,000 is to be assessed against the city at large; $325,000 upon abutting property owners and the remainder against the New York State Railways for paving between tracks. Work of construction will be started as soon as the ordinance has received final official approval.

**Mr. Fisher Outlines Plan.**

The ordinance presented to the council was accompanied by a letter from City Planning Superintendent E. A. Fisher and a report from Dr. George Swain, expert engineer and head of the engineering department of Harvard University. Mr. Fisher in his letter says:

I have outlined a general plan for the use of the Erie canal [illegible] as the result of careful study of the problem for many years. Also I have presented the matter to very many experienced engineers and executive officers of both steam [illegible] railroads and cities. [illegible] enthusiastic approval [illegible] the advice and [illegible] members of the advisory [illegible] planning and other [illegible] public-spirited citizens [illegible] have given generously [illegible] to this problem.

[illegible] of the plan have been worked out by Le Grand [illegible] city engineer, whose [illegible] I take pleasure [illegible]

[illegible] the whole matter [illegible] George Swain, LL.D., now and for many years professor of civil engineering at Harvard University. [illegible] was a member of the Boston Transit Commission during its entire existence, more than 25 years, and its chairman for the last [illegible] years before it was abolished [illegible] was consulting engineer to the Massachusetts Public Service Commission for many years, and consulting engineer or engineering expert in many important cases involving the construction or operation of public utilities.

**Dr. Swain's Report.**

This is, in part, the report by Dr. Swain:

Briefly stated your plan proposes that the city shall purchase the abandoned Erie canal, and after reconstructing it for the purpose, shall utilize it as a transportation line with four tracks; the two northerly tracks to be used for passenger transportation, the two southerly tracks for steam tracks to connect lines entering the city with industries along the old canal and with each other. Your plan, therefore, converts the old canal property into a rapid transit and industrial railway line, and also uses it in part as a new street.

The length of the canal which the state purposes to abandon, or has abandoned, is about [illegible] miles, extending from the northwest to the southwest through the heart of the city, and crossing the Genesee river on a stone aqueduct. It has four locks [illegible] of the river. The width of the property is from 100 to 150 feet, and the width of the prism is 70 feet, or ample for four tracks. The streets cross over the canal east of the Genesee river on fixed bridges and west of the river on lift or bascule bridges. [illegible]

Your purpose is to construct tracks from the Western widewaters to the junction of the Rochester & Eastern Railway on the east, a total distance of 8.4 miles, this distance to be adapted for passenger and freight service. A freight tracks can be extended 2.2 miles farther to the east from the Rochester & Eastern Railway junction to the Barge canal. From the Western widewaters to Brighton, 6 1-2 miles, four tracks are proposed, and from Brighton to the Rochester & Eastern Railway junction two tracks to be used for both passenger and freight traffic. On the west an extension can be built from the Westtrn widewaters to the plant of the Eastman Kodak Company, from the Western widewaters to the

On the western part of the line, from Lexington avenue to Exchange street, where the bridges are movable, the bottom of the canal will have to be depressed. East of Exchange street, where the bridges are fixed, little deepening will be required. At the locks and at some streets there will be necessary grade adjustments and the grade of some of the streets will be very much improved, as at Oak street. Retaining walls and slope walls will have to be built at various points, and some pipes and sewers will have to be changed, but the magnitude of pipe changes will be very small in comparison with what is usually necessary in a city subway. On the whole, your plan will improve the street grades.

Your plan also contemplates constructing a new street over this transportation line from South avenue to Oak street, thus providing a new street through the heart of the city, which can be extended in the future as may be found necessary or desirable.

Your plan consists essentially of two parts:

1. A rapid-transit passenger line for suburban and interurban cars.
2. An industrial railway connecting the various steam railways and the industries along the canal.

(1) Suburban and interurban lines can be connected with this rapid transit line at convenient points, and the traffic from the suburbs and from neighboring cities carried into and out of the city on the passenger tracks. The Rochester & Eastern Railway would be connected west of Brighton; the Rochester & Syracuse Railway at Winton road; the suburban lines of the east and northeast at Colby street; those at the south east at the crossing of the canal and Monroe avenue; those on the north and northwest at Emerson street; those on the west and southwest at Lyell avenue, and further growth avenue; the Lockport interurban line the Lyell avenue, and further growth to the northwest [illegible] dated by a connection [illegible] end of the prop[illegible]

(2) The [illegible] connect all the [illegible] city so that freight [illegible] load [illegible] from any steam [illegible] and also one steam line to another if this should be desired.

[illegible] opinion the project worked out by you and Mr. Brown is also an admirable one, and [illegible] should without question take [illegible] acquire the abandoned canal [illegible] as practicable. I have found no difficulties in your plan which cannot in my opinion be easily met and no flaws in it which make it in any way impracticable. On the contrary, it has been admirably worked out [illegible] contingencies [illegible] to have been foreseen, and I can find very little, if anything, to criticise about it, although [illegible] some suggestions to make regarding some of the details when the time comes to study them.

Your plan provides an almost ideal method of taking care of the traffic between the center of the city and the suburbs or over interurban lines. The following advantages which it offers may be enumerated:

1. There are no grade crossings of streets from one end of the line to the other.

2. There [illegible] no problem of ventilation because your plan does not [illegible] a subway, but simply places tracks on the canal bed, open at the top. The problem of ventilating a subway in a city is of no small importance or magnitude, as those who are familiar with the New York subways well know.

4. The number of pipe and sewer changes is very small.

5. There is comparatively little excavation. It is a very different problem to excavate a few feet in the bottom of your canal than to excavate the entire prism of a subway under an existing city street.

6. There will be practically no interference with traffic during consruction.

7. Your plan will enable a considerable saving to be made in the running time between the center of the city and the suburbs and will therefore much facilitate the development and building-up of your suburban districts.

8. On account of the various elements above mentioned, the cost which your plan involves for providing a rapid-transit line for street-car transportation will be very small in comparison with the cost of providing equivalent facilities in any other way.

Finally, your plan will provide for the future urban and suburban transportation requirements for Rochester for many years to come. It will allow of such routing of cars as may be found most convenient as the development of the plan progresses. It is ideal, flexible and can be adapted to varying conditions in a way which I have never seen paralleled in any similar plan.

It seems to me that when the [illegible] regarding your plan and the advantages it offers to the city are known to your public and to your officials, those advantages will be evident that there will be no hesitation in adopting your plan and in taking such steps as are necessary to put it in execution.

Also, I cannot refran from stating that I hope the citizens of your city will realize the debt of gratitude which they owe to you for your perceiving the opportunities which the abandoned canal p[illegible] within the reach of the city, and for formulating this plan by which those advantages may be secured and realized.

**Other Business Before Aldermen.**

The council also authorized city notes totaling $2,535,878.45 for current expenses not provided for in the city budget. The department of education is to receive $2,003,975 of this amount. Comptroller Wilson also asked authority to renew these outstanding city notes: $250,000 school construction; $200,000 local improvements; $75,000 overdue taxes. This request will be reported upon at the next session of the council.

Petition of the Board of Education for condemnation of land in Clifford avenue wanted for school purposes was referred to the corporation counsel.

The report of the law committee upon the controversy between [illegible] L. Heughes Company and [illegible] union of ironworkers [illegible] filed. The report [illegible] men had a grievance against the company, was made public two weeks ago.

These first ordinances were presented:

West High terrace, tree planting, $550; Aberdeen street, tree planting, $60; Frost avenue, tree planting, $50; Millbank street, tree planting, $48; Kron street, asphalt paving, $1,150; Ardmore street, paving, $14,500; Wolfert terrace, tree planting, $160; Dove street, paving and sewer, $6,700. The last was referred to public works commissioner.

These ordinances were adopted:

Footbridge over New York Central, Lake avenue boulevard, $3,000; Winton road, tree planting, $460; Conkey avenue, tree planting, $180; Ridgewood, walks, $6,000; Hague street, tree planting, $225; Rosedale street, paving and resurfacing, $6,000; Pittsford street, walks and paving, $11,400; Lake avenue sewer, $7,700; Largrange avenue, opening section 1, $1,000, and opening section 2, $5,000; Wheatland street, opening, $5,000; Elk street, extension, $1,000; Oxford street, surface treatment, $1,400, and Exchange street tree planting, $125.

Culver road, paving, $45,500, and Grove street, resurfacing, $2,500, were put over to the next meeting of the council.

Rochester Public Library

**TEN YEARS AGO TODAY**

Nov. [illegible], 1921

Highest temperature, 35 degrees; lowest, 32 degrees.

The first actual step in the project to use the Erie Canal channel through the city as a subway for railways was taken by the Common Council, which adopted a first ordinance for the improvement of the stretch between Griffith and Oak streets at a cost of $1,800,000.

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# What the Subway Means to Rochester and Towns in Rapid Transit Zone

## Transportation Facilities Provide for City of 2,000,000; Huge Expansion of Suburbs Foreseen; 10-Minute Reduction in Time of Incoming Cars; Trolley Schedules Cut.

Post Express 17 N. 22 Article No. 1

Rochester's rapid transit system now being constructed in the bed of the abandoned Erie canal, is attracting attention from transportation engineers all over the country. It is regarded as one of the most important moves yet taken in Western New York to provide for the development and prosperity of a city. Rural communities will be brought closer to the Four Corners and the shopping centers. Its street car schedules will be cut down 50 per cent. on local lines, and taking the heavy interurbans off the surface lines, will drive them into town ten minutes sooner than now prevails.

Transportation facilities for a city of 2,000,000 population are seen in the plans of this notable rapid transit system. The engineers in charge of the work here have profited by the experience of the New York subway builders who failed to vision the tremendous development of the outlying districts through the conveniences of quick transport. As all the railroads entering the city are hooked up with the subway, rapid realty development is bound to follow the opening of service, because of the shipping advantages and the short time required commuting passengers to and from their homes in the rural districts.

Every railroad, steam and electric, in the city, is connected by this plan, with the principal commercial and industrial points. The barge canal terminal with its magnificent harbor, is a part of the system. On this cross-town underground provision is made for two freight tracks and two passenger tracks, and what is equally important, a new highway parallel with Main street, from Oak street to South avenue, is opened up, crossing the Genesee river via the aqueduct on which a super deck is to be constructed with a gradual incline from Exchange street to the sidewalk level of South avenue.

### Expect Development.

Underneath this highway runs the subway. A section extending from Oak street to Main street west is virtually completed. Massive concrete pillars support the superstructure of steel and crushed stone which is to be asphalted. The old canal bridges at Main street west crossing and Caledonia have disappeared, and the new street intersects Main where once mule-tows held up traffic on the west side and undoubtedly held back the development of that part of the city. Under the concrete decks is a 17-foot clearance for the fast trains that will be rushed through the tube, carrying passengers and freight.

The increased facilities of rapid transit are booked to do for Rochester what the underground accomplished in the New York zone, converting Westchester and Bronx farms into thickly populated apartment house districts, only a few minutes from Broadway, the shops and theaters. The general scheme here in Rochester aims at relief of congested traffic, swift transportation and discharge of interurban passengers at three principal points in the commercial districts, South avenue, City hall and Main street at Elizabeth. It is figured the present running time to adjacent points on the interurban lines will be reduced ten minutes. So it appears that the operation of the rapid transit sytem will cut down the present local time one-half.

Diverting local cars on to the subway tracks will avoid considerable congestion and save time in transporting passengers to the outer sections of the city. Among other benefits seen in the present engineering work are: connection of all steam railroads for interchange and switching to manufacturing plants along the canal and also the barge canal harbor; construction and extension of streets across the old canal, and opening up of considerable property with trackage facilities for manufacturing.

The location of public freight sidings at several points gives an opportunity of delivering carload freight at convenient places for contractors and others bringing material for contracting work. These freight stations are to be located where they will cause a minimum congestion to street traffic. Provisions is being made to handle local freight from the steam road depots to manufacturers on the line who do not have sidings.

### Rest of Canal Is Retained.

"That portion of the canal (3.62 miles) west of the Western widewaters will not be used at present for railway purposes," Le Grand Brown, deputy city engineer, who is in charge of the subway work said to-day. Mr. Brown was formerly chief engineer for the Rochester Railway company and has put tunnels through the Rockies. "But this portion," he continued, "will be retained until such time as it may be desired to use it for railway purposes or in connection with the proposed west side barge canal harbor, in which case the banks will be raised or the canal deepened sufficiently to accommodate the canal barges. For the present drainage sufficient to prevent its becoming stagnant, will be taken care of through the Lexington avenue sewer and the existing ditches north of the canal. In case of utilizing this for canal purposes, to provide for leakage and circulation it will be necessary to construct a sewer to the Genesee river. It is proposed to keep the towpath for future railway extension and also it is proposed to obtain a permit from the state to lay a track on the towpath from lock No. 62 easterly to the barge canal where a dock will be constructed to permit the transfer of local freight between cars and the boats which do not go into the barge canal harbor.

"Eventually, passenger tracks will be extended westery along the canal and beyond Mt. Reed avenue (Field road.) It is also probable that this line will be extended within a few years to Lake Ontario to accommodate the rapidly increasing passenger traffic from Charlotte and along Lake Ontario west to Manitou Beach. The construction of this rapid transit and industrial railway will open up a large territory in outlying districts of the city, and with the increased passenger and freight facilities, tend to increase the population to a great extent.

### Built Substantially.

"The subway has been designed with the idea of constructing it in a first class and substantial manner throughout with the view of reducing the cost of maintenance and operation to a minimum and give as good service as possible. Passenger facilities have been planned with the expectation of a rapid increase in traffic for there is every reason to expect it with the excellent facilities proposed and the large development taking place in the outer sections of the city adjacent to the subway line.

"The old canal with its numerous bridges has acted as a division line, in many cases depreciating property to the west and south of it. Lowering grades and widening crossings to correspond with the streets to each side tend to equalize property values and improve transportation facilities to the south and west of the cannal."

The city's contract calls for the completion of the subway November 1, 1923. The tube from the Oak street point to South avenue is 3,700 feet long. Steam drills are cutting seven feet down into the rock bed of the canal and already the excavation has touched the Washington street crossing. One feature at this point will be the elimination of the old bridge and the lowering of the street thus reducing the excessively steep grade. Exclusive of the trackage, this engineering enterprise will cost the city $1,400,000. Some details of the work include an estimated excavation of 70,000 cubic yards of rock and earth. Concrete will run into 40,000 cubic yards, and the steel to be used in the structures will weigh 5,000,000 pounds.

The subway is to carry sixteen miles of conduit for electric telephone, telegraph and signal wires. At the Main street crossing a thirty-six inch water main was lowered twelve feet because of the clearance required for traffic. A twenty-inch gas main was also lowered, and with it a ten-inch high pressure main of the Holley system.

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This is the first of a series of articles on the Rochester subway now under construction.



THE POST EXPRESS: SATURDAY, NOVEMBER 18, 1922

# What the Subway Means to Rochester and Towns in Rapid Transit Zone

## Traffic Congestion to Be Cut by Elimination of Interurbans from Three Streets; Three Terminal Stations Make Great Area of City Readily Accessible.

### Article No. 2

Rochester's system of rapid transit solves the problem of traffic congestion which was rapidly increasing in the center of the city. The plan takes interurban cars off the street and runs them in the subway now under construction in the old canal bed, and also discharges traffic at three principal points in the commercial district, South avenue, city hall and Main street at Elizabeth, instead of at a union station, which is now being done. By this proposed system, transfers are saved and passengers are landed nearer their destinations.

As the contract work advances east from Main street, considerable public attention is being given to the traffic plans which include the diversion of local lines and transfer points.

By diverting local cars operating through Winton road, Blossom road, through the New York Central subway and Colby street, a large territory will receive quick transportation to the center of the city. Passengers desiring to go to intermediate points on the East Main, University avenue or Park avenue lines can transfer to the local cars at junction points from the through cars. This would cut in two the time to the center of the city from the Browncroft tract, which is rapidly filling up and is expected to furnish big business to the subway. The University avenue car should operate to Winton road from Culver road over the Syracuse railroad line.

During rush hours it is urged some Lyell avenue cars could run between Lyell avenue and the end of the new street at Oak street via the subway and at the new street either to South avenue, Exchange street or West Main street.

A number of Dewey avenue cars could be operated via the subway from Emerson street to the end of the new street at Oak street and thence over the new street or existing Main street line. This arrangement would offer great relief during hours of heavy traffic. The Emerson and Driving Park avenue cars could handle all the local traffic inside of Emerson street to the center of the city, Le Grand Brown, deputy city engineer in charge of subway construction, said to-day.

### Enormous Advantage to City.

"The distribution of the interurban travel at these principal terminal stations is an enormous advantage to the city over the usual one union station system," Mr. Brown said. "It makes a much greater area of the city directly accessible and equally available for store and commercial establishments and contributes largely to the relief of congestion. It lands the Syracuse, Geneva and Buffalo lines close to the commercial district at three of the best locations possible and close to the principal street railway lines.

"The local stations in the downtown district are limited as this portion of the city is well supplied with street car facilities, and the addition of each station is a detriment to rapid transit as well as additional expense of construction and operation without corresponding gain."

In discussing transfer points, Mr. Brown made the following references:

Winton road station, with proposed Park avenue extension, via Harvard street, Norris street and South Union to Highland avenue.

Monroe avenue line at Monroe avenue station.

South Clinton line at Meigs street station.

South avenue and St. Paul street (Summerville line), also to New York Central station, by proposed belt line, at South avenue station.

Exchange street, Monroe avenue and Charlotte lines at city hall station.

West Main, Genesee, Thurston road lines at West Main street station.

R., L. and B. railway at Lyell avenue station.

Dewey avenue, Emerson street and Driving Park avenue lines at Emerson street station.

The proposed Lexington avenue line at the Lexington avenue station.

In handling water pipe and material used by the department of public works at Bloss street and Byron street, and exhibits at Exposition park, sidings at those places will save several thousand dollars each year on cartage. The siding at the State armory will also be of great benefit in handling horses and supplies.

There will be a spur for handling freight located under the new street at the head of South Water street. During the exposition undoubtedly extra passenger cars can be obtained from the steam railroads and be operated by the electric locomotives. Also during the exposition traffic originating on the Lehigh Valley, Buffalo, Rochester and Pittsburgh or the Pennsylvania can be handled by the electric locomotives from these roads direct to the exposition grounds without change of cars. This will save considerable investment in spare equipment for Exposition park traffic.

### See Large Revenues Assured.

With the construction of the new plant of the Kodak company, together with the large number of houses which it is proposed to build in this territory, a large passenger and freight revenue will be assured to the subway.

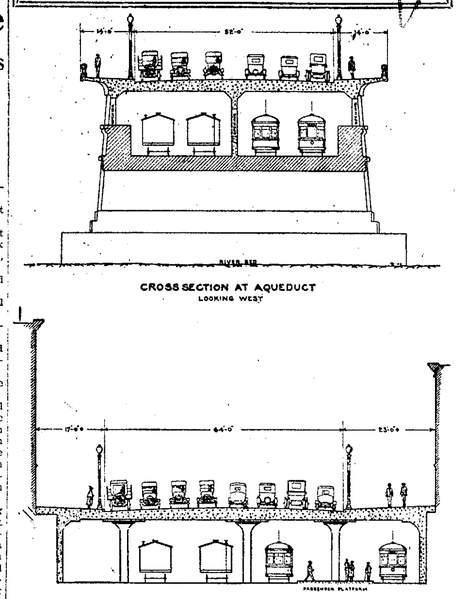
The bed of the aqueduct was widened by Mr. Brown's directions to permit the laying of four tracks, and the eastern end was pulled out and a gradual curve substituted for the sharp turn to admit of the approach to Court street. The old aqueduct, for generations one of the fine things in the river's scenery, is taking on added beauty through the stone deck imposed on the original structure. East of Exchange street there will be an asphalt roadway over this structure, fifty feet wide and sidewalks on each side fourteen feet wide. Stone railings, similar to the Clarissa street bridge, will set off the road and promenade.

Plain brick kiosks will lead from the street down to the station platforms on the south side. There is an entrance planned for Exchange street and also a kiosk entrance at Fitzhugh street. Facilities for freight lifts have also been planned.

West of Exchange street the new street will be sixty feet wide from curb to curb. This width exceeds Main street's. The street is bound to attract substantial commercial and loft buildings. The freight facilities are unsurpassed, as every shipper or consignee will enjoy the same switching rate and every road will have trackage privileges.

This is the second of a series of articles on the Rochester subway, now under construction.

*Plans, Showing Arrangement of Tracks in Tube and Street Above*




Upper drawing shows two-deck arrangement of viaduct over Genesee river.

Lower drawing—Space at extreme left is for freight sidings. Two lines in middle left are for freight traffic. Passenger lines at right. The total width of street above is 104 feet, greater than that of Main street.

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Times-Union Nov. 18 '21.

# Erie Canal Subway Plan Meets With Strong Support

## Public Hearing on Proposed Improvement, Held in Common Council Chamber, Finds No Opposition to Scheme —Suggestion Made That Trolley Cars Be Barred From New Street Above Subway.

So far as indicated at last night's public hearing before the Public Works committee of the Common Council, there is a complete unanimity of opinion in support of the city's plan for utilization of the old Erie canal lands by construction of a subway and street along the right of way.

One suggestion for a change in the following plan proposed by the ordinance was made:

"The work required is the construction of a subway to be used for a railroad in the abandoned Erie canal lands, from Griffith street to a point 800 feet west of Oak street, and the construction of a superstructure, including a pavement and walks, to be used as a public street from South avenue to the west line of Oak street; also widening the roadway of South avenue from the intersection of the new street to Court street."

J. Lawrence Hill made the suggestion for a change, suggesting that trolley tracks be barred from the surface of the proposed new throughfare. That suggestion will be taken under serious consideration.

The plans for the improvement were explained by City Planning Superintendent E. A. Fisher and Assistant City Engineer LeGrand Brown, who prepared the plans for the improvement. Lantern slides were used for illustration of some of the features of the scheme.

Upwards of 100 persons were present at the hearing, the number including Mayor-Elect Clarence D. Van-Zandt, James P. B. Duffy, chairman of the Barge canal committee of the Chamber of Commerce; John Morse, chairman of the Canal Bed committee of the chamber; A. E. Crockett, representing the chamber as a whole; Clark H. Quinn, representing the First Ward Improvement Association; William A. Montgomery, president of the North East Electric Company; John Craig Powers, vice-president of the Rochester Trust & Safe Deposit Company; W. H. Almy, proprietor of the [illegible]burn House; W. F. Pitkin, president of Chase Brothers, and Howard Clapp, vice-president of the Central Bank.

Mr. Duffy in urging the carrying through of the improvement took occasion to pay a high tribute to Mayor Edgerton's administration of civic affairs for 14 years, declaring the proposed subway to be a tribute to Mayor Edgerton and another monument to his devotion to Rochester's affairs. Incidentally, Mr. Duffy said that he spoke "as a Democrat."

Mr. Crockett said that the plan had the united support of the canal's and canal bed committee of the Chamber of Commerce, and that not a single dissenting voice had been heard in the various discussions of the scheme at the Chamber of Commerce.

Clark H. Quinn for the First Ward Improvement Association presented a formal resolution that had been adopted by that organization in favor of the plan, and John P. Morse spoke of the various industrial plants along the line of the proposed subway and street that would be materially benefited by the completion of the plan.

With a wax model Mr. Fisher showed the plans for bridging the aqueduct. The street on top, he showed, was to be not less than 52 feet wide between curbs, with sidewalks from 14 to 20 feet wide.

Electric locomotives will be used in the canal with the overhead trolley system rather than the third rail, he said. He explained the various connections with all railroads running through the city, and also with the Barge canal terminal.

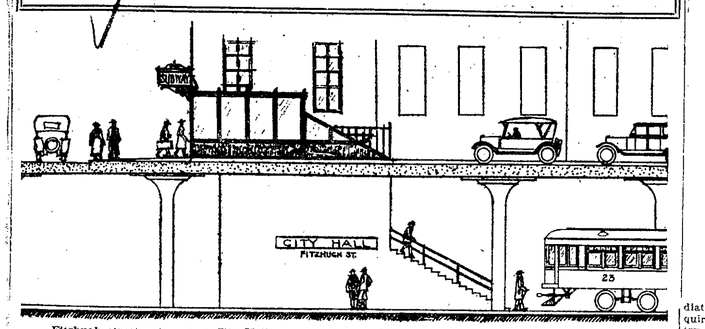
The three main stations he described in detail. One is planned at South avenue, another at the City Hall and the third north of Main street near Oak street.

Of the total of $1,800,000 the cost of the improvement as planned, $45,000 would be paid by the New York State Railways for paving, he said, [illegible] $325,000 by property owners [illegible] would be benefited. The [illegible] 430,000 on the city at [illegible]



THE POST EXPRESS: MONDAY, NOVEMBER 20, 1922

*Cross Section of City Hall Subway Station at Fitzhugh Street Showing Exit and Entrance Kiosk*




Fitzhugh street entrance to City Hall subway station, which extends through to Exchange street, where a like arrangement of exit and entrance facilities are provided. Overhead, the new boulevard.

# What the Subway Means to Rochester and Towns in Rapid Transit Zone

## Two Big Business Streets Opened to Traffic—Old Canal Bridge Gives Place to Wide Asphalt Thoroughfare of Importance to Congested Industrial Terminal District.

### Article No. 3

Rochester's rapid transit system in the bed of the abandoned Erie canal from Oak street, across the one-time aqueduct, to South avenue was so far advanced to-day that two big business streets closed since last June were opened to traffic. Mayor Van Zandt and Le Grand Brown, deputy city engineer in charge of the subway construction work, went up to the eastern terminal at Oak street, shortly before noon and very quietly and unostentatiously opened up Oak street from Main to Industrial. The old bridge across the canal had disappeared, the steep grade leading up the approaches was leveled down, and a wide asphalt throughfare marked a continuous level stretch which is of big import to this congested industrial district, supplied by the freight depots of the Pennsylvania and B. R. and P. railroads.

Mr. Brown announced that he expected to have the Main street west crossing open for pedestrian travel by the end of this week.

For some time detours south on Ford street have been made west of the Main street crossing, and north on Elizabeth street for traffic going west, as the Caledonia avenue temporary crossing was held open only for street cars. The opening of Oak street therefore gives unlimited relief to business interests on the west side.

The informal ceremony shortly before noon was the first benefit to function in the great utility plans of the city engineers to relieve traffic congestion in the center of the city. The entire work will not be completed until next November as this is the contract time.

The conversion of the old aqueduct into a viaduct with an asphalt boulevard superimposed over the tube carrying four tracks for rapid transportation of passengers and freight has already attracted wide attention from engineers and citizens of Rochester generally. But in this plan to give the town real rapid transit, an engineering project of even more daring pretensions is being worked out. This is the construction of a viaduct to span East avenue upwards of 500 feet east of Winton road.

According to Le Grand Brown, the subway expert, this viaduct and trestle will be a work of beauty in keeping with the rich environment of this exclusive section of Rochester. Utility is the first consideration, and the concrete structure crossing the famous avenue is an essential part of the scheme to bring the towns nearer to Rochester.

From ten to twelve minutes in the running time of the interurban cars over the Rochester and Syracuse line will be cut from the schedule. This line will cross East avenue by means of the lofty overhead structure and will run down grade to Winton road. The trestle will span about 600 feet.

The importance of this work to residents of towns on the Syracuse road can hardly be overestimated. At present commuters and shoppers now have only a twenty-minute service and must transfer to their destinations in the city. The new plan is to provide a twenty-one minute headway, coming through the tube as fast as the wheels can turn, and discharging passengers at the three principal stations eliminating the delay of transfers. The new system takes passengers at high speed to either South avenue at Court street or the City hall station with entrances and exits at Exchange street and at Fitzhugh street, and at the Oak street station which is adjacent to the B., R. and P. and the Pennsylvania passenger stations.

Another benefit is seen in the cutting down of the running time which in view of the congested parking facilities in the downtown districts makes an item of interest to motorists. Far better time and comfort are served by use of the rapid transit trains. Every town is to share in the advantages of the speedy transport, and this is also a factor in the prosperity of merchants and manufacturers doing business in Rochester and catering to the trade of rural communities.

For example Fairport will be twelve minutes nearer Rochester when the system begins to function. This service could be provided in a year, if the money to finance the work were available.

Then there is the Canandaigua line with its string of thriving and prosperous towns. It is proposed to bring these cars into the subway near the Monroe avenue crossing in the immediate neighborhood of the recently acquired grounds of the Oak Hill Country club.

In this connection it is proposed to extend the tracks to the club. The old Creek road crossing is to be eliminated. The Rochester railway has only a single track from Cobbs hill to the canal crossing but in the present scheme the road will be double-tracked. This saves all the crooked runs through the streets and a big item of time.

The Buffalo and Lockport cars are to enter the subway system at Lyell avenue. This means that western commuters will get into town ten minutes earlier than the prevailing schedule calls for.

Towns of the Sodus bay road will also benefit as this line is to be connected with the rapid transit system just as soon as the subway is extended to Chestnut and Elm streets. These cars then will enter the tube at Elm street and emerge at Exchange street. It is planned to have a loop for these cars on the return trip which will take them down Exchange street, State street and over Andrews.

Every section of Rochester and outlying districts has been considered in the advantages of the subway system. It is seen from the plans that a big development in the town of Greece is anticipated. Mr. Brown said to-day that very soon a railway line will be extended north into this rich farming territory. Also anticipated are growth in population and industry in the districts out Lexington avenue.

On the east side and at every point of the compass the system is aimed to encourage development of suburban Rochester, while it brings the towns of Western and Central New York closer to the social and business opportunities and advantages of the metropolis of the Genesee country.

The Dewey avenue cars will get to the Four Corners ten minutes quicker when they enter the subway system at Emerson street. Local demands will be served well by the Emerson and Driving Park avenue cars.

This is the third of a series of articles on the Rochester subway now under construction.

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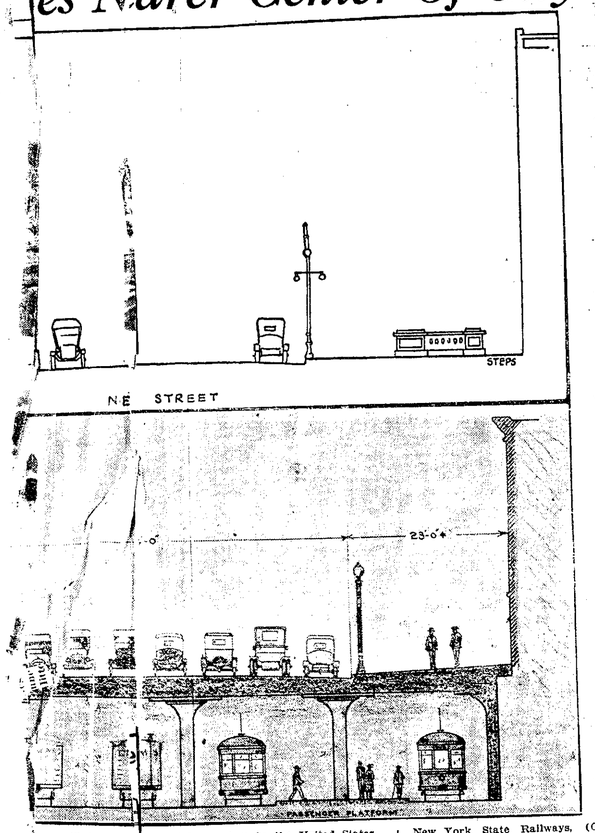
LEGIBILITY ON ORIGINAL DOCUMENT POOR



# ic By End Of Year; es Nearer Center Of City

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ue station on th street daigua).
New York Central, Auburn branch.
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s in charge of the construc- ew York State Railways, (Monroe
the city say th t they venue line).
ded in their plans all the Lehigh Valley.
rovements tried out in New York State Railways (South
n centers such as New avenue line).
on and Philadelphia. Barge Canal harbor.
is the list of subway sta- Erie.
one nections with the steam New York State Railways, (Ex-
roads operating in Roch- change street line).
are planned to give Roch- Pennsylvania.
ient tran porta- Buffalo, Rochester & Pittsburgh, tain line).
New York State Railways, (Oa street to Main street).
New York Central, (Falls branch)
New York State Railways, (Buffalo, Lockport and Rochester, Lyell avenue line).
Edgerton park.
New York State Railways, (Dewey avenue line).
New York Central, (Charlotte branch, also Rome, Watertown traffic.
Buffalo, Rochester & Pittsburgh, (Charlotte branch).
New York State Railways, (Driving Park avenue line).
Mt. Read boulevard.



# Seven Stations Planned For Subway Travelers; To Be Well Equipped

N.Y.T. 5-21-23

In the plans for the subway, which is now under construction in the bed of the old Erie canal, provision has been made for at least seven stations or entrances for the use of the public. One of these stations is to be just north of Main street west. Another will be provided at South Fitzhugh street, adjacent to the City Hall. Another will be at Court street, another between Meigs and South Goodman streets, another at Monroe avenue, just east of the present overhead bridge; another at Highland avenue and another at Winton road.

The stations will all be equipped wit hwaiting rooms for the use of patrons of the rapid transit railway which is to operate through the subway. Among the cars to operate over this underground railway will be the big interurban trolleys now in use on the Rochester and Eastern Rapid, between this city and Canandaigua and Geneva, and the Rochester and Syracuse electric line. The cars on the latter line will enter the subway at a point near Winton road and cars on the Rochester and Eastern Rapid railway will be diverted into the subway at a point just north of Monroe avenue bridge, between the subway and the new Y. M. C. A. branch which is now being erected opposite Canterbury road.

The downtown stations, at Main street west, City Hall and Court street, will be equipped with comfort stations for the use of patrons of the underground railway, but it is not expected that such accommodations will be installed in the outlying stations unless the public demand is such as to warrant it. The city engineering department feels that comfort stations in the downtown district will suice to meet the demands of patrons of the rapid transit railway. It probaly will be another year before any use can be made of either the subway or the rapid transit railway, although Mayor Van Zandt and City Engineer Poole are hopeful of getting the subway into such shape that the new overhead street between Court and Oak streets can be put to practical use in the very near future.

## Municipal Operation Of Subway.

Mayor Van Zandt and his advisors are on the right track in favoring direct municipal operation of the subway.

In New York the city fared badly when it allowed operation of subway lines and direct control of revenues and expenditures to remain in the hands of a private corporation.

Although the New York operating company had some of its own money at stake in the enterprise the fact that the city was providing the larger part of the funds stimulated reckless finance. Recent investigation showed that the directors had declared dividends ranging as high as 18 per cent. in some years upon the common stock while starving reserve and depreciation accounts.

Any claims of superior efficiency in operation made upon behalf of private control were discounted many times over by this grab-it-all finance which left the city holding the bag.

Having undertaken to provide the funds for the subway the best way for this city to do is to operate the line. It will then have direct control of its property instead of trying to check up a lessee.

Use of the subway by cars of several transportation companies would also tend to complicate any leasing arrangement. As the operator of the subway the city can make direct arrangement with each road regarding compensation for trackage privileges.

All in all direct municipal operation is the simplest and safest plan.

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# BLAST SHAKES OLD TOMES FROM DUSTY RETREAT

Times-Un Aug 3, 1923

## Early History of City Reviewed in Ancient Records Dislodged at City Hall as Result of Subway Explosions.

Dynamite blasts in the bed of the abandoned Erie canal at City Hall station today cracked open tons of rock and also shook out ancient records stowed away on shelves in the city engineer's office. These records tell of century old battles over trade routes and the rivalries of a congerie of settlements for supremacy in industry and control of the main highway of traffic connecting the east and west. A century ago the canal fixed the location of the metropolis of the Genesee, and today in the building of the subway rapid transit and industrial subways in the bed of the one-time "Clinton's ditch," history is only repeating itself, Arthur Vedder, assistant superintendent of city planning, pointed out to The Times-Union man.

"The old Erie canal made Rochester," said Mr. Vedder. "The subway railway is to make for a Greater Rochester. More than a century ago a number of settlements which now form an important part of Rochester individually went out for control of business on the Genesee. In 1803 Charlotte was mapped out and surveyed, and as a lake port it was in a fair way of leading its rival communities to the south.

Carthage was founded and several bridges constructed across the Genesee gorge to facilitate traffic with the west bank, and these two settlements were in a position to control the river and lake navigation as well as the highways to the east and west. Then Frankfort was founded, then there was a settlement at the rapids up where Genesee Valley Park touches Indian Allen built his mill on the 100 acre tract in what is now Aqueduct street in the rear of The Times-Union building.

The contest for supremacy, however, was undecided until the canal idea was broached. Its immense possibilities were recognized at once by leaders in the rival communities. Carthage folk wanted a Roman aqueduct constructed over the gorge of the lower Genesee. The rapids boosters wanted the canal to cross the river up in their bailiwick and Rochesterville set out to get the waterway for its own purposes.

"After a century of usefulness this canal has passed into history so far as the old route through the center of the city affects local trade conditions. Today the Rapids folk got the canal up their way, and the barge canal is one of the big trade routes of the state, but here on the site of old Rochesterville, the waterway has given place ao rapid transit along its ancient traffic waterway. Electric trains are to carry passengers where the packet boat served old Rochesterians.

he plans call for taking of
y tracks at the easterly end
of the two interurban
and from the west on
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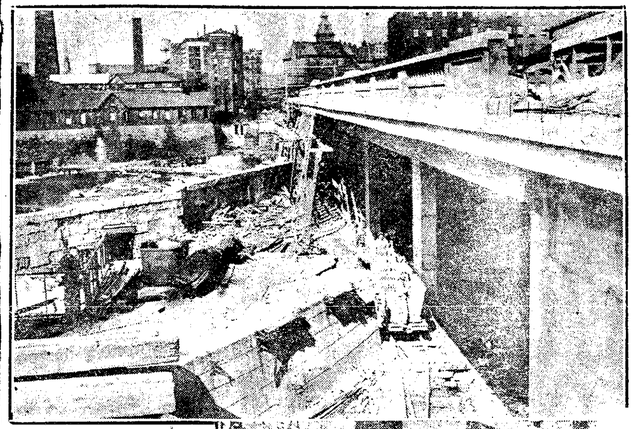
ten minutes neare
otel and industria



Aug. 6, '23

# Peculiar Construction In Canal Arouses Interest



Workmen blasting away at the City Hall station of the subway today uncovered a buttress foundation wall that resembles the pyramidal construction marking the tombs of the Pharaohs. From a line a few inches beneath the surface huge stone steps extending the entire length of the wall from Fitzhugh street to Irving place lead down to the rock bed of the one-time Erie canal. For years these stone steps have been hidden from view and memory, and only the steam shovels digging into the north bank revealed the ponderous stones steps.

There is no record of the building of this mysterious Egytian foundation, but City Engineer Poole today gave it as his opinion that the engineers of that old day probably built the fortress-like wall to prevent canal water seeping through the foundation walls of the City Hall.

The steam shovels are making rapid progress toward Exchange street and only a few feet behind are the dynamiters who are clearing out bed rock nine feet deep to provide accomodations for five tracks and island platforms in the subway for this important express station.

—Photos by Times-Union Staff Photographer.

Above—Scene at South avenue, where part of ornamental railing already been placed atop of subway boulevard.

Below—Drillers working back of City Hall, showing peculiar con tion in bed of old Erie canal.

distr[redacted]esides it will take off the surface streets the heavy traffic of these interurban cars."

At present upwards of 70 industries are located along the line of the old Erie canal the majority of which have no rail facilities.

Among the advantages seen in the subway railway operation are:

1. Direct railroad facilities to industries not connected at present with steam roads and are now compelled to dray freight through the city streets.

"This subway is to serve Rochester in a bigger and better way and it is confidently believed that what the old canal did to this community more than a century ago, the latest evolution of traffic systems will be increased manifold in betterments and present day wealth to the community.

"The subway railway will hook up with the five different steam roads entering Rochester and give this city the maximum transportation facil-

2. The subway will shorten switching service between railroads and cut down the time now consumed in switching, with several switching movements eliminated.

3. The subway will place all industries in Rochester on a relatively equal basis since it is planned to have all private sidings brought within the reciprocal switching district.

"There has been no definite arrangement concluded with the New York Central as to the proposed connection between its Auburn branch and the subway, said E. A. Fisher, superintendent of city planning.

"We have tentative plans for connection with the New York Central on the west at Magne street. The plans of the city's railroad contemplate connections with all of the Rochester railroads. First, on the east with the Auburn branch of the New York Central; with the Lehigh Valley and with the Barge Canal Terminal near Court street, which connections will be completed this year; with the Erie Railroad near Exchange street; with the B., R. & P. at Oak street, the permanent connection of

which is already in; with the Pen
vania connecting near the main l
of the New York Central; and w
the old line of the New York Centr
Railroad in the vicinity of Lyell av
nue, including another connectio
with the B., R. & P. near what
known as the Western Widewaters.
Generally speaking, the proposed
railroad is designed to connect with
every freight terminal in the city ex-
cept the so-called State street zone.
The plans contemplate four main
racks, the two north tracks for pas-
enger service and the two south
racks, together with connections and
idings for freight purposes.

"The railroad will be an overhead
rolley system. The clearance from
he top of the rail to the underside
f the covering or bridge is 17 feet
nd 16 feet under the trolley wire. The
ity plans to acquire and operate elec-
ric locomotives. It is expected that
he city will operate the railroad, al
hough it has not been definitely de
ided."



# "DIGEST" TELLS STORY OF LOCAL SUBWAY PROJECT

## National Magazine Describes How Rochester Has Met Its Traffic Problem by Using Abandoned Canal Bed as Artery.

T. Union Aug. 16, 23

The story of how Rochester has met its passenger and freight traffic problem by the converting of the abandoned bed of the Erie canal into a subway and a new street, is told in the August 18 issue of "The Literary Digest" in a very comprehensive fashion. The "Digest's" article follows:

"Our old canals are mostly a drug on the market. Before the railroads came, they were important carriers of passengers and freight. Now they are disused and often forgotten. But the city of Rochester New York, could not well forget hers; for it ran directly through the town. She has capitalized it by turning it into a freight and passenger subway, which incidentally solves a problem of street congestion and railway maladjustment that has menaced her for years. Carroll Y. Belknap, writing in The Business Magazine (Detroit), reminds us that Rochester is not an old town. More than a third of her inhabitants have arrived within the last 10 years. Yet, even so, the city is old enough to possess a number of heritages from the past, some of which she values and some of which she does not regard so highly. If the early inhabitants of the city, he says, had deliberately planned to leave to their posterity a traffic problem complicated, difficult, and intricate, they could have succeeded no more completely than they did. He goes on:

"'Straight through the center of the village ran the river. That alone would have created a traffic problem.

"'But the early inhabitants proceeded to triple the gravity of the problem by trying to unite the two halves into which the river had separated the town. They built a bridge.

"'So far so good. But the bridge grew into a street, a long straight street that became longer as the city developed. Into Main street, or across it, or down it, flows all the passenger traffic of Rochester. From the point where Main street bridges the river, all Rochester radiates.

"'So much for the problem of passenger traffic. Complex and difficult as it seems, it is simple in comparison to the problem of freight traffic.

"'Freight traffic, to Rochester, is extremely important. Of the 300,000 people within the city limits, 80,000 work in the factories. Within the city area are 1,700 factories—one to every 12 acres. For the most part these produce specialties demanding the highest type of skilled workmanship. All told, Rochester's factories manufacture 225 different commodities, with a total annual value of $400,000,000.

"'To bring in raw materials and carry away finished products, there are five railroads. Superficially it would seem that these must se
Rochester's industries adequately. Actually they do not. For there is no sufficient switching connection. Nor is there any inter-railroad belt line.

"'How to link together these five railroads; how, at the same time, to relieve the congested traffic condition on Main street—that was Rochester's problem.

"'Four years ago, Rochester found the solution—found it in an empty ditch, the old Erie Canal, which for a hundred years had served to build up the commerce and industry of the state of New York.

"'In the prosperous days of the old canal Rochester, like many another town, had benefited by it, for the Erie canal ran straight through Rochester's center. It crossed the Genesee river—on an adueduct—only a block from Main street, and Main street a block or so west of the river.

"'The state of New York, however, outgrew the old canal and built a larger one, the New York state barge canal, which passed, not through Rochester, but to the south of the city. And in 1919 the portion of the Erie canal that wound through Rochester was abandoned.

"'There it was, then, a dry ditch, 10 feet deep, 70 feet wide, cutting diagonally across the city and touching or crossing each of the five railroads. Here, said Rochester, was the solution to the traffic problem: Turn the canal into a subway; let it switch freight cars from railroad to railroad; make it carry some of the street cars that crowd Main street; and build above it a new street, a companion to Main street, a through thoroughfare across the river.

So, in the early months of 1919, the draftsmen in the office of the city engineer began to draw the preliminary maps and plans for the project.

Today, more than a year and a half after the first public discussion of the subway plans, the men who brought the project before the public seem still a little dazed by what happened. They went to the city council with their plans, expecting opposition and delay, because opposition and delay are the accepted political methods of dealing with new ideas. What they met was neither opposition nor delay, but only indorsement and swift actions. Before the end of the year the city completed the purchase of some thirteen miles of the canal bed. In March, 1922, the advertisement calling for bids on the first contract appeared in the Rochester papers. On May 2 the actual work began.

The plans for the subway, says Mr. Belknap, were designed to produce the most satisfactory results for the least possible expense. Eight and a half miles of track were to be laid in the bed of the old canal. Through the heart of the city, for little less than a mile the subway was to be covered. East and west the tracks would run in the open channel. Through the greater part of the subway there were to be four tracks, two for passenger traffic, two for freight. The roof of the covered subway would provide a new east-and-west street. To quote further from the article in the Detroit magazine:

Within a year, or a year and a half, the subway will be ready, and Rochester's traffic problem will have disappeared. The new street on the roof of the subway will carry much of the traffic now borne by Main street. Removing the interurban cars from the surface lines and routing them through the subway will assist in reducing congestion.

"'Its freight tracks will furnish a means of rapid switching between the railroads that are now practically unconnected. It will enable the manufacturer to bring in his materials over any road that he chooses and to ship out his product by any route he prefers. Every manufacturer will be served, not by one or two roads, but five.

"'The service of the belt line, moreover, will extend beyond the mere linking together of the railroads. Along the old Erie Canal bed are many factories, many of them without direct rail connection. By installing special sidings the belt line will serve them directly.

"'The men who are building the subway estimate that every shipper in Rochester will save, annually from $500 to $3,000 or more, on drayage and switching charges alone. They further estimate that the belt line will transport at least 20,000 cars of freight a year, with a saving in switching charges of at least $15 a car.

"'All those factors reveal the subway as one of the best investments ever made by any city. For the empty ditch alone the city paid a million dollars. The total cost of the project will amount to six million dollars. But beside the benefits the canal will bring, its cost does not seem either large nor, indeed, very important.'"

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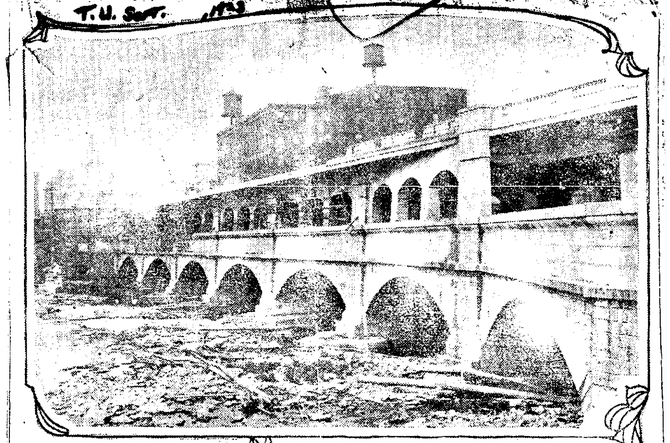
# Subway Work Progressing Rapidly

T.U. Sept. 1923



—Photos by Staff Photographer.

**Above—View from South avenue, looking toward Exchange street, showing how rapidly contractors are pushing work on subway. Underneath are archways of old adqueduct over Genesee river.**

**Subway cars will run over aqueduct in bed of old canal, and passengers will get glimpse of river and part of city through smaller archways. A considerable engineer feat was accomplished in this part of the subway. On top at the right can be seen ornamental railing which will protect boulevard on top which leads to South avenue.**

**Below—Interior view of subway taken from trolley roadbed.**



## Seeks Information Regarding Subway

R-T-U 11-10-23

Editor, Times-Union:

Will you kindly give me the following information by printing in an edition of your paper at your earliest convenience:

"What date was work begun on the new subway?

Who is the contractor?

Where does this work begin and where end?

What car lines will operate through this subway?

What is the approximate date of completion, or when will it be in use.

M. L. T.

[Editor's Note—The first contract for construction work on the new subway was awarded on April 11, 1922, work being started soon afterward. Scott Brothers are the contractors on this portion of the work which extends from Oak street to South avenue. The subway, however, will extend from the city line on the west to the city line in the east and the contract for the West on the second portion, which reaches from Court street to Winton road, is in charge of L. M. Ludington Sons. The Suburban and some city cars will operate through the subway which is expected to be completed and ready for use in 1925.]

# Interurban May Operate In New Subway In Sept.; Work Is Being Rushed

R-T-U 11-24-23

### Information Brought Out at Hearing Before P. S. Commissioner on Elimination of Winton Road Grade Crossing—Three Plans Presented by N. Y. C. Engineers.

At the hearing today before Charles Van Voorhis, public service commissioner, respecting the elimination of the Winton road grade crossing of the New York Central tracks, it developed that the city's rapid transit railway now building in the abandoned Erie canal bed will be in operation in September next year. It will be late in the season, 1925, before the Winton road subway work reaches the crossing of the Rochester & Syracuse electric railway, it was said, and as it is expected that the trolley line will be hooked up with the city's rapid transit system by that time, the interurban will not take part in the Winton subway construction.

According to Edwin A. Fisher, superintendent of city planning and consulting engineer, the interurban will be turned off near Wing street and cross East avenue. That an overhead structure will carry the interurban tracks across the avenue now seems certain.

"We would like to go under," Mr. Fisher informed the commissioner, "but the cost makes it appear impracticable. The Auburn branch grade crossing of the New York Central is to be eliminated, and it was for that reason that the New York Central engineers made so exhaustive a study of the whole project. An order issued by this commission for the elimination of the Winton road grade crossing will not affect either the Auburn road or the R & S. crossing."

T. C. Cherry, vice-president of the R. & S., informed the commissioner that his company did not wish to express any objection to the proposed Winton road improvement. He had been advised, he said, by Mr. Fisher and C. Arthur Poole, city engineer, that the interurban cars would be in the canal subway before or at the time the Winton road work was completed. The traction executive said that the plans call for an eight-foot depression in the street where his road crosses. Later he explained that his company owned private rights of way up to Ellosson road and operated on its own franchise as far as Culver road, from which point it operated under a contract, with no definite time limit over the tracks of the New York State Railways.

"This contract with the New York State Railways has to be considered in these negotiations," Mr. Cherry explained, after the hearing. Plans are under way for the extension of University avenue through to Winton road over the interurban's right of way. The cost of the proposed East avenue viaduct hooking up the electric with the city's rapid transit system will not be assessed on the interurban, Mr. Cherry said.

As disclosed at preceding hearings, there is no objection to the elimination of the Winton road crossing either by the city or by the New York Central. The only point the city engineers appeared to hold out for was the elimination of roadway pillars from the bridge construction, but this stand was modified somewhat in the course of the hearing by Mr. Fisher, who suggested that in the event the commissioner authorized a four-span bridge with center columns, guard rails be established to prevent automobiles from crashing into the pillars.

W. H. Morrison, jr., of New York city, of the Central's engineering department, presented three plans which had been drawn up in connection with the elimination of the grade crossing, and pointed out the big variance in the construction costs of the several types.

The first plan calls for a four-span bridge with supporting columns set in the middle of the roadway, at an estimated cost of $478,000, exclusive of damages. The second plan provides for a three-span overhead structure with supporting columns on either sidewalk. This plan entails an extra foot and one-half of rock excavation at an additional cost of $15,000 and costs of $31,000 for approach work, making the estimated total cost for the three-span structure upwards of $550,000.

A third scheme, Mr. Morrison explained, is to have the limits of the work the same, but to increase the south grade from 6 per cent. to 6.25 per cent. This would reduce the estimated cost of the three-span plan to $510,000, it was said.

The only difference of opinion expressed by the city and the railroad company at the hearing today was over the type of bridge to be constructed. The width of the roadway is 42 feet and there is to be a clearance of 14 feet underneath the structure to provide for the operation of trolley cars.

Commissioner Van Voorhis closed the case, but said the commission's engineers might require further information respecting types of bridges proposed, but this information would be obtained by correspondence. A decision or order authorizing the elimination of the grade crossing and the type of bridge construction is looked for in a month.

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# Not Least of Interest in SUBWAY Are Men Who Built It

Rochester Herald Sat. 1920

ROCHESTER'S NEW subway and overhead boulevard is rapidly nearing completion. The work is progressing so rapidly in fact, that a few days ago H. O. Bagley, chief engineer for Scott Brothers, contractors, who are handling the contract, said that with favorable weather the project would be completed by December 1.

As evidence of what is being accomplished at the present time, Mr. Bagley explained that 110 lineal feet of structure is being completed each day, which, among other things, means the 500 yards of concrete are poured daily. Scott Brothers' contract extends from Court Street to a point a little beyond Oak Street, a distance of about one mile.

Scott Brothers, co-operating with city officials, hoping to complete the main structure before freezing, for the past two months have kept the drill runners and steam shovels working in two shifts, requiring in a payroll of $3,000 per day. The contractors have also spent a large amount of money for the purpose of heating the concrete materials in case the weather goes cold, in order to guarantee first class work.

Already the excavation has been completed, 80,000 yards of solid rock having been taken out of the old Erie Canal bed. And the blasting of that amount of rock means the use of 75,000 pounds of dynamite. More than two men have been working steadily and approximately 500,000 feet of lumber have been used during the summer. Two carloads of cement are being used daily at the present time.

The foregoing figures explain only in a measure the immensity of Rochester's most pretentious engineering project. The obstacles always in the way, the difficulties that must be overcome, the men and materials that must be handled can only be comprehended by one who is actually a part of the great machine that is making the dream a reality.

Doubtlessly one of the most interesting features of the project, however, are the men who have done so much in making it a success, men of all types and from all parts of the country, many of whom long since dedicated their lives to construction work.

Although it would be impossible to relate the various interesting phases of the life and experience of a small percentage of these men there are included in the list several who are outstanding figures in their various fields of endeavor. Perhaps one of the best known and most interesting among them is Thomas T. O'Hearn, expert powder foreman, who is recognized as the foremost powder man in the United States.

"Tom" O'Hearn, as he is known to his fellow workers, doubtlessly has used more powder in his lifetime than any other individual in the country and probably as much, if not more, than the entire Mexican army, and Tom O'Hearn has wrought destruction blazing the trail of empire.

During the greater part of his work on the Subway he has had 15 drillers and his laborers under his supervision have used up 75,000 pounds of dynamite without an accident. Because of the close proximity of the buildings in the section and the hundreds of persons always nearby, it has been necessary to use the utmost care in discharging the explosive, only a small section of the rock being blown out at a time. Because of that fact an extra amount of powder was needed to complete the task.

Tom O'Hearn has devoted 44 years of his life to the business—44 years fraught with almost continuous shocks, and he still remains intact. There is little visible evidence of the strenuous life he has led, with death ever lurking in the background. With the exception of a few hard lines around his eyes and the corners of his mouth, caused by the constant suspense to which he has always been subjected while waiting for the sounds of explosions, one seeing Tom O'Hearn on the way to church on a Sunday morning might take him for a lawyer, banker or merchant.

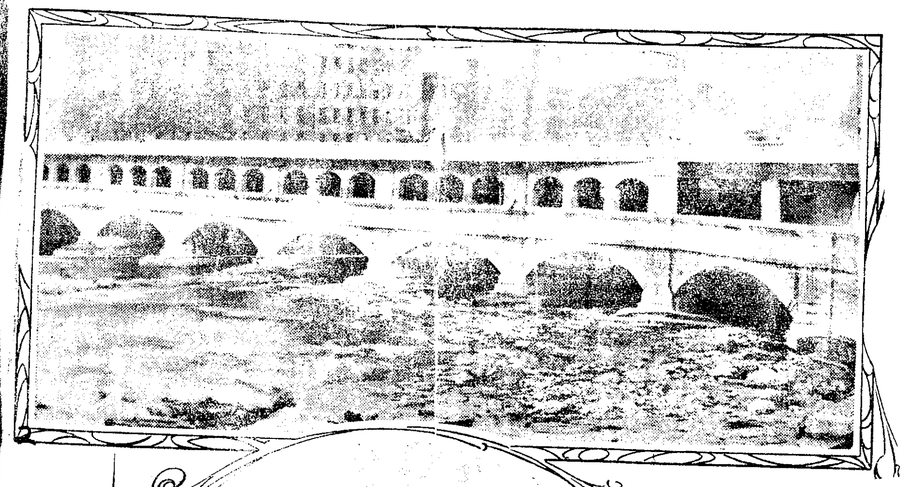
Among others who have played an important part in carrying on operations is Ernest Marshall, expert steam shovel operator who took out the first bucket-full of earth and stone on April 5, 1921, and who says he expects to take out the last bucketful. The shovel operator is assisted by his cousin, Warren Marshall, fireman, who has also been on the job from the beginning. Although Marshall has lifted hundreds of tons of rock out of the bed of the old Erie Canal it would be impossible to estimate with any degree of accuracy the amount of work he has accomplished.

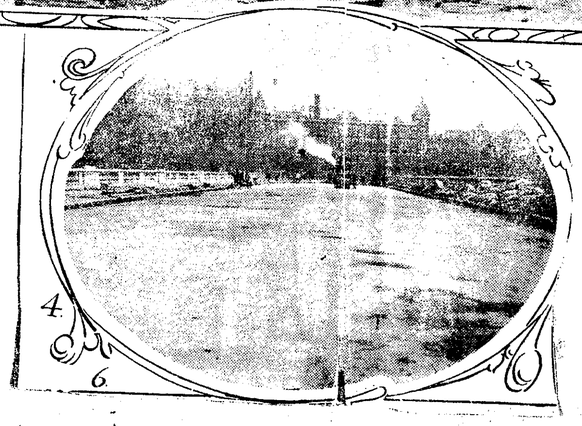
1. 2.

—Photos by Stone, Herald Photographer.

1—ERNEST MARSHALL, expert steam shovel operator. 2—View of Aqueduct causeway, showing subway and boulevard. 3—THOMAS T. O'HEARN, expert powder foreman and said to be the best handler of explosives in America. 4—Looking across the new boulevard on the Aqueduct. 5—EARNEST MARSHALL and his cousin, WARREN MARSHALL, in charge of the big steam shovels. 6—The transformed Main Street West section of the subway. 7—New street over the subway already eagerly seized upon to relieve the parking congestion. 8—THOMAS T. O'HEARN ready to discharge a blast.







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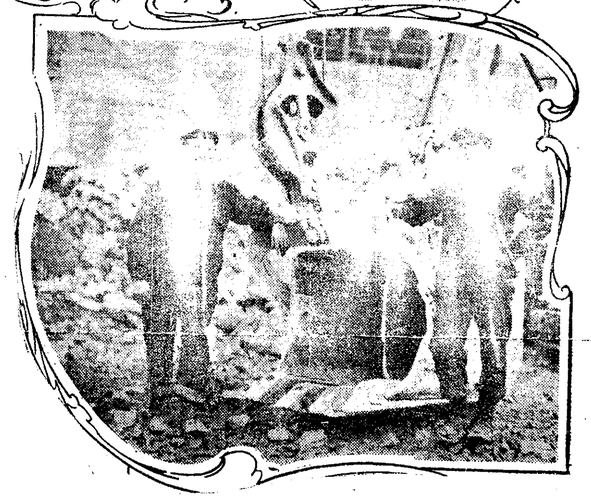

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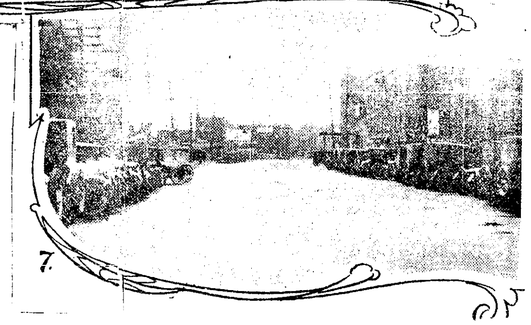

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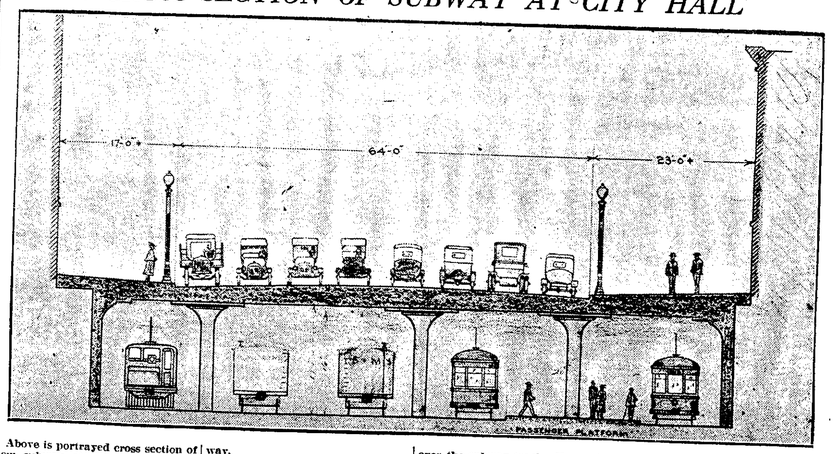
## CROSS-SECTION OF SUBWAY AT CITY HALL




Above is portrayed cross section of new subway at City Hall, looking west, showing how old Erie canal has been transformed from an open watercourse to a rapid transit railway.

Below shows facilities for electrically propelled interurban trains and for city trolleys. Interurban cars will be brought directly downtown over the subway tracks. Every steam road, suburban electric road and surface car line in the city touches or crosses the subway and every main artery of highway transportation entering the city crosses it.

Above is shown the decking over the subway to provide for the new street formally opened and dedicated today.

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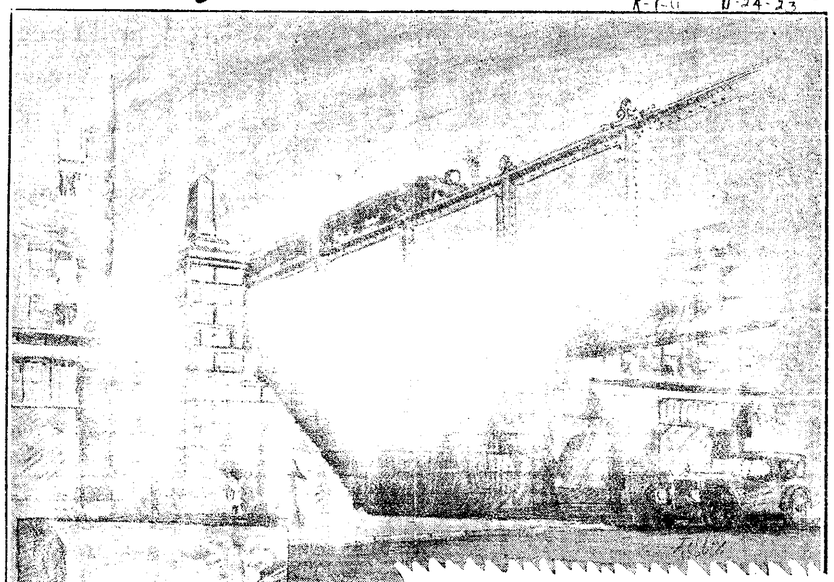
# Railroad Bridge Will Span East Ave. To Carry Interurbans Into Subway

R-T-U U-24-23



View of railroad bridge which will span East avenue to carry interurban cars from trestle tracks to city tracks in Subway.

Plans of a railroad bridge spanning East avenue and connecting the Rochester and Syracuse electric railway with the city's subway about 500 feet east of Winton road were made public today for the first time by John A. O'Connor, chief engineer in charge of subway construction. The bridge will have a clearance of 14 feet between the roadway and girders, will be 66 feet long and carry two trolley tracks.

Only after a thorough investigation of the physical conditions was the overhead structure adopted. Borings were made at a number of locations to determine the possibilities of an underground system. It was found that the cost of excavation necessary to make the connections was virtually prohibitive as rock was struck 14 feet below the surface.

"Many locations for the bridge were considered," said Mr. O'Connor. "And the one we have decided on was selected for two principal reasons, economy and the direct connection we are able to make between the interurban's railway trestle and the city tracks in the subway.

"Engineers made a thorough investigation and borings to determine the elevation of rock. Cost of excavation necessary for an underground crossing was found to be virtually prohibitive.

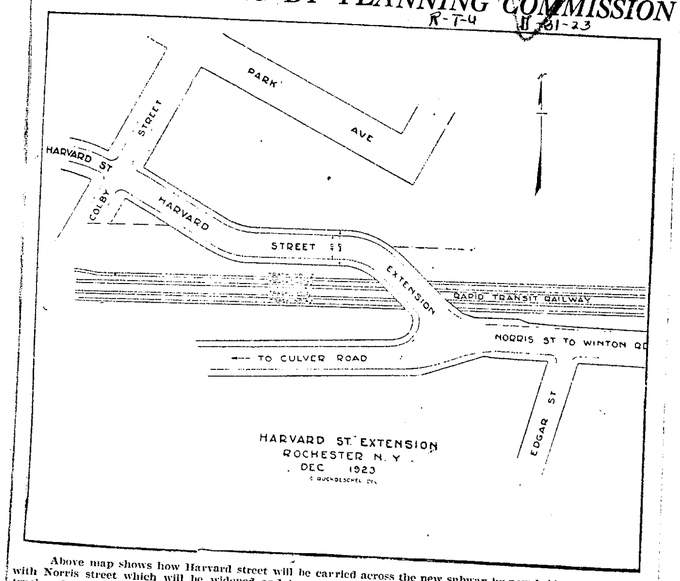
"The bridge has a clear span of 66 feet which provides a 36-foot pavement, and two 15-foot sidewalks. The clearance above the roadway is 14 feet. The bridge is plate girder construction above the highway. The approach on the north side is 36 feet long and connects the bridge with the railway trestle. On the south side the approach is 500 feet long. It will be a ramp of reinforced concrete and will connect the bridge with the subway. The approach is just west of the building line on Wing place.

"The structure as designed will make a pleasing and attractive addition to this neighborhood. The work will be rushed and one important feature is that there will be no blow of East avenue traffic such as would follow had we determined on the underground crossing. There will be two trolley tracks over the bridge."



# PLANS FOR HARVARD STREET EXTENSION MADE PUBLIC BY PLANNING COMMISSION

R-T-U U-31-23




Above map shows how Harvard street will be carried across the new subway by new bridge and connected with Norris street which will be widened and improved. Also are shown the two passenger and two freight tracks of the subway.

In line with subway construction, the engineers' plans approved by the city planning bureau for the extension of Harvard street, extension and widening of Norris street, and the extension of Hillside avenue through to Culver road were made public today for the first time. This is one of the important developments listed for the near future by E. A. Fisher, superintendent of city planning. An ordinance authorizing this work will be introduced shortly in the Common Council.

The Times-Union today presents the layout of the Harvard street extension. As indicated on the plan this street will be continued in a southeast direction from Colby street and crossing the subway will connect with Norris street by means of a reinforced concrete bridge.

On the plan is shown the four tracks of the city's rapid transit railway which is to carry freight and passengers. The location is west of the Winton road passenger station of the subway. Tracks 1 and 2 are for passenger traffic, and at this point the trains are scheduled to operate at a high rate of speed in order to cut down by at least 50 per cent. the present running time of the trolleys between Winton road station and City Hall.

The work described in the plan is not a part of the subway construction so far as the street improvements are reckoned, and therefore the costs are not chargeable to the subway funds. Street extensions and widening come under local improvements and the costs will be paid from that account.

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# Farsighted Vision Vindicated Today

Rochester Public Library
54 Court St.

## Opening of Subway Street Marks Completion of Third Project Conceived by Public-Spirited Rochester Man Nearly Two Decades Ago—Means Growth of City Comparble to That Canal Brought.

The opening of the new subway street, today, marks the partial realization of plans conceived five years ago by the late Mayor Hiram H. Edgerton, City Planning Superintendent Edwin A. Fisher and the late LeGrand Brown, deputy city engineer.

As early as 1908 discussion developed concerning the advisability of the city obtaining possession of the abandoned Erie canal and Senator George F. Argetsinger, a strong advocate of the subway plan, fostered a bill in the Legislature requiring the state to turn over to the cities abandoned canal lands. This bill failed to pass but Senator Argetsinger and Senator Walters secured legislation compelling the state to give the cities first opportunity to purchase abandoned canal lands at a price to be fixed by the State Land Board after appraisal.

In the succeeding years the plan was pushed by the late George W. Aldridge, Mayor Edgerton, James L. Hotchkiss, the Chamber of Commerce and the First Ward Improvement Association.

It was not until July 12, 1921, however, that three ordinances for the acquisition of the canal bed were introduced into the Common Council, the estimated cost of acquiring the land being placed at $1,500,000. Title to the land passed to the city on December 21, 1921. On July 20, 1921, Superintendent of City Planning Edwin A. Fisher presented to George F. Swain, consulting engineer of Boston, plans for the construction



of a rapid transit subway in the bed of the abandoned canal.

The first official action of the city toward the actual construction of the subway and parallel street was taken on November 9, 1921, when an ordinance for the improvement of that section of the property lying between Griffith and Oak streets was presented to the Common Council by which it was referred to the finance and public works committees. The estimated cost of the improvement was $1,500,000 of which $1,430,000 was to be assessed against the city at large; $325,000 against abutting property owners and the remainder against the New York State Railways. In April, 1922 the Board of Contract and Supply let the first contract to Scott Brothers, of Rome for $1,183,780. Work was begun May 2, and by November 20 the first portion of the work on the subway at Oak street were comcrossover and approaches for the pleted and were officially inspected by Mayor Van Zandt and LeGrand Brown. Oak street was reopened at that time and about a week later a foot path was provided at the north side of the temporary structure carrying West Main street traffic over the old canal bed.

On January 9, 1923, an ordinance was introduced into the Common Council providing for completing the subway east of Court street as far as the Rochester and Eastern Railway crossing in Brighton and west of Oak street as far as the Mt. Read boulevard crossing, but it was explained by Edwin A. Fisher, then consulting city engineer that while the ordinance covered all work required except that provided for under the ordinance of November 9, 1921, contracts might be let at that time for only such portions of the work as the board of contract and supply deemed proper. The ordinance was prepared by Mr. Fisher in co-operation with City Engineer Arthur C. Poole and Deputy City Engineer LeGrand Brown. The estimated cost of the entire work covered by the ordinance was $3,600,000.

On June 16, 1923, work was started on the eastern end of the subway by I. M. Ludington's Sons and by August 1 the work of the first contract was approaching Exchange street from the west. The solid rock encountered in the bed of the canal through the center of the city delayed the work somewhat, but the rock excavated was put to good use, being drawn to the crushers and prepared for use in the concrete work, a saving of $30,000 being thus made. The work of widening the aqueduct also presented unexpected difficulties, for it was found that the huge blocks of stone were joined by a cement that was as hard as the rock itself. The work was carried on with as little interruption to traffic as possible, John A. Connor, construction engineer for the city, arranging to have the bridges closed for as short a time as possible on the streets carrying the heaviest traffic.

By September 12, 1923, the work was so far completed that Mayor C. D. Van Zandt was able to lead a party of business men through the subway.

Work on the surfacing of the subway street, the lowering of the grade on the south side of the street in South Washington and the construction of pavements at the other cross streets was pushed through the spring months of this year and the Plymouth avenue paving at the intersection with the new street was completed about the second week in May, the other crossings being completed in their turn and the lighting system being installed. Automobilists were quick to see the value of the new street for parking purposes and its curbs were lined with cars long before it was possible to drive through its entire length. Foot passengers have also been making use of the street for its entire length from Oak street to South avenue for some weeks although the formal opening of the street has been delayed until today in order that all the small details of construction might be completed.

The portion of the subway officially opened today represents about one-third of the whole project. No attempt will be made to operate cars in the subway before next year when The eastern section which is being constructed by I. M. Ludington's Sons will be completed. Four tracks will be laid in the subway from Oak street to South avenue and three tracks will be laid in the section which is now being constructed from Court street to a point just east of Winton road where the Rochester and Syracuse cars are to enter the subway. The contract for the third section of the subway, from Oak street west to Greece probably will not be let before next year.

The ordinance introduced January 9, 1923, provided for the following connections with steam and electric roads in the city:

Rochester and Eastern Rapid Railway, Rochester and Syracuse Railway, Auburn Branch of the New York Central; Monroe avenue line of the New York State Railways; South avenue line, by a loop south of Court street; Lehigh Valley Railroad; Erie Railroad; Exchange street line; Buffalo, Rochester and Pittsburg Railway; Pennsylvania Railroad; West Main street line at Oak street; old Niagara Falls branch of the New York Central south of Lyell avenue; Lyell avenue line; Emerson street and Dewey avenue line, near Emerson street; the proposed extension of the Driving Park avenue line west of the Charlotte branch of the B. R. & P.; the Charlotte branches of the New York Central, and the B. R. & P. east of the former western widewaters.

The subway line will also be connected with Edgerton park near Felix street and the Barge Canal terminal.

The ordinance provided for a passenger service station at the junction of the bridge over the aqueduct with South avenue, with a ramp, also, connecting with the subway station to be built beneath. It also provides for station platforms, approaches and entrances at Monroe avenue in the Town of Brighton; Elmwood avenue, Highland avenue, Winton road, Culver road, Monroe avenue, South Goodman street, Meigs street, Court street, Exchange street, Fitzhugh street, Main street west, Oak street, Lyell avenue, Emerson street and Lexington avenue.



## Chronological Story of Steps Taken by City to Evolve New Overhead Street from Canal Lands

Events leading up to the construction of the subway street and municipal railway:

1904—Construction of Barge canal started, and descussion of possible use of abandoned Erie canal lands heard, with sentiment crystallizing in no definite direction.

1907—Assemblyman George L. Meade, in opening campaign in Third District, urged construction of street and railway in Erie canal bed.

1908 to 1911—Discussion developed as to most advantageous manner for city to acquire canal lands. Senator George F. Argetsinger, ardent proponent of subway development, fostered bill in Legislature that would have required state to turn abandoned canal lands over to municipalities. Bill failed passage but Senator Argetsinger with aid of Senator Walters, obtained legislation which compelled the state to give cities first opportunity to purchase abandoned canal lands at a price to be fixed by the State Land Board after appraisal.

1912 to 1913—Given impetus by warm indorsement by the late George W. Aldridge, Republican leader, and such close friends and political allies as Mayor Hiram H. Edgerton and James L. Hotchkiss, widespread agitation started to create sentiment for establishment of industrial railroad and overhead street in canal bed. Chamber of Commerce took up plan and indorsed it. Common Council formally announced its intention to acquire canal lands, but no definite step was taken, as Barge canal was still in course of construction.

1918—Barge canal opened on May 15th, and First Ward Improvement association and other civic bodies actively urged that subway plan be followed out. Mayor Edgerton announced city would acquire all canal lands within its boundaries for subway and street above, in downtown section.

1909—Edwin A. Fisher, superintendent of city planning, started negotiations with State Land Board for acquisition of canal lands.

1920—Appraisal of canal lands completed on February 11th and property offered to city, for consideration of approximately $1,500,000. Bill passed by Legislature authorizing city to construct and maintain and use railroad in old canal. Bill became a law upon signature of Governor Miller. Sale of lands made to city on December 21st, at Albany, for $1,498,638.

1921—Common Council in July passed three ordinances permitting city to acquire canal lands outside of city, in the towns of Pittsford, Brighton and Greece, to expand and make more effective the subway and municipal railroad development. Lands within city were about eight miles in length, and acquisition of land within towns, gave total length of thirteen miles. Common Council in December passed first ordinance for work from Griffith to Oak streets.

1922—Bids received for work on first section and contract awarded to Scott Brothers, of Rome, N. Y., with bid of $1,183,780, or about $168,035 under estimate. Scott Brothers, made up of William E., Robert G. and James P. Scott, with Harry O. Bagley, engineer in charge, began work on May 2, 1922. Mayor C. D. Van Zandt, on his election to office, took keen interest in work and assisted in its successful development. Mayor Van Zandt proposed to the Common Council that the entire work be completed.

1923—Common Council on January 28th passed ordinance for completion of entire work at estimated cost of $3,600,000. February 8th, LeGrand Brown, deputy city engineer, and prominent railroad builder, in charge of subway work, died. March 26th, John A. O'Connor, appointed to carry on work. May 9th, I. M. Ludington's Son's bid of $1,054,765 for eastern portion of subway work was low and work on this section was begun. Great interest manifested by citizens in subway development and Mayor Van Zandt won much commendation for fostering project.

1924—August 14th, opening of subway thoroughfare on center portion of project. No steps yet taken by Mayor Van Zandt and Common Council for operation of the railroad, or letting of contract western end of project, running from Oak street to Greece.

# COST OF CITY'S SUBWAY PLACED AT $7,000,000

## Exceeds Original Estimate by $2,000,000; to Award West End Contract.

The total cost of Rochester's subway, it was revealed yesterday by city engineers, will be in the neighborhood of $7,000,000, or an increase of approximately $2,000,000 over the original estimate for the work.

Bids for the third section of the work will probably be advertised by the Board of Contracts on February 25th, making possible the opening of bids on March 18th and the awarding of the contract on March 25th. Cost of completing this third section, which extends westward from Oak street to the city line, is estimated at more than $2,000,000.

The total cost for the entire subway is estimated from the following schedule of expenditures and estimates: Purchase of canal lands from New York state, $1,500,000; Scott Bothers subway and Broad street construction, $1,250,000; I. M. Ludington Sons, construction of eastern section, $1,054,765, plus extra walls, etc., not included in contract, making a total of approximately $2,600,000; connections for eastern interurbans and laying of tracks in center section, estimated at $250,000, but likely to run considerably higher, engineers admit; building railroad in western section, construction of new bridges and side connection for use of industries, $2,000,000.

These totals would bring an estimate for finishing construction to more than $7,000,000. In such a total no provision would obtain for wiring and generally completing the railroad for delivery to an operating corporation.

With the completion of the railroad for an operating company, it will include a municipally owned locomotive, cost of which is not included in any of the estimates listed above.

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## FIRST PICTURE OF COMPLETED SECTION OF NEW SUBWAY AT CITY HALL STATION

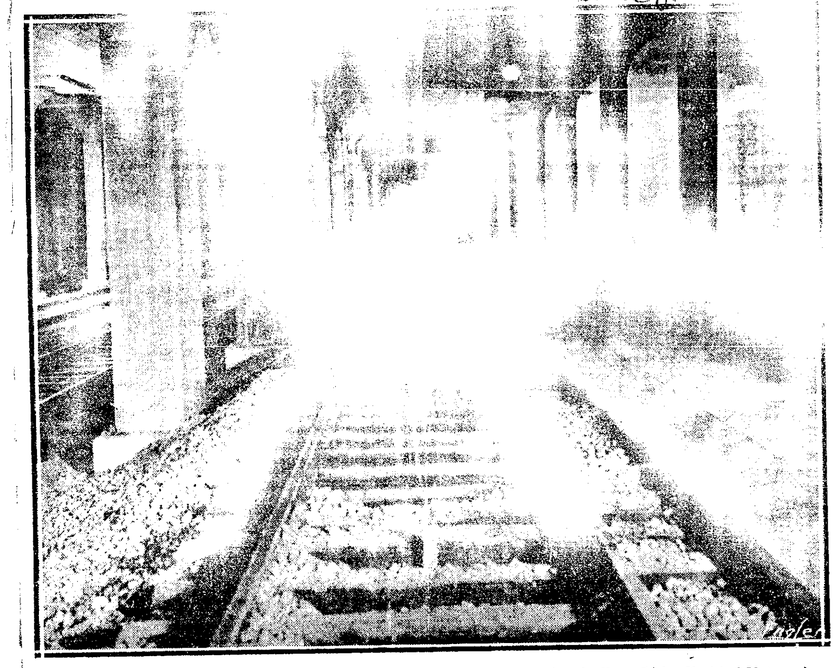


*Photo by Henry Engler, Municipal Photographer*

This picture shows the subway completed westward from City Hall station. It shows approximately seven hundre feet of the structure and was taken by trick photography. Successive flashlights at second intervals enabled Mr. Engler obtain this clear photograph. This was the first section to be completed and is the first picture of that section. It is c sidered by experts of the Eastman Kodak Company one of the most remarkable flashlight photographs which has com their attention.



ROCHESTER COMMERCE FOR WEEK

BEGINNING AUGUST 25, 1924



### Rochester's Subway Development

(Reprint from Folder Issued by Bureau of Municipal Research)

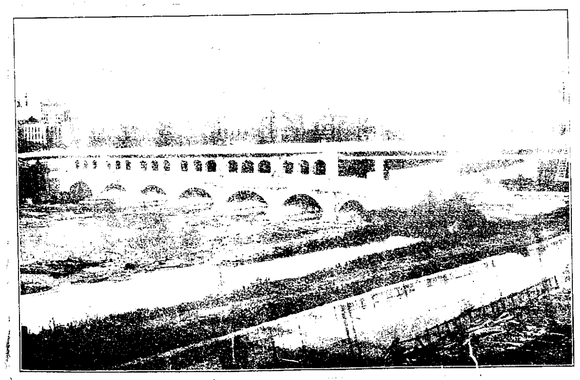
It is a far cry from slow moving canal boats propelled by mule power to swiftly moving electric and steam trains and motor cars of all descriptions. Yet that is the contrast presented in the aqueduct over the Genesee River, which formerly carried the old Erie Canal.

Nearly one hundred years ago — October 27, 1824, to be exact—the people of what was then the village of Rochester celebrated with elaborate ceremonies the opening of the Erie Canal. On that date the first boat to arrive from the west reached Rochester and crossed the Genesee River via the aqueduct on its way to New York. It marked a great advance in the transportation system of our young and growing country, linking up the Great Lakes with the Hudson River and the Atlantic Ocean.

With the opening of the Barge Canal a few years ago, and the consequent abandonment of the old Erie Canal bed through the City of Rochester, there came an opportunity to use this old canal bed in helping to solve the vexatious traffic and transportation problems that confront the city. The state turned over to the city the canal bed within its corporate limits, and in 1922 the city prepared to construct a subway to take care of suburban train traffic and at the same time create a new street which would help to relieve the congestion so keenly felt.

On the 14th of August this new street was officially opened by Mayor Clarence D. VanZandt, with appropriate ceremonies. The subway has four tracks—two for passenger and two for freight service, from the Western Wide Waters on the west to Brighton on the east, a distance of 6.5 miles. It is hoped to bring all the interurban cars directly down town over the subway tracks. Great advantages will result in the way of quick transit of urban and suburban population, and service to our increasing number of industries. Every steam road, suburban electric road and surface car line in the city touches or crosses the subway, and every main artery of highway transportation entering the city crosses it.

As an indication of the saving of time in transit, it should be mentioned that it requires from thirty to forty minutes to travel from the western border of the city to the eastern. With the completion of the subway, this time is reduced to thirteen minutes. A proportionate saving in all urban and suburban traffic will be shown.



In addition to the benefits to passenger transportation, the industrial freight transportation facilities will be of tremendous value. Interplant and interrailroad connections will be valuable, and the car switching problem greatly simplified. Forty or fifty manufacturing concerns now located on the subway will be brought in touch with all the railroads, and approximately 279 acres of industrial territory will be given adequate rail connections. An unlimited additional acreage is available beyond (Continued on Page Thirteen).

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### Rochester's Subway Development

(Continued from Page Five)

the Western Widewaters. The Barge Canal Harbor will be connected with the system and every railroad entering Rochester will then have access to the canal facilities.

And so our ancestors dug for us, and they builded better than they knew. They could not foresee the developments of one hundred years, nor can we catch a vision of the wonderful things which the future has in store.

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"From the beginning of time the mainspring of industry has been the hope of private profit."

## Facts about Rochester's Subway Street and Industrial Railway

N.O.

Length of new street, from South Avenue to Oak Street, 3,500 feet.

Width of new street from South Avenue to Exchange, 80 feet. Roadway to be 52 feet and sidewalks 14 feet.

Width from Exchange to Oak Street, 100 feet. Roadway to be 60 feet and sidewalks 15 feet.

New Street of concrete construction throughout with concrete pillars supporting the roof of the subway.

Cost of work from Griffith Street to Oak Street, $1,183,780.

Cost of Aqueduct superstructure, approximately, $600,000.

Bridges eliminated by new street, at Exchange Street, Fitzhugh Street, Plymouth Avenue South, Washington Street, Caledonia Avenue, Main Street West, Oak Street and Ohio Basin bridge.

Asphalt paved throughout, free of car tracks from Main Street West to South Avenue.

Total length of industrial railroad when finally completed, thirteen miles.

Total length of railroad, pending annexation of Brighton territory, about nine miles.

Connections between industrial railroad and the following steam roads: New York Central, main line and branches; Erie Railroad, Pennsylvania Railroad, Buffalo, Rochester & Pittsburgh, main line and Charlotte branch.

Connections with these interurban electric lines: Rochester and Syracuse, Rochester and Eastern, Rochester, Lockport and Buffalo and Erie electrified line.

Connections with aBrge Canal terminal, making possible immediate transfer from barge to freight car.

Connections with various city trolley lines.

Express running time in subway, approximately from city line to center of city, five minutes.

Operation of road entirely by electricity.

Stations for interurban and local traffic: Elmwood Avenue, Highland Avenue, Winton Road, Culver Road, Meigs Street, South Avenue, City Hall, Main Street West, Lyell Avenue, Exposition Park, Emerson Street, Lexington Avenue.

Kiosks to mark entrances to subway.

Total estimated cost of work, excluding Rochester and Syracuse connection, $6,283,000.

Passenger station platforms, twenty feet wide.

Operation of railroad directly by city.

Expected date of completion, November, 1926.

Date of completion of new street, August 13, 1924.

Interurban station to be at South Avenue and the new street.

City owned freight house and yards at Oak, Smith and Moore Streets and Lyell Avenue. Property already acquired.



# Will Solve Problems Of Subway Eventually, Argetsinger Declares

### Chairman of Mayor's Committee Sees Little Use in Worrying About Railroad Merger Plans at Present —Believes 90 Per Cent. Do Not Realize Potential Value of New Venture.

Times Feb 10-25

That the problems facing the mayor's committee on the subway and the administration itself in connection with subway operation are not to be lightly dismissed or minimized, but that eventually they will be solved satisfactorily, was the view expressed this morning by former Senator George F. Argetsinger, chairman of the committee, in an interview with The Times-Union.

"The subway development which is going on in Rochester is so big that 90 per cent. of the citizens have utterly failed to realize what it will mean to the city in the future," Mr. Argetsinger said. "There are without any doubt problems of great delicacy and difficulty to be faced before the industrial railway in the subway is running smoothly and profitably and fulfilling the job of which it is capable. But as a matter of fact I can't think offhand of any great development which has not brought difficult problems in its train."

Mr. Argetsinger was questioned about the effect which the so-called "four system" plan of railroad consolidation, put forward to the Interstate Commerce Commission by the New York Central, Baltimore & Ohio and Nickel Plate railroads which contemplates the control of the Lehigh Valley and Buffalo, Rochester & Pittsburgh by the New York Central, would have upon the subway situation here, a contingency which has been of deep concern to railroad experts here who have the best interests of the subway at heart.

**Not Yet Actuality.**

"In the first place," Mr. Argetsinger answered, "that is a situation which is not yet an actuality. Perhaps this proposed consolidation will go through as planned but perhaps it won't. In any event there is bound to be a very long delay. Maneuvers of such magnitude in the transportation or any other field are not matters of months but rather years. We hope that the Industrial Railroad will be working smothly long before this occurs, if it ever does occur, that is as suggested at present.

"However there is no advantage that I can see from the point of view of subway operation in such a proposition. It will unquestionably be easier to deal with several railroads than with one or two systems. The city however has, as a last resource, the right to operate the subway itself and will probably do so in case a satisfactory arrangement cannot be made otherwise.

"I believe that what some persons are calling a 'white elephant' at the present time will turn out in comparatively few years to be one of the greatest investments any American city ever made. So few people seem to realize this at present. There will be moments in the next few years when the proposition will seem to be a losing venture, I don't doubt this in the least. But eventually the foresight and faith of those who have built the subway will be justified by the gold mine which it will prove to industrial Rochester. First it must go through the difficulties inseparable from the launching and establishing of an operation of such magnitude."

**Sees No Difficulty.**

That there would be no great difficulty in bringing the Erie into the subway, Mr. Argetsinger denied. If the Erie wanted an independent entrance, he pointed out that the Carroll-Fitzhugh race would afford this. On the other hand co-operation with the Lehigh Valley, the Pennsylvania or the B. R. & P. could bring the Erie in through the entrances planned by these roads. Mr. Argetsinger rather indicated, that he believed the Erie would favor the race entrance, adding that in a very few years the power which would be derived from the proposed power tunnel of the Gas & Electric corporation would be needed in Rochester and in all likelihood lead to the construction of the tunnel and the baandonment of the Carroll-Fitzhugh race.

Mr. Argetsinger denied that there was any indication on the part of the Rochester & Syracuse line of refusing to utilize the subway when ready, except at its own terms. "I believe that the R. & S. will be very glad to use the subway and the arrangements for its so doing will be made without a hitch," he said.

# Governor Smith's Veto Stops Subway Extension; Mayor Van Zandt Angered

Times Apr 1-25

### Mayor Puts Principal Blame on Small Group of People "Who Live in Brighton and Make Their Living in Rochester"—Senator Whitey Accuses Governor of Playing Politics.

Deeply disappointed, chagrined and angered by the action of Governor Smith in vetoing the canal lands annexation bills needed by the city for the completion of the subway, Mayor Van Zandt this morning put the principal blame for what he termed "obstructionist tactics" on a few men who "live in the town of Brighton but make their living in Rochester."

At the same time Senator James L. Whitley, sponsor of the bills at Albany, accused Governor Smith of playing politics with the bills and explained that it is Brighton's desire to keep its hands on the property in order that it may tax the subway when completed.

"So long as I am mayor", Mayor Van Zandt said, "the city will never extend the subway beyond its limits. I am deeply disappointed by the action of the Governor. I wanted that bill because the city needed it and for no other reason. The veto means that those heavy interurban cars will have to run through Monroe avenue as far as the canal bridge, a thing that the people of Monroe avenue have been fighting against for a long time."

It is the purpose of the city to extend the subway a mile or more beyond the city limits, in order to provide for future growth and in order to provide a means of rapid transit for the interurban cars to the heart of the city.

**Blocked for Three Years.**

The old canal bed in which the subway is to be constructed was purchased by the city from the state after the abandonment of the old Erie canal. For years the city has been trying to extend its corporate limits to include this big ditch which it already has title to. For three successive years the annexation has been blocked either by action of Governor Smith, who has never yet stated his reason for vetoing the measure, or by action of a Democratic majority in the Senate.

A small group of Brighton residents, headed by Henry L. Marsh and Fred K. Townsend, have opposed the measure, enlisting on several occasions the help of Harlan W. Rippey, Democratic leader of Monroe. Mayor Van Zandt was not inclined to hold Rippey responsible, however, but placed the blame on the Brighton residents, who, he said, lived in Brighton but earned their money in the city of Rochester.

The city administration has now given up all hope of securing the passage of the annexation bills until a Republican governor is elected. The feeling in City Hall, both against the Brighton residents and against Governor Smith, is very bitter, for the action of the Governor, they declare, is a very serious blow to the subway undertaking, now nearing completion.

**Thought Governor Sincere.**

"When Governor Smith sent to the Legislature a special message under the Home Rule act declaring that an emergency existed with reference to this bill, I supposed that he meant what he said, and that he would sign the bill if passed," said the mayor.

Following the announcement that Governor Smith had killed the bill, a meeting was called by the Chamber of Commerce with representatives of the town of Brighton, to determine what could be done in the situation. Among those called into the conference were President Herbert W. Bramley, Herman Russell, Roland B. Woodward, Simon Stein, and, representing Brighton, Henry L. Marsh and Fred K. Townsend.

In the consternation over the canal lands bill, two bills also vetoed by the Governor, annexing property in Brighton and Irondequoit for the enlargement of Durand-Eastman and Genesee Valley parks, were lost sight of. The property which these bills would bring within the city limits is two unoccupied parcels given to the city by public-spirited citizens for the enlargement of the park system. They cannot be incorporated in the parks until they are brought within the city limits.

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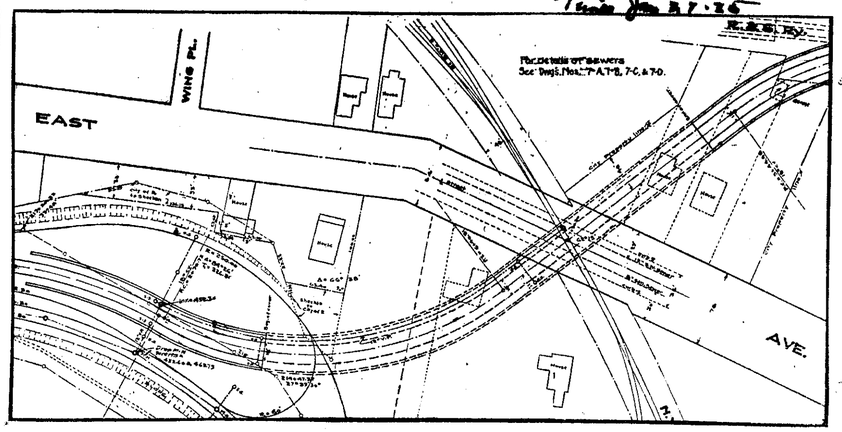
# Where Subway And R. & S. Will Be Joined




The map printed above shows where the junction of the city's subway tracks and the Rochester & Syracuse line will be effected. The subway tracks will be placed under the present grade crossing of the New York Central's Auburn line at East avenue. Eventually they will be 40 feet below the level of the street, which it is planned to raise within the next few years to eliminate the present grade crossing by raising the street over the Central tracks. Preliminary work has been started and as soon as the weather moderates the job will be pushed energetically to completion. The joining of the two lines by a subway under East avenue will cost approximately $250,000.

# Just Bare Possibility In Case Of One Line

## Lehigh Valley Would Use Subway at Once if Wired for Service—Building Ramp at Monroe Avenue Will Prevent Rochester & Syracuse Coming in —Argetsinger To Confer With Hamilton.

George F. Argetsinger, chairman of the citizens' committee which is studying a plan for the operation of a rapid transit and industrial railway through the new subway, indicated today that interurbans would probably not run in the subway this year. He will hold a conference with James F. Hamilton, president and general manager of the New York State Railways, tomorrow, when Mr. Hamilton is expected to present the terms under which the railway company will operate the proposed system.

In advance of the conference Mr. Hamilton would offer no comment today. He said he preferred to withhold a statement until he has learned something about the city's proposed program.

Timothy Evans, vice-president of the New York Central Railroad, conferred with Mr. Argetsinger yesterday afternoon and said afterward that the New York Central stands ready to agree to any program for operation of the proposed subway railroad that may meet with the approval of the other railroads operating in and out of the city. Mr. Argetsinger said today:

"The Lehigh Valley would begin using the subway railroad at once if it were wired for operating. The other roads are aqually desirous of co-operating.

"We fear now that it will be impossible to bring any interurban cars into the subway this year. There is just a possibility that the Rochester and Syracuse cars will be diverted late in the year. be diverted late in the year.

"The building of a ramp at Monroe avenue and Field street to divert the cars of the Rochester and Eastern will postpone changing this service, until next summer.

"Our committee is of one mind that the subway railroad shall be operated independent of control by any one railroad company, and that each user shall pay a rental fair to the community and to the service possible to the tenant."



# R. & E. Cars Will Enter Subway By Means Of Ramp At Field Street

## TO ELIMINATE BAD TURN IN MONROE AVE.

### R. & E. Cars To Be Brought Down Monroe to Bridge—Plaza To Be Built at Street Intersection.

Rapid transit plans for the relief of East side traffic on the interurban and surface cars took on a new angle today. On orders from Mayor Van Zandt work work is to be rushed in abolishing "Dead Man's Turn at Monroe avenue and Field street, a plaza built at the intersection and the trusses of the Monroe avenue bridge crossing the subway railway removed.

This means that the Rochester and Eastern cars will be carried down Monroe avenue to the bridge and then down a ramp to the subway tracks on a grade equivalent to the grade between the Four Corners and Broad street. This ramp at Monroe avenue had been provided for in the original plans now being supervised by John O'Connor, chief engineer on subway construction and were designed primarily to take the Monroe avenue surface cars off the street at this point.

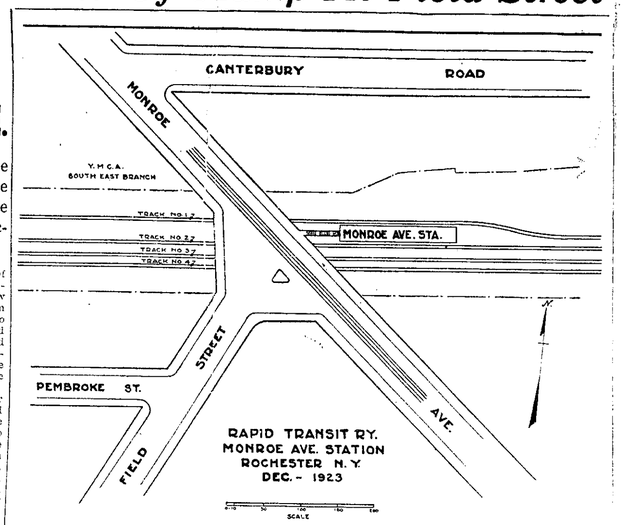
The mayor's change of plans respecting the operation of interurban cars of the Rochester and Eastern was precipitated by the failure of the Brighton annexation bill to become law.

Under power granted by the Legislature the city can build its subway lines only within the municipal limits, and failure to get the old Erie canal lands in Brighton which are owned by the city established within the municipal corporation has caused to be abandoned temporarily at least the construction on the extreme eastern end of the city's rapid transit system in the old canal bed.

Necessarily under the new plans the running time of the interurbans will be cut down appreciably and rapid transit fro m the suburbs the east to City Hall will be reduced to a minimum.

Original plans show that ramps for taking only surface cars off the streets and into the subway have been provided for at Monroe avenue, Court street, Oak street and Lyell avenue. The original ramp at Monroe avenue which is yet to be built also is to take care of the interurban cars, Mr. O'Connor said today.

Of more pressing importance, it appeared today, is the announcement that under the mayor's instructions, the work of abolishing the dead mans turn at Field street and Monroe avenue will be rushed, and the plaza to be laid out will do away with traffic hazards. The old bridge is to disappear with its steel trusses separating the lanes of streetcar and vehicular traffic, and the appearance of the cross over when completed will resemble that of Exchange street at Broad street with the exception that guard rails will be provided.




Map shows plaza improvement ordered rushed by Mayor to eliminate traffic hazards at Monroe avenue and Field street. Ramp carrying interurban and street cars into subway will be constructed between tracks numbered one and two on map. This plan abolishes the dangerous hair-pin turn traffic is now obliged to make because of the block of the old steel canal bridge.

# Five Railroads Prepared To Co-Operate With City In Plans For Subway R. R.

## Independent Corporation, the Rochester Terminal Railroad Corporation, To Control All Operations—Subway Railroad Probably Completed Within Year and a Half.

Mayor Van Zandt's subway railroad committee will hold its first conference next month, according to an announcement today by George F. Argetsinger, chairman of the committee.

Mr. Argetsinger expects that within the next fortnight the five railroad companies entering Rochester will have taken the necessary steps to provide for some plan of co-operation with the city administration in developing the proposed industrial railroad which is to be operated through the subway. It is expected that the New York Central, Erie, Lehigh, Buffalo, Rochester and Pittsburgh and Pennsylvania railroads will appoint committees to look after their interests in the matter and until these committees are named no arrangement will be made by the city's committee to hold a conference.

"All of the railroads are prepared to co-operate with us," Chairman Argetsinger said today. "There is sentiment in favor of the establishment of an independent corporation to control all operations along the subway line. It will take the name of the Rochester Terminal Railroad Corporation.

"Our present scheme is to have a governing board of 11, with six representatives of the city and one for each of the five railroads. Indications are the subway railroad will be completed within one year and a half so that there is ample time for developing a plan of operation. The eastern section will be completed this year and it should be possible to divert the Rochester and Syracuse and the Rochester and Eastern Rapid interurban cars to the subway before the whole project is finished."

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# TROLLEYS PLAN TO CONTROL SUBWAY

Journal My 23-25

That the New York State Railways plans operating the subway railroad and will not permit the diversion of any of its street or interurban cars unless it has control of the city-built line, came to light today following a conference of George F. Argetsinger, chairman of Mayor Van Zandt's committee on a plan of operation, and President Hamilton of the railways.

After the conference Mr. Hamilton said Mr. Argetsinger was em-

*Continued on Col. 6, Next Page*

# TROLLEYS PLAN TO CONTROL SUBWAY

*Continued from First Page*

powered to do all the talking to the public. Mr. Argetsinger said:

"Mr. Hamilton is of the belief that, only if he is permitted to operate the railroad can its success be accomplished within five or te nyears.

**HAS ORGANIZATION**

"He has an organization to start operating the first day it is completed, while the city, to effect an operating organization, with the necessary equipment, would have to spend $1,000,000 for first equipment and allow $200,000 annually for meeting salaries of the organization.

"But Mr. Hamilton is open to conviction. If we can show him that some other plan of operation by an independent company will be effective, he will fall in line. Right now he appears to have a sound dollar and cents view, difficutl to attack.

"The situation simmers down to whether Rochester wants immediately to make the subway railroad a success by thinking first of transportation of people, or planning for industrial development over a period of twenty-five or fifty years.

"If the subway railroad is to be first made supplemental to the general system of municipal transportation, it would seem as if operation by the New York State Railways was the trump card to be played.

**HE DIFFERS IN VIEW**

"Personally, I don't think so. With an independent company operating and Rochester appealing to the industries of the land to come here and locate near the eastern and western terminals of the subway railroad, the outlook for the future would be worth a greater gamble than to accomplish the economic success of operating the road within the next ten years."

"We shall meet Wednesday to give the whole problem consideration. Meanwhile Mr. Hamilton has agreed to prepare a plan to show how the New York State Railways would operate the railroad."

When Mayor Van Zandt, who was preparing to leave tonight on a trip to the Pacific Coast, was told of the conference of Argetsinger and Hamilton, he said:

"There is no need of my commenting on anything that may have happened. The subway will be operated to the best advantage of Rochester.

"The committee of which Mr. Argetsinger is chairman is to recommend the best possible plan for operating the railroad. When I get a report from the committee it will be time enough for me to talk."

**HOTCHKISS SPEAKS**

James L. Hotchkiss, Monroe County Republican leader, said:

"I guess there will be no quarrel with the New York State Railways when the time comes. If the best plan is for diverting their cars to the subway under an independent company, Mr. Hamilton will approve it.' '

Coincident with the conference of Argetsinger and Hamilton, was an announcement by Public Works Commissioner Baker, chairman of the board of contract and supply, that the city on June 3 would open bids on a fifty-ton locomotive for use on the subway railroad.

This locomotive he said would be necessary, regardless of what happened in the controversy over permitting the New York State Railways to control the subway railroad.

Mr. Baker said the city expected to buy a locomotive that could be operated by electricity, gasoline or oil at a cost not to exceed $50,000.

# LOOKING AROUND

**—By Livy S. Richard**

THE situation which has arisen with respect to the future of the new subway has, of course, been foreseen.

It comes as a result of failing to look far enough ahead.

SUBWAYS for rapid transit are most successful where population is distributed so as to make their use convenient.

The two notable American examples are New York and Boston.

The New York system began on longitudinal Manhattan, which yielded dense traffic at once. Car operation in this dense area, as well as through the thickly settled parts of Brooklyn, has been profitable from the beginning. New York's present difficulty is to supply demands for service in other areas.

Boston, though lacking in the same degree of longitudinal growth, has a congested business center through which subways are profitable.

In both instances, however, the tubes were built after the demand for them had become plain.

HERE the subway came first, by a kind of accident. Our different problem is to create a use which may make it pay.

It is not the kind of subway which a rapid transit engineer would plan if he were considering immediate needs.

In order that it may pay there will first have to be a considerable redistribution of population, which will take time.

In seeking patronage the city is, therefore, at the obvious disadvantage of wanting to sell something for which there is little present demand.

Its danger is that, in order to get the incubus off its hands, it may have to accept a hard bargain.

NOBODY is surprised that President Hamilton of the New York State Railways thinks his organization is the one best fitted to make prompt and successful use of it.

Most students of the problem will no doubt in time agree with him.

There is some immediate business for the subway as a route for rapid local and interurban transit. The prospect of adequate income from its use as an industrial railway is remote, if not dubious.

THE subway offers a chance for express passenger service to sections already growing rapidly and capable of increased growth when provided with lateral lines and transfers.

Such a service would, it is true, offer no direct advantage to populous areas like the Eighteenth and Nineteenth Wards.

Indeed, its immediate effect might be to divert growth from these localities. In that event they would probably demand corresponding improvements in their own transit service.

How that could best be provided may, therefore, soon become an acute issue.

THERE is, of course, no need of haste in completing the civic center survey, for Rochester is not financially in position to begin a large building program.

On the other hand, the survey should not be permitted to drag unduly for it may form an integral part of the larger city plan which Rochester needs as a guide for its future.

Its subway experience is merely one of many which teach that the sooner it gets a comprehensive plan, the better it can steer its development.

THE machinery to prepare such a plan exists. Sentiment for it is growing. Every time a citizen is caught in a traffic jam he has an object lesson of what lack of planning means.

Delay, then, should not be on account of indifference.

# ARGETSINGER NOT TO PRESS SUBWAY IDEA

D & C Feb-6-25

## Motor Route Proposed Only as Alternative If Rail Deal Fails, He Says.

## HOTCHKISS BACKER

## Leader Supports His Stand; Industries Lean Toward Original Plan.

The industrial railway discussion fermented in the heat of yesterday.

George F. Argetsinger, chairman of the mayor's committee which is endeavoring to find a practicable plan for the operation of the subway, and who Thursday offered the suggestion that the tracks of the subway's roadbed be torn up and a concourse for motor transportation be substituted, yesterday was not so firmly entrenched in his original stand.

Mr. Argetsinger did not wish to be quoted. He said he preferred to let the matter drop for the present. Declaring that he thought a little too much prominence had been given to his utterances of Thursday, Mr. Argetsinger said that although he did offer the proposal that motor transportation be substituted, he believed so drastic a departure from the original plan should be followed only in the event that no agreement could be reached between the city and the railways that might use the subway.

**Hotchkiss Backs Auto Route.**

Mr. Argetsinger called on James L. Hotchkiss, early in the day, and discussed the situation with the Republican leader. Later, and unknown to Mr. Argetsinger, Mr. Hotchkiss issued a statement to the newspapers in which he vigorously supported Mr. Argetsinger's stand. He said, commenting on the proposal of Mr. Argetsinger for the development of a motor concourse in the subway roadbed: "I think it would be a wonderful thing to do."

Asked if he believed that it would be possible to operate successfully freight shipments from one railroad to another through the subway by motor transportation, Mr. Hotchkiss declared that such a system might be developed, although he thought the most practicable operation of the industrial end of the subway would be as originally planned. He said both he and Mr. Argetsinger favored the transformation of the roadbed into a motor concourse only as an alterna-

CONTINUED ON PAGE TWENTY.

# ARGETSINGER NOT TO PRESS SUBWAY IDEA

CONTINUED FROM PAGE 15.

tive in the event that the railroads failed to reach an agreement with the city.

So far Mr. Argetsinger appears to stand alone, as a member of the mayor's committee, in the belief that motor transportation might be the solution to the subway problem. Other members of the committee, questioned yesterday on this phase of the situation, definitely supported the City Hall officials' contention that such a plan was not to be given serious consideration.

One member of the committee, closely allied with several large industries, said that no serious consideration should be given at this time to a proposal to rip up the tracks already laid and prepare the roadbed for motor transportation.

"Of course anybody can express an individual opinion in this matter," he said, "but nothing definite can be done until the committee makes some recommendation to the mayor, and no recommendation has been suggested by the committee yet. The matter is all in a very unsettled condition."

**Industry Against Scheme.**

The opinion of industrial interests appears to be that motor transportation would not be practicable for the main purpose of the subway, the transferring of freight from the thirty industries that will have contact with the subway to the five steam railroads that will touch it.

Attention was called yesterday to the fact that President Patrick Crowley of the New York Central Railroad, promised, during his visit in Rochester last winter, the co-operation of the New York Central in any plan that might be devised for the operation of the subway, so long as the Central shared equally in the benefit of the subway with other railroads. As the New York State Railways is a Central subsidiary, President Crowley's declaration was accepted as an official promise on behalf of the traction company.

The operation of interurban cars in the subway, should the interurban lines refuse to co-operate, could easily be brought about, a city official pointed out yesterday, merely by passing an ordinance in the Common Council prohibiting the operation of such cars in the city streets.

"But all of these things are too early for discussion," said this official. "There is no real reason to believe that the New York State Railways will not co-operate with the city when the time comes for definite action. Why try to force them into a house that is not yet ready for occupancy?"

Two or three representatives of industries, who talked on the subject of subway operation yesterday, declared that they believed the most equitable plan would be to contract with an independent operating company, rather than turn the full control of the subway over to the New York State Railways, which naturally would defer to its parent organization, the New York Central. With such a company operating the industrial end of the subway, all railroads would be assured of an equal share in the subway's benefits, and no company could charge that another was being shown preference, it was declared.



# City Hall Is Eager For Return Of Mayor As Subway Pot Boils

Times Je 6-25

City Hal officials were eager this morning for the return of Mayor Van Zandt from Los Angeles to take part in the discussion recently fomented in regard to the use to which the new subway is to be put.

In addition to the great personal interest which Mayor Van Zandt has taken in the underground railroad, his political interests are in a considerable sense involved, it is pointed out.

The suggestion made by eGorge F. Argensinger, chairman of the Mayor's subway committee, and seconded by Republican Leader James L. Hotchkiss that in the event the city should be unable to reach an agreement with the railway companies for the use of the subway tracks, the tracks be ripped out and the roadbed used for automobile and motorbus transportation, has aroused considerable political interest.

Neither the City Hall officials nor the Republican party leaders fear the subway as an issue in this fall campaign, although it is realized that the Democrats and the City Manager League wil probably take the best advantage they can of the situation. It is confidently held that the construction of the subway, whether it eventually be used for interurban cars and an industrial railroad, or whether it be used for motorbus and automobile transportation, was the most far sighted undertaking in which the city has ever engaged.

**Work Being Rushed.**

While members of the mayor's Subway Committee debated today the feasibility of the city's new railroad being turned into a motor speedway for trucking and general rapid transit workmen were rushing the construction of the concrete tunnel underneath the crossing of the Auburn branch of the New York Central railroad at East avenue. This appeared to stress the City Hall's position that the interurban trolleys will be operated in the new subway and kept off the surface streets of Rochester.

John O'Conner, chief engineer in charge of subway construction for the city, said today on his return from Chicago that the Rochester and Eastern cars will have all facilities for operating in the subway early next spring. The tunnel work beneath East avenue is already far advanced. With the exception of the installation of the trolley wire system the cut for the R. and S. will be completed by October 1 next, he said.

"The underpass of East avenue connecting the Rochester and Eastern with the main line of the city's subway is well advanced," said Mr. O'Conner today. "The concrete structure is now being built at East avenue where the Auburn branch steam road crosses. This tube will be double tracked and will carry the interurban cars of the Rochester and Eastern from about Rockwood street to the subway in the bed of the abandoned Erie canal without once admitting them to the surface streets within the corporated limits of the city.

**Studies Chicago System.**

"I have been in Chicago making a study of the new installation on the Chicago Rapid Transit Railway and the North Shore and Niles Center extension where a new type including catenary wire construction has been installed. This is the latest development and the best system installed on an electrically operated road in the country.

"We are considering this system for installation on the Rochester subway. Studies and working sketches are now being prepared here.

"The catenary system operates similarly to the common trolley except that it is more flexible, and dispenses with parallel power feeders inasmuch as power is transmitted through messenger or carrying wires above the tracks."

I. M. Ludington Sons has the contract for the construction of the East avenue subway and also laying the tracks. Mr. O'Connor said today this work is being done at a cost not to exceed $300,0000.

In the event the Rochester and Eastern fails to enter the subway being constructed for the city, it will be called upon to pay for its share of the cost of the Winton road subway which is designed to eliminate the dangerous grade crossing of the Central tracks. Further it would make necessary a change in the engineering plans to allow headway for street traffic if a bridge were built to carry the interurban trolleys across Winton road above grade.

The Auburn branch of the Central is to be kept at grade where East avenue traffic crosses.

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# Vice-President Mantell Lauds Subway Scheme

Declares City Is 20 Years Ahead of Its Time and Praises Foresight of Connecting Steam Lines by Industrial Railway—Deficit Certain for Time. Times Je 11-25

**Lauding Rochester for being ahead of its time in subway development and for its industrial railway plans connecting the city's steam lines, John J. Mantell, vice-president of the Erie Railroad, foresees a great industrial development here.**

**Nevertheless it is expected that the city will face a very substantial deficit in the operation of the railroad for several years to come, according to the survey which the Erie railway executive has made.**

**Mr. Mantell appeared before the committee appointed by Mayor Van Zandt to study subway operation and submitted a complete report on the subject yesterday. He declared this morning that the Erie is deeply interested in the Rochester situation and he intimated that partially as a result of the proposed Erie-Nickel Plate merger, his railroad had tentative plans for a big development in Rochester.**

. Mantell pointed out that the ation of an industrial railway e subway would bring a tre- ious industrial development to hester, opening up vast acre- of possible factory sites along route of the old canal both in city and beyond the present limits. Any factory along that te would have a railroad con- ction with every one of the five am roads entering the city. No y in the country of anything like the size of Rochester could offer such shipping facilities, he said.

Mr. Mantell told the mayor's committee that he did not seek control of the industrial railroad for the Erie, and he did not think any other line should operate or control it. He suggested that the railroad be operated by a board or commission upon which each of the roads would be represented but of which the city itself would retain control.

The Erie seeks an entrance to the subway from its present yards on Court street through the bed of the old Carroll-Fitzhugh race. Mr. Mantell intimated that the road might be satisfied under certain conditions with a temporarv arrangement by which the Erie would join with the Lehigh Valley and enter the subway on the east side of the river, but he was of the opinion that the amount of business to be handled by the Erie and the importance which the road will attain if plans for further development here materialize would warrant a connection with the industrial road for the exclusive use of the Erie.

In this connection, it is pointed out that there is no possibility of any great development in the yards which the Erie owns on the west side of the river, and that the road must almost of necessity seek more room, if it is to develop, at some other point, presumably to be reached through the subway.

George F. Argetsinger, chairman of the mayor's committee, would make no comment in regard to the conference with the Erie railroad official, but it is understood that a statement will be issued later.

JOHN J. MANTELL.

## LOOKING AROUND

Journal Je 11-25

—By Livy S. Richard—

THE truth as to the new subway lies somewhere between the boast that it is the "grandest achievement of Republican administration in Rochester" and the accusation that it is the "most colossal mistake in history."

Purchase of the canal lands from the state was wise foresight. They could probably never have been got more cheaply.

The time will come when they will be exceedingly useful.

CONSTRUCTION of Broad Street was also a timely response to an admittedly pressing need.

Men familiar with street layouts in American cities say without hestitation, that the street facilities in the business center of Rochester are poorer in proportion to population served and to the volume of business transacted, than in any other city under our flag.

The necessity for relief of congestion had become imperative when this new thoroughfare was begun.

The new boulevard has helped in a degree to ease this strain.

WHEN you have said thus much, you have, however, exhausted the area in which opinion can be positive.

To build an underground railroad at a cost of millions without a plan for its use and without arrangements in advance which would insure at least interest on the cost was an adventure in optimism which highly taxed citizens clamorous for improvements of immediate value may not view so enthusiastically.

The contractors were no doubt glad for the opportunity. They may, for years to come, be the only ones who will benefit.

CRYING over spilled milk is less profitable, though, than striving to prevent repetitions of the stumble.

The way to avert future follies of this kind is to have a definite city plan, projecting the best available foresight as far ahead as possible, and setting up a model into which improvements may be fitted as they become urgent.

Had such a plan been in existence ere this subway was begun, it is very doubtful that millions of debt power could have been impounded in so remote a benefit in face of the clamor which would have risen to put the money into projects of greater immediate usefulness.

A CITY plan focuses public interest in how the public money is spent.

Now bear in mind that a city plan isn't merely something which a few persons think out, map and hang on a wall.

Competent experts may develop it but a plan, to become a city plan, has to have the city's collective approval.

It is submitted, dissected, corrected and at last approved either by majority vote or general acceptance.

It then becomes morally and legally binding.

IF you were building a house after the architect had supplied you with a plan, you might, indeed, want to put in a few extras; but you wouldn't suddenly go to the contractor and tell him to shingle the roof ere he had set the uprights.

You would keep as close to the plan as possible and desire the building to be assembled in due order.

While Rochester has talked plan it has, as a matter of fact, darted from one project to another, often without reference to the planners.

THE big lesson for the future in this subway fiasco is, then, the need of maturer planning.

The city has a planning agency and the planning agency has done quite a bit of piecemeal planning, much of it excellent.

What we need is a comprehensive plan, with the sanction of an informed public opinion behind it as a continuous check upon snap judgment, adventures.



# Progress Reported On Subway Problem

Argetsinger Declares No Insurmountable Objects Have Arisen—Delay in Construction Unavoidable—Railroads Name Committees To Consult With Committee Named by the Mayor.

Times Je 11-25

No insurmountable objects have been met in working out a plan for operating the subway but substantial progress has been made, according to a letter sent out this morning by George F. Argetsinger, chairman of the mayor's committee, to other members of the committee.

His letter follows:

"The subcommittee of the mayor's advisory committee on subway operation desires to report to the general committee that substantial progress is being made toward evolving a plan of operation that will foster maximum utilization of the subway by all the public carriers serving the city without domination or restriction by any one carrier and with adequate protection to the proprietary interest of the city in the project.

**Delay Unavoidable.**

"Assurance of full co-operation has been received from most all the interested carriers and committees have been appointed by these carriers to prepare and submit in writing proposed tentative plans under which the desired objects could be attained. We are advised that these reports will soon be submitted to your committee. After a study is made of these reports, conferences will be held with the representatives of the carriers in order to reconcile differences in the proposed plans and a tentative preliminary report will be submitted to the general committee for consideration.

"The delay has been unavoidable. No insurmountable obstacles have been met. The prosecution of the work by the contractors has not been delayed by the absence of a plan of operation. Progress is necessarily slow on account of the importance of the subject and the large number of interests to protect. An orderly method of procedure requires time for fundamental preparation, but will save time and avoid mistakes and misunderstandings in the final outcome. The subcommittee reports that it is proceeding with diligence on this program."

**Committees Named.**

Mr. Argetsinger also announced that the following committees have been appointed by five of the lines which will use the subway, to investigate the subway plan of operation and report their findings to the mayor's committee:

Erie Railroad — John J. Mantell, vice-president, chairman; R. C. Faulkner, chief engineer, and E. L. Bowen, division superintendent.

Pennsylvania Railroad—R. K. Rochester, general superintendent; C. T. Mackenson, jr., general freight agent; R. Farris, superintendent of Buffalo division; William M. L. Pomeroy, division freight agent; C. B. Bennie, division freight representative; C. W. Richey, division engineering; S. C. Roth, freight agent at Buffalo; W. M. Post, superintendent of telegraph and signals; J. D. Haines, Rochester agent.

New York Central—G. W. Evans, assistant vice-president; G. W. Kittredge, chief engineer; H. F. West, division freight agent.

Lehigh Valley—F. M. Barker, division superintendent; L. P. Rossiter, division engineer; M. P. Hornell, general agent.

New York State Railways—James F. Hamilton, president.

The Buffalo, Rochester & Pittsburgh Railway, recently leased to the Delaware & Hudson company, has not yet appointed a committee.

# SUBSTANTIAL PROGRESS MADE IN SUBWAY OPERATION PLAN, HEAD OF COMMITTEE STATES

Herald Je 12-25

Substantial progress is being made toward evolving a plan of operation for the subway and industrial railway, George F. Argetsinger, chairman of the Mayor's committee on subway operation, said yesterday following a conference between a sub-committee of the Argetsinger committee with John J. Mantell, vice president of the Erie Railroad. Mr. Argetsinger made public a letter, which he has sent to all members of his committee, showing progress made to date.

**All Carriers To Use Subway.**

This letter, which discloses permanently of the reports that the industrial and trolley railway projects were to be abandoned, reads:

"The sub-committee of the Mayor's advisory committee on subway operation desires to report to the general committee that substantial progress is being made toward evolving a plan of operation that will foster maximum utilization of the subway by all the public carriers serving the city, without domination or restriction by any one carrier and with adequate protection to the proprietary interest of the city in the project.

"Assurance of full co-operation has been received from most all the interested carriers and committees have been appointed by these carriers to prepare and submit in writing proposed tentative plans, under which the desired objects could be attained. We are advised that these reports will soon be submitted to your committee. After a study is made of these reports, conferences will be held with the representatives of the carriers in order to reconcile differences in the proposed plans and a tentative preliminary report will be submitted to the general committee for consideration.

"The delay has been unavoidable. No insurmountable obstacles have been met. The prosecution of the work by the contractors has not been delayed by the absence of a plan of operation. Progress is necessarily slow on account of the importance of the subject and the large number of interests to protect. An orderly method of procedure requires time for fundamental preparation, but will save time and avoid mistakes and misunderstanding in the final outcome. The sub-committee reports that it is proceeding with diligence on this program."

**Committees Named.**

Mr. Argetsinger also announced yesterday for the first time, the following committees, appointed by five of the lines that will use the subway, to co-operate with Mr. Argetsinger's committee in working out a plan of operation:

Erie—Mr. Mantell, chairman; R. C. Faulkner, chief engineer, and R. L. Bowen, division superintendent.

Pennsylvania—R. K. Rochester, general superintendent; C. T. Mackennon jr., general freight agent; R. R. Farris, superintendent of Buffalo division; William M. L. Pomeroy, division freight agent; C. B. Bennie, division freight representative; C. W. Richey, division engineer; S. C. Roth, Buffalo freight agent; W. M. Post, superintendent of telegraph and signals; J. D. Haines, Rochester agent.

New York Central—C. W. Evans, assistant vice president; G. W. Kittredge, chief engineer; H. F. West, division freight agent.

Lehigh Valley—F. M. Barker, division superintendent; L. P. Rossiter, division engineer; H. P. Hornell, general agent.

New York State Railways — James F. Hamilton, president.

The Buffalo, Rochester and Pittsburgh Railway, which recently was leased to the Delaware and Hudson, subject to approval by the Interstate Commerce Commission, has not yet named a committee. Mr. Argetsinger said the Lehigh Valley committee would report to him in a few days. The Lehigh Valley connections with the industrial railroad are all made and that road is able at any time to begin operations over the city railroad.

Of reports that the New York State Railways would refuse to co-operate in using the subway, Mr. Argetsinger said they were untrue.

**Hamilton Co-operation Expected.**

He said:

"Mr. Hamilton has not refused to co-operate with the city. He does believe and has expressed such a belief, that his company could operate the subway cheaper than the city or any new operating company could but he has not closed his mind to our plans and I believe we will have his full co-operation when the time comes for action.

The operation of the subway is a very real problem and the Mayor's committee has been proceeding carefully in seeking its solution. Individually, many members of the Mayor's committee believe the most feasible plan of operation is by an independent corporation, with perhaps representatives of all of the roads affected serving on its board of directors. Such an operating company would assure fair treatment to all roads concerned and we believe that a company to do this work might be quickly organized."

Mr. Mantell said the subway project offers greater possibilities than any similar development that he is aware of in this country. He believes an independent company should operate the subway and said his road would give full co-operation with the city.

"The industrial railroad," declared Mr. Mantell, "Will greatly enhance the industrial growth of Rochester, and I believe will open up a vast acreage of possible factory sites along the route of the old canal, both in the city and beyond the present city limits. Any factory along the route will have railroad connections with all five roads entering the city. No city in the country can offer such shipping facilities."

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# FIVE ROADS IN SURVEY OF CITY SUBWAY

D&C Je 12-25

## Committees Appointed to Make Study and Report to Mayor's Group.

## WORK PROGRESSES

## No Single Railway Will Control Operation Argetsinger Says.

Following the conference Wednesday between John J. Mantell, vice-president of the Erie Railroad, and a subcommittee of the Mayor's Advisory Committee on Subway Operation, the following letter was sent by George F. Argetsinger, chairman of the advisory committee, to the committee members:

The subcommittee of the mayor's advisory committee on subway operation desires to report to the general committee that substantial progress is being made toward evolving a plan of operation that will foster maximum utilization of the subway by all the public carriers serving the city without domination or restriction by any one carrier and with adequate protection to the proprietary interest of the city in the project.

**Co-operation Assured.**

"Assurance of full co-operation has been received from most all the interested carriers and committees have been appointed by these carriers to prepare and submit in writing proposed tentative plans under which the desired objects could be attained. We are advised that these reports will soon be submitted to your committee. After a study is made of these reports, conferences will be held with the representatives of the carriers in order to reconcile differences in the proposed plans and a tentative preliminary report will be submitted to the general committee for consideration.

"The delay has been unavoidable. No insurmountable obstacles have been met. The prosecution of the work by the contractors has not been delayed by the absence of a plan of operation. Progress is necessarily slow on account of the importance of the subject and the large number of interests to protect. An orderly method of procedure requires time for fundamental preparation, but will save time and avoid mistakes and misunderstandings in the final outcome. The subcommittee reports that it is proceeding with diligence on this program."

CONTINUED ON PAGE 28.

# FIVE ROADS IN SURVEY OF CITY SUBWAY

CONTINUED FROM PAGE 19.

Mr. Argetsinger also announced that the following committees have been appointed by five of the lines which will use the subway, to investigate the subway plan of operation and report their findings to the mayor's committee:

Erie Railroad—John J. Mantell, vice-president, chairman; R. C. Faulkner, chief engineer, and E. I. Bowen, division superintendent.

Pennsylvania Railroad—R. K. Rochester, general superintendent; C. T. Mackenson, Jr., general freight agent; R. Farris, superintendent of Buffalo division; William M. L. Pomeroy, division freight agent; C. R. Bennie, division freight representative; C. W. Richey, division engineering; S. C. Roth, freight agent at Buffalo; W. M. Post, superintendent of telegraph and signals; J. D. Haines, Rochester agent.

New York Central—G. W. Evans, assistant vice-president; G. W. Kittredge, chief engineer; H. F. West, division freight agent.

Lehigh Valley—F. M. Barker, division superintendent; L. P. Rossiter, division engineer; M. P. Hornell, general agent.

New York State Railways—James F. Hamilton, president.

**Lehigh to Report Soon.**

The Buffalo, Rochester & Pittsburgh Railway, recently leased to the Delaware & Hudson Company, has not yet appointed a committee.

Mr. Argetsinger said that he expected a report from the Lehigh Valley committee within the next few days. This will be submitted to the mayor's committee.

Mr. Mantell, vice-president of the Erie Railroad, has stated to the mayor's committee, according to Mr. Argetsinger, that Rochester's subway development offered, in his mind, greater possibilities than any similar development of which he had knowledge in the country. He believed that the most practicable operation of the subway would be by an independent company, and promised the full co-operation of his road with the city.

Mr. Mantell declared that the industrial railroad would greatly enhance the industrial growth of Rochester, and expressed belief that it would open up vast acreage of possible factory sites along the route of the old canal, both in the city and beyond the present city limits. Any factory along that route, he pointed out, would have a railroad connection with every one of the five steam roads entering the city. No city in the country of anything like the size of Rochester could offer such shipping facilities, he said.

**Split With Trolleys Denied.**

Mr. Argetsinger said, rumors to the contrary, that the mayor's committee was not experiencing difficulty with the New York State Railways or any other agency which may use the subway.

"Mr. Hamilton, president of the New York State Railways, has not refused to co-operate with the city," said Mr. Argetsinger. "He does believe, and has expressed such a belief, that his company could operate the subway cheaper than the city or any new operating company could, but he hasn't closed his mind to our plans and I believe we will have his full co-operation when the time comes for action.

"The operation of the subway is a very real problem, and the mayor's committee has been proceeding carefully in seeking its solution. Individually, many members of the mayor's committee believe that the most feasible plan of operation is by an independent corporation, with, perhaps, representatives from all of the roads affected serving on its board of directors. Such an operating company would assure fair treatment to all roads concerned and we believe that a company to do this work might be quickly organized."



# Whole Subway Scheme Thrown Into Politics

## Democratic Leader Says City Is Helpless and Is in Hands of James F. Hamilton—Declares Fares May Be Increased to 8, 9 or 10 Cents Under Scheme To Put Cars in Old Canal Bed.

Times Je 18-25

The subway, the proposed industrial railway and the whole question of what disposition is to be made of the city's expensive venture in the old Erie canal bed, was tossed into the political pot by Harlan W. Rippey, local Democratic leader, this morning in a broadside against the Van Zandt administration which is interpreted as the first gun in the fall campaign.

Now that the city has nearly completed the subway, at a cost of something like $10,000,000, Mr. Rippey says, the administration is without legal means to compel the railway to run cars through it and without the power to force the interurban lines to take their heavy cars off the city streets.

The city administration is at the mercy of James F. Hamilton, president of the New York State Railways, the Democratic leader declares, and the problems involved will be settled "in a way entirely satisfactory to big business and the practical politicians who handle local matters."

Mr. Rippey further says that if the New York State Railways should consent to take over the subway, the cost of the construction would be added to the base value of the company's property under the service-at-cost contract, and would bring an eight, nine or 10-cent fare in Rochester.

Mr. Rippey and John Desmond were the lawyers who made the fight before the Public Service Commission and the legislature against the service-at-cost contract, and is consequently very familiar with its provisions. His statement follows:

**Rippey's Statement.**

"To get this matter clearly in mind a few preliminary statements are necessary.

Broad street is the new improvement extending from Oak street to South avenue. The subway railroad enterprise is a series of tracks miles in length extending through the old canal bed from the city line on the west to the town of Brighton on the east. The whole improvement will cost nearly, if not quite, $10,000,000.

"The service-at-cost contract was an agreement between the street railway company and the city which went into eect August 1, 1920. It is to remain in force until August 1, 1930, unless it is renewed by the city for a period of 10 additional years. In it the city waived the provisions of an old contract which compelled the railway company to carry passengers for a five-cent fare. It provides for a 6 per cent. return to the railway company upon the "base value" of the physical equipment of the street railway. The "base value" was fixed in the contract at $17,-$500,000, something like $10,000,-000 more than it is claimed it should be. It amounted to $19,427,-000 on May 1, 1925. The contract provides for the automatic increase in fares to 10 cents per passenger if necessary to produce 6 per cent. return to the railway company.

**Says Hamilton Can Dictate.**

"The service-at-cost contract determines exactly what the city can do to compel the railway company either to remove the suburban cars from the city streets or to take over and operate the subway railroad. Mr. Hamilton can, if he has not already done so, dictate exactly what will be done on either matter.

"Under present conditions and in the absence of some great emergency, the city cannot compel the suburban lines to run their cars over the subway tracks. When the service-at-cost contract was executed, contracts existed with the street railway company whereby the suburban companies were given the right to operate their cars over the city streets. In the service-at-cost contract the city 'agreed that such operations shall continue in accordance with such contracts.'

"In the event that (1) Commissioner Barnes gives his consent and (2) that necessity exists and (3) that no rights of the street railway company are affected, the city may construct and finance a new railway line, but there is no provision of the contract which gives the city power to operate. I believe that this provision of the contract does not give the city the right to operate the subway railroad nor does the contract contemplate giving the city permission to construct any such railroad. There is ample legal opinion to the effect that the courts would restrain the city from operating this subway railroad in competition with the street railway and surely would restrain any other person or corporation from operating it.

"But assuming that the city has the right to construct the subway railroad against the wishes of the street railway company, if Mr. Hamilton should assert his rights under the contract it would be practically impossible for the city to compel the street railway company to operate it. The contract provides that the city may compel the railway company to take over a new line at actual cost only when the city meets the following conditions:

**Conditions City Must Meet.**

"First: The city must establish that the street railway company can sell securities with which to produce money to pay for it.

"Second: The city must establish that the subway railroad will "be and become a permanent, workable and valuable addition from an operating standpoint" to the existing lines.

"Third: The city must compel the railway company to take over the proposition before August 1, 1925 (less than six weeks from now), or extend the contract ten additional years to August 1, 1940.

"The city could never meet the first two conditions, surely not within the time allotted between now and August 1, 1925.

"It would be no hardship to Mr. Hamilton and the New York Central if they were 'compelled' to take over the proposition. Under the contract the cost would be added to 'base value' which would thereby be increased to something like $20,000,000 and the contract guarantees 6 per cent. return. The proposition would, without doubt, be a losing venture, the expense of operation and maintenance exceeding the income by many thousands of dollars per year. This loss would be added to operating deficit and the car fares would go up to 8, 9 or 10 cents as needed over all the city lines to enable the railway company to receive its 6 per cent return.

"From a political standpoint, it would be the height of absurdity for the city administration to equip and operate this railroad. Under proposed plans, it would cost approximately $2,000,000 to properly equip the railroad for operation and conservative estimates place the operating loss at not less than $100,000 per year. The taxpayers would have to foot this bill. It would be less embarrassing if the car riders had to carry the loss under street railway operation under the service-at-cost contract.

**A Political Question.**

"To the city administration the question of 'what shall be done with the subway railway' is purely a political question; to the street railway interests it is a purely business proposition. The Van Zandt administration has been heralded as a 'business administration.' There is no lack of evidence of friendly co-operation between big business and the local Republican machine. Talk by committees of 'planning wisely for the future' and discussion by the machine between selected spokesmen as to what will be done with the subway and whether it will be used as an 'industrial' railroad is mere 'blah,' a camouflage, a smoke screen or a curtain behind which the real actors will settle the question, if they have not already done so, as to when, how, for what purpose and by whom the subway railroad will be operated. It will be settled without any aid from the public and without any consideration of the interests and wishes of the public except insofar as it may be politically expedient to do so, and in a way entirely satisfactory to big business and the practical politicians who handle local affairs."

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# Subway Awaits

## Mayor Will Not Act Until He Gets Advice

Times Jan 23-25

### No Interruption to City's Program of Construction To Be Permitted, City's Executive Says—President Hamilton of New York State Railways and Former Mayor Cutler Call at City Hall.

Whatever is to be done by the city in the matter of operating an industrial railroad through the new subway will be determined after Mayor Van Zandt has received the report of the citizens committee named by him to suggest the best possible plan of operation.

This was made plain by the mayor today following an hour's conference with James F. Hamilton, president and general manager of the New York State Railways.

Mayor Van Zandt returned to his office, following a week-end visit to his daughter in Canandaigua. It was the first time the mayor has spent any time in his office since he came back to Rochester last Thursday from the Imperial Council meeting in Los Angeles.

"There will be no decision on the subway railroad until I hear from the citizens committee and learn its recommendations for operating it. There will be no interruption of the city's program to carry out the building of it for use by the people of the industries. Of course, I am for making it contribute to the service of the people now depending on street and interurban cars, but I have not lost sight of the possibilities of the railroad for the various industries. Eventually, I believe the industrial service will bring the more compensation to the city. I am unfamiliar wit hwhat information the citizens' committee may have from the heads of steam railroads, but I have some of my own. There is ample time to plan for the best possible development of the whole propect."

General Manager Hamilton, on leaving the mayor's office, would offer no comment on the situation.

"My visit to the mayor was more or less complimentary to welcome him home," he said. "We talked about the subway railroad just as we talked about many other things."

James G. Cutler, former mayor, was another visitor of the mayor's this forenoon.

Mayor Van Zandt would volunteer no information as to his choice for deputy chief of police to succeed the late Michael J. Zimmerman. While Inspector Alfred Killip is regarded by some as having a good chance of landing the berth, friends of Captain Fred Young, of the traffic squad, are urging his appointment and he is not lacking in favor among the friends of Mayor Van Zandt.

Dem & C 1-19-25

### Right Beginning Made.

Indication that the city officials and the Mayor's Committee on Subway Operation recognize the magnitude of the problem which faces them, and are prepared to deal with it courageously, is seen in the announcement of George F. Argetsinger, chairman of the Mayor's committee, that all the steam railroads that enter the city have consented to submit proposals for their co-operation, and that in no plan of operation that is agreed upon will any one railroad be permitted control.

This is an excellent first step, since the subway's use as a convenient link between the steam railroads that enter the city and the city's industries, and between the railroads themselves, is the original and most important object for which the subway was built. The importance of its use for city, suburban and interurban electric cars has been recognized and provided for in the construction plan, and will be a major consideration in whatever operating plan is adopted.

No good reason exists why a plan of operation cannot be worked out that will be mutually advantageous to the steam railroads, the electric railroads, the city's industries and the city as a whole. All have real interests in any plan that is worked out, but these interests are not antagonistic; a square deal for each will mean a square deal for all.

Herald Jan 23-25

### Rochester's Subway

If there had been any doubt as to the advisability of completing the Rochester subway, that thought must have been removed by the opinion of Vice President John J. Mantell of the Erie Railroad that the subway is destined to prove of immense benefit to this city. Although a deficit might result temporarily from the operation of the railroad in the bed of the old canal, Mr. Mantell gave it as his opinion that the ultimate result of the city's venture would be a great industrial expansion, amounting virtually to a boom.

Any Rochesterian who has observed the effect of subway construction in other cities knows how the speeding up of traffic by underground lines causes the cities to grow by leaps and bounds. New York, already equipped with a great subway system, is planning other tubes. Detroit has planned a system of underground railways that will enable any resident of the suburbs to reach the downtown district in a few minutes after leaving home. Chicago, with its elevated road for passenger traffic and its industrial subway, is discussing the spending of millions to create a great wheel of tubes that shall put the Loop district in touch with the prairie suburbs as far south and east as Indiana and as far north as the Wisconsin line.

A glance at the map of Rochester and Monroe County will show why the subway is of the utmost importance to Rochester. The city already extends almost to Pittsford and East Rochester, the vacant land being virtually all plotted for building sites or golf links. The subway will serve all this territory, enabling the residents to obtain express service to the city limits. On the northwest, there will soon be little vacant land between Rochester and Spencerport. Already there are the beginnings of settlement along the improved highways and trolley line. The Erie electric line is giving express service to suburbanites toward the south. All these lines eventually will be centered in the subway, as well as the Sodus Bay cars, in all probability.

With the city already expanding over a large part of Monroe County, the importance of express service to the business center can be understood by any person who has struggled with suburban schedules. The subway means that Rochester will grow as it never has grown before.



# RIPPEY FLAYS CITY HALL ON SUBWAY PLAN

### Declares Rochester Is at Mercy of Traction Firm in Operating Line.

Dem & C 1-19-25

## SEES FARE BOOST

### Says 'Big Business' Will Win; Attack Regarded Campaign Opener.

Declaring that the city is at the mercy of President James F. Hamilton, of the New York State Railways, in the operation of its $10,000,000 subway and industrial project, and that the problems of this operation will be settled "in a way entirely satisfactory to big business and the practical politicians who handle local matters," Harlan W. Rippey, Democratic leader, yesterday fired what is interpreted as the first broadside of the fall campaign at the Van Zandt administration.

With the subway nearing completion, Mr. Rippey charges, in a statement issued yesterday: the administration is without legal means to run cars through it and without the power to force the interurban lines to take their heavy cars off the city streets. He states further that if the New York State Railways should consent to take over the subway, the cost of the construction would be added to the base value of the company's property under the service-at-cost contract, and would bring an 8, nine or 10-cent fare in Rochester.

His statement in full follows:

**SAYS RAILWAYS CAN DICTATE.**

The service-at-cost contract was an agreement between the street railway company and the city which went into effect August 1, 1920. It is to remain in force until August 1, 1930, unless it is renewed by the city for a period of ten additional years. In it the city waived the provisions of an old contract which compelled the railway company to carry passengers for a five-cent fare. It provides for a 6 per cent. return to the railway company upon the "base value" of the physical equipment of the street railway. The "base value" was fixed in the contract at $17,500,000, something like $10,000,000 more than it is claimed it should

CONTINUED ON PAGE 37.

# RIPPEY FLAYS CITY HALL ON SUBWAY PLAN

CONTINUED FROM PAGE 17.

be. It amounted to $19,427,000 on May 1, 1925. The contract provides for the automatic increase in fares to 10 cents per passenger if necessary to produce 6 per cent. return to the railway company.

The service-at-cost contract determines exactly what the city can do to compel the railway company either to remove the suburban cars from the city streets or to take over and operate the subway railroad. Mr. Hamilton can, if he has not already done so, dictate exactly what will be done on either matter.

Under present conditions and in the absence of some great emergency, the city cannot compel the suburban lines to run their cars over the subway tracks. When the service-at-cost contract was executed, contracts existed with the street railway company whereby the suburban companies were given the rights to operate their cars over the city streets. In the service-at-cost contract the city agreed that such operations shall continue in accordance with such contracts.

In the event that the Public Commissioner Barnes gives his consent and it is that no rights of the street railway company are affected, the city may construct and finance a new railway line, but there is no provision of the contract which gives the city power to operate it. I believe that this provision of the contract does not give the city the right to operate the subway railroad nor does the contract contemplate giving the city permission to construct any such railroad. There is ample legal opinion to the effect that the courts would restrain the city from operating this subway railroad in competition with the street railway and surely would restrain any other person or corporation from operating it.

But assuming that the city has the right to construct the subway railroad against the wishes of the street railway company, if Mr. Hamilton should assert his rights under the contract it would be practically impossible for the city to compel the street railway company to operate it. The contract provides that the city may compel the railway company to take over a new line at actual cost only when the city meets the following conditions:

**Sees Fare Boost.**

First: The city must establish that the street railway company can sell securities with which to produce money to pay for it.

Second: The city must establish that the subway railroad will "be and become a permanent, workable and valuable addition from an operating standpoint to the existing lines."

Third: The city must compel the railway company to take over the proposition before August 1, 1925, (less than six weeks from now) or extend the contract ten additional years to August 1, 1930.

The city could never meet the first two conditions, surely not within the time affected between now and August 1, 1925.

It would be no hardship to Mr. Hamilton and the New York Central if they were compelled to take over the proposition. Under the contract the cost would be added to "base value" which would thereby be increased to something like $29,000,000 and the contract guarantees 6 per cent. return. The proposition would, without doubt, be a long venture, the expense of operation and maintenance exceeding the income by many thousands of dollars per year. This loss would be added to operating deficit and the car fares would go up to 8, 9 or 10 cents as needed over all the city lines to enable the railway company to receive its 6 per cent. return.

From a political standpoint, it would be the height of absurdity for the city administration to equip and operate this railroad. Under proposed plans, it would cost approximately $2,000,000 to properly equip the railroad for operation and conservative estimates place the operating loss at not less than $100,000 per year. The taxpayers would have to foot this bill. It would be less embarrassing if the car riders had to carry the loss under street railway operation under the service-at-cost contract.

**Assails Administration.**

To the city administration the question of "what shall be done with the subway railway" is purely a political question; to the street railway interests it is a purely business proposition. The Van Zandt administration has been heralded as a business administration. There is no lack of evidence of friendly co-operation between big business and the local Republican machine. Talk by committees of "planning wisely for the future" and discussion by the machine between selected spokesmen as to what will be done with the subway and whether it will be used as an "industrial" railroad is mere "blah", a camouflage, a smoke screen or a curtain settle the question. If they have not already done so, as to when, how, for what purpose and by whom the subway railroad will be operated. It will be settled without any aid from the public and without any consideration of the interests and wishes of the public except insofar as it may be politically expedient to do so, and in a way entirely satisfactory to big business and the practical politicians who handle local affairs.

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# OPERATION OF CARS IN SUBWAY WILL START EARLY THIS FALL; WORK IS PROGRESSING RAPIDLY

Herald - Jly 25, 25

Final details of construction on the subway are being rushed to completion so the subway and rapid transit railway may be ready for use early this fall. The city administration is prepared to have cars running in the subway by October so a municipal campaign issue will be made to order, and to this end the kiosks or street entrances to the subway entrances are being completed and other final details pushed to completion.

The kiosks are to metal construction with wire glass sides, so that motorists will have an unobstructed view of intersecting streets. Workmen are already putting the finishing touches on the little sidewalk structures.

**R. & E. To Use Ramp.**

Work on the subway that will carry the Rochester & Eastern interurban tracks into the rapid transit railway is proceeding apace and there is every prospect that the R. & E. cars, as well as the Rochestern & Eastern cars, which will enter the railway by a ramp at Field Street, will be operating in the subway by fall. In addition, cars of two surface lines will be operated on an express service through the old canal bed. Service this fall will be from the western city limits to Oak Street. Overhead wiring is to be hastened, and the signal system soon will be in shape for use.

Many applications already have been made at City Hall for concessions for advertising and gum and candy slot machines in the subway stations, but no plan has yet been decided on for the letting of these valuable rights.

While no plan of operation of the subway has been worked out, it is generally believed a temporary arrangement will be worked out so the subway may be put to use this fall, pending completion of a final arrangement with the street railway company and the railroads, which will use the rapid transit railway, as a freight transfer. George F. Argetsinger's Committee on subway operation will report early in August, but the committee has arrived at no decision. The report will contain certain recommendations for the city officials to consider.

**Mayor Inspects Railway.**

Mayor Van Zandt, City Engineer Poole, Subway Engineer O'Connor and other officials inspected the railway yesterday. Mr. O'Connor said good progress was being made on the western contract and the contractors have reached Emerson Street. Outside the subway district, passenger stations will be of the island type and the island platforms already are in place between Culver Road and downtown.



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## *Subway under East Avenue Nearing Completion*

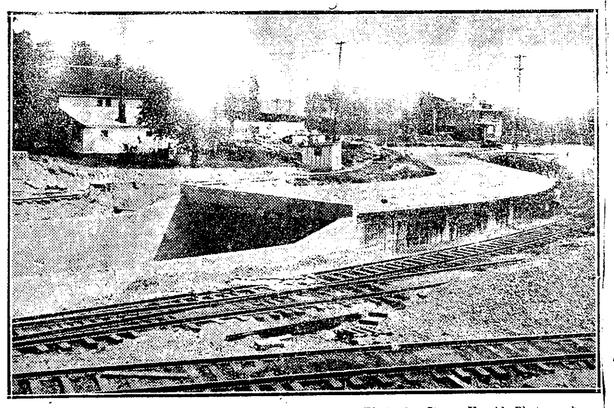

Photo by Stone, Herald Photographer.

Showing where the subway goes under East Avenue. The "roof" of the subway has already been completed under the street and East Avenue has been straightened again.



# Mayor Put City At R. R.'s Mercy On Subway, Claim

### Democratic Mayoralty Candidate at Enthusiastic Meeting Suggests VanZandt Waited To "See How the Cat Would Jump" Before Endorsing City Manager Plan—Jacobstein Praises Snyder.

Times 329-25

By George B. Snell.

**At a meeting of the Democratic County Committee at Convention Hall last evening, marked by extraordinary enthusiasm and complete unanimity of purpose, Leroy E. Snyder launched his campaign for mayor with a vigorous attack upon Mayor VanZandt and with a plea for the City Manager Plan of municipal gove ment and the elimination of partisan politics from the City Hall.**

**"We are not going to win by the weakness of an opposition split by internal strife, but by the strength of our own cause," he declared and his audience responded with a shout of approval. "We did not wait to say what we thought about City Manager government until we found out which way the cat was going to jump," he continued, and the audience rocked with laughter at the sly crack at Mayor VanZandt.**

Turning then to Mayor Van Zandt's statement, issued yesterday, that he was best qualified by practical knowledge and experience to run the city during the interim before the adoption of the City Manager Plan, Snyder flayed the mayor on a dozen counts and particularly on account of the mayor's failure to enter into a contract with the railway companies for the use of the subway.

"Now I have a hunch that the mayor was referring to me in that last statement," he said, "and I am glad to take up this challenge right here."

He then accused the mayor of "... the mercy of the

(Missing)

# Mayor Put City At R. R.'s Mercy On Subway, Claim

(Continued From Page 1.)

resignation of Harold H. Simms as chairman and elected Harlan W. Rippey, the leader of the party, who has hitherto held no official position.

Snyder congratulated the committee upon this step, since, he pointed out, it relieved Rippey and the party of the charge of bossism.

"I am very glad you have had the good sense to put Mr. Rippey where he belongs," Mr. Snyder said. "Any man who tried to boss me would find he had a bally horse on his hands. Mr. Rippey and I understand each other perfectly and I want to tell you that I am glad that Mr. Rippey is where he is."

Rippey was elected by acclamation and received an ovation equal to that accorded Snyder and Dr. Meyer Jacobstein. He was nominated by Leo Fahy and seconded by Fred D. Lamb, former candidate for mayor. There were no candidates against him and he was named by a thundering aye.

Jacob Gerling, who has been delivering daily attacks upon Rippey, was not present. Milton E. Gibbs, who introduced most of the candidates, spoke a word of praise for him, which was met with applause, and Gerling was extended a special invitation to come to the stage. He was apparently not in the audience and the meeting went on.

Congressman Meyer Jacobstein, who will act as Snyder's campaign manager, introduced the candidate.

He joked the Republicans over the internal troubles and invited Harry J. Barcham to run on a third ticket.

"If Barcham honestly believes the City Manager Plan isn't good, he ought to come out and fight against it," he said. "We'll lick the two of them at the same time."

**Tells Who Snyder Is.**

He then undertook to answer the question "Who Is Snyder?" Snyder, he said, was the original City Manager Plan advocate in Rochester. He traced the candidate's career from the time he was City Hall reporter on an Indianapolis newspaper to the present, recalling that Snyder had had almost as much experience in the Indianapolis municipal government as head of the Park Commission as Mayor Van Zandt has had here, even discounting his work with the Bureau of Municipal Research.

Snyder, he said, was the first director of the Bureau of Municipal Research, and in that capacity wrote many reports on Rochester municipal problems. He was later employment director of Fashion Park and graduated from that position to the position of employment manager for the whole Rochester clothing market.

In that capacity he won a reputation for fair dealing with labor, and labor, Congressman Jacobstein said, especially the clothing workers, are with him in this fight.

"We are offering to Rochester an opportunity," he said. "Mr. Snyder is a man technically qualified, a man with ideals, honest, and a man with convictions. He came out for the City Manager Plan long before he dreamed of being a candidate, not after a session under the weeping willow trees at Newport. He has been in closer touch with the city's problems as head of the Bureau of Municipal Research than any mayor has ever been. With such a man as mayor, big enough to represent all, regardless of party affiliation, Rochester will become a finer city."

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# SUBWAY CARS UNDER SERVICE AT COST PLAN

Times 31-25

## Argetsinger Intimates Satisfactory Agreement for Operation of Road Will Be Reached Soon With N. Y. S. Railways.

The rapid transit and industrial railway which is to be run through the new subway probably will be operated by the New York State Railways under the service-at-cost contract.

This was the inference gained by west side business men from a talk on the subway railroad development given to them by George F. Argetsinger, chairman of the citizens' subway railroad committee, at Hotel Rochester, yesterday afternoon. Property owners and business men who attended the meeting gave out a statement last night in which it was stated that:

"Mr. Argetsinger gave the first public intimation that the committee of which he is chairman will probably arrive at an amicable arrangement with the Rochester street railway company for operation of the subway.

"Those familiar with the service-at-cost contract between the city and street railway company have been confident that no other sequence could follow the conferences between the Argetsinger committee and the railway company, because the contract requires the company, at the option of the city, to operate cars in the subway under the service-at-cost contract."

In his talk at yesterday's meeting, Mr. Argetsinger said:

"I believe an agreement satisfactory to all will be reached, and that the carrying of both passengers and freight will be underway soon after the completion of the western end of the subway. I am leaving for the Pacific coast on August 11, and will have further conferences with President Hamilton of the street railway company upon my return. We have also had conferences with representatives of the steam roads and they will co-operate with us.

"Rochester has not increased the number of its industries in some years, but this industrial railroad will correct this situation. At the outset of operating the rapid transit subway, probably 85 per cent. of the revenue will be derived from passenger traffic.

"No one can possibly foretell to what extent this great improvement will benefit the people of Rochester and it also seems certain that it is the greatest municipal improvement that any of us here will live to see started in Rochester.

"Another city is now building a subway for rapid transit, somewhat similar in size to ours, and it is costing $30,000,000. In other cities, solution of traffic congestion is being attempted, but at far greater cost than the cost of the Rochester subway. Now we have approached the bargain figures obtained by the foresightedness of this city in securing the canal bed for transportation."

# Snyder Scores Mayor On Subway Development; Cost $9,151,000, He Says

RYF Rochester - Subway

## VanZandt Severely Criticised for Launching Project Without Assurance of Adequate Return, Democratic Candidate Says in Address to Rochester Banking Chapter.

Times 01-6-26

Mayor Van Zandt and city officials were arraigned for alleged extravagance in building the subway by Leroy E. Snyder, Democratic candidate for mayor, in an address before members of Rochester Chapter, American Institute of Banking, at the Hotel Rochester last night.

Mr. Snyder covered virtually the same ground in addresses in the Nineteenth and Twenty-fourth wards. At the bankers' meeting he was introduced by Congressman Jacobstein, who stated that Mayor Van Zandt was a pawn in the hands of designing politicians.

Mr. Snyder said in part:

"On the subway, I have said that I believe Edwin A. Fisher, the city's consulting engineer, deserves great credit for recommending that the city purchase the old Erie canal bed. The purchase of the canal lands was wise and proper.

"But I believe it was the height of bad business for the city to go ahead with the subway development, at the immense cost it has involved, without any assurance of a compensating return and even without any substantial proof that the time was ripe for such a development having consideration for the city's capacity to pay.

"By doing this without any contracts for operation in hand, the city has, furthermore, placed itself in the position where it cannot bargain on even terms with the railroads and interurban trolley lines which must use the subway, but will have to take such terms as they see fit to give.

"As to the cost. A reliable estimate of the total cost of the whole project is $9,151,000. From this let us subtract the cost of the land, $1,526,000, because that was a wise expenditure and $525,000 which it is proposed to charge to property owners benefited. These two items total $2,051,000, leaving a net probable cost of $7,100,000.

**Forecast of Heavy Taxation.**

"Of course bonds must be sold to pay for this. They must be retired in 30 years, which means that the city must pay, out of taxes, each year for 30 years, $236,667 on the principal. Interest will approximate $284,000 the first year, decreasing slightly each year as the principal is reduced. But the two original items amount to $520,667, payments on principal and interest.

"The cost of operating the subway, if it is to be used for the purpose for which it was built, we may estimate at $250,000 gross, with a possible income of $80,000 a year at the outset, leaving the net cost of operation at $170,000. Add this to the item for payments on principal and interest, $520,667, and we have a total annual cost, to be raised out of taxes, of $690,667.

"Had the city not built the subway, but filled in the canal and built a street on top of it, it might have cost approximately $32,000 a year, decreasing slightly for 10 years. To be fair, we should subtract this sum from the total I have just given, leaving $658,667, the amount which the taxpayers will have to raise annually for many years to come, to pay for building and operating the subway.

**Squandered $200,000 yearly.**

"The city administration is squandering $200,000 a year because of poor purchasing methods. Add that to the annual subway cost and you account for an annual expenditure of $858,667 in these two things alone, which I believe is wholly fair to charge against this administration.

"Applied to our present appraised valuations, this sum of money to be raised each year is the equivalent of $1.80 in taxes on each thousand of valuation. That is the sort of thing that will help us to understand why taxes have gone up in Rochester during the four years of this present administration.

"Criticism is useless, unless there are constructive proposals, a program of correcting evils. So far as the subway is concerned, most of that water has gone over the dam. But the moral for the future is plain.

"If I am elected mayor, I promise that during my administration this city will not proceed on any big public works until we have made sure that they are in accordance with a really adequate city plan, publicly known, and drafted to serve all sections of the city alike.

"Nor will I favor the city's proceeding with such public works until the city has an adequate financial program back of its physical plan, anticipating financial needs for at least 10 years.

"It is time for the city of Rochester to look before it leaps with the taxpayers' money."

Jack Haney, national executive committeeman of the American Institute of Banking, spoke briefly. L. Graham Amdis, president of Rochester chapter, presided.



# MAYOR CALLS SUBWAY HIGHEST ACCOMPLISHMENT OF HIS RULE, ASKS WHAT OPPONENTS OFFER

RYF Rochester - Subway

D+C 01-9-25

## 'Platform of Performance' Appears as Record on Which Van Zandt Makes Bid for Re-election

## SPEAKERS SEEK INDEPENDENT VOTE FOR COMPLETE REPUBLICAN TICKET

Swinging into th final stages of the campaign, a corps of speakers in behalf of the Republican ticket last evening presented with greater vigor argument calculated to win strong support for Mayor Van Zandt and other party candidates. Workers in the Republican ranks reported increasing sentiment for the re-election of Mayor Van Zandt and the full party ticket, also that indications point that the mayor may expect much support from independent voters and advocates of the City Manager Plan for Rochester.

With the construction of the subway raised as the major issue by the Democratic candidate for mayor, Republican speakers, headed by Mayor Van Zandt, last evening continued to meet it with what they believe are convincing arguments in their behalf.

**Subway Attack "Joke."**

Speaking at Republican rallies, Mayor Van Zandt characterized the subway as the greatest achievement of his administration and a project of immeasurable worth to the development of the city.

James M. E. O'Grady, former representative from the Thirty-eighth district, and former speaker of the New York state Assembly, asserted that every represented citizen of Rochester, including all the foremost Democrats, and all Rochester newspapers, have placed their stamp of approval on the subway project, and asserted that the Democratic nominee's attack on the development is a "good deal of a joke."

The economical construction of the subway, was shown by the sworn statement of Scott Brothers, contractors, who completed the central section, the only one completed to date, reciting that they have made a maximum profit of $67,754.53 on a contract for $1,613,200, or about 4.18 per cent., was stressed in a speech by Joseph R. Wilson.

The charge that the "same old Democratic opposition" is inspiring Leroy E. Snyder's campaign and would influence his official conduct, if elected, was made by Harry C. Goodwin.

**Appeals to Women.**

Municipal expenditures and achievements of the Van Zandt administration were discussed by Comptroller Joseph C. Wilson.

An appeal to women for the support of Republican candidates as a means for upholding good government in this community was made by Mrs. Lillian R. Jones, vice-chairman of the Republican County Committee.

T. Carl Nixon reviewed Democratic charges, which he claims are irresponsible and disproved, stressed progress of the city under Republican administration and appealed for con-

CONTINUED ON PAGE 29.

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# John P. Morse Named Chairman Of Subway Committee By Mayor

Post Express Union 11-10-25

## Succeeds George F. Argetsinger, Resigned—Favors Independent Operating Company—Leo MacSweeney Said To Be Insistent That Blackwood Gets Riley's Job.

Mayor Van Zandt today appointed John P. Morse as chairman of the citizens committee to investigate the best means of operating the proposed subway industrial and rapid transit railway. He succeeds George F. Argetsinger, former senator, who yesterday tendered his resignation as head of the committee, explaining as his reason that his absence from the city during the winter will prevent him from giving proper attention to the project. Mr. Argetsinger plans to spend the winter in Florida.

John P. Morse has been actively identified with the committee since the date of its organization and is well qualified to fill the position of chairman, in the opinion of the mayor. His appointment will create a vacancy in the personnel of the committee and to fill the vacancy Mayor Van Zandt named Esten A. Fletcher. The latter has been prominently mentioned as a probable successor to William S. Riley as commissioner of parks.

**Originated Railroad Idea**

Mr. Morse is credited with having been the originator of the subway railroad idea. He is said to have inspired the Walter bill which provided for the purchase of the abandoned Erie canal lands by the city of Rochester.

"I did not want the canal lands filled with ashes nor did I want to see a concourse for automobiles from the eastern to the western limits of the city," Mr. Morse said today. "I wanted a railroad for the people and industries which is what we shall have and which, within 10 years, will justify every cent that may be spent on it meanwhile.

"I did not want the job of chairman," he added, "because that might tie me down to a particular program. I would rather be in a position of a floor critic, ready to shoot holes in everything offered that I nihe end the best would obtain.

**Independent Company.**

"I am for an independent operating company, in order that all the railroads may have an even break with the city profiting, and unless I can be shown the merit in something to the contrary, that is what I shall fight for."

Mr. Morse had reports today from all the railroads, except the New York State Railways, recommending plans for the operation of the subway.

"All Rochester is assured of the best possible program for the operation of the subway railroad," Mayor Van Zandt said, in commenting on the appointment of Mr. Morse. "Mr. Morse has taken on his shoulders more in the operation of the proposed subway railroad than I have myself and I am as anxious as anyone else to hear what he will propose for his committee. Only this week representatives of the Lehigh Valley Railroad called upon me to congratulate me on my re-election and to inquire how long it would be before they could make use of the subway."

Except for a conference which Leo A. MacSweeney, directing head of the Van Zandt-Wilson-Love campaign committee, held with the mayor for more than an hour this forenoon, there were no developments in the situation created when the mayor on last Thursday summarily dismissed William S. Riley, commissioner of parks; Herbert W. Pierce, superintendent of the city planning commission, and Simon J. Fennell, superintendent of the city bureau of building. Mr. MacSweeney was waiting for the mayor when the latter returned from a meeting of the New York State Federation of Women's Clubs at Hotel Seneca and conversed with him until after 12 o'clock, but it was announced that nothing had been decided as to the successors of either of the three officials who vacated their posts at the request of the mayor on last Thursday "for the good of the service."

**Committee to Meet.**

It was stated that the executive committee of the Van Zandt-Wilson-Love organization, which was stated to meet yesterday afternoon, will get together tomorrow at noon at headquarters in Powers Hotel when the matter of appointments, and possibly further dismissals from the city service, will be discussed as well as the future plans of the committee for maintaining rooms or headquarters for this faction of the Republican party.

Chairman MacSweeney is understood to be insistent that William E. Blackwood, present secretary of the School Census Board, be appointed to the position vacated by the resignation of Park Commissioner Riley. Mr. Blackwood, he pointed out, was one of the first of the city officials to cast his chances of success or failure as a job-holder with Mayor Van Zandt, Comptroller Wilson and District Attorney Love in their fight for nomination in the Republican primary election in September and he followed this up by swinging the Third ward, always an organization ward, into line for these three candidates. Because of his support and his success in the Third Ward, Mr. MacSweeney and other members of the committee argue that he is entitled to reward. James M. E. O'Grady has been suggested as a likely candidate to succeed Mr. Riley and Esten A. Fletcher is not without support, although the mayor's appointment of him as a member of the citizens' committee to study the plan of operating the subway railroad was held by some members of the Van Zandt-Wilson-Love committee today to have eliminated him as an opponent of Mr. Blackwood.

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# Argetsinger Drops Work On Subway and Suggests Roads and City Run It

Herald 4-10-25

Expressing the belief that "there is no reason in the world why the city and railroads cannot get together and establish an independent operating company," George F. Argetsinger, chairman of the Mayor's committee on subway operation, yesterday filed his resignation as member of the committee with Mayor Van Zandt.

"Affairs of the committee are now in such shape," said Mr. Argetsinger last night, "that the work of the committee can go ahead without my help. The committee has had meetings with representatives of all the railroads entering the city, and Stephen B. Story, who is secretary of our committee, as well as director of the Bureau of Municipal Research, is now making a digest of reports.

**Combination Suggested.**

There is now no reason in the world why the city and the railroads cannot get together and establish an independent operating company, with the city granting a lease of its rights to the operating company. Under this plan, the public utility companies using the subway would name six representatives and the same number would be named as representatives of the city at large. These twelve would choose a chairman or president and they would then incorporate.

"This company would lease from the city the running or operating rights of the subway and in the lease, the city of course would protect itself in every way it considered necessary."

Representatives of the railroads have expressed satisfaction with such a plan, Mr. Argetsinger said, although they are wary that no company get special advantages. Mr. Argetsinger gave as a reason for resigning that the committee's affairs are now in such shape "that anyone can carry on." He said his own private affairs and the fact that he expects soon to leave for Florida brought about his resignation.

Mayor Van Zandt said last night the committee would continue its operations until it has worked out a plan of operation. A published report that the committee probably would be disbanded and its affairs turned over to Commissioner of Public Works Baker is "entirely without foundation," the Mayor said. He will name a successor to Mr. Argetsinger within a short time.

**Morse Probable Choice.**

John P. Morse has been most active in the affairs of the committee, and will probably succeed Mr. Argetsinger as chairman. Mr. Morse in addition is in close

GEORGE F. ARGETSINGER.

with the Chamber of Commerce. In the recent Mayoralty campaign, Leroy Snyder, Democratic candidate, assailed Mayor Van Zandt for failure to advance a plan of operation of the subway before it was constructed. He asked on several occasions just what the plan of operation was to be, and in answer, the Mayor referred him to the Argetsinger committee.

# Subway Railway Plans Deferred To Next Spring

R.T.U. 12-28-25

## No Legislation Required Before City Can Begin Operation, Corporation Counsel Says—Subway Committee Working on Report To Be Submitted to Mayor at Early Date.

Just how the city is to operate the new subway and rapid transit and industrial railway will not be determined, it is expected, until sometime in the spring. As to any legislation that will be required before the city can begin the operation, Corporation Counsel Platt said today "that is not necessary." He pointed out that the present city charter gives the municipal administration the authority to lease the subway railroad to any person or corporation that has the proper facilities for operating the road and no special legislation will be necessary, Mr. Platt said, unless the city should again decide to seek acquisition to lands in Brighton for use in connection with the subway railroad. The city had previously endeavored to annex Brighton territory so as to provide an entrance into it for cars operating on the Rochester and Eastern Rapid Railway.

**Citizens' Committee Meets.**

The Citizens' Committee, of which John P. Morse is chairman, held an executive meeting at the Chamber of Commerce this afternoon. Mr. Morse, before the meeting, said the committee is working on a report which is to be submitted to the mayor at an early date. As to the exact time when this report will be ready he would venture no opinion. Nor would he say what the report will contain. It is expected that it will include recommendations as to the best means of operating the subway, but whether the committee will suggest operation by the city or by some operating corporation Mr. Morse would not say.

The plan upon which the city has been at work for some time was clearly defined by Corporation Counsel Platt in a brief in the switching case which was submitted to both the Interstate Commerce Commission and the Public Service Commission in 1923. It pointed out that the industrial railroad would:

1—"Give direct railroad facilities to industries not now so connected and which at the present time are compelled to draw freight through the public streets.

2—"Will shorten switching service between railroads and cut down time now covered in switching—some intermediate switching movements entirely eliminated.

3—"By eliminating service of one or more intermediate switching carriers the cost of switching, whether paid by shippers or absorbed by railroads, will be reduced.

4—"It will place all industries in Rochester on a relatively equal basis provided all private railroad sidings are brought within the reciprocal switching district."

It is expected that the city will renew its fight to acquire lands in Brighton after the new Legislature is convened. The bill providing for such annexation has twice passed the legislature and has as many times been vetoed by the governor.

The delay of the city in providing a switch to turn the Rochester and Eastern Rapid cars off Monroe avenue into the subway near the old canal bridge at Field street is understood to have been occasioned by a desire on the part of Mayor Van Zandt to make another effort to have the Brighton annexation bill re-introduced. If the measure is passed by both houses of the legislature strong pressure will be brought to bear on the Governor to sign the bill in order that the Rochester and Eastern cars may be turned into the subway in the vicinity of the Twelve Corners.



# $600,000 BLOCK FOR SUBWAY

Journal 8-17-25

## United Hotels and Motor Terminal Plan Development Along New Boulevard.

Officers of the United Hotels Corporation and the Rochester Motors Terminal Corporation today were awaiting return of plans from New York to make possible announcement of details of a proposed $600,000 building development along the new subway boulevard, between South Fitzhugh street and Plymouth avenue south.

The hotels corporation some time ago announced a program for extending Hotel Rochester to the subway thoroughfare. The new plan would make for stores and business blocks both on the north and south sides, and include a motion picture and vaudeville theater with an entrance from the south side.

Announcement of details depended largely on the plans of Edward M. Fay of Providence, whose lease of Fay's Theater in Main street west has approximately a year to run. This theater property recently was purchased by Albert A. Fenyessy.

The property on both sides of the subway in this section is controlled by friendly or allied interests. The recent purchase of the old Fitzhugh Theater building by Horace Randall gave the Rochester Motors Terminal Corporation a foothold on the north side. Randall is a director in this corporation.

The Rochester Motors Terminal Corporation and the United Hotels Corporation were described today as friendly interests, ready to promote the $600,000 development, once a decision showed willingness of the Fay's Theater interests to be the first to open a theater on the boulevard.

Plans for the south side would bring one or two stories, with ground construction sufficient to permit more stories as business developed.

# Hasty Action Menace

Herald 10-4-25

## Future of City Depends On Industry — Subway Is Of Vital Importance.

By Paul Benton.

"We have been building the subway for five years and considering much longer, for the sake of the future don't let us be hasty in committing the city to a form of freight operation which many persons distrust profoundly without further consideration of the alternative methods."

Former State Senator George F. Argetsinger, who has looked into the subway operation question at great length, and who was the first chairman of the Mayor's Advisory Committee on Subway Operation, this morning stated flatly his fear that the adoption of the report of the committee would result in many difficulties in the future and materially hamper the full development of the subway's possibilities.

"There seems no good reason," Mr. Argetsinger declared, "why the street car problem should not be solved at once as far as the subway is concerned. Three commissioners with full power can be named by the mayor, acting with the council, and these men can negotiate with the New York State Railways for immediate passenger service under an extension of the service-at-cost plan.

"That will be satisfactory to the Broad Street property interests, which naturally are eager to see the trolleys running. At the same time the much graver question of the system under which the subway freight service is to be operated can be given more consideration and a better plan than that of the committee worked out. I have presented a plan, modelled upon one that is already in use in Minnesota, and which is giving full satisfaction there. This may not be the best plan possible under the circumstances, but I'm sure that it will please the steam railroads involved much more than the mayor's committee plan, which I understand the council is proposing to adopt at its next meeting.

"As far as the trolley service is concerned there is no reason why they should not be operated at the earliest possible moment under the service at cost contract, since everyone who has investigated the question is satisfied that the New York State Railways must handle this traffic for its own sake and for the preservation of the service-at-cost contract.

"It is time for the opponents of the mayor's committee plan to get together and raise their voices in united opposition to its adoption. There is strong individual opposition to the plan and it only lacks cohesion. As a matter of fact I believe that it is much more important politically than it appears on the surface at the present time.

"The plan of the mayor's committee is awkward and clumsy and its fruits are almost certain to be constant bickering between the railroads using the subway, with no body or individual having sufficient independent authority to mediate these quarrels.

"The industrial future of Rochester depends to a very large degree upon the subway and the future of the subway depends upon the system of operation. This is a grave enough stake to make anyone consider the matter carefully. A snap decision now, reached in an effort to get rid of the problem, may have incalculably evil consequences."

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Date about Sept 2, 1927
See article Mar 12, 1950

# From City Hall To Winton Road Run In 7½ Minutes

## Mayor and Party Make Official Inspection, Mostly Under Electric Power—Many Spectators—Children Line Up for Protective Fence.

By Charles E. Welch.

Seven and one-half minutes from Winton Road to City Hall.

That was exactly the time in which a Rochester and Syracuse two-car train covered the distance on a trial speed trip over the subway rapid transit railroad yesterday afternoon. Add to that three minutes and one will have the exact running time of the double-header from the terminal at Elmwood Avenue to the underground station at South Fitzhugh Street.

Nineteen and one-half minutes elapsed between the time the cars started cityward from the terminal, but a nine-minute stop was made just east of Winton Road to accommodate news photographers and motion picture cameramen who requested an opportunity to "snap" the group of one hundred officials and business men who had accepted Mayor ONeil's invitation to accompany him on an inspection trip on the first trolley car to be operated through the subway.

**Meet at City Hall.**

Meeting at the Mayor's office in City Hall at 2 o'clock, the officials, among whom were heads of city and county departments and the judiciary, representatives of the New York State Railways and the Rochester and Syracuse Railroad, members of the Mayors Advisory Committee, who had studied the problems of municipal railway operation, members of the Common Council and a large group of business men, including members of the First Ward Improvement Association and of the Chamber of Commerce, were escorted by Commissioner of Railways Charles R. Barnes and Subway Construction Engineer John A. O'Connor into the subway through the South Fitzhugh Street entrance and into the two interurban cars which were waiting with motormen and conductors "all set" for the trial run.

**Take on Dinky Engine.**

Under its own power the double-header proceeded westward to the Oak Street end of the first or central section of the subway development where a dinky engine was attached to the first car and the inspection party was taken over the western section to a point beyond Lexington Avenue.

It was necessary to have the cars drawn by a locomotive over this section as the electrification of the railroad has proceeded only to the end of the central section at Oak Street. Aside from the unavoidable delay which was met when steam was substituted for electric power, little time was lost in covering the western section, which is fast nearing completion except for the overhead equipment, the contract for which has not yet been let.

Upon the return trip from the Lexington Avenue end of the "big job," the dinky engine was discarded on arrival at Oak Street and the two-car train then proceeded under its own power over the entire length of the subway development from Oak Street to Elmwood Avenue, stops being made near the Court Street bridge, to enable the news photographers and the movie-makers to "take" the cars as they rounded the curve at the South Avenue approach from the aqueduct, and again just west of Monroe Avenue and again at Culver Road where the members of the inspection party were invited to step off and inspect what John A. O'Connor termed "a typical subway station." Also, a brief stop was made at the Winton Road station before the motorman "opened her up" and the big cars dashed along the rails to the Elmwood Avenue terminal, where all were given an opportunity to see the connection which is to be made with the subway railroad by the Rochester & Eastern Rapid line running between here and Canandaigua and Geneva.

**Many Spectators.**

Knowing that the "first car to be operated in the subway" would go over the route today, scores of men, women and children lined the banks of the old Erie Canal ditch while others stood on bridges, and employes of office buildings and factories along the subway looked on and waved greetings to Mayor O'Neil and his party. Nor was the trip to pass without an unexpected touch of sentiment, for as the big interurbans slowly approached the section back of Field and Pembroke Streets, in the vicinity of Monroe Avenue and the old Rutgers Street locks, a group of sixteen young children was discovered on the bank holding a long paper streamer on which appeared in roughly painted letters of red:

"FOR SAFETY.

"We Want a Fence."

"Make a note of that, John, will you?" Mayor O'Neil requested, addressing Mr. O'Connor.

"Yes, I will, mayor," Mr. O'Connor replied.

The sight of the little boys and girls had not been anticipated, and their unexpected appeal strongly impressed the inspection party, some of the members of which applauded. Whether the little group heard Mayor O'Neil's request to his subway engineer or not, as the cars slowly moved away, after the battery of cameramen had "made another picture," the neighborhood's future men and women shouted in chorus: "Hooray for Mayor O'Neil!"

Past the stations at Colby Street and Highland Avenue, after the stop at Winton Road, where all were given a brief opportunity to see the Rochester & Syracuse Railroad connection with the subway railroad, the interurbans sped along the rails to the loop, around which they proceeded slowly, and then developed the speed test which was interrupted near Winton Road by the cameramen, who voiced a desire to have "everybody in the picture." This over, the cars started in real earnest, and in exactly seven and one-half minutes the City Hall station was reached, the cars taking the curves in a manner which made even visiting engineers marvel.

Past City Hall Station to Oak Street, around the loop and back again to South Fitzhugh Street, and the inspection trip on "the first car to be operated through the subway" became a memory.

The "first car" will soon be followed by others, for yesterday's inspection brought to all those business men who participated in it a realization that Rochester's subway is close to completion. And through first-hand knowledge, gained by personal observation, they sensed the wonderful possibilities contained in this transformed canal bed, real possibilities which offer future advantages to business and to the continued growth and development of industrial as well as residential Rochester. Sidings constructed from the subway railroad to manufacturing plants along the route tell mutely of advantages to come, in business way, in future years; the speed with which the cars traveled on the return trip impressed one with the possibility of quick trips by business people and by shoppers from their homes in the outlying residential sections to the commercial district of the city.

**New Travel Time.**

The trial trip created a new standard of travel time for local street car patrons as comparison of schedules on the subway trial train and surface lines touching similar zones show. While the first subway train was coursing the subway, schedule checkers were taking the time of a Park Avenue car and a Monroe Avenue car. Both carried very few passengers and therefore made their best time. In busy hours they require from fifteen to twenty minutes more.

The Park Avenue car, leaving Main at Fitzhugh at 2:56 p. m., took twenty-three minutes to reach the loop, a short distance west of Winton Road. The subway train made the trip from the City Hall stop at Broad and Fitzhugh to the Winton Road subway station in eleven minutes.

On the Monroe Avenue line the surface car leaving Broad and Exchange at 3:03 p. m. with very few passengers, reached Monroe and Culver in fourteen minutes. The subway train made the run from the City Hall stop to Culver Road station in eight minutes. Actual running time only is computed.

From Winton Road to the east end of the line there is a long stretch of straight track and the subway train there made its best time. From Winton station to Highland Avenue was only two minutes. From Highland to Elmwood was one minute and from Elmwood to the loop at the junction with the Canandaigua-Geneva cars was also one minute. This made a total of fifteen minutes from the City Hall to the east end of the line, actual running time. Stops at stations were from one-half to one minute where stops were made.

**Big Thing for Shoppers.**

Seven and one-half minutes from Winton Road to heart of the west side shopping district. Ten and one-half minutes from Elmwood Avenue to the City Hall. Less than that time to South Avenue and Court Street for men and women whose business or shopping needs call them to the commercial district on the east side. It's wonderful. This was the general expression of men who were on "the first car." And that's not all that's wonderful.

"Rochester has shown, by this inspection trip today, that it has the most advanced type of rapid transit railroad construction of any city in the country. It has shown possibilities of the catenary power equipment, which engineering experts had practically agreed were impossible. In Chicago it was not considered possible to place this equipment on curves at anything greater than four degrees, while here in Rochester it has been placed at eighteen degrees. Mr. O'Connor and your engineers have done something that was not considered possible in any other city in the country and as your subway service is developed it is bound to attract engineers from all of the principal cities, for they will be interested in seeing what Rochester has accomplished."

This was stated by Stanton S. Hertz, electrical engineer for the Copper Weld Steel Company, who



# Shippers Petition For Immediate Use Of Part Of Completed Subway

April 6-1926

## Ask That City Provide Engine and Shunt Cars Temporarily to Plants Along Finished Subway Immediately, Charging a Fair Rate for the Service, Pending Completion of Work.

Permission to use the central section of the new subway railroad for shipping purposes was requested of the city administration today by a delegation of business men including Louis A. Langie, representing the Langie Coal Company; Arthur S. Blanchard of the Brunchard Storage Company; Joseph Summerhays of the Summerhays Storage Company; John Rauber of Whitmore, Rauber & Vilcinus, and John Erhardt of the Rochester Vulcanite Paving Company. They visited Mayor Van Zandt and asked that the Lehigh Valley and New York Central Railroad companies be authorized to use the completed portion of the subway railroad temporarily for shipping or that the city purchase a locomotive and charge for whatever service is provided for these firms.

The mayor learned that several business firms along the subway had been taking advantage of the shipping facilities it afforded while T. M. Ludington Sons, Inc., was completing the eastern section east of Court street. Withdrawal of the contracting firm's locomotives from this section left these business concerns without any means of moving freight from the Lehigh Valley and New York Central Railroads.

**To Work Out Plan.**

As the city is prohibited by law from entering the railroad business, Mayor Van Zandt directed Corporation Counsel Platt to inquire into the situation and asertain whether it will be possible to procure a locomotive and, if so, how early an engine can be had to accommodate the shippers and at the same time to work out a schedule of charges for use of the subway. The delegation told the mayor that they were prepared to pay for immediate use of the subway railroad without waiting for the city to complete its plans for electrification of the proposed road.

"I believe someone said we wouldn't have any use for this railroad," the Mayor said, after the delegation left.

"It looks as though somebody wanted this railroad, after all," said John Morse, chairman of the citizens' committee appointed by the mayor to study a program for the best means of operating the railroad. Chairman Morse would not say when his committee would be ready to report.

John A. O'Connor, engineer in charge of subway construction, conferred with Mayor Van Zandt following the conference with the delegation. Asked how long a time would be required to string the necessary wires for the electrification of the subway railroad, Mr. O'Connor said this hardly could be accomplished before fall.

**Bids Due Tomorrow.**

Bids for furnishing and erecting the overhead equipment for the subway railroad will be received by the Board of Contract and Supply tomorrow and, following the letting of this contract, the work of completing the central and eastern section of the subway will be pushed forward as rapidly as conditions will permit.

The contracting firm of A. Friederichs and Son, which has the contract for constructing ramps into the subway from South avenue, opposite Monroe avenue extension, and from Monroe, at Field street, has started work on the South avenue ramp and a track gang employed by the New York State Railways is proceeding with the company's part of the work at the old Monroe avenue canal bridge which is to be replaced by a modern concrete structure.

**Using Subway Railroad**

Announcement that a number of business men wish to make use of the subway for handling goods and are willing to pay for the privilege is encouraging.

It will not do to jump at conclusions regarding early profitable operation simply on the basis of this application. Yet in view of the city's large investment in the subway development, any definite and concrete proof of its usefulness must be welcomed by the taxpayers.

No doubt has ever existed regarding the wisdom of the purchase of the canal lands from the state. It would have been a great mistake had the city failed to acquire this unique right-of-way through the heart of the town.

The construction work undertaken has been expensive, adding an immense sum to the city's indebtedness and largely increasing the annual interest charges on that debt.

Committees which have considered the question of operation of the subway railroad, either directly by the city or through leasing arrangements with transportation companies, have found that the problem of securing an adequate financial return presents almost insuperable difficulties.

The Times-Union sincerely hopes that direct and indirect benefit and compensation to the city of Rochester will provide such adequate return for the large amount of money already expended upon the subway railroad, and required for completion of the work. Any adequate return to the city cannot be hoped for at once, but can only come with a big development of freight and suburban-passenger traffic.

This application by a group of shippers is at least a tangible indication of transportation value in the subway, although it calls attention to a difficulty which the city faces and which was frequently discussed in the last municipal campaign.

This difficulty is that the city does not possess the legal authority to operate the subway itself, even if it should be determined that municipal operation would be the most practical and effective method of operation. This disability obviously magnifies the problem which the city will have to solve before it can grant the request which has now come from shippers along the subway railroad.

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# City Will Fight For Annexation Before Governor

R.&A. Apr. 27 - 1926

## Mayor Van Zandt Declares Rochester Will Be Represented At Hearing On Bills—Completion Of Subway Of Vital Interest To City, He Holds.

Firm in his belief that completion of the subway is a vital necessity to Rochester, Mayor Van Zandt, is preparing to wipe out the opposition of officials of the Town of Brighton to the annexation of abandoned Erie canal lands to the city.

Equally determined that Rochester shall not "drive an entering wedge toward future annexation of the section of Brighton between the canal lands in question and the city," the Brighton Town Board has drawn its battle lines and, it is reported, has requested a hearing on the proposition before Governor Smith.

That a group of Brighton citizens is contemplating circulating a petition in favor of annexation was learned today. This group is of the opinion that completion of the subway will mean a spurt in building in the town along the old canal and will give car service to hitherto unserved territory.

"If a hearing on the annexation bills passed by the Legislature is set by Governor Smith, Rochester will be represented," stated the mayor this morning. "I repeat, as long as I am mayor of Rochester, the city shall not pay taxes to Brighton on the subway land. There has not been one sound reason advanced by the handful of Brighton citizens opposed to the annexation as to why this land, owned by the city, should not be annexed," he continued. "Surely

(Continued on page 17)

# City Will Fight For Annexation Before Governor

(Continued from page 1)

Rochester is not going to replace a dirty ditch holding pools of stagnant water with a clean subway and pay taxes to Brighton in the bargain. Especially not, when building of the subway will benefit that town as much as it does Rochester."

**Mayor in Fighting Mood.**

The mayor is in a fighting mood on this matter. He says he will go the limit to show Governor Smith that Rochester wants the subway and that those in opposition do not represent fully the citizens of Brighton.

It is held by those favoring annexation that the question is nonpolitical; that there is not a voter in the old canal bed and that, therefore, no attempt is being made to slice off a section of Brighton to strengthen a city ward or district. The complaint that annexation of the 6,000 foot strip from the city line to Clover street will cut the town in two, is answered by the argument that the old Erie cut the town more than will the subway or than Culver road even the town of Irondequoit.

According to backers of annexation, the Brighton Town Board has no other motive in opposing the plan than to compel Rochester to contribute to the support of the town. It is pointed out by them that Brighton has made no plans to dispose of the "eye sore" and "menace to health." They feel that Governor Smith will reconsider his stand in past years in vetoing the annexation measures, and will decide that Rochester should be permitted to complete this project on land within its limits and without burden of outside taxation.

**Grade Crossings An Argument.**

Another argument that will be advanced by advocates of annexation will be that of elimination of grade crossings, a problem which Governor Smith has taken broad steps to meet. Rochester citizens have long complained of the running of interurban cars over the city streets, a condition which has resulted in loss of life.

It is held by the Brighton opponents of annexation that Rochester will not set a precedent in paying taxes to the town should the subway be completed without the land being annexed. It is pointed out that Rochester is now paying taxes to Brighton on land occupied by water mains and on the property purchased by the city in Elmwood avenue for erection of a schoolhouse.

Added to this, they say that Rochester is paying in the neighborhood of $40,000 annually to the town for sewage disposal.

Whether the Brighton Town Board holds a card up its sleeve is a question that has arisen. None of its members will speak on the matter of annexation except to say they will fight every inch of the way. Time and again they have declared that there is nothing to prevent the city from completing the subway; that they merely oppose annexation.



## Should Sign Canal Land Bill

R.&A. Apr. 27 - 1926

Now before Governor Smith for approval or veto is the bill permitting the city of Rochester to annex the canal lands it owns in the town of Brighton.

If the bill becomes law, the city will complete construction of the subway railroad to the intersection of the Rochester & Eastern interurban railway in Brighton.

Any fear of loss of car service by residents of the suburban district now under development along Monroe avenue beyond the city line has been dispelled by the promise of the New York State Railways to give equivalent, or, possibly, more frequent service by running Monroe avenue cars out into Brighton.

The portion of Brighton through which the canal land runs would receive a local transit service it now lacks.

The city, it is said, will not make this extension unless it has jurisdiction over the land.

Opposition to the bill on the part of some property owners in Brighton is due largely to the fear that this may lead to annexation by the city of more land in that township. It would be natural, they say, for the city soon to absorb the territory lying between the city limits and the annexed canal lands. Such a cutting-off of a large portion of the town and the loss of large assessments would leave a heavy burden on the remainder of the town.

From a transportation viewpoint, the canal lands should be annexed to the city. On the other hand, the Brighton taxpayers naturally want some assurance that no further annexation is intended. But it is difficult to give any such assurance for the time must come when the city will want to extend its boundaries in that direction.

For the present, the town of Brighton has some protection in the fact that it is heavily bonded for sewer purposes. The city cannot at present, at least, assume that indebtedness and annexation therefore is very unlikely.

That being the case, there would seem to be little ground for opposition to the bill. The Governor, no doubt, will sign it as being something that the city of Rochester wants.

# Citizens' Committee Has Not Filed Subway Report; Big Job Nearly Finished

D.&C. Aug. 2-1926

## Little Likelihood Rochester and Syracuse Cars Can Be Diverted Into Subway by Fall, Construction Engineer Says—No Intimation by Committee as to When Report Will Be Ready.

By Charles E. Welch.

With Rochester's greatest achievement—the subway—advancing steadily toward completion, the city administration today was without any definite plan or program for putting this great development to practical use.

John A. O'Connor, engineer in charge of subway construction, said today that, so far as the actual construction work is concerned the project is well along toward completion.

"But it is too early for anyone to prophesy when the subway can be used for transportation purposes," he said. "The contract for the overhead wiring and equipment has been awarded, the work has been started and it probably will be the first of the coming year before the electrification job is finished."

To assume that cars on the Rochester and Syracuse railroad and the Rochester and Eastern Rapid Railway can be diverted into the subway next Fall is erroneous, Mr. Connor and city officials are agreed to that. The Citizens Committee, which was appointed by the late Mayor Van Zandt to study the best means of operation and to offer recommendations as to how, in the opinion of the committee, the projected rapid transit and industrial railway can best be operated, has yet to file its report to Mayor O'Neil.

There has been no intimation by the committee as to when its report will be ready. John P. Morse, who is chairman of the group of prominent citizens that have been studying the problem, has already conferred on the subject with Mayor O'Neill but he has not been able to state, with any definite assurance, when a full report of the committee's study can be laid before the city administration.

**Operation a Problem.**

Whether it will be best for the city to operate the railway as a municipal proposition or whether it will be more advantageous to lease the railway to the New York State Railways or some other transportation company is a problem which the committee is understood to be considering. Under the present city charter it is not believed that the city could go into "the railroad business." It would be necessary to operate the railroad as a separate municipal proposition, according to those who seem to be in a position to know.

But one thing appears to be certain and that is that the subway railroad will not be operated for many months. Mr. O'Connor predicts that, so far as the construction and equipment of the subway is concerned, it will be ready for business about the first of the year.

But how is the city going to operate it?

That is the big problem which the Citizens Committee is endeavoring to solve. Even after the committee solves the problem—if it does at all—it will be up to the municipal administration headed by Martin B. O'Neil as mayor to determine which of the one or more ways suggested will be the best for the interests of the city and the benefit of the community.

**Work of Arranging Detail.**

That means there will be conferences of the mayor and his cabinet and with members of the committee and when a plan is finally determined then will come the work of arranging the details of the contracts to be entered into with the operating company—if the contract is awarded to the New York State Railways or some other transportation corporation — and then will follow the principal task of putting the subway into actual operation.

All of this is going to take time. Plenty of time, in the opinion of Mayor O'Neil and Engineer O'Connor.

Whichever is the best way for the city and the citizens will be the way that will be adopted. That is Mayor O'Neil's idea of the matter and that is how Mr. O'Connor looks at it. But many, many months will elapse before cars will be seen running back and forth in the subway, even though the work of construction may be completed and the necessary equipment installed.

**Constructing R. R. Approaches.**

The necessary approaches to the subway from the Rochester and Syracuse and other interurban railroads are being constructed. The former will enter the subway near the Auburn branch crossing of the New York Central Railroad, at East Avenue, beyond Winton Road. The Rochester and Eastern Rapid cars will enter out beyond Elmwood Avenue in the recently annexed canal land territory in Brighton and the Rochester, Lockport and Buffalo cars will enter over a ramp in Lyell Avenue.

But the contract which the Rochester and Syracuse Railroad holds with the New York State Railways requires the latter company to provide the necessary rails for the entrance of these big cars into Rochester and, in spite of the belief of some that these cars will be diverted into the subway in the Fall, and in the absence of any report by the Citizens Committee as to the best method of operation as well as the fact that no definite program has been determined by the city and no contract or agreement has been entered into with any operating company for use of the subway, it is safe to predict that subway transportation in Rochester is a long ways off.

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# Early Subway Opening And New Street Chief Problems Of City Govt.

Oct 2-26

## Business Men, Members Of First Ward Improvement Association, Urge Importance Of Building Street Parallel To Main St. From Oak To Franklin Sts.

That the completion and operation of the new subway, the extension of Broad Street and the construction of a new thoroughfare parallel to Main Street from Oak Street through the downtown district and Mortimer Street to the new Rochester Savings Bank Building at Franklin and North Streets, are problems facing the city and requiring immediate attention was stressed by men prominent in municipal affairs at a dinner of the First Ward Improvements Association at Hotel Rochester last evening.

James P. B. Duffy of the Duffy-Powers Company, president of the association, touched briefly on the purposes for which the organization was formed. He mentioned some of the projects in the achievement of which it had aided in the past and said:

"The value of the new subway when completed will lie in the fact that it will relieve traffic for the west side of the city. There is no problem more immediate than the completion of the subway and its operation. Another important consideration is the construction of a street parallel to Main Street from Oak Street to the East branch of the Rochester Savings Bank. The westerly extension of Broad Street through Oak Street to Brown Street is needed to round out the business development of the downtown district."

**Progress of Subway Work.**

John A. O'Connor, chief engineer of the subway, told of the progress of the work. "More than eighty per cent. of the section extending from Oak Street to the Western Widewaters," declared Mr. O'Connor, "has been completed and the track and bridge work on this part will be finished this Fall. Of the eastern division more than five miles of track will be ready to be opened on March first next year for operation. The extension of Broad Street should be started immediately while the work on the subway proper is still under way. Leaving it to some future date will mean that the regular operation of the subway will be hindered with a consequent larger expense than if it were begun now. The estimated cost of broadening this street now is a half a million dollars."

John F. Morse, chairman of the citizens' committee, addressed the meeting on the report which the committee will make to Mayor O'Neil on the best method of operating the subway. This report has not yet been completed but will be shortly, according to Mr. Morse, who asserted that the big difficulty is to obtain the agreement of the three inter-suburban, five steam and one surface railway lines which will use the subway to a method of operation.

Roy C. Kates, general manager of The Times-Union, in describing the building the newspaper will erect at Broad and Exchange Streets, said, in part:

"Plans for a four-story building, to which eight additional floors can be added, are being prepared. The building will have a two-story substructure. On the ground floor of the Broad Street side a twelve-unit Goss press equipment will be installed. Business offices and editorial rooms will occupy the second and the composing and stereotyping departments of the paper the third floor. The fourth floor will be used by some of the officers of the newspaper. A mezzanine between the first and second floors and extending across the east and south sides of the building will be occupied by the circulation department."

Frederick A. Dudley, president of the United Hotels, praised the spirit actuating members of the Improvement Association, and mentioned the great respect which Rochester commands throughout the country because of her homes, educational development and betterment of social conditions.

**Mayor O'Neil Speaks.**

Mayor Martin B. O'Neil discussed the problems facing the city which have arisen from the program of improvements adopted. "Due to the fact that the city has agreed to pay twenty-five per cent. of the cost of repaving streets, Rochester is to have thoroughfares second to none," declared the Mayor. "Rochester is not poor and the problem is one of financial engineering that we must meet. Various plans have been suggested and are being considered. When one is finally adopted it is believed that it will meet with the approval of all."

Other speakers were Charles R. Barnes, commissioner of railways; Henry S. Hanford, president of the Rochester Savings Bank, J. Lawrence Hill and H. B. Graves of the H. B. Graves Company.

An improvement committee of nine will be appointed to keep the association closely informed on all projects connected with local improvement. A resolution was adopted to lend co-operation and aid to all such projects within the field of the improvement committee.

# Speed In Subway Building Will Be Urged On City

R&U Oct. 12-26

## Appointment of Special Counsel to Handle Subway Matters Exclusively May Be Requested of Mayor O'Neil — Kodak Co. Interested.

Property owners and merchants along the rapid transit subway who held a meeting in Rustic Garden, Terminal Building, last Thursday night authorized Chairman George R. Newell to appoint a committee of five to discover how work on the subway may be speeded up so that operation of cars can be had this Fall.

That committee has been started with Horace I. Kendall as chariman. Other members so far appointed are Frederick Struck, owner of the Struckmar subdivision located at the Elmwood Avenue station of the Rapid Transit Subway, and William E. Folmer, manager of the Folmer-Century Camera Works at Broad Street and Caledonia Avenue. Two other members remain to be selected.

It is aimed by Chairman Newell to have all sections of the long Rapid Transit Subway represented on the committee. It is expected that a representative of the Kodak Company will be named because of the large interest the Kodak Company has in securing connections with all railroads through the subway for interchange of freight in car lots, as well as being interested in securing good subway service for its many thousands of employes at Kodak Park and other plants.

**Railroad Connections.**

A branch of the B., R. & P. runs into Kodak Park near Ridgeway Avenue. A switch is also operating from the B., R. & P. into the subway at its Lexington Avenue or western end. If trolley cars are to operate in the subway, electrification of a short stretch of the B., R. & P. would permit the trollies to run from the subway into the Kodak Park plant and from it to the Pittsford end.

The committee was scheduled to hold a meeting today and call on Chief Engineer John A. O'Connor to talk over ways and means of speeding up the work on the subway so that cars from the Syracuse line can be operating to the City Hall and Oak Street by Nov. 15. The committee is approaching the subject in the spirit of seeking information and of informing the many thousands interested in the early operation of the subway why it cannot be operated so soon, or how it can be.

**List of Queries.**

Following are the questions to which the committee will seek answers:

**1—Why cannot work of installing overhead trolley wires from Oak Street to Brighton be speeded up so that cars from Syracuse can be operated to Oak Street by Nov. 15?**

**2—Why cannot work be progressed so that cars from Geneva and Canandaigua can be operated to Oak Street by Thanksgiving?**

**3—Why cannot legal matters permitting temporary operating of the subway by interurban lines be arranged at once so that operation may not be held up by legal delays or other technicalities after all equipment is ready for use?**

**4—Why cannot concrete work be done now for overhead trolley wires on contract No. 3, the west end?**

**5—Why cannot a contract for the west end electric wires, towers, etc., be let at once so that work can be completed by the time Contract 3 is finished?**

The committee hopes to have answers to the above questions to give the meeting of property owners and merchants that will be held this coming Thursday at 8 p. m. in the Rustic Garden of the Terminal Building as an adjourned meeting of the one held last week when a downpour, both day and evening, prevented many from attending. The meeting this week will have an added attraction in two reels of moving pictures of important places from end to end of the rapid transit subway. These were taken especially for this meeting.

Deliberations of the committee during the next few days will decide whether it will make a request to Mayor O'Neil to appoint a special attorney for handling all matters pertaining to the rapid transit subway operation. It is believed now by the committee that valuable time can be saved if such an appointment is made, as the appointee could work with the mayor's committee and be studying numerous phases of law involved in the city granting a temporary or long-time franchise for operation of the subway.

**Fear Legal Delay.**

It is feared by many interested in the subway that even after the tracks are all laid, and all manual labor in connection with it done, there will be long delay while attorneys for the city and attorneys for any company that may operate the subway squabble over details of the agreement to be made.

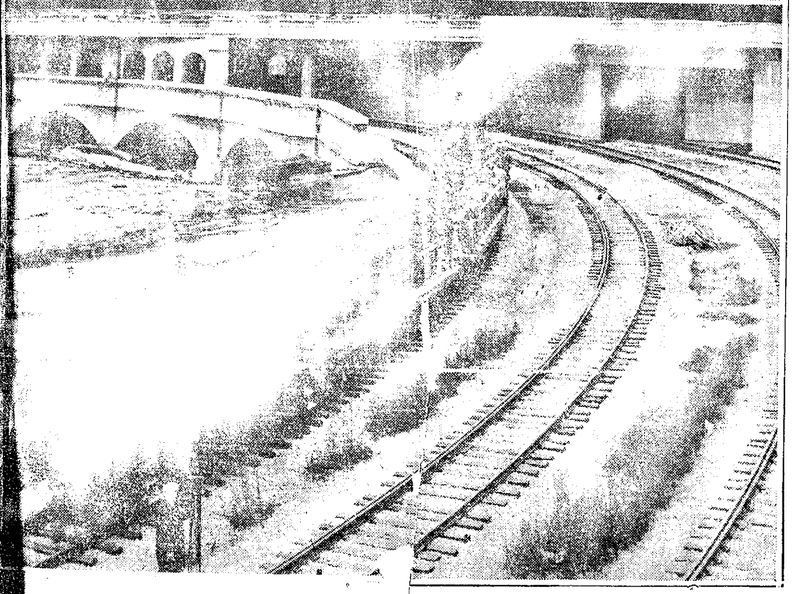
Another question confronting the committee is that of the city getting legislation through the legislature this coming winter, permitting municipal operation of the subway, somewhat after the manner in which the exposition is conducted. If it appears that delay in securing early operation is unavoidable the above move is more likely to be taken.

At this Thursday's meeting several other important matters are to be discussed, including that of a permanent organization to promote the interests of the subway, maintain good service after it begins operating, assist in solving routeing problems and, first of all, secure early operation. Everyone interested in any of these phases is invited to attend



ENGINEERS AND TRAIN ON WHICH THEY MADE SUBWAY INSPECTION TRIP

D&C. Oct. 17-26



Members of Rochester Engineering Society and friends have inspection trip through new Subway as guests of city officials and contractors connected with big job.

Top—Left to right—W. H. Roverts, assistant Subway engineer; Edwin A. Fisher, former city engineer; Claude Lu[illegible]ington, contractor; J. A. Connors, chief Subway engin[illegible] C. Arthur Poole, city engineer.

Center—Members of party on board cars just en[illegible] Subway.

Below—General view of inspecting party. over

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(See previous page)

# 300 ENGINEERS INSPECT NEW RAILWAY IN SUBWAY

## First Party, Other Than Contractors, to Cover Entire Route by Train.

D. C. Oct. 12-26

Members of the Rochester Engineering Society and guests, numbering 300, yesterday took a trip through the subway from one end to the other, as guests of the contracting company, I. M. Ludington's Sons. As the trip was arranged primarily for the engineers and was not an official function, city and county officials did not take part.

Subway Engineer John A. O'Connor, City Engineer C. Arthur Poole, Assistant Engineer William Roberts and Consulting City Engineer Edwin A. Fisher, all members of the engineering society, took part in the trip and explained points of interest of construction. The party started from the Barge canal terminal at 2 o'clock, went down the connection to the subway tracks, and proceeded through the ditch to the western terminus at the Western Widewaters.

Arriving at the western end, the train of four flat cars, drawn by a dinky engine, turned around and went to the eastern end of construction in Brighton, where the Rochester and Eastern tracks will be taken into the subway. Yesterday was the first time a party, other than the contractors and their men, went over the entire route of the work. The tracks are laid the full length of the subway in permanent shape, except for some ballasting in the western section and in the newly annexed part, in what was Brighton.

At the Highland avenue station, a stop was made and a lunch of coffee, sandwiches and other cold weather food, was served.

The inspection party aviewed steam shovel at work digging into the bank at the eastern terminus, preliminary to installing the tracks from the Rochester and Eastern right of way. Mr. O'Connor explained the foundations for the overhead wiring system have already been installed from the Aqueduct to Winton road.

The party returned to the starting point and disbanded at 5:30 o'clock.

# WOMEN'S CLUB ASKS SUBWAY EXTENSION

R. D. Oct. 20-26

Early operation of the subway was urged and the proposed extension of Broad Street approved by the transportation division of the City Planning Committee of the Women's City Club a ta luncheon meeting of the committee today.

A report for the division was made by Mrs. C. G. Parnall, who also enlisted the co-operation of club members in carrying out traffic regulations.

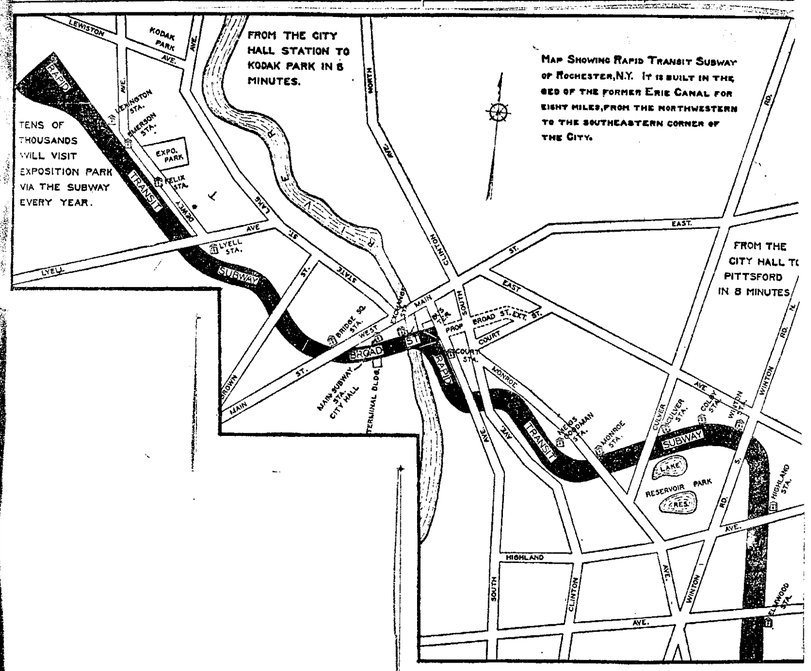
Rochester's zoning problems were outlined by Mrs. Clarence W. Mackay. She pointed to University Avenue, which at its southeastern end combines homes and industrial plants without making the section unattractive, as an ample of a satisfactory solution of the problem.

Others who reported on specific field of city planning were Mrs. Helen Probst Abbot, civic center; Mrs. C. W. Curtis, parks and recreational facilities; Mrs. William A. Lockwood, highways; Miss Rebecca Rochfrod, regional planning; Mrs. Fred C. Goodwin, housing and building code; Miss Bernice Hodges, library.



# What's Your Subway Station? This Map Tells You

R. E. Journal. Nov. 26-26




This map showing the route and all stations of Rochester's new subway railroad in the bed of the abandoned canal was prepared by Clark H. Quinn, manager of the Terminal Building.

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# Construction Of Subway Will Cost City Sum In Excess Of Ten Million

## Original Estimate of $6,500,000 for Completed Project Has Been Increased by Extra Work and Additions to Contract Items—Extras on Contract Two More Than Contract Price.

*(Editor's Note: To give its readers authoritative news of municipal questions, especially concerning large public works and enterprises, by a competent authority, The Times-Union has retained the services of a man of wide acquaintance with municipal work in many cities. This staff writer, who has spent some months in Rochester, looking into public questions, begins his articles today with a discussion of the cost of the subway.)*

With Rochester's subway rapidly nearing completion and with plans for its early operation engaging the attention both of public officials and of citizens, the cost of the city's most ambitious civic undertaking should be re-estimated as closely as the situation will permit.

Preliminary estimates of the cost of the subway placed the expenditure for the completed project at six or six and one-half million dollars. These figures were rather widely quoted in official and semi-official circles during the days while the plan was taking shape, and were repeated even after construction work was in progress. The 1923 report of the City Planning Bureau contains the following: "The cost of the entire enterprise, aside from the price paid for the old canal, should not greatly exceed $4,500,000." The cost of the land had been previously estimated in the same report as $1,500,000. This report was published about a year after construction had started.

The bulk of the land needed for the subway was purchased from the state in 1921, the price being paid, $1,521,927.31. This figure agreed with the preliminary estimates.

The construction of the subway to date has proceeded under five contracts. None of these contracts has reached the stage of a final estimate, but fairly close approximation of the final cost of the work covered by the first three contracts may be made from the printed proceedings of the Board of Contract and Supply.

These proceedings show that Contract 1, covering the portion of the subway from Griffith Street to Oak Street, was awarded to Scott Brothers on April 11, 1922, at a contract price of $1,183,780, and that extra work and additions to the contract items were authorized from time to time aggregating $458,201.28.

These figures check rather closely with the record in the comptroller's office when it is remembered that the final estimate has not yet been issued. The Public Improvement Ledger in the comptroller's office shows that the contractor has been paid $1,621,815.55 to date. This same ledger also shows an expenditure of $133,659.50 for engineering, inspection and miscellaneous items on this contract.

Contract II, covering the eastern portion of the subway, was awarded to I. M. Ludington Sons, Inc., on May 16, 1923, at a contract price of $1,654,765. The records of the Board of Contract and Supply show that the rather amazing sum of $1,695,853.47 has been added to this contract either as true extra work or as additions to the quantities contained in the original estimate upon which bids were asked.

Once more the printed records are checked by the comptroller's records which show that the contractor on Contract II has actually been paid $3,240,900. Engineering, inspection and miscellaneous expenditures charged to this contract amount to $408,518.07.

Contract III, covering the western portion of the work, was awarded to I. M. Ludington Sons, Inc., on April 1, 1925, at a contract price of $1,937,811.25. Various resolutions of the Board of Contract and Supply have added work aggregating $188,544.59 to this contract. Miscellaneous charges to date amount to $9,348.23.

Contract IV, covering the Monroe Avenue bridge and some miscellaneous work, was placed under contract on March 24, 1926, at a contract price of $132,934.16. Contract V, covering the electrical work, was awarded to the Seneca Engineering Company on June 15, 1926, at a contract price of $194,206.30.

These two latter contracts have not yet proceeded to a point where the record of actual expenditures under them gives sufficient indication of their probable final cost.

In the case of contracts I, II and III the figures quoted above indicate that the extra work amounted to 45 per cent. of the aggregate contract price, and miscellaneous charges to 12 per cent. These percentages are high and in the following tabular statement of the probable cost of Contracts IV and V they have been reduced to 15 and 5 per cent. respectively, and these last percentages have been used to estimate the probable cost of additional work and of miscellaneous items under these two contracts.

It will be noted that for Contract IV the chosen percentage indicates a probable expenditure for extra work of $19,940.12. The records show that $8,354.36 has already been added to the contract.

After the work under contract is completed the subway will be connected to only three of the five trunk lines entering the city. The connections with the Erie and Pennsylvania are yet to be made. These connections are not simple and will probably add at least a half million dollars to the total cost. The complete plan also contemplates a freight house and yard. It is estimated that this work will cost at least $100,000. In table form the figures quoted above are as follows:

| | | |
|---|---|---|
| Land | | $1,521,927.31 |
| CONTRACT I.— | | |
| Contract Price | $1,183,780.00 | |
| Additions to Contract | 458,201.28 | |
| Miscellaneous | 133,659.50 | |
| Total | | $1,775,640.78 |
| CONTRACT II.— | | |
| Contract Price | 1,654,765.00 | |
| Additions to Contract | 1,695,853.47 | |
| Miscellaneous | 408,518.07 | |
| Total | | $3,759,136.54 |
| CONTRACT III.— | | |
| Contract Price | 1,937,811.25 | |
| Additions to Contract | 188,544.59 | |
| Miscellaneous | 9,348.23 | |
| Total | | $2,135,704.07 |
| CONTRACT IV.— | | |
| Contract Price | 132,934.16 | |
| *Additions to Contract | 19,940.12 | |
| *Miscellaneous | 6,646.71 | |
| Total | | $ 159,520.99 |
| CONTRACT V.— | | |
| Contract Price | 194,206.30 | |
| *Additions to Contract | 29,131.02 | |
| *Miscellaneous | 9,710.54 | |
| Total | | $ 233,048.16 |
| *Pennsylvania and Erie Connections | | $ 500,000.00 |
| *Freight House and Yard | | $ 100,000.00 |
| **Grand Total, Probable Cost** | | $10,184,977.85 |

*Estimated.

A study of the records, therefore, seems to indicate that the subway will cost in the neighborhood of ten and a quarter millions of dollars. At present the subway accounts for something over fifteen per cent. of the total city debt. In subsequent discussions of the operation of the subway the figures derived above will be assumed to represent the first cost of the completed project.

The two connections with trunk lines that are not completed might possibly be omitted, but the subway cannot fulfill its purpose as an interchange line to the best advantage unless it has an actual physical connection with each of the trunk lines entering the city.



# SUBWAY OPERATING PLAN REPORTED

## Full Text of Recommendations Made by the Mayor's Committee on the Operation of the City's Subway

### STATEMENT OF PURPOSE.

Early in its existence the committee adopted the following statement of purpose in order to define more rigid-purpose in order to define more rigidly the function of the committee and the scope of its work.

"There is a definite function which this committee has to perform. It is not in any sense a fault-finding committee, it is not a promoting committee, it is not an engineering committee to check over plans which have been made for the subway, it is not a committee to provide for the financing of the operating and it is not a committee to negotiate arrangements for the operation of the subway. It is an advisory committee of citizens interested in the project and interested in aiding the city to avoid errors in the plans which may be devised for subway operation. The advice of the committee's members is needed to protect the city by providing a practical plan of operation which shall safeguard the city's proprietary interest in the subway and protect the interests of all the carriers from domination by any one carrier."

Adopted November 20, 1925.

The city of Rochester at the time of commencing construction of the subway railroad had formulated no plan for the operation of the utility it was about to create. Construction plans have been carried forward upon the theory that a feasible plan would be evolved for such operation. To find such a plan is the primary function of this committee for the administration has passed the problem over to it for solution.

Construction has proceeded to a point where the adoption of the plan of operation suggested herein or some other plan is imperative and, if delayed further may result in an undue postponement of a complete utilization of the transportation features of the subway.

### INTRODUCTION.

In July, 1924, the late Mayor Clarence D. Van Zandt appointed a committee of citizens for the purpose of studying the problem of operating the subway then under construction in the bed of the abandoned Erie canal. In the selection of the personnel of this committee, care was taken to see that none of its members were interested actively in any of the railroads or public service corporations engaged in transportation service in the city of Rochester, the object being to avoid embarrassment of the members of the committee by such connections.

The committee immediately organized under the chairmanship of Mr. George F. Argetsinger and embarked upon its work. Contacts were made with all of the steam railroads serving Rochester, namely, the Buffalo, Rochester and Pittsburgh Railway Company, the Erie Railroad Company, the Lehigh Valley Railroad Company, the New York Central Railroad Company, the Pennsylvania Railroad, and the New York State Railways as representing the street railways and the interurban electric railroads. Two of the interurban roads, the Rochester, Lockport and Buffalo Railroad Corporation and the Rochester and Syracuse Railroad Company, are under contract in relation to operations within the city with the New York State Railways and the two other roads, the Rochester and Eastern Railroad and the Rochester and Sodus Bay Railroad, are owned and operated by the New York State Railways. The subway problems relating to them were discussed with the New York State Railways.

### RAILROAD REPRESENTATIVES.

The steam railroads and the New York State Railways appointed committees to meet with the Advisory Committee. The representatives of the railroads on these committees were:

Buffalo, Rochester and Pittsburgh Railway Company—Mr. F. W. Brennan, vice-president; Mr. E. F. Winans, chief engineer; Mr. Ed. A. Niel, freight traffic manager.

Erie Railroad Company—Mr. J. J. Mantell, vice-president; Mr. R. C. Faulkner, assistant to president and chief engineer; Mr. E. I. Bowen, division superintendent.

Lehigh Valley Railroad Company—Mr. E. M. Barker, division engineer; Mr. L. P. Rossiter, division engineer; Mr. M. P. Howell, general agent.

New York Central Railroad Company—Mr. T. W. Evans, assistant vice-president; Mr. J. W. Pfau, regional engineer; Mr. H. F. West, division freight agent at Rochester.

New York State Railways—Mr. James F. Hamilton, president.

Pennsylvania Railroad—Mr. R. K. Rochester, general superintendent Northern Division; Mr. Frank Rumsey, solicitor; Mr. C. W. Richey, division engineer; Mr. C. S. Mortimer, Jr., general freight agent; Mr. J. B. Gensheimer, superintendent telegraph and signals. Mr. R. C. Morse subsequently took Mr. Rochester's place.

Each of these railroad committees met with the Advisory Committee and discussed the problem of the subway's operation. They were requested, each separately, to prepare plans of operation which, in their several judgments, would be best suited to the Rochester situation. In response to this request, all of the railroads, after suitable study, submitted reports describing operating plans embodying the ideas appealing best to them. Copies of these reports are appended.

### SUGGESTIONS AND FACTS CONSIDERED.

The Committee discussed each of the plans as submitted with the railroad committee in which it originated. The Committee feels that its task was greatly simplified and that it received suggestions of no inconsiderable value from the railroads' reports.

In addition to the suggestions of the railroads the Committee had before it facts concerning practically every terminal railway in the United States, of which there are some sixty-five. Of these, but four, in addition to the Rochester subway, are publicly owned. They are: the Municipal Belt Line, Baltimore, Md.; New Orleans Public Belt Railroad, New Orleans, La.; Philadelphia Belt Line, Philadelphia, Pa.; and the Wilmington Marine Terminal, Wilmington, Del. The method of operation of each of these railroads was examined and a discussion relating thereto is embodied in this report. For reasons outlined herein none of these plans in its entirety was considered desirable in the Rochester instance. As a result, the plan proposed is unique in its conception and dissimilar to that of any other road. However, the Committee is firmly convinced that it will serve our local purposes better than an adaptation of any of the others.

The Committee presents this report without any apologies whatsoever. Its presentation is as brief as is possible for the committee has at no time conceived the preparation of a treatise on railroad operation as one of its functions.

### PERSONNEL OF COMMITTEE.

The personnel of the Advisory Committee at the time of preparation of this report is as follows: Mr. Leon Benham, Dr. Harvey J. Burkhart, Mr. Frederick W. Burton, Mr. Pharcellus V. Crittenden, Mr. James P. B. Duffy, Mr. Loren D. Eldredge, Mr. James E. Gleason, Mr. Edward A. Halbleib, Mr. Lyell Hallett, Mr. James Haste, Mr. Ellwood McKelvey, Mr. John P. Morse, Mr. William Pitkin, Mr. Charles P. Schlegel, Mr. Harper Sibley, Mr. William J. Simpson, Mr. Simon N. Stein, Mr. Frank S. Thomas, Mr. Edward Weter, Mr. Herbert J. Winn.

On Mr. Argetsinger's resignation Mr. John P. Morse succeeded him as chairman.

The following members have resigned from the Committee: Mr. George F. Argetsinger, Mr. Frank E. Gannett, Mr. Frank B. Wilson, Mr. Edward Hungerford, Mr. Eston Fletcher, Mr. George G. Ford.

Mr. Albert Motley was a member of this Committee at the time of his death on June 26, 1926.

The Committee is indebted to Mr. Fayette B. Dow of Washington, D. C., a former resident of Rochester, who has given valuable legal advice to the Committee.

The Committee desires also to acknowledge the assistance of the Rochester Chamber of Commerce through Frederick W. Burton, manager of its Transportation Bureau.

On Mayor Mayor Van Zandt's death Mayor O'Neil formally requested the committee to continue the work upon which it was engaged and to present its conclusions to him.

### PLANS FOR OPERATION.

The plans under which the already existent municipally owned terminal railroads are operated are as follows:

The Municipal Belt Line of Baltimore, Md. is operated by the Baltimore and Ohio Railroad under the direction of a committee composed of one representative each from the Baltimore and Ohio, Pennsylvania and Western Maryland Railroads. It provides a switching service with steam locomotives between the three roads concerned and thirteen industrial sidings. The operating road collects revenue from the Pennsylvania and Western Maryland Railroads on a car basis. It is understood that the City of Baltimore does not receive any direct monetary compensation for the use of its property.

The New Orleans Public Belt Railroad provides service with its own operating organization and with its own motive power. It has connections with seven railroads and provides all kinds of switching service under tariff absorption arrangements. The New Orleans railroad operates at a profit and is, perhaps, the only financially successful terminal railroad owned and operated by a municipality. A strategic location gives the New Orleans line a monopoly as a connecting link between the railroad terminal and the steamship docks. A more detailed description of this road is found in the appended material.

The Philadelphia Belt Line is an independent railroad line serving the water front of Philadelphia and is operated jointly by the Baltimore and Ohio, the Pennsylvania and the Reading Railroads. These three railroads interchange carload traffic originating or terminating on the belt line under tariff absorption arrangements and make industrial deliveries for each other. Switching is done by the carriers' engines.

The Wilmington Marine Terminal is an independent terminal owned by the City of Wilmington, Delaware. It is operated jointly by the three roads with which it has connections, namely, the Baltimore and Ohio, the Pennsylvania and the Reading roads. This terminal has tidewater steamship docking facilities and forms a link between the roads and the water carriers.

In these four publicly owned instances we find the following plans of operation: Public operation, joint operation by all connecting carriers, and operation by one carrier su-

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LEGIBILITY ON ORIGINAL DOCUMENT POOR



vised by a committee of representatives of three connecting carriers.

**RAILROADS SUGGEST PLANS.**

In considering the reports submitted by the railroads serving Rochester we find the plans outlined in the following paragraphs:

The Buffalo, Rochester and Pittsburgh Railway Company's report contemplates the incorporation of an operating company, all of the stock of which would be owned by the City of Rochester. The report recommends that this company be empowered "to make trackage agreements or other contracts for operation of the subway"; that, in view of the Service-At-Cost Contract, the "operating" company contract with the New York State Railways for complete operation of the subway; that the railway company pay a rental for the passenger tracks; that "this rental be determined by negotiation and be made upon a reasonable basis, without attempting to secure for the City the full amount of the interest charge on the capital expended in constructing and equipping the subway"; that the freight rates be fixed and collected by the operating company, and that the operating company pay the New York State Railways for switching on the basis of service rendered. The report infers that the City will assume maintenance costs and that freight traffic will be very light during the first five years.

The Erie Railroad Company's plan suggests that the subway railroad be independently operated under the supervision of a board somewhat advisory in character on which all of the steam railroads serving Rochester, as well as the street railway company, if it uses the subway, and the City of Rochester, be represented. The report states that the City should retain the majority of the membership of this supervisory board. The report presents a suggested operating force and an estimate of costs of operation.

**LEHIGH AND CENTRAL PLANS.**

The Lehigh Valley Railroad Company recommends that the subway be operated under a board of control consisting of the Mayor, ex officio, one representative of each railroad entering the City, one representative from each of five civic organizations (suggests Chamber of Commerce, Builders' Exchange, Real Estate Board, Retail Merchants' Organization, and the Rochester Engineering Society) and five members elected by the above-named ten members; that the railroad representatives hold their positions at the discretion of their respective companies; that the term of other members be five years, one member from each group being named annually; that members of this board receive no compensation; that the board have entire control of the operation of the railroad; that the board appoint an operating head; and that the finances of the project be handled by the City Treasurer.

The New York Central Railroad Company suggests that the subway railroad be operated under the direction of a committee of management comprised of eight citizens to represent the City of Rochester and one representative from each of the five steam lines entering the City and three representing the electric lines, namely, the Buffalo, Lockport and Rochester, the Rochester, Syracuse and Eastern and the New York State Railways, thus creating a governing body of sixteen members. The purpose of this proposed make-up of the committee is to give the City and the carriers equal representation which, it is believed, would result in equal operation and treatment by those using the subway; the operation of the subway line to be conducted by one of the carriers selected by the operating committee and to have a unified jurisdiction over both freight and passenger traffic. This report suggests, as a basis of lease to the operating committee, that the charge for passenger traffic in the subway could be on a car mile basis. The freight traffic is to be charged on the basis of a switching rate to be absorbed by the carriers' lines enjoying the road haul on the business. The report points out the advisability of instituting switching rates comparable to those now assessed in the Rochester territory in order to avoid intensive competition between the carriers and the subway in locating industries requiring private sidings at Rochester. A division of the switching rate should be made between the operating committee for compensation for its service and the City of Rochester for the use of its facilities.

**PENNSYLVANIA'S PLAN.**

The report of the Pennsylvania Railroad Company was prepared with great care and goes into much greater detail than any of the other reports submitted. The report recommends the formation of an operating company through the participation of the five steam railroads serving the City. The report further recommends that the operating company be capitalized and the shares distributed equally to each of the five railroads; that each railroad be accredited with two directors on a board of directors; that the executive officers be selected by the board of directors from the executive officers of the participating railroads; that the physical property and operating facilities of the subway be leased to the operating company by the City for a term of years with the privilege of extension; and that the handling of passenger and freight traffic be kept entirely separate. The consideration to be paid the City would be "all surplus of the annual operating revenues of the operating company up to the amount to be fixed by negotiation as representing investment of such facilities as are determined by appraisal to be necessary for purely freight purposes." Any operating deficit would be made up from the sinking fund or by the participating companies. The report gives, in detail, the organization of the operating force. In a summary of an estimate of revenues and expenses no contemplation is made of the City receiving any revenue from the operation of the road.

**FIVE POSSIBLE PLANS.**

An analysis of the possible plans, as shown by the suggestions of the railroads and by an examination of the plans under which the roads owned by other cities are operated, shows that there are five distinct plans which might be considered for the operation of the Rochester subway.

These operating plans are in outline as follows:

1. Operation by the city.
2. Operation by a quasi public corporation similar to the Rochester Exposition Association.
3. Operation by direct lease to one or more of the carriers.
4. Operation by lease to a corporation composed of representatives of the carriers.
5. Operation by an extension of the Service at Cost Contract with certain modifications.

**SERVICE AT COST PLAN FAVORED.**

It undoubtedly would be proper for this report to discuss at length, and in considerable detail, each of these plans, but the committee desires to avoid any attempt to produce an exhaustive report upon the subject. The committee recommends the plan of operation listed as number five above, namely: Operation by an extension of the Service at Cost Contract with certain modifications which are outlined subsequently.

The Service at Cost Contract is an agreement between the New York State Railways and the City of Rochester. It establishes an arrangement under which the local street car service is supplied. A commissioner of Railways, an appointee of the Mayor, administers the contract on behalf of the city. His powers to determine the quantity and kind of service, the extent of repairs and renewals, the routing of cars, etc., are practically unlimited. In fact, he has power "to do, order and direct generally in respect to operation any and everything which in his judgment will render or tend to render the service better, safer or more economical." All his orders to the company must, of course, be tempered with reasonableness.

The contract provides a sliding scale for the rate of fare governed by the condition of a balancing fund or surplus account. All bookkeeping transactions are made in relation to a general fund, which in turn is governed by certain provisions set forth in the contract. Payment of return to the company is a determined percentage of an appraised base value. The minimum return which the company may receive is six per cent. This return is obtained only upon the value of property used or useful in service. In effect, the Service at Cost Contract secures for the city such service as it desires at a rate of compensation to the railway company which bears practically no relation to operating costs. The Service at Cost Contract was made effective August

(Continued)

1, 1920 and runs for a term of ten years. July 31, 1930 will be the date of expiration.

**ONLY INDIRECT RETURNS POSSIBLE.**

It is evident to the committee that the city of Rochester must look to indirect benefits from the subway rather than direct pecuniary returns. Among these indirect returns are increases in valuations of taxable property along the route of the subway or increases attributable to its construction or the fact of its existence in produce, through the medium of the city's tax collections, enough new tax revenue to offset the capital costs created by expenditures for the construction of the subway. A rough calculation places the value of these additional taxables required at about forty million dollars ($40,000,000). It is estimated that the total assessed valuation of the city already has been increased ten million dollars ($10,000,000) by virtue of the subway's construction and of the opening of Broad street. One-quarter of the forty-million goal has been reached. The acquisition of the balance will be much more difficult and must result largely from the opening of new industrial areas and the attraction of new industries to them. Such new industries largely are attracted to new areas by the availability of attractive and favorable freight facilities. Those facilities are within the power and scope of the subway to supply, for it provides a medium of connection with, and an unrestricted and quick interchange between all of the carriers serving the city on the basis of the same freight rates as are applicable to freight service to and from all other Rochester industries.

**FREIGHT SERVICE MOST PRODUCTIVE.**

Accordingly, it is the view of the committee that freight service is, perhaps, the principal hope of the city for securing as soon as possible returns in the shape of revenue from additional taxable property. As a consequence, the freight service must be of an exceptional character in order that it may foster this growth and every effort must be made to enable the operation of the subway to accord to all shippers the best possible service.

The passenger transportation feature of the subway's development will be a natural growth. It should not require the careful nurturing which the freight service must have. Passenger travel can be gauged with considerable accuracy and service governed accordingly.

The committee feels that, due to the physical construction of the subway property and the resulting interrelation of passenger and freight operation, the operation of the freight and passenger business as separate entities is almost impossible and at the least impractical. The committee is, therefore, of the opinion that unified operation of both phases of the subway's business under one operating organization is desirable.

In the instances of the other municipally owned lines, they are, without exception, operated exclusively for freight service with steam locomotives. The Rochester subway is planned for both freight and passenger service and because the subway is a decked over structure, electric propulsion is inoperative.

The committee also believes that the operation of the passenger service of the subway separate from the street or surface car system would materially work to the disadvantage of both the subway and the street railway system. It appears to the committee that the subway must be operated as a link in the local passenger transportation plan. Unrestricted use of the subway demands an interchange of transfer privileges.

# The Plan Proposed

**PASSENGER TRANSPORTATION.**

**The plan which appears, according to our view, to be best suited to the Rochester situation is for the passenger service of the subway to be supplied by the New York State Railways under the direction of the Commissioner of Railways of the city of Rochester.** One of the provisions of the Service at Cost Contract contemplates extensions of passenger service in the following words:

"Art. VIII., Sec. 5. The city may require the company to operate as a part of the lines any tracks or lines which it may, under authority which it now has or may hereafter acquire, construct within the city limits, in such manner, and upon such terms subject to such regulations as the commissioner shall determine and direct, such terms and regulations however in case of dispute to be fixed and settled by arbitration."

The terms and conditions which, in the opinion of the Committee, should be considered in the preparation of a supplementary agreement such as is necessary for the extension of the Service at Cost Contract to include the operation of the subway are outlined in this report. These terms may serve as an outline upon which the agreement in its legal phraseology may be drawn. The Committee has discussed these terms and conditions with the Commissioner of Railways and they are submitted as being acceptable in substance to him.

**SUPPLEMENTAL AGREEMENT PROPOSED.**

The city is to avail itself of its rights as set forth in Article VIII, Section V, of the Service at Cost Contract and arrange that the subway lines, both freight and passenger, be operated under the Service at Cost Contract. The terms and conditions of such operation should be set forth by an agreement to be made supplemental to the contract.

The agreement should run for a trial period from the date of its signing to the expiration of the first term of the Service at Cost Contract. It should be renewable or subject to alteration to meet such conditions as may exist at the expiration of this trial period.

The revenues from all sources should be credited to the operation of the subway as an independent unit.

All the expenses should be charged against subway operation and should be such portions of the Public Service Commission's classification of operating expenses, as may be applicable to the operation of the subway railroad as an independent unit.

**CITY ACCOUNTANT PROVIDES**

[illegible] of an account[illegible] tem prepared by a committee [illegible] ing of the auditor of the Comm[illegible] of Railways, the auditor of [illegible] pany and an accountant sele[illegible] the Comptroller of the City of [illegible] ester in order that there will be [illegible] able to the parties interested a [illegible] thoritative guide governing th[illegible] ministration of accounting and [illegible] dred transactions pertaining [illegible] operation of the subway.

All accounts should be a [illegible] public record.

All financial results of op[illegible] the subway railroad, surplus [illegible] should be credited to or [illegible] against the general fund poo[illegible] in the Service at Cost Contr[illegible]

It should be provided that [illegible] net accumulated surplus on [illegible] way operation amounts to $[illegible] any surplus over and above [illegible] amount shall be divided on a [illegible] fifty basis between the City of [illegible] ester and the general fund o[illegible] Service at Cost Contract.

The Commissioner should b[illegible] quired to make quarterly, annua[illegible] such other reports as are pro[illegible] for in the Service at Cost Con[illegible] These reports should show the [illegible] financial condition resulting fro[illegible] eration of the subway railroad [illegible] operated as an independent unit, [illegible] arate from the present Service at [illegible] Contract.

**NO PROPERTY CHARGES AGAINST REVENUES**

No city franchise tax or ci[illegible] of any other nature, no pay[illegible] arising from operations or [illegible] tion of facilities either initia[illegible] maint[illegible] and depreciation reserve on depreciable city-owned property, no insurance of any nature, and no return on the investment in city-owned property, should be charged against the subway railroad revenue.

The city should secure all real estate, erect all buildings, make all extensions of tracks and overhead structures necessary to the operation of the subway railroad, without charges against revenues. The provisions of this paragraph should be determined by the Commissioner of Railways and the chief executive of the city.

The city should provide such station guards and police protection as is necessary to the safe and convenient transportation of subway passengers.

The city should assume the responsibility for the results of all accidents occurring from failure or collapse of buildings, structures, or approaches to the subway and also responsibility for other accidents caused by virtue of the existence of the subway.

Transfers should be exchanged with the surface lines under the Service at Cost Contract and under rules and regulations established by the Commissioner of Railways. (Value or no value to be determined.)

**FARES SAME AT TROLLEY RATE.**

Fares charged on the subway railroad should be the same as prevailing rates in the Service-at-Cost area. The Commissioner should have the power to impose a higher rate of fare for owl, special or express service in the subway.

Passenger service should be required to be furnished in quantity and kind as of the judgment of the Commissioner is necessary to meet the reasonable requirements of travel.

Such rolling stock or fixed equipment as is necessary for the daily use of the subway should be provided by the New York State Railways. The cost or value of such equipment should be determined by the Commissioner of Railways and should form the basis of compensation to the railways for such use. The compensation should be determined by the rate of return on the base value under the Service at Cost contract.

Such equipment as wrecking trains, work trains, snow plows, and other equipment, the use of which is infrequent or occasional, should be provided by the New York State Railways and compensated for on a basis.

**FREIGHT TRANSPORTA**

Under any of the operatio[illegible] which have been suggested to

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D and C. Dec. 26, 1926

# A Workable Plan for Operating the Subway

These things may be said for the subway operating plan proposed by the Mayor's Advisory Committee:

It recognizes that the major benefit to be derived by the city from the operation of the subway will arise from its use to link the freight service of the steam railroads together and more directly with the city's industries. This from the inception of the project has been the major object in view.

It provides for using the subway to supplement the passenger service of the existing city and interurban electric railway systems; which was the original intention of its construction in so far as it referred to electric operation.

It provides for unified control of the operation of the subway for both electric passenger and freight service by the city through the Commissioner of Railways, who is appointed by the Mayor; which extends the plan found workable in the operation of the street railways.

It provides for direct leasing of trackage facilities to the steam railroads, which are under the control of the Interstate Commerce Commission, on terms of equity to the different railroads, which will be enforced by a Board of Appeal; a sound solution of the most delicate aspect of the problem.

The plan of operation is proposed to be tentative, expiring in 1930 with the expiration of the service-at-cost contract with the New York State Railways; a precaution entirely in the public interest, since it allows a period for correcting imperfections that may be revealed in practice.

The city's title to the property in the subway is to be perpetuated and guarded; a fundamental consideration, since it was built with the public moneys.

The plan, finally, is eminently practical; since, while it guards the city's title and provides that the city may share equitably in any profits from operation, it also recognizes and provides for the preliminary period of industrial development in which the belt-line service of the subway will, as it was originally expected to, develop industrial centers which ultimately may bring the city direct profits.

Objections may be offered to the committee's plan; but it is doubtful if any individual, or group of individuals, who gave the same amount of study to the conditions under which the operation of the subway must be initiated could have arrived at a scheme for solving the problem, which, while fully meeting all the practical conditions, at the same time would so completely protect the public interest.

The high character of the membership of the committee is a tribute to the wisdom of Mayor VanZandt; its continuance is a tribute to the wisdom of Mayor O'Neil. It is perhaps not unfair to other members of the committee to say that its success in working out a practical plan was brought about in no small measure by the efforts of its present chairman, John P. Morse, whose work to improve freight transportation in Rochester are recognized as eminent and vital by the business men and others who are familiar with what he has done. The immense amount of work performed by the secretary of the committee, Stephen B. Story, director of the Bureau of Municipal Research also contributed vitally to working out the plan.

The spirit of co-operation which has been shown by the steam and electric railroads in contributing suggestions should be highly commended. It is quite apparent, in fact, that without their wholehearted co-operation, both from their executives and from their technical staffs, the work of the committee, able and painstaking as it was, could not have had the promising result it has.

Finally—and this should be the consideration strongest in commending the plan proposed to the people of the city—it should be borne in mind that the plan is the outcome of two years' intensive study by a group of competent, respected Rochesterians who have a vital and public-spirited interest in the industrial welfare of the city; and while based on the practical experience of some other cities, was worked out mainly on the basis of Rochester's own experience in dealing with transportation problems and is directed exactly at the special situation in Rochester.



Dec 10-1926 D and C.

# EXTENSION OF TROLLEY PACT RECOMMENDED

## Commissioner's Powers Would Govern Whole Use of Property.

## THREE-YEAR TRIAL

## Plan Would Expire with Trolley Pact in 1930; Mayor to Study It.

General operation of the canal bed subway under the city commissioner of railways is proposed in the report of the Mayor's Advisory Committee on Subway Operation, filed with Mayor O'Neil yesterday afternoon by John P. Morse, chairman of the committee, and Stephen B. Story, director of the Bureau of Municipal Research, who had co-operated with the committee in a study of the various plans.

The plan of operation proposes passenger operation under an extension of the service-at-cost contract, and freight operation by individual leases with the steam roads that serve the city.

Mayor O'Neil said that he desired to study the report before making a statement.

**Three-Year Trial Proposed.**

The plan provides for the operation under these conditions for three years in order to ascertain its desirability in the interests of the city. The time is fixed by the term of the service-at-... Renewal of the contract under the plan of the committee, necessarily would reopen the entire subject of subway operation and would give the city the benefit of three years' experience in the operation of the plan which seems to the committee the most desirable.

The committee recommends that the city lease trackage rights in the subway for freight service to the various steam railroads serving the city for the trial period of three years and adds that among the conditions imposed should be those providing that the time and manner of movement of cars be under the direction and control of the city's representative, the Commissioner of Railways; also that the railroads be required to contract with the New York State Railways for it to supply the motive power and equipment for the handling of freight cars.

Passenger operation would be at the same rate of fare as under the service-at-cost contract, at the present time eight cents for the city fare. Methods of accounting are set forth in the report.

**Appeals Board Provided.**

The committee recommends the establishment of a Board of Appeals to adjust differences that might arise between the several agencies using the subway, declaring that "it is exceedingly important that some agency be provided to assure to the several carriers who are expected to participate in this matter of freight transportation in the subway that there will not be discrimination in service to the detriment or advantage of any carrier."

The committee recommends that the decision of the board should be final and points out that the members of the board should not directly or indirectly be connected with any railroad and should serve without pay.

Summing up its report the committee writes:

"The committee is confident that the plan suggested affords: First, a means of getting an early utilization of the project, for no legislative requirements appear to be necessary; second, a method of operation which will minimize the possibility of a large operating deficit, and, third, an operating plan which will afford three years of experience and growth as a foundation upon which may rest the terms and conditions characteristic of a permanent plan for subway operation."

**Letter of Transmittal.**

Prefacing the report was the following letter by the committee to Mayor O'Neil in which the adoption of the plan is advised:

"Your Advisory Committee on Subway Operation herewith hands you a report and advises its adoption. This report is the result of many meetings and many months' careful study of the problems presented by the operation of the new subway.

"The committee is presenting this report wishes to make ack-

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# THREE-YEAR TRIAL PERIOD IN OPERATING NEW SUBWAY WINS MUCH COMMENDATION

D&C Dec. 11 '24

## Will Give City Opportunity to See Advantageous Features of Plan, Declaration of Officials.

## MAYOR O'NEIL WILL SEND REPORT AND RECOMMENDATIONS TO COUNCIL

The exhaustive report the Mayor's Advisory Committee on Subway Operation filed on Thursday afternoon was the subject of study yesterday by city officials and many prominent citizens. The report, which took nearly two and one-half years in the preparation, was commended in many sources by influential Rochesterians. Many said, however, they would require a number of days' study to grasp the comprehensive plan the committee, made up of a number of leading citizens, has prepared.

The plan in the main turns the subway over to the New York State Railways for operation for three years under the provisions of the service-at-cost contract. It is the intention of the plan, as proposed by the committee, to set up a three year trial period, and this suggestion meets commendation from a number of sources. It is the consensus of city officials it would be much more advisable to have a regulated and experienced public utility such as the New York State Railways, under the direction of James F. Hamilton, president, operate the passenger phases of the subway for three years, than to have the inexperienced municipality go into the transportation business.

### Chance to See Result.

Three years will give the city an opportunity, it is contended, to observe the advantageous, as well as the disadvantageous features of the plan, and will enable the city to formulate a more permanent policy when the trial period is ended.

The trial period is fixed by the life of the service-at-cost contract, which expires in 1930, when the subject of the entire transportation facilities must be reopened. The operation of the subway under the jurisdiction of Charles R. Barnes, commissioner of railways, gives the city all of the advantages that were written into the service-at-cost contract, which has been characterized as an agreement which up to the present time has proven to the mutual advantage of the city, the traction company, and the trolley car patrons.

Commissioner Barnes said yesterday afternoon that the plan as prepared by the committee has been the subject of careful consideration by Mr. Hamilton and himself. He said if the city adopts the report, he and Mr. Hamilton will enter wholeheartedly into the plan of operation and do everything possible to make it a success.

Mayor O'Neil said yesterday afternoon the committee is to be commended because of its exhaustive study and careful preparation of the plan. The plan is so comprehensive in its scope and so detailed that it will require careful study, and Mayor O'neil said it would be a number of days before he is prepared to make a statement. He said that it is a matter of first importance, and recommended that every public-spirited citizen study the plan carefully, to indorse it or to offer constructive criticism, and to awaken interest in the largest municipal project ever undertaken by the city, representing an expenditure of approximately $12,000,000. He said that the personnel of the committee was such that its plan should be given the most careful consideration, as it represented the views of representatives of the most enlightened citizenry of Rochester.

James L. Hotchkiss, chairman of the Republican county organization, who suggested to the late Mayor Clarence D. Van Zandt that a Citizens' Committee be appointed to consider the several plans for the operation of the subway, said he is studying the plan carefully, and believes that rather than have the city actually operate the subway, the plan suggested by the committee is the most desirable; but he is not prepared yet to say whether he approves all the details of the plan.

### Trial Plan Favored.

He thinks the matter should commend itself to the most careful consideration of all citizens, and believes that the operation for a trial period of three years is an excellent suggestion. Comptroller Joseph C. Wilson is studying the report and lauded the committee's interest in the new project.

The operation of the freight facilities of the subway is under the general jurisdiction of Commissioner Barnes, on individual leases with the railroads, and with an Appeal Board to prevent any discriminatory practices. This operation is also for a three-year period, and enables the entire subject to come up for review three years hence.

The committee was made up of John P. Morse, chairman, who succeeded George F. Argetsinger, resigned, and Leon Benham, Dr. Harvey J. Burkhart, Frederick E. Burton, Pharcellus V. Crittenden, James P. B. Duffy, Loren D. Eldredge, James E. Gleason, Edward A. Halbleib, Lyell Hallett, James Hagre, Ellwood McKelvey, William Pitkin, Charles P. Schlegel, Harper Sibley, William J. Simpson, Simon N. Stein, Frank S.

(Missing)



# URGES BOARD OF CONTROL TO DIRECT SUBWAY

D&C Dec 16 '24

## Report to Women's City Club Asks Steam Roads Have Representation.

## SUGGEST CHANGE

### Woman Investigator Takes Issue with Findings of Citizens' Committee.

A board of control, on which the five steam railroads which will handle freight over the new subway tracks, as well as the city, would be represented, and co-operation between the people of Rochester and the New York State Railways in meeting a possible deficit during the period the public is being educated to the use of the subway, so service may be the best possible, were suggested as two essentials for the successful operation of the subway by Mrs. Erma Hills Parnall, in a report given before the City Planning Committee of the Women's City Club yesterday noon.

Mrs. Parnall, a member of the committee designated to study transportation in these two suggestions took issue with the report submitted by the Citizens' Committee appointed two years ago by Mayor Van Zandt to study the subway situation and make recommendations for its operation. She said:

Before reviewing the report I shall emphasize certain aspects of the subway itself as a property of the people. The subway when completed will have cost a sum between $10,000,000 and $12,000,000, estimates differ. This is a very large sum of money and, for a time at least, the people will have a burden to carry at the best.

### Property Values Increased.

The consensus of opinion seems to be that their greatest hope lies in the creation of increased property values due to the construction of this transportation line. The necessary increase is estimated at $40,000,000. The question of increase in property values is one I shall not discuss further than to say that it is to be hoped the people will not deceive themselves that all valuation new to the property along the subway is new to the city as a whole.

Be that as it may, one thing is sure: that if the subway is to do any business, it must have along its way people who want to ride in cars and industries who want to ship goods. Much, I might say everything, depends upon the extent to which the existence of the subway will attract new industries to Rochester. It is here that our salvation lies. We must encourage new industries to come to us; we must build up a big freight business by giving each and every one of them along the line, a service not to be surpassed in any other city. Therefore, in discussing the plan of operation, the important point to hold in mind is the handling of that freight.

In brief, the plan of operation set forth in the committee's report provides for an extension of the Service-at-Cost contract, now existent between the City of Rochester and the New York State Railways, to apply to the subway, but freight and passenger, over a trial period of three years at which time the contract expires.

The administration of the contract lies with the Commissioner of Railways, who is designated by the mayor to represent the city.

The administration of railways lies with the New York State Railways. An important point I wish to emphasize and shall refer to later is that the Commissioner of Railways is not an executive officer.

The contract says that all revenues shall be paid into the general fund. From this fund the company is allowed operating expenses plus a minimum of 6 per cent. on base value, that is all equipment used or useful in service.

### Sliding Fare Scale.

The rate of fare is based upon a sliding scale, depending upon the state of a surplus fund called a balancing fund. If that fund exceeds $500,000, the fare is automatically decreased; if it goes below $200,000, the fare is automatically increased. In the case of the subway, the committee has made additional provisions touching accounting, auditing, financial reports and so on. They suggest that fares shall be the same as surface car fares except for special or express service. In the case of freight service, they recommend that the city of Rochester lease trackage rights to the several railroads serving the city, for the trial period of three years; that the railroads contract with the New York State Railways for it to supply motive power, equipment and the handling of cars—the manner of movement of cars to be under the direction and control of the Commissioner of Railways and that the rates for motive power be determined by him with the approval of the Public Service Commission. In the intent to avoid discrimination toward any carrier participating in the handling of freight, the report suggests a Board of Appeals to which complaints concerning service may be referred for settlement—this decision to be final. It is suggested that this board should consist of members serving without pay and not directly or indirectly connected with any railroad.

In the discussion of this report, please understand that I assume no role beyond that of an average citizen to whom the report has in good faith been submitted, and who, in good faith, discusses it on its merits as understood by her. The citizens of Rochester appreciate, I know, that the men constituting the committee have given much time and thought to the matter, and are grateful to them.

With the submission of the report, the question is before the people to accept, reject or change. The subway is practically completed and some plan of operation must be decided upon, promptness being an advantage not to be overlooked, promptness accompanied by a full understanding of what they are doing.

The premises upon which the committee based its conclusions are as follows:

First—The principal hope of the city

CONTINUED ON PAGE 29

# URGES BOARD OF CONTROL TO DIRECT SUBWAY

CONTINUED FROM PAGE 19.

lies in securing as soon as possible returns in the shape of revenue from additional taxable property.

Second—As a consequence the freight service must be of an exceptional character in order to foster this growth.

Third—The passenger transportation feature will be a natural growth and should not require the careful nurturing which the freight service must have.

Fourth—The operation should be unified; that is, both phases of the subway's business should be under one operating organization.

Fifth—That the passenger service should be a link in the local transportation plan.

The conclusion to these premises is the operating plan submitted by the committee, namely, that the unified operation should be administered under the present passenger contract.

### Contradiction Seen.

Without intending to be presuming, I wish to say that this conclusion seems to me to contradict the premises. It is a little like the tail wagging the dog. That is to say, granting the premises that the freight service overshadows the passenger in importance to the people of Rochester and that operation it is to me not entirely logical the whole thing should be under unified control to a passenger contract to cover the operation of freight.

While I realize thoroughly there may be some practical sides to the matter not presentable in the report, there is one phase decidedly practical in nature embodied in it, and by which, I feel, substantiated; namely, the suggested plans submitted by the five steam roads expected to handle freight, every one of which, with the exception of the Buffalo, Rochester & Pittsburgh asks for some type of board of control upon which sits representatives of the railroads. To be sure, the plans vary, but the point is they want representation on whatever board is in control. They seem to avoid administration by any one company except in so far as that company's execution might be through arrangement with the group board. It may be assumed that they want to name their own executive officer.

I am not unconscious of the fact that the committee report places the direction and control of the manner of the movement of cars under the Commissioner of Railways. While he is a man of undeniably wide powers in matters of regulation and specifying, I do not understand that his service at cost contract gives him executive power. Article III, paragraph E, of the contract reads:

"It is not the intent of any of the provisions of this article to empower the commissioner to actually execute any of the work of operating the lines or any other operation under or affecting this contract—such execution to always be in charge of and carried out by the company through and by means of its own proper organization and plant."

It is clear that the Board of Appeals is a wise provision in the proposed plan and under that plan certainly would be a safeguard to the railroads but it would of course not claim any executive function.

As I read over the report, I was forcibly struck with the feeling that the individual railroad freight handler was very far away from the center. The position seemed involved and clumsy. There are five of these roads. They must in the first place make five contracts with the city regarding rental or tracks—in the next place five contracts with the New York State Railways regarding handling of cars. In case any one of them wishes to object to any specific trouble, he must go first to the executive. Not getting satisfaction there, he goes to the Commissioner of Railways—being disappointed there, he goes to the Board of Appeals and by that time the thing he wanted may have died by him, though theoretical justice be granted.

In view of the fact that the freight business of the subway is of such vast importance to the people of Rochester every single carrier of freight on the line is of vast importance. They are talking to us now through these reports and the chances are they will not speak again.

Freight business either given or not given the city.

If the city can receive some plan whereby all the railroads as well as the city are represented on a board to choose its own executive officer, to act under the control of the Commissioner of Railways if the service at cost contract is continued for passenger service, each railroad would be nearer the operation of his own business and certainly would have less validity to complaints he might offer.

Because the railroads officially suggest some such scheme I assume there must be a practical way of carrying it out.

Now as to passenger service—it is quite generally conceded that we should continue the service at cost contract, under whatever plan is adopted. The watch word of the subway should be good service to passengers. To some extent this traffic is bound to be diverted traffic from surface lines so in order to pay its way, the subway must sell itself to whole new groups of people who are not now using street cars at all. I can think of no better way of educating people to use the line than by giving them prompt service—a service that will be a satisfactory substitute for driving an automobile down town and parking in a pay station. We should not insist on too close adherence to the contract provision of adjusting service to traffic, for this may necessarily mean poor service.

### Would Share Profit.

I think the people of Rochester should stand behind the railway company in their effort to give the best service possible within reason, by showing a willingness for a while to foot a deficit, if necessary. If in the end the subway passenger service should show a substantial surplus, the people would expect to participate in the profit. Therefore does it not seem logical that during the time the subway is educating the people to its use, the city as a whole should pay the price of that education?

I am, in a good deal of humility, disagreeing with the conclusions of the citizens' committee but, after carefully reviewing the report, following a certain amount of study of the subway question, this is what I think.

I ask you as a committee to take no action on my report to you, unless perchance you wish to reject it. I prefer no indorsement without study of the report. I hope all of you who have not already done so, will read and study the official report. It is only through thoughtful consideration by you as individuals that you may, even to a small extent, make yourselves felt.

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# Handling Of Freight In Subway Constitutes Big Problem For City

Thurs Dec 16, 1926

## Plan Suggested Whereby City Would Lease Subway in Its Entirety to Association of Five Steam Railroads, Providing for Passenger Service by N. Y. S. Railways Under Contract With Leasing Assn.

*(Editor's Note: To give its readers authoritative news of municipal questions, especially concerning large public works and enterprises, by a competent authority, The Times-Union has retained the services of a man of wide acquaintance with municipal works in many cities. This staff writer has spent some months in Rochester, looking into public questions. In the following article he discusses the report recently submitted to Mayor O'Neil by the Mayor's Committee on Subway Operation.)*

The Mayor's Advisory Committee on Subway Operation, in its report to Mayor O'Neil, stated five conclusions that have been reached by the committee in its study of subway operation. These conclusions, briefly restated, are as follows:

(1) The subway cannot, through receipts from its operation, meet its annual cost;

(2) The subway must, unless it is to be a constant drag on the finances of the city, create assessable valuation of about $40,000,000;

(3) The "principal hope" of securing such an increase in valuation is in an efficient freight service;

(4) The subway should be operated under "unified" control; and

(5) The passenger service in the subway is a part of the street railway system and as such should be operated by the New York State Railways.

On these five conclusions the committee has reared an operating plan. This plan contemplates the operation of passenger service in the subway by the New York State

(Please Turn to Page 2)



would involve four parties; the complaining railroad, the New York State Railways, the commissioner of railways and the Board of Appeals. This array of interested parties does not tend toward simplicity or efficiency.

Accepting all of the committee's conclusions as true, it seems possible to evolve a plan that will simplify considerably the handling of freight in the subway. Since the handling of freight is, even in the opinion of the committee, more important to the city than the handling of passengers, it would seem that any simplification of the freight service is an end to be sought.

The city might lease the subway in its entirety to an association of the five steam railways entering the city, each railroad to have an equal voice in the affairs of the association. In the lease to such an association the city could provide for the operation of the passenger service by the New York State Railways under contract with the leasing association. The lease would cover in detail the requirements of the contract between the association of railroads and the New York State Railways.

Under such a lease the association, acting through a board of directors, would undoubtedly appoint a trained railroad man as superintendent. All authority over subway operation would be in the hands of this superintendent. There would be no disputes, because they would be settled before they had reached that stage.

The superintendent might, and probably would, give preference to the freight service over the passenger service, but, if either must have the preference, it is surely the sane thing to give that preference to the service meaning the most to the city. This proposed plan would remove red tape from the freight service and would add red tape to the passenger service. The same reasoning applies to this point as to the preceding one.

The committee makes scant mention and gives scant consideration to the question of an operating deficit. That there will be a deficit during the earlier years of subway operation is almost a foregone conclusion. The deficit could be kept at a very low figure by economizing on the facilities afforded for the movement of passengers or freight.

For instance, the commissioner of railways might decide, and even be justified in so deciding, that one car an hour would provide sufficient facilities to accommodate passenger traffic in the subway. If the subway were operated under any such schedule, however, it is probable that its popularity would be long delayed. Street railway authorities agree that a headway of from ten to twelve minutes is the very least that will encourage the use of a line.

If adequate service is given, a fairly large operating deficit must be expected. Under the committee's plan this deficit will be paid by the riders on the surface lines of the city. While it is perhaps an oversight, the committee's report actually recommends that any possible deficit in freight handling should be paid by the same car riders. This recommendation reads as follows: "that the city arrange that the subway lines, both freight and passenger, be operated under the service-at-cost contract."

The committee report makes no estimate of the amount of a probable deficit, in fact, scarcely mentions the possibility of such a deficit. The report does recommend that "all financial results of operation of the subway railroad, surplus or deficit, should be credited to or charged against the general fund provided for in the service-at-cost contract." This general fund is created and maintained by the fares paid by car-riders, whose tangible interest in rapid transit service in the Rochester subway is still to be determined.

The subway is a city project. If it returns a profit, the taxpayers of the city have a right to claim that profit. It really seems, on the other hand, that equity demands that the taxpayers assume the bitter with the sweet and that a way should be found, by legislation if necessary, to permit the city to assume a deficit as well as to consume a surplus.

Thurs Dec 16, 1926



# Handling Of Freight In Subway Constitutes Big Problem For City

(Continued from Page 1.)

Railways under an extension of the service-at-cost contract. The freight service, recognized by the committee as the more important, is placed by the committee's plan under a rather complicated jurisdiction.

Because of the fact that operation of freight service in the subway directly by the New York State Railways would bring that company within the jurisdiction of the Interstate Commerce Commission, the committee recommends that the city lease trackage rights in the subway directly to the five railroads serving the city. Each of these leases would carry the condition that the railroad contract with the New York State Railways for the actual handling of the freight cars in the subway. By this means is the "unified control" obtained. The plan also provides that "the time and manner of movement of cars be under the direction and control of the commissioner of railways."

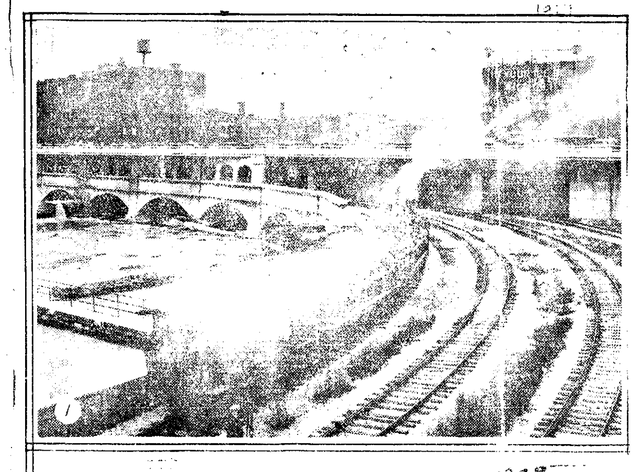
Evidently fearing that this plan would not secure the unqualified co-operation of all of the five railroads, the committee sets up a Board of Appeals. This Board of Appeals would consist of "members serving without pay and not directly or indirectly connected with any railroad." This would, of course, be a volunteer board composed of men from other walks of life than railroading.

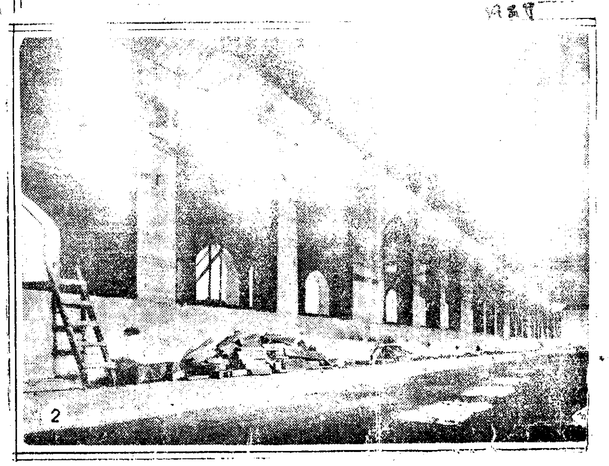
Such a committee might secure the confidence of the various railroads, but that conclusion is open to question. Under the committee's plan any dispute between any of the contributing railroads and the New York State Railways over the handling of any particular car



# GREATEST BUILDING PROGRAM ACCOMPLISHED

Rochester





CAPTIONS ON SCRAPBOOK PG. 136

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# Deficit In Operation Of Subway R. R. Should Be Met By City—Mayor

## Actual Operation of Subway May Come in Spring—Mayor Plans Public Hearings So Citizens May Express Themselves on Plan of Operation —Suggestions Will Be Welcomed.

R.&A. Jan 16-27

Whatever plan is finally decided upon for operation of the subway rapid transit railroad, the deficit which will result should be borne by the city at large, Mayor Martin B. O'Neil believes. The mayor in studying the report by the mayor's Advisory Committee, headed by John P. Morse, has concluded that to saddle the cost upon patrons of the cars to be run in the subway would be an injustice to the riders Mayor O'Neil feels that, the city having built the subway, the city at large should pay for it.

Completion of electrification is expected at a date which will permit of actual operation of the subway early in the Spring, and while the recommendations made by the committee will receive careful consideration, the actual working out of the plan of operation will rest with James F. Hamilton, general manager of the New York State Railways, and Charles R. Barnes, commissioner of railways, who is in direct charge of operation of the railways system under the service-at-cost contract which has three years more to run.

However, before a definite decision is reached as to subway railroad operation, Mayor O'Neil will place the entire matter before the Common Council.

Mayor O'Neil declared to day that the importance of the subway railroad is such as to demand careful study of the committee's report and equal diligence should be exercised, in his opinion, by the administration before any decision is reached in the matter of how it will be best to meet the financial problem. In order that citizens may have opportunity to state their views in connection with the plan of operation, Mayor O'Neil said that after the matter has been placed before the aldermen a series of public hearings will be arranged to ascertain the general sentiment.

"It may be that legislation under the home rule act will be necessary to have the city as a whole stand the burden," said the Mayor, "but the car riders should be protected and share with all citizens, if there are losses, and not be made to pay increased car fares to make up a deficit in subway operation.

"Operation of the subway under the service-at-cost plan for a three-years' period seems to be an excellent suggestion, as it will enable the city at the termination of the period to formulate a permanent plan for operation, based on practical experience, rather than on theories. It should be the civic duty of every Rochesterian to study the plan and to offer suggestions when the hearings are held."

Another feature of the plan to be adopted for operation of the railroad, Mayor O'Neil said, will be the segregation of costs, revenues, etc., from the street railway system, so that the actual returns of the operation of the subway and the expense of operation can be determined, apart from the other branch of the city's traction system.

# Citizens' Committee Subway Suggestions Go To City Council

Times Jan 12 1927

## Mayor O'Neil Urges Study Of Plans And Points Out That Extension Of Service-at-Cost Plan To Apply To Rapid Transit Has Been Recommended.

Suggesting that aldermen study suggested plans, Mayor O'Neil last night sent the report of the Citizens' Advisory Committee dealing with operation of the subway to the Common Council. The report offers five distinct plans as follows:

1. Operation by the city.
2. Operation by a quasi-public corporation similar to the Rochester Exposition Association.
3. Operation by direct lease to one or more of the carriers.
4. Operation by lease to a corporation composed of representatives of the carriers.
5. Operation by an extension of the service-at-cost contract with certain modifications.

"I am sure," the Mayor said, "that the judgment which you will exercise in determining the method of operation will be guided by the consideration that both your honorable body and I represent all the people." His letter, in full, follows:

"You are doubtless aware that under date Dec. 9, 1926, the Citizens' Advisory Committee, appointed to consider the method and manner in which the entire subway railroad situation might be handled, submitted to me its report. The Committee has conferred with the representatives of the railroad companies which might use the subway for freight or passenger traffic and has spent many months in the investigation of the problem. I am sending to your honorable body the report of the Committee.

"The plan which the Committee recommends is the fifth plan. I believe that not only should the plan recommended by the Committee be studied but that the possibilities of the other plans, especially that of operation by the city, should be given serious attention. There is little question but that any one of these plans would require action by the Common Council to make it effective.

**Of Interest to All Citizens.**

"The operation of the subway is a matter of interest to all the citizens and to groups of citizens such as taxpayers, street car riders, and shippers and receivers of freight. It also concerns the various steam railroads and the street railway.

"The Committee has taken these various elements of the problem into consideration and I am sure that the judgment which you will exercise in determining the method of operation will be guided by the consideration that both your honorable body and I represent all the people."



# ASKS CITY SUBWAY OPERATION STUDY

MAY COURT ST ROCHESTER N Y

D&C Jan 12, 1927

## MAYOR SUGGESTS GIVING SPECIAL THOUGHT TO PROJECT FOR CITY TO OPERATE SYSTEM; ADVISORY COMMITTEE REPORT SUBMITTED

### Five Possible Plans Should Be Weighed, Says O'Neil

### PUBLIC OPINION TO BE SOUNDED

### Committee Hearings Announced; Other Plans Listed

Recommendation that the possibilities of various plans for operating the subway, especially that of operation by the city, be considered by the Common Council, is made by Mayor Martin B. O'Neil in a communication last evening to the council, in which he submitted the report of the Citizens' Advisory Committee. The Advisory Committee, which was made up of a large group of representative and public spirited citizens, with John P. Morse as chairman, in its report in December pointed out that five distinct plans of operation might be considered, but recommended the adoption of the fifth plan, that of operation by an extension of the service-at-cost contract with certain modifications.

**Urges Study of All Plans**

Mayor O'Neil in his communication declares that "not only should the plan recommended by the committee be studied but the possibilities of other plans, especially that of operation by the city, should be given serious attention."

The communication of Mayor O'Neil points out that there is little question but that any one of these plans would require action by the Common Council to make it effective. The report was referred to the Law and Railroad Committees, which will conduct hearings to ascertain public sentiment, and will report to the Council. The Law Committee is made up of Aldermen Patrick Cauley, William S. McCoy, Elmer E. Chilson, Charles H. Schauman, and Haskell H. Marks; and the Railroad Committee is made up of Aldermen William J. Ward, William S. McCoy, Haskell H. Marks, Fred H. Kussmaul, and John F. Hickey.

The communication of Mayor O'Neil is as follows:

"You are doubtless aware that under date December 9th, 1926, the Citizens' Advisory Committee, appointed to consider the method and manner in which the entire subway railroad situation might be handled, submitted to me its report. The committee has conferred with the representatives of the railroad companies which might use the subway for freight or passenger traffic and has spent many months in the investigation of the problem. I am sending to your honorable body the report of the committee.

**Alternatives Listed**

"The report states that there are five distinct plans which might be considered for the operation of the Rochester subway.

"Operation by the city.

"Operation by a quasi corporation similar to the Rochester Exposition Association.

"Operation by direct lease to one or more of the carriers.

"Operation by lease to a corporation composed of representatives of the carriers.

"Operation by an extension of the service-at-cost contract with certain modifications.

"The plan which the committee recommends is the fifth plan. I believe that not only should the plan recommended by the committee be studied, but that the possibilities of the other plans, especially that of operation by the city, should be given serious attention. There is little question but that any one of these plans would require action by the Common Council to make it effective.

"The operation of the subway is a matter of interest to all the citizens and to groups of citizens, such as taxpayers, street car riders and shippers and receivers of freight. It also concerns the various steam railroads and the street railway. The committee has taken these various elements of the problem into consideration and I am sure that the judgment which you will exercise in determining the method of operation will be guided by the consideration that both your honorable body and I represent all the people."

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# Dilemma Faces Mayor In His Attempt To Solve Subway Puzzle

*(Editors Note: To give its readers authoritative news of municipal questions especially concerning large public works and by a competent authority. The Times-Union has retained the services of a man of enterprises, wide acquaintance with municipal work in many cities. This staff writer has spent some months in Rochester looking into public questions. Today he revives discussion of the report recently submitted to Mayor O'Neil by the mayor's committee on Subway Operation.)*

Mayor O'Neil's message to the Common Council, transmitting the report of the Citizen's Advisory Committee, once more brings sharply to attention a matter that seemed to be forgotten by the public of Rochester.

About four weeks ago the Mayor's Advisory Committee on Subway Operation presented a report to Mayor O'Neil and for two or three days subway operation was rather casually discussed. A few people expressed the opinion that the committee report must be good because the committee was composed of good men. A few others analyzed the report with some degree of care and seemed to arrive at the conclusion that the advisory committee had reached an understanding of the problem but scarcely a solution.

The mayor was quoted as commending the committee and its work, but was reported to have said that he did not favor any plan of operation that would throw an increased burden on the car-riding public. Then the subject was dropped for the more intriguing ones incident to the holiday season.

It is unfortunate that the public takes so little interest in the operation of the subway. Figuring on the basis of the usual interest charge and giving the subway a life of forty years, the annual cost of an idle subway is well over three quarters of a million dollars. This means an increase in the tax rate, based on present valuations, of approximately one dollar and fifty cents per thousand. For this expenditure the taxpayer has only Broad Sreet.

Operation of the subway will probably add a sizeable deficit to the capital charges, but it also offers a gambler's chance of increasing assessable valuations by a figure that will meet the deficit and help meet the interest charges. The obvious conclusion is that the subway should be placed in operation as soon as possible. This, however, is a point that is conceded by all who have studied the matter. At the present time it is much more interesting to speculate on the method that the mayor will finally adopt in his effort to avoid placing an operating deficit on the car-riders of the city.

The mayor's problem has three factors: an established and fairly adequate system of surface lines, a rapid transit line that should but just will not fit snugly into the transportation scheme of the city, and a service-at-cost contract between the street railway company and the city. These three factors must be combined into an operating plan that will not result in raising the fare on the surface lines, if the mayor keeps the promise that he is reported to have made.

It will be most difficult to attain this goal. Adequate service in the subway may or may not attract many patrons. If Rochesterians do not use the subway there will be an easily recognized and localized operating deficit. If the committee's suggestion is adopted, this deficit will be paid from the general fund created under the service-at-cost contract. Since this general fund is derived from the fares paid by the car-riding public, it does not require the wisdom of a Solomon to know that the deficit will be paid by car-riders, most of whom could not use the subway if they would.

If, on the other hand, the subway is popular and operates as a profit, it must draw largely from the patronage of the surface lines. It will be impossible for the railway company to reduce the number of cars operated on the surface lines to a point that will balance the loss in revenue. This also means a deficit that will be most promptly transferred by the service-at-cost contract to the car-riders. It is to be noted that a popular subway line means just so much grief to the car-riders no matter who operates it.

The mathematically inclined will conclude that the mayor will have to resort to simultaneous quadratics if he is to wrest a solution from the three factors that enter into his problem. The committee's report mentions five methods of reaching a solution. A sixth method would be to forget passenger service in the subway for the first few years of operation. This will do away with any complications that might arise from attempting to transfer an active and elusive operating deficit from the fare box to the tax budget. It will also permit the unimpeded development of freight service in the subway, a development that, according to the findings of the committee, holds most promise to the city.

It is probable that ignoring the rapid transit possibilities of the subway will receive scant consideration at first, but in all likelihood it will assume added importance as the difficulties and the impossibilities of the situation become more apparent.

The mayor and the Common council now have before them the report of his advisory committee. This report is a bit sketchy and leaves most, if not all, of the questions of actual operation unanswered. It does, however, reflect the views of the business men and shippers of the city and as such merits consideration. It should be supplemented and checked by a report from trained railroad men before any action is taken.

These railroad men should not be associated with any of the roads serving Rochester, and should work with the city engineer in preparing a practical plan for using the subway. The report of this committee of experts should be submitted to each of the interested railroads for their consideration and comment.

This will be the acid test, because no plan can be counted successful that does not have the whole-hearted approval and support of each of the five railroads serving the city. If the freight handling facilities of the subway are available to or used by only one or two or even three of the railroads, it will be scarcely more than a glorified and costly siding.



Democrat & Chron. Jan 14, 1927

# SAYS TROLLEY LINES SHOULD RUN SUBWAY

## Story Favors Plan Urged by Committee, He Says Before Engineers

## HITS CITY CONTROL

## Would Make Road Football of Politics, Research Expert Declares

Recommendations of the Citizens' Advisory Committee that the rapid transit and industrial railway be operated by the New York State Railways under the service-at-cost contract, which has three years to run, yesterday were approved by Stephen B. Story, director of the Bureau of Municipal Research.

Speaking at a luncheon meeting of the Rochester section of the American Institute of Electrical Engineers and the Rochester Engineering Society in The Sagamore, Mr. Story said that although the idea of municipal operation of the subway had manay adherents, the fact remained that the results of municipal operation generally have been disappointing.

Rarely, he stated, are municipal utilities operated as economically or as effectively as those under private direction. The speaker expressed the fear that municipal operation of the subway would turn the subway into a political football and would result in a patronage group of a large number of politically controlled emploees.

**Points Out Difficulties**

Mr. Story pointed out the difficulties that confronted the members of the Citizens' Advisory Committee in drawing up its report on subway operation. He said:

"Most historians ascribe to Napoleon the statement that 'nothing is impossible.' I can only say that Mr. Bonaparte had never tried to devise an operation plan for the Rochester subway which was to meet with the approval of al the interested parties and the public at large. He would have had to change his slogan.

"I want you to understand that I am not speaking as a representative of the committee. I also am not attempting to defend the report, because I don't think that it is necessary for the committee to assume the function of defender of the plan it proposed.

"There is an additional premise which I must state before proceeding with what I have to say. It is not my purpose to discuss the wisdom of the subway undertaking. It is sufficient to state that the subway is already in existence and the problem

CONTINUED ON PAGE 25.

# SAYS TROLLEY LINES SHOULD RUN SUBWAY

CONTINUED FROM PAGE 17

under diiscussion is itis proper use and the plan providing therefor. In simple terms one mush say, "Now that we've got it, what are we going to do with it?"

"Two principles guided the Advisory Committee in its consideration fo them problem. These were:

"First. An operation plan which would guarantee equality to all the carriers using the subway.

"Second. An operating plan which would protect the subway from becoming a political football.

"Any plan receiving the indorsement of the committee must meet these two tests.

**Plan of Subway.**

"You know the general physical plan of the subway as it has been constructed in the city. It traverses the city in a somewhat irregular manner in the bed of the abandoned Erie canal from one boundary to the other in a direction which is roughly from southeast to northwest.

"From Broad street to Oak street the prism has been decked over to permit its use as a thoroughfare. Plans are now being made to extend the deck to Allen street.

"The transportation factors which have to be considered are five steam railroads, four interurban lines, and a street railway company. The latter has a service-at-cost contract with the city of Rochester under which its local business is conducted. The interurban lines are either owned by the street railway company or are under contract with it in respect to local operations. The subway contemplates two services, one a service between all the steam carriers for the interchange of freight or for sidings of industries located long the route of the subway, the second a passenger service which is to be a part of the local street car system and is to include use of subway by the interurban cars.

"Municipal operation has numerous adherents, who possess their point of views because of many reasons. The best and most desirable argument for municipal operation is the easy and painless opportunity it offers for the absorption of deficits in operation by direct subsidies from tax levies. Against this must be weighed the fact that the results of municipal operation have, in general, been disappointing. Barely are municipal utilities operated as economically or as effectively as those under private auspices. A few isolated examples can be cited of examplary municipal or public operation, but for every one of these, ten failures can be produced. Another objection is the large group of politically controlled employees which is created and added to the patronage list. This makes the subway a political football and violates one of the committee's two principles. Coupled with this is the lack of power which the city needs to engage in transportation. Let me read from the City Charter Section 2A.

Continued

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**Quotes from Charter**

"'Additional corporate powers to construct, maintain and make agreements relating to the use of a railroad. The city has and may exercise all the powers enumerated in the preceding section, for the purpose of constructing, building, maintaining and making agreements relating to the use of a railroad, over the route hereinafter set forth, for the transportation of persons and property fo the public, with such enlagement and limitation of power as hereinafter provided. The power of the city to cross, intersect or enter upon lands of any railroad corporation, as hereinafter set forth, shall at all times be subject to the provisions of the railroad law ......'

"You will note the ommission of the word 'operate' among the wide scope of powers which the city has with respect to the subway. Do you believe that a charter amendment, prepared with all the meticulous and burdensome detail which the rest of the section set forth on the subject, was sent down to Albany without the word 'operate' in this elaborate list? According to the best information which I can get, the deletion was made at the behest of certain interests at Albany. Any municipal operation plans must be based upon a grant of power which will enable the city to 'operate.'

"This must come from Albany because the home rule grant will not permit the city to legislate for itself in regard to transportation. The home rule act says that cities may make laws relating to the 'property, affairs, or government of cities,' but the courts have said, prior to the adoption of this new amendment to the state constitution, that transportation was not a matter of the 'property, affairs or government of cities.' We may be assured that the same interests which carved the word 'operate' from Chapter 569 of the laws of 1921 will still be on the job to block the passage of any specific legislation to insert it again. So you see why I believe that municipal operation is due for some difficult sledding.

**Trolley Line Essentials**

"The utilization of the passenger transportation features of the subway cannot be made without a consideration of the local street railway company. At many points the plans provide for the actual entrance of street surface cars into the subway; at other points an interchange of transfer privileges is desirable, if not necessary, and the removal of the heavy interurban cars from the city's streets alone is sufficient reason for arranging for them to be operated in the subway. It is impossible to conceive of the accomplishment of any of these thing without the co-operation of the railway company.

"It should be noted that the subway when it is in operation will be competing with the surface car lines. The most careful estimate of new business attracted to the subway fixes the amount at 10 per cent. of the total passenger volume which it will carry. This means that of the passengers who will use the subway 90 per cent. are already riding on the street cars. Ninety per cent. of the business of the subway will be taken from the railway company. If these riders are diverted, what is the result to the railway company? An examination shows that practically none of its street and trackage can be abandoned and torn up. Abandonment is the only way that the base value (the basis upon which the street railway's income is computed) can be reduced. The result is that the company will not lose any of its financial return.

"Losses in operations will be charged up with just whatever income the subway diverts.

"Now you know that the service-at-cost contract provides for the handling of its operations from a general fund. Losses in operating revenue do not come from the pockets of the railway company (for its revenue is secured to it by other means) but from the general fund, under service-at-cost contract. This should be borne in mind in connection with a part of this discussion which I expect to present in a few moments.

**Two Links Joined**

"Inasmuch as the plan and the general conception of the subway is to have passenger service operated as a link in the general street surface transportation system of the city, it is difficult to conceive of any operating plan divorced from the surface car system. I, for one, certainly can't picture the New York State Railways exchanging transfer privileges with a competing line.

"The interuban cars under their contracts pay about $45,000 to the New York State Railways for the privilege of operating over their tracks within the city limits. If the interurbans are compelled to travel in the subway, the railway operations lose this large item of income.

"There are other factors which might be discussed in this connection. It is my belief that the operation of the subway under the service-at-cost contract will not create a tremendous deficit. The basis for this belief is that the New York State Railways finds the service-at-cost contract a desirable arrangement under which to do business. Its situation in Rochester is much happier than that in any of the other cities in which it operates. It will seek a reward of the contract at its expiration in 1930.

"An increase in the fare on the eve of the renewal of the contract would have a most unfortunate effect on public opinion and might militate against a renewal. In addition, the law of diminishing return applies to street carfare as well as to commodities and an increase of one-eighth in the rate of fare does not produce anything like one-eighth an increase in total revenue. Yet, in the face of these conditions, the New York State Railways is willing to undertake the operation of the subway as part of the service-at-cost operations and to take its chances on the absorption of a deficit by the general fund. I am convinced by this set of circumstances that it will be possible to operate without a deficit large enough to have any effect in raising the rate of fare.

**Sees Riders' Viewpoint.**

"I agree with those who say that there is an injustice in saddling the car riders with a deficit from the operation of a subway in which they as a group, had no voice in creating. But if the car riders, through the service-at-cost contract, lose the income from the interurbans and as well as the revenue arising from the fares paid by 90 per cent. of the subway patrons, the deficit accruing will be far greater than that which may result from direct management under the service-at-cost contract.

"This phase of the subject ought not to be left without indicating one danger which may result. Passenger service requires development in relatively simple way. If service is skimped to too great an extent to avoid a deficit, passenger business may not enjoy the growth it should. The railroad or street car lines that were paying ventures from the day they were put in service are as scarce as wooden legs in a modern musical comedy chorus.

"The fact that the subway is located in a thickly populated area and is partly decked over makes necessary its operation electrically in both its freight and passenger phases.

"Although most of the connections and sidings for freight service are located on the south side of the subway, there are and will be sidings and connections on the north side, necessitating a crossing over the passenger tracks. The dovetailing of service and the need for safety require that the operation of freight and passenger service be a joint proposition under one management. This makes the placing of freight operation under the service-at-cost contract desirable. Contract desirable. However, it is a fact that the steam railroads are apprehensive of the local situation by one railroad. To offset this situation it is proposed to create an agency which will have the power to hear appeals and make rulings on matters relating to freight service. The make-up of this board is being studied by the committee and there is every assurance that its personnel will be such that none of the railroads ay fear its being dominated or influenced by any railroad.

"There are many other factors which could be discussed, but they will have to be reserved for some other occasion. The report took many months to develop, and it is not within the power of any individual to do justice to it in a twenty-five minute talk."



# *Actual Subway Cost More Than $10,000,000; Project Not Complete*

R.T.U. 10-24-1927

*(Editor's Note: To give its readers authoritative news of municipal questions, especially concerning large public works and enterprises, by a competent authority, The Times-Union has retained the services of a man of wide acquaintance with municipal work in many cities. This staff writer, who has spent some months in Rochester looking into public questions, today discusses certain interesting features of the cost of the subway.)*

The cost of Rochester's subway has far exceeded the original estimate of $6,500,000. Nearly $10,000,000 has already been spent or obligated and the project is not yet completed. Three of the five railroads entering the city have or will have direct connections to the subway, but the Erie and the Pennsylvania, if they use the subway at all, must gain access to it over the tracks of the Lehigh Valley and the B., R. & P. respectively.

City officials say that the Erie and the Pennsylvania must build their own connections to the subway. Since these connections will be costly and of doubtful or, at

(Please Turn to Page 10)

# Actual Subway Cost More Than $10,000,000; Project Not Complete

(Continued from page 1)

best, speculative value to the roads concerned, it is not at all likely that they will be constructed. This will seriously decrease the value of the subway to the city by decreasing the potential value of the land along the subway for industrial purposes.

Direct connections with five trunk lines will be much more potent in attracting new industries to Rochester than direct connections with three trunk lines, regardless of the relative amounts of business transacted. This is all beside the point except as an indication that the city should build these remaining connections, at least as far as the right-of-way of the roads in question, and thus add about three-quarters of a million dollars to the three and a half millions by which the cost of the subway even now exceeds the original estimate.

In seeking for an answer to this overrun, one pauses a moment over the figures for Contract Two. This contract, covering the eastern portion of the subway, was awarded to I. M. Ludington's Sons, Inc., on May 16, 1923, at the contract price of $1,654,765. The ordinance authorizing the work was adopted January 9,1923, and gave the estimated cost of contracts two and three as $3,600,000.

This estimate covered the work "from the crossing of the said canal lands by the Rochester and Eastern Railroad in the town of Brighton to Mt. Reed Boulevard in the city of Rochester," excepting the work in the center of the city covered by Contract one. In other words, the estimated cost covered the work in Brighton that was later eliminated from and then added to the contract in question. The engineer's estimate for Contract Two alone was $1,897,516.25.

The printed records of the Board of Contract and Supply show that Contract Two, when all additional and extra work items now authorized have been completed, will cost $3,350,619.47, just a shade over twice the contract price. The local improvement ledger in the Comptroller's office shows that the contractor has already received $3,240,900 and the final estimate is not yet issued.

The following table gives the original cost of Contract Two, and the various amounts of extra and additional work that have been added to it. The date indicates the meeting of the Board of Contract and Supply at which the work was authorized, and the reference is to the page in the printed proceedings where the action is recorded.

| Work | Date | Reference | A'mt |
|---|---|---|---|
| Original Contract | May 16, 1923 | 68 | $1,654,765.00 |
| Additional | Dec. 31, 1923 | 205 | 51,100.00 |
| Extra | Dec. 31, 1923 | 205 | 29,049.72 |
| Additional | July 16, 1924 | 119 | 70,000.00 |
| New Item | Sept. 10, 1924 | 167 | 11,550.00 |
| Additional | Jan. 7, 1925 | 4 | 52,536.50 |
| Additional | Jan. 7, 1925 | 4 | 170,620.00 |
| New Item | Jan. 7, 1925 | 4 | 18,750.00 |
| Extra | May 19, 1926 | 112 | 420,130.80 |
| Additional | June 2, 1926 | 131 | 746,751.05 |
| Extra | June 9, 1926 | 133 | 10,485.34 |
| Extra | July 7, 1926 | 185 | 100,384.74 |
| Extra | Aug. 18, 1926 | 241 | 8,225.79 |
| Extra | Sept. 8, 1926 | 263 | 6,267.53 |
| Total | | | $3,350,619.47 |

In the above table the distinction between extra work and additional work is rather nice. Extra work is work that cannot be classified under the contract items, and additional work is work that can be classified and paid for under the contract items but was not included in the original estimate. The original estimate contained ninety-nine contract items, fifty-four of which have been changed by material additions. One item, earth excavation in trenches and pits, was increased some 800 per cent. The other increases have varied from about twenty per cent. to nearly 400 per cent.

It is not to be inferred that these increases have not been required to secure a workable subway, nor that the adding of so much work to an existing contract has not been the best policy, but the figures do indicate a great disparity between estimated costs and actual costs and it may be that a careful analysis of these figures would disclose the reason for the increase of expenditures over the original estimates of the promoters of the project. In this connection the following estimates of cost are interesting. They are in tabular form for convenience of comparison.

| | Estimate | Actual to Date |
|---|---|---|
| Land (1921) | $1,500,000.00 | $1,521,927.31 |
| Contract 1 (1921) | 2,170,000.00 | 1,755,475.03 |
| Contracts 2 and 3 (1923) | 3,600,000.00 | 5,485,322.54 |
| | $7,270,000.00 | $8,762,724.88 |

The figures showing the actual cost to date are from the public improvement ledger and contain all charges against the work. The estimates are from the proceedings of the Board of Contract and Supply.

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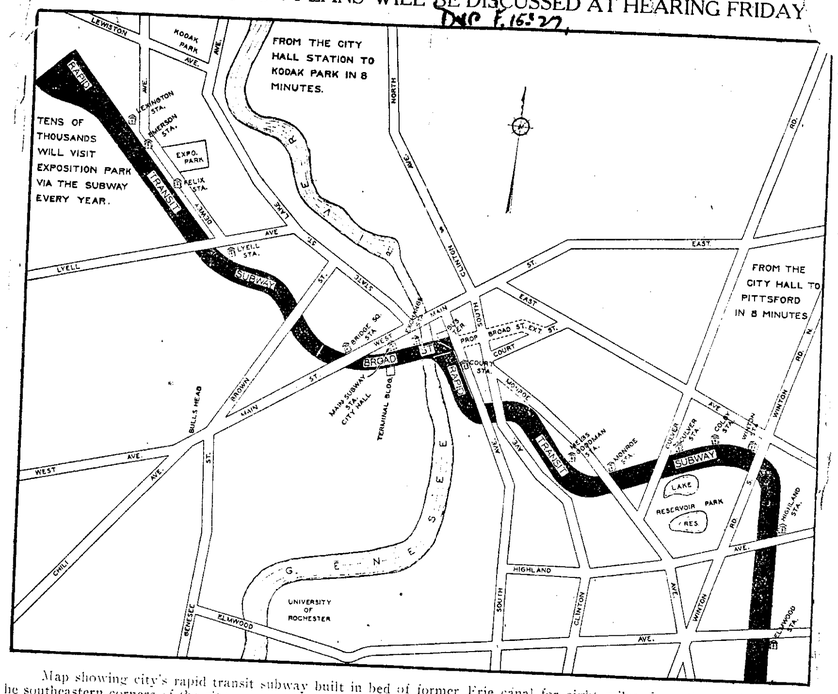
## SUBWAY OPERATION PLANS WILL BE DISCUSSED AT HEARING FRIDAY

D&C F. 16 '27




Map showing city's rapid transit subway built in bed of former Erie canal for eight miles, from the northwestern to the southeastern corners of the city.

Various plans for operating the subway will be aired in detail when the Law and Railroad Committees of the Common Council conduct a public hearing Friday evening at 7:30 o'clock in the Council chambers in the City Hall. The committees have the report of the Mayor's Advisory Committee on Subway Operation for consideration. The report was made to Mayor Martin B. O'Neil, who turned it over to the Council for consideration.

Several plans of operation are suggested in the report and the one favored by the Advisory Committee is outlined. It is expected that proponents of a plan for municipal operation will be heard Friday evening. The aldermanic committees may hold a second hearing, if everyone cannot be heard Friday evening. The city authorities urge that the plans be studied carefully as a matter of civic interest and Mayor O'Neil said that constructive criticism on all plans is invited as the subway development is the largest project ever undertaken by the city.

The First Ward Improvement Association will send a large delegation to the hearing. The association favors the earliest possible utilization of the subway, and its views on the various plans will be made known at the hearing.



# The Subway Operation Problem

By STEPHEN B. STORY

Director of the Rochester Bureau of Municipal Research

D&C 7.13.'27

## I. The Need for an Operation Plan

The decision of the Law and Railroad committees of the Common Council to hold a hearing on Friday evening, February 18th, to give every one interested an opportunity to present his views on the subway operation plan is of peculiar and unusual interest to every person in Rochester. The subway project is the greatest single enterprise within the limits of the city ever constructed from public funds. Twelve million dollars probably is what the ultimate cost of the subway will be. That means that every man, woman and child within the city's gates has a stake of about thirty-eight dollars in this new transportation utility. Interest charges on the debt practically will double this amount so that we can estimate the per capita cost of the subway as about seventy-five dollars.

If you have a seventy-five dollar equity in the subway why should you not be interested in how it is going to be used?

### Interest Costs $54 An Hour

The subway costs the taxpayer in interest charges about $1,300 a day or about $54 an hour, almost a dollar a minute! If a subway plan is not put in effect soon these costs will go on and on without the people getting a return in the form of service from their tremendous investment. That is why you and I are really concerned about this subway operating plan. We want something worked out which will enable the utilization of the subway as completely as possible at the earliest moment. We want a plan which is as simple as can be but which will make consideration of the many interests involved and, guarantee to them a complete equality and opportunity in the use of the subway.

This group of short articles is intended to discuss in plain and simple terms the subway operation plan as proposed to Mayor Martin B. O'Neil by the Mayor's Advisory Committee on Subway Operation.

### Committee Named in 1924

The committee was formed at the request of the late Mayor Van Zandt in the summer of 1924. Mayor Van Zandt felt that he needed the advice of a nonpartisan group of men who had no axes to grind in any subway operation scheme and who would be willing to give their time and thought to the problem in order that the best results could be obtained from the taxpayers' investment. Some twenty-four business men were asked and accepted service on the committee. One qualification was required and that was that none of them was in any way actively affiliated with any of the public utilities serving Rochester. The purpose of this was obvious, to insure a complete freedom in the deliberations of Committee from any suspicion of a purpose to favor any of the carriers which were expected to make use of the subway.

An extraordinary amount of work was required of the Committee and its meetings were numbered by the dozens. Careful studies were made of similar existing systems and their operation plans. One by one the features of these plans were considered until the plan suggested to the Mayor as the final judgment of the committee was evolved.

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*The next article, to be published to-morrow, will discuss the features of the problem which had to be solved.*

# The Subway Operation Problem

By STEPHEN B. STORY

Director of the Rochester Bureau of Municipal Research

D&C 7.14.'27

## II. Some Features of the Problem

In preparing the physical plan for the subway the city's engineers have laid out a very elaborate system. A careful examination of the plans reveals no points of contact which have failed to receive consideration and for which provisions have not been made. This was no small task.

Imagine if you will a mixture of five steam railroads, an abandoned canal bed, an aqueduct bridge, a new street, four interurban trolley lines, a large canal terminal, a lot of bridges in a state of advanced dilapidation and a complete electric street railway system. To unscramble all these and lay out a physical plan was no small job. It has been done. Most of the construction has been completed or is nearly ready.

### Committee's Problem Large

Then turn to the task which was passed to the Advisory Committee. Take all the above elements involved in the physical plan and add to them the complication of the interests of two great groups of people the car riders and the taxpayers, and the task of the Advisory Committee becomes almost as complex as that of the creation of the physical plan.

All of the steam railroads are keenly interested in the freight transportation elements of the subway, while the interurbans and the New York Street Railways are more deeply concerned with passenger transportation.

The Advisory Committee was charged with preparing a plan which contemplated the complete utilization of the subway plant. This meant that neither the freight nor the passenger features of the plan could be neglected. The suggestion which has been made to forget the passenger side of the subway and operate only the freight violates absolutely this condition. The people's investment in the passenger side of the subway plant is greater by far than that in freight. If the passenger investment was permitted to stand it most certainly would expose the city to severe censure.

### Subway Trolley Competitor

The street railway company has a monopoly on the surface-car passenger business. It enjoys this privilege under the service-at-cost contract. It is a going concern with established lines of travel and with a clientele of habitual car riders. It must look upon the passenger facilities of the subway as competition because subway car riders will inevitably forsake the company's cars to enjoy a speedier and perhaps a less crowded ride downtown. The most careful estimates figure nine out of ten of the subway passengers as coming from the car riders now using the street cars. One does not wonder at their interest in the subway operating plan.

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*The next two articles will discuss the operation plan suggested by the Advisory Committee. They will outline successively the passenger and the freight transportation plans.*

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# The Subway Operation Problem

By STEPHEN B. STORY
Director of the Rochester Bureau of Municipal Research

## III. Passenger Transportation Under the Plan Proposed by the Mayor's Advisory Committee

Dec. 5. 15-27

The subway as constructed has four tracks throughout that portion of it located within the center of the city, two for passenger service, and two for freight service. In the outer sections the plan is to operate both freight and passenger cars over the same stretch of track. Throughout the four track section the freight tracks are on the south side of the old canal prism and the passenger tracks are on the north. Most of the industries which require sidings are on the south side as also are the connections with the steam railroads. However, there are sidings and connections to be located on the north side. The use of these sidings will necessitate a crossing over of the passenger tracks by the freight switching engines and cars.

In addition both freight and passenger cars must be moved by electricity because of the covered over portion of the tracks which gives us the new Broad Street. The situations thus arising impelled the Advisory Committee to conclude that the freight and passenger service should be operateda as a unit under one supervision and not as separate entities. Two authorities operating over each other's track within the subway walls would result in an intolerable condition.

### Trolley Company Logical Agency

The Advisory Committee believes that the New York State Railways is the logical agency to supply the service in the subway. The Service-At-Cost Contract which controls street car operations and relations between the company and the city provides for extensions of service at the direction of the Commissioner of Railways. The authority for the operation of the subway by the railway company already exists. No new legislation from Albany is needed.

If the subway is to take its proper place as an agency for the transportation of passengers it must function as an essential link in the surface railway system. Nearly every trolley line in the city has a point of contract with the subway which is a natural transfer point for passengers from the subway to the street cars or vice versa. Several ramps have been constructed at considerable expense to provide for street cars to enter and leave the subway at strategic points. To enable the utilization of our new utility to the fullest extent it is apparent that the service at cost contract must be extended to include the operation of the passenger lines in the subway.

### Complementing Service

The fact that the subway is a competing line to those of the railway company was mentioned in an earlier article. The company could be reluctant, and reasonably so, to exchange transfer privileges with and to pay car mileage to a competing company when it is already furnishing a service which can take care of ninety per cent. of the subway's business. Under an extension of the service at cost contract, the Commissioner of Railways is in a position to balance the service so that the lines become complementary to each other and the development and adjustment of service is brought about with a minimum of inconvenience and expense to the car-riding public.

One of the most potent reasons for the creation of the Subway was the opportunity it would afford to get the interurban cars off the streets. Few people question the desirability of this. However, the railway company has some rights and contracts which cause complications and if it is to enter competition, it naturally will insist upon them. If the company operates the subway it will be a much simpler task for the city to get the interurbans off the streets.

*To-morrow's article will discuss freight transportation under the plan proposed by the Mayor's Advisory Committee.*

# The Subway Operation Problem

By STEPHEN B. STORY
Director of the Rochester Bureau of Municipal Research

## IV. Freight Transportation Under the Plan Proposed by the Mayor's Advisory Committee

Dec. 7. 16-27

The Interstate Commerce Commission has a great measure of control over the activities of common carriers engaged in the business of transporting interstate freight. It requires the filing of tariffs and the making of numerous and voluminous reports. Several federal laws relating to the railroad business automatically become effective upon companies subject to the commission's control. The New York State Railways is not now subject to this regulation. If it were to engage directly in the freight-handling business it undoubtedly would become an interstate carrier and would be subject to all the interstate commerce and other regulations. Not only would its lines in Rochester be so controlled but also all its lines throughout the state.

### The Plan Proposed

The Advisory Committee recommends that the subway be considered as an extension of the terminal facilities of each of the five steam railroads (which, by the way, are already subject to interstate commerce rules) and that they secure this extension of their lines by leasing trackage rights from the city of Rochester. The condition upon which such leasing would be contingent would be an agreement to contract with the New York State Railways for the use of handling equipment and for the purchase of necessary electric power. It will, of course, be necessary that control of car movements be under the Commissioner of Railways of the City of Rochester. This arrangement is readily included in the uniform terms of lease.

Because of competition in Rochester and in other places a certain amount of uneasiness is felt by some of the steam carriers concerning the possibility of domination of the use of the subway by one carrier to the detriment of one or more of the others. This uneasiness may be founded entirely upon conjecture but, in order to guarantee that no such situation may arise after the subway is in operation and to secure the unreserved cooperation of all the railroads, the Advisory Committee recommends the creation of a Board of Appeals to which grievances concerning service or evidence of discrimination could be brought and aired. This board would have the power by contract agreement to direct the correction of disturbing conditions if they are found to exist.

### To Save Commissioner

Another reason for the establishment of this board would be to remove from the Commissioner of Railways any embarrassment which might arise out of an unfounded belief that he was aiding in a case of discrimination. The board would act as a clarifer of the atmosphere in cases of dispute and in addition would be able to order relief.

The Advisory Committee has not yet determined upon a suggestion for the makeup of the Board but it is certain that two principles will be the guide in framing its decision. One is that the board will be nonpartisan in its political character and the other that its members will be as remote from any taint of utility control as is possible to get them. Until a decision is reached, if it is not reached before the city puts the subway in operation, the Advisory Committee offers to serve as the Board of Appeals. This, of course, is based upon the assumption that the committee's plan will be adopted.



# The Subway Operation Problem

By STEPHEN B. STORY
Director of the Rochester Bureau of Municipal Research

## V. Operating Deficits

Dec. 7. 17-27

Much of the discussion which is current concerning subway operation plans hinges on the question of the deficit which the subway will create. The absorption of this deficit is, to many minds, the real crux of the problem.

It is reasonably certain that the freight transportation feature of the subway practically should be self-supporting because of the ease with which service can be gauged and because of the fact that switching charges can be adjusted to make both ends meet. The passenger business is a much different problem. A period of development seems essential. This development period in the experience of most railroads has been more or less of a financial loss. It would be most unusual if the Rochester subway were able to show a profit from its passenger operations.

### City Absorption Doubtful

The amount of the deficit has been the subject of estimates ranging from practically nothing to absurdly large amounts. The question of absorption of deficits is the same in principal whether they be large or small. It is exceedingly doubtful if the city has any legal authority to pay for subway operating deficits under the powers of its present charter. If municipal operation is decided upon the city must seek additional charter powers from Albany.

There is considerable logic in the point of view that it is unjust to the car riders of the street railway system to saddle them with the losses accruing from the operation of the publicly owned subway. The proponents of the plan to operate the subway by a joint association of the carriers have not advanced any definite means of making up the deficit. It is a problem which must be met and met adequately. The Advisory Committee's plan proposes through the service at cost operation that the losses be taken up through the general fund of the city's contract with the railways. It's judgment is reached by the following reasoning:

### The Committee's Reasoning

"If the subway's car riders are to come in a great measure from ranks of the street car riders it is easily seen that competition directly affects the car riders' interests through the loss of business to the street car company. If the city, or some other agency separate and distinct from the railway company, operates in direct competition the car riders will be outright losers to the full extent of the competition. On the other hand, if the subway becomes a part of service at cost operations its losses cannot possibly be as great as those resulting from out and out competition."

The conclusion is obvious. If there must be a deficit of some kind falling upon the street car riders when passengers travel in the subway it should be kept down to as small a figure as possible. This is precisely the objective of the Advisory Committee in urging the placement of the subway within the scope of our service at cost agreement.

# The Subway Operation Problem

By STEPHEN B. STORY
Director of the Rochester Bureau of Municipal Research

## VI. Operation Plans Which Have Been Suggested

Dec. 7. 18-27.

To-night the question of subway operation will be discussed before the Law and Railroad committees of the Common Council. It is earnestly to be hoped that the discussion will be well attended and that those interested will have the opportunity to present their ideas. I would suggest that persons presenting operation plans do so both verbally and in writing. The written plans should be given newspaper publicity so that they may be afforded careful consideration.

The plans studied by the Advisory Committee may be classified as follows:

1. Operation by the City.
2. Operation by a quasi-public corporation similar to the Rochester Exposition Association.
3. Operation by direct lease to one or more of the carriers.
4. Operation by lease to a corporation composed of representatives of the carriers.
5. Operation by an extension of the service at cost contract with certain modifications.

To-night additional plans may make their appearance which will be modifications of or combinations of some of those listed above.

### Why Committee Discarded Four

The committee discarded the first four of the above plans for the following reasons:

Plan number one—Municipal operation has usually been financially disastrous. The Legislature must grant additional charter powers which are difficult to get. City operation means political patronage and makes the subway a political football. Competition of subway with street cars will cause maximum losses to street car operation.

Plan number two—This plan is open to same criticism as number one as it will be, in essence, municipal operation under a slightly different guise. There is no possibility of absorption of deficits by taxation. Will also compete with street cars with resulting loss to car riders.

Plan number three offers the maximum possibility of domination of the use of subway by one carrier to the detriment of others. No carrier is willing to absorb the deficit. Competes with street car system.

Plan number four—No means of absorbing deficit and competes with street car system.

It seems that plan number five is the least objectionable of all. It is the plan suggested by the Advisory Committee as the one best suited to the Rochester situation.

### THE SUBWAY IS YOUR PROJECT

The subway has cost so much and is so important a project that every taxpayer, and we all pay taxes, should be intensely interested. It is possible that the final solution has not yet come to light but whatever the City adopts as the ultimate plan, the people should be assured that it is the best plan known to fit our peculiar needs.

Attend the hearing in the Council Chamber at the City Hall to-night.

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# GREATEST USE OF SUBWAY CAN BE GAINED BY STREET RAILWAY OPERATION, MAINTAINS STORY

NC-7-16227.

STEPHEN B. STORY.

## Universal Transfer Privileges Can Be Arranged

## LARGE DEFICITS NOT ANTICIPATED

## Freight Service Will Pay Its Way, Torch Club Is Told

If the New York State Railways operate the new subway, as has been recommended in the report submitted by the Mayor's Advisory Committee on Subway Operation, universal transfer privileges can be arranged, and the maximum use of rush hour surface cars through the subway will become possible, Stephen B. Story, director of the Bureau of Municipal Research, last night told members of the Torch Club at a dinner meeting in The Sagamore.

Mr. Story, discussing "The Service at Cost Contract and the Subway Operation Then," said that there was a wide divergence of opinion regarding the operating deficits of the subway, if the plan of the Mayor's committee is adopted. The freight business in the subway, he believed, would pay its own way, and he made the guess that the loss from the passenger service, until street car riders acquired the "subway habit," would not greatly exceed $50,000. This deficit, he believed would be absorbed by the railroad company in the general fund of the Service at Cost Contract.

### Street Railway Contract

Mr. Story's address, in full, follows:

"Beyond knowing that our street railway service is provided for us under a service at cost contract the average person knows little or nothing of the rather complicated agreement which has governed our street railway service for the six and a half years which have elapsed since the contract became effective on August 1st, 1920.

"Service at cost arrangements are not new things. They were in effect in several cities prior to the execution of the Rochester contract, notably in Cleveland, Cincinnati, and Montreal. In the drafting of the Rochester contract the experience of these cities was available as well as texts of their contracts. In some respects our contract has embodied the features of the plans in force in these cities but in several points it is a marked departure from what might be called accepted practice.

"In effect, the contract is simply an agreement on the part of the Railway Company to provide such service as the city may demand or require at a compensation governed by the rate of fare (a rate of compensation normally at 6 per cent.) In any given year the compensation paid the company may change but little depending upon the amount of capital equipment used and useful in the service.

"The technicalities of the control of the rate of fare make a popular understanding of the terms of the contract somewhat difficult. All financial transactions under the contract are made into or out of a general fund.

"At the start of the contract a balancing fund of $300,000 was created. Surpluses from operations are planned to flow out from the general fund into the balancing fund. Conversely deficits in the general fund are supposed to be made up from the balancing fund. As the level rises to $500,000 or falls to $200,000 the rate of fare changes. At the upper figure it diminishes according to a fixed scale. As it reaches the lower limit the rate of fare increases. Thus we can visualize the rate of fare as being determined by a sort of money thermometer, rising or falling as the level in the balancing fund changes.

"If the fare goes below seven cents, the rate of return to the company increases. The schedule is successively stepped a half of a per cent. as the fare drops a half a cent. Above seven cents the company's return is stationary at 6 per cent.

"The base upon which this 6 per cent. is being paid is the appraised value to the company's property "used and useful" at the time the contract was executed. Additions thereto or subtractions therefrom were to be made with the approval of the Commissioner of Railways and were to be at the price actually paid for new acquisitions or in the cases of deductions they were to be made at the value shown in the appraisal. The appraisal was to be made according to accepted legal principles by a board of these appraisers one each appointed by the company and the city and the two thus selected to choose a third. The appraisal was made and the figure for the base value was fixed somewhat in excess of $19,000,000. To this the city has taken exception and the matter is now being threshed out in the courts.

"The city's interests are in the

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# STREET RAILWAYS CAN FURNISH BEST SUBWAY CONTROL

CONTINUED FROM PAGE 17

hands of a commissioner of Railways, an appointee of the Mayor. The commissioner's powers are really extraordinary. He can order service to any extent as in his judgment may seem necessary. In fact the contract says 'to do, order and direct generally in respect to operation any and everything which in his judgment will render or tend to render the service better, safer or more economical.'

"It is my belief that the service at cost contract is an admirable instrument for securing the kind of trolley service the city desires and at the same time guaranteeing to the company a fair rate of return. Whatever one may think of the base value and the method of its determination, it is a consideration somewhat aside from the terms of the contract and does not affect the soundness of the general principles of the arrangement.

"We have had a street railway peace here for six and a half years. We are getting good service, and can get even better, if we are insistent and willing to pay for it. The company is getting a guaranteed, gilt-edged return of 6 per cent. on a base value which enables it to pay the interest on its bonds and which is alleged to enable an 8 per cent. dividend on its stock as represented by its Rochester property. Altogether, I would say the situation is a happy one for all concerned.

"All of this lengthy explanation of the service at cost situation is given because an appreciation of it is essential in giving due weight and consideration to the recommended plan of the Mayor's Advisory Committee on Subway operation.

### Subway Layout

"It is proper to rehearse first the general layout of the situation as it exists in the completed structure of the subway. We have a complete utilization of the property purchased from the state of New York as the abandoned Erie Canal property through a railroad constructed from end to end of the eight mile stretch of the old canal running from the eastern to the western boundaries of the city. Most of the subway is four tracked and practically all is at least two tracked. Plans provide direct connections with the New York Central, the Lehigh and the Buffalo, Rochester and Pittsburgh Railroads. The Pennsylvania and the Erie roads will have to enter the subway over the tracks of those railroads which already have connections until the time comes when actual direct connections can be provided. All the interurbans with the exception of the Sodus line have connections with and can be accomodated in the subway. Ramps for the entrance and egress of street surface cars are provided at Lyell avenue, Exchange street and Monroe avenue at Field street.

"Two tracks on the south side in the central portion of the subway are set aside for freight transportation, while the two on the north are for passenger service. The passenger stations are all located between the tracks, one platform serving trains or cars in both directions. In serving the two-track section of the subway freight switching will have to use the passenger tracks. Sidings for freight service are located on both sides of the canal bed and although most of them are on the south side some crossing over of the passenger tracks must occur.

"The central portion which is decked over affording us the New Broad street, alonge is a compelling factor in forcing the use of electricity as a motive power. It is probable that even though the prism were not decked over the fact that no one wants smoke-belching locomotives hauling cars through the congested central portion of the old canal route would recommend it. Of course, it is also obvious that to enable the interurbans and the street cars to travel in the subway the passenger tracks must be electrified. Nearly all of the surface trolley lines have points of contact with the subway which are natural transfer points.

### Plan of Committee

"The Mayor's Advisory Committee on Subway Operation recommends that both the freight and passenger services be operated as a unit so that there may be no confusion or danger to the passenger service.

"The committee also believes that the greatest effectiveness in the usage of the subway will accrue only if the new utility is operated as a component part of the passenger service afforded by the surface cars. It accordingly turns to an extension of the service at cost contract as provided for in Article VIII, Sec. 5: The city may require the company to operate as a part of the lines any tracks or lines which it may, under authority which it now has or may hereafter acquire, construct within the city limits in such manner, and upon such terms subject to such regulations as the Commissioner shall determine and direct, such terms and regulations however in case all dispute to be fixed and settled by arbitration.

"A situation which has been discussed repeatedly is that of the competition which the subway must enter with the existing surface car lines. The street railway experts and other competent engineers place the new car riders at about 10 per cent. of the subway's business. In other words they estimate that nine out of ten subway passengers will be recruited from the ranks of the ex-street car riders. Only one subway rider in every ten will leave his automobile at home or forgoe his morning walk in order to enjoy the service which the subway is expected to render. This 10 per cent. will represent "new business." Now if we could get a frank expression of opinion it would be to the effect that the railway people are not overenthusiastic about the prospect of losing their riders. But a competitor though the subway may be, they do not want it operated under auspices other than their own. This fact makes them agreeable to attempting operation as a part of the service at cost contract.

"If the railways operates the subway, universal transfer privileges can be arranged and the maximum use of rush hour surface cars through the subway becomes possible.

"In providing freight transportation the committee proposed the leasing of trackage rights in the subway to the various railroads to enable them virtually to enlarge their local terminal facilities to the extent of the subway plant. This is to be provided by the execution of uniform leases with railroads conditioned upon their contracting with the New York State railways for the use of hauling equipment and the purchase of electric power, and subjecting the control of freight car handling to the direction of the Commisioner of Railways. This arrangement enables the unified operation of both the freight and passenger elements of the subway.

"But, you may ask, why the complicated arrangement of leases and whatnot for the relatively-simple problem of getting the New York State railways to handle freight service? The committee in its study found that the long arm of the Interstate Commerce Commission would reach out and include the New York State Railways within its jurisdiction if it were to engage directly in the freight handling business of taking cars from the interstate common carriers and placing them on the sidings of adjacent industries or interchanging them with other railroads.

"The New York State Railway shies off from the prospect of placing itself under I. C. C. jurisdiction because it would have to include all of the lines which it operates in the state. The I. C. C. requirements entail numerous reports at frequent intervals on all phases of operation, financial and otherwise. It aproves or disapproves all tariffs or rates. In addition several Federal acts relating to and governing railroads would be automatically extended to the New York State Railways should it subject itself to the jurisdiction of the I. C. C. You can readily appreciate why they have a disinclination to submit to the embrace. Competent counsel informs the committee that the proposal to lease trackage rights to the carriers already subject to I. C. C. domination does not involve the railways. This accounts for the arrangement which, at first sight, seems very cumbersome.

"In order to erect some sort of a body to guarantee equality of service to all the common carriers the advisory committee suggests the creation of a board of appeal. This board would hear the dispose of complaints relating to service and be more or less of a safety valve to avoid feeling between both several carriers. The committee at the tim of the submission of its first report has not decided upon the composition of the oBard of Appeals. Suffice it to say that the suggested personnel will be as disinterested and as non-partisan as is possible to make it. Incidentally, the committee has offered to serve until the permanent board can be installed and on the job.

### Divergence of Opinions

"Much has been said about operating deficits, and I have purposely left this to the last because it seems to afford the cause for the widest divergence of opinion concerning the subway operating plan. I believe that because of the very nature of the freight business that it will be enabled to pay its own wa yand will no tcause a deficit. As a consequence, it will limit what I have to say to the cost of operation under the passenger side of the subway activity. It seems as though there must be a deficit of some sort during the development period. People have got to acquire the 'subway habit.' It has to attract business to it. There never was a railroad yet which was a paying venture from the time the last spike was driven into its track. Concerning the size of the deficit there has been much conjecture. My personal guess, and a guess it is pure and simple, is about $50,000 or less. I say this because of the fact that the ew YorNk State Railway officials are willing to undertake operation and to absorb the deficit in the general fund of the service at cost contract. If they foresaw a deficit so large as to bump up the rate of fare on the eve of renewing the contract I am certain that they would not want to get involved in the operating of the new utility. And I think they want the contract renewed when it expired in 1936. It is to their incres o keep public opinion sympathetic toward them and they know that an increased fare is the surest way to destroy it. So, as they are more expert at foreseeing deficits than I, I am willing to take a chance on guessing that it will be reasonably low.

"But deficit, large or small, John J. Car-rider has the choice of two evils. The contracts general fund will lose 90 per cent. of the subway's business outright if it is operated by the city or by another competing agency. If it absorbs the deficit as a part of the Service At Cost operations it will certainly not be as great as a direct 90 per cent. loss due to direct competition. If I had my choice I'd chose to swallow the deficit which gave promise of being the smaller.

"The new project which the city has sponsored brings with it problems proportionate in size to the magnitude of the undertaking. These problems are of vital concern to you as a citizen and merit your intest and attention.

"If I have been able to present them to you so that they may have your consideration I am happy to have performed an humble but a pleasant service."

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# CHIEF OPPOSITION OFFERED TO ADVISORY GROUP REPORT BY GEORGE F. ARGETSINGER

D.C. 7-19-27

## Alternate Plan Is Offered by Former State Senator at Public Hearing Before Council Groups

## MAYOR AND CITY OFFICIALS ATTEND; INDORSEMENT GIVEN BY C. OF C. BODY

Comprehensive discussion of the various factors entailed in the operation of the municipal subway was heard last evening by the Law and Railroad committees of the Common Council at a public hearing in the Common Council chambers. There were 225 persons present, including a number of city officials and prominent business men. The operation of the subway was discussed from its many phases with sentiment strongly favoring the earliest possible operation. Mayor Martin B. O'Neil sat with the members of the committees, and Frederick T. Pierson, president of the Council, presided.

Support of the report of the Mayor's Advisory Committee on Subway Operation was given by Roland B. Woodward, general secretary of the Chamber of Commerce, who presented a statement drafted by the Transportation Committee and approved by the officers and trustees. The statement was signed by Edward A. Dalbleb, president; Roland B. Woodward, general secretary, and Frederick N. Burton, manager of the Transportation Committee.

### Report Upheld

James P. B. Duffy, representing the First Ward Improvement Association, presented a resolution by the association indorsing the suggestions in the report of the Mayor's Advisory Committee of which John P. Morse is chairman, recommending the operation of the subway by the New York State Railways as an extension of the service-at-rest contract, under the supervision of Charles R. Barnes, commissioner of railways.

There was a statement presented by John A. Randall, president of Mechanics Institute, commending the report of the Advisory Committee, and urging the city to carry out its proposals. The Tenth Ward Improvement Association, through Joseph H. Bush, presented a resolution urging the adoption of the report, and a group of individuals, including Attorney Ernest C. Whitbeck, attorney, urged that the proposals be carried out.

The principal argument against the committee's report was made by former State Senator George F. Argetsinger, who urged that a more comprehensive plan be worked to bring about the active cooperation of all the railroads. Mr. Argetsinger made the suggestion that a Rochester Terminal Railroad Commission be appointed to negotiate with the railroads which enter Rochester, and to perfect a plan whereby the operation of the subway would not be in hands of one utility. Mr. Argetsinger urged that a deficit in subway operation fall on the city generally.

# ASKS SUBWAY PLAN BEFORE EXTENSIONS

D.C.

## Jacobstein Says Operating Scheme First Should Be Worked Out

## FORESEES 'GYPPING'

D.C. 7-19-27

## Hasn't Studied Proposals, But Is Sure Any Wili Milk Taxpayer

Discussion of further projects in connection with the subway, such as extension of Broad street westward from Oak street, the eastern extension through to East avenue and effecting connections with the Erie and Pennsylvania railroads, ought to be abandoned until a definitely correlated plan has been worked out for operation of Rochester's rapid-transit railway, Representative Meyer Jacobstein declared yesterday in a statement. Representative Jacobstein, who was in town over the week-end to attend the funeral of Rabbi Horace J. Wolf, in leaving his statement declared he had not yet had time to study the various subway operating plans.

"The market for twelve-million dollar white elephants is very limited," said Representative Jacobstein. "When city officials spend the taxpayers' money like drunken sailors, they face a day of reckoning. They started out to build a six-million dollar subway and have a twelve-million dollar project on their hands.

### Inventory Needed

"It is a sad reflection on the management of municipal finance to sink twelve million dollars in a hole without a plan, and knowing where the hole leads. As a taxpayer, as a business man, as a private citizen interested in our wonderful city, I wonder if the time hasn't come to stop and take an inventory of our capital expenditures so that we may go ahead intelligently in the future, and not blindly, as in the past.

"How extravagant has been the expenditure for the subway construction, is evidenced in one contract which called for an outlay of $1,654,765. Before the job was completed $3,350,649.47 had been spent without further bids for extras and additions—100 per cent. increase over the contract estimate.

### Hasn't Studied Plans

"Before we give away a twelve-million dollar gift, we ought to think twice. It is hard to get such things back, once they have been given to a big corporation. I haven't had time to study sufficiently the various plans offered for operation of the completed subway but I feel sure that the taxpayers will be 'gypped' by any of the plans.

"The present discussion of the various plans of operation is a subterfuge to divert people's thoughts from the folly of the original project, and to blind them to future extravagances. It was bad enough to have spent twelve million dollars on the project, but for heaven's sake let us stop now and take inventory for the future. It is not the kind of management which succeeds in private business.

# COMMISSION TO ARRANGE SUBWAY OPERATION URGED

D.C. 7-19-27

The extended argument that Mr. Argetsinger made against the report of the Mayor's Advisory Committee was prefaced by a history of events leading up to the subway development, and the indorsement of the plan by experts. Mr. Argetsinger is generally regarded as being responsible for the crystallization of sentiment in favor of the subway development, and prevailed upon the late Mayor Hiram E. Edgerton, and Edwin A. Fisher, who recently retired as consulting city engineer, to bring about the development of the plans.

Mr. Argetsinger said in his opening report that he was in the embarrassing position of criticising the work of his colleagues. He served as chairman of the Mayor's Advisory Committee for the first year, and was succeeded by Mr. Morse. He read correspondence relating to the work and a resolution adopted by the committee, which caused Mr. Argetsinger to believe that the committee's activities were not directed to what he believed was the most constructive method of procedure.

### Commission Asked

That the subway cannot be operated until fall, was a contention of Mr. Argetsinger and he urged that the Common Council empower Mayor O'Neil to appoint a commission, and to arrange for temporary operation of the subway, pending the commission's report. As an integral part of the program Mr. Argetsinger urged the appointment of an official by the city to endeavor to cooperate with civic organizations, in an effort to

CONTINUED ON PAGE FIVE



# COMMISSION TO ARRANGE SUBWAY OPERATION URGED

CONTINUED FROM PAGE ONE

induce new industries to come to the city.

Mr. Argersinger said in part:

"Every resolution that has been pressed here has been germain. The majority of them are asking for quick operation. They should, however, be informed that there are certain things that the taxpayers must face. You can't start to operate until you are ready. You have got a cover to put over your subway from Oak street west, which will take a matter of some months. No cars can be put in there until the cover is over the subway. The cover has got to go on now if it ever goes on, because if you ever get into operation you can't put the cover on without absolutely ceasing operation. There is nothing wrong with the city putting the cover on now, and there can be nothing wrong in holding up until that cover is over.

"I feel sure it will be the late fall of 1927, and I am a rank layman. I am not running the city of Rochester. I am simply using my judgment. I am sure it will be the late fall of 1927 before you are ready to operate your subway. In the meantime, Mr. Chairman, I want to propose to you a substitute proposition, which will be presented to you in due time in a formal way. That is that this Common Council authorize the mayor of this city to appoint a Rochester Terminal Railroad Commission, or whatever else you want to call it, with sufficient powers in the premises to negotiate with those various utilities and get their names on the dotted line agreeing on some plan that will be approved by the city of Rochester.

"That commission to be charged with conducting an examination of this report that has been submitted to you together with whatever other reports may be submitted to you. And while those negotiations are being carried on to a final conclusion that they be charged with the authority to transfer the freight to the subway, the same as is being done by a private contractor today, until a permanent contract can be signed on the dotted line. Out of this situation I think you can build something that will be more than an actual levy that might accrue upon the taxpayers of the city of Rochester as a whole and not upon those poor people, the thirty-three and one-third per cent. who are the people who operate and use the street cars.

### 'Salesman Urged

"I would further suggest that that commission be empowered to recommend to you the appointment of a high class individual of the people who will be known as the chief of the bureau of commerce that will go out into the highways and byways and sell Rochester and its subway to the manufacturing organizations of this county. That man and this terminal commission to cooperate with all the civic bodies of Rochester, especially that splendid new industrial government that has been given birth.

"I don't want this commission paid. This will be a civic commission, an unpaid commission which will do its work for the love of Rochester and Western New York.

"I want to say that Rochester has been very fair in its treatment of its local street car company."

Discussing the action of the Mayor's Advisory Committee, when he was chairman, Mr. Argetsinger said:

"The committee held several meetings and it came along to the time when a preliminary report should have been filed with the mayor and on August 7th, 1925, I wrote the following letter to his Honor, Mayor Van Zandt:

"Hon. C. D. Van Zandt,
"Mayor,
"Rochester, N. Y.
"My dear Mr. Mayor:

"Attached hereto please find a progress report of your Advisory Committee on Subway Operation. In submitting it, I thought perhaps you might be interested also in a few thoughts that have come to me, while engaged in research work in connection with the project. These particular ideas are from me as an individual and have no connection with the attached report.

"That Rochester used wisdom in securing title to the old Erie canal land at the time of its abandonment and devoting the property to public use, rather than to allow it to be taken over by private interests, to be used in various unrelated ways and without regard to the public interest.

"That its use for transportation purposes in lieu of the many other less useful suggestions, is also to be commended.

"That the advisability of developing a portion of the property into what is now Broad street, has already been satisfactorily demonstrated. In fact, the capital investment of the entire subway improvement, will exceed but little, if any, the construction costs of such a desirable thoroughfare, if the latter had been initiated without the aid of the old canal property.

"That the enhanced value of property adjacent to the subway, upon which tax valuations are predicated, will amortize the investment in a reasonable period of years, exclusive of any revenue eventually derived from operations.

"That it is a startling indictment against the healthfulness of the city's industrial growth, to know that the city possesses a less number of industries today than it did a few years ago. The subway can be made a potent factor in checking this industrial retrogression. Every industrial site on its right of way, or reached by its operations, should have the right of direct connection with every public carrier serving the city. This would assure unlimited transportation facilities for both men and materials to all, an advantage that will attract new business enterprises to the City and vicinity at an early date.

"I remain,
"Verytruly yours,
"G. F. ARGETSINGER.
"August 7, 1925."

### Direct Connection Lacking

"About this time it was discovered that the Erie Railway had no direct connection, which was a serious problem, because for the city, to show good faith to all the standard traction and railway companies operating here, an easy access and a direct one should be made for all of them. Finances were somewhat in trouble perhaps, and when I took the proposition up with my associates on the mayor's committee as to continuing the negotiations for such connections on the part of these; there was something came up in their minds of which I know not of. They presented and passed a resolution which reads as follows:

"There is a definite function which this committee has to perform; which is not in any sense a fault finding committee; it is not a promoting committee; it is not an engineering committee to check over plans and development made for the subway; it is not a committee to provide for the continuance of the operation and it is not a committee to negotiate arrangements for the operation of the subway. It is an advisory committee of citizens interested in the project and interested in aiding the city to avoid the errors in the plans which may have been devised for support and operation. The committee and the committee's members have got to protect the city by providing a practical plan of operation which shall safeguard the city's proprietary interests in the subway and protect that interest from all the carriers from domination by any other carrier."

"I have no cause to doubt for one moment that eventually some subscribing plan can be presented that will fulfill the desires of the taxpayers of this great community. There have been various plans submitted by the railroads which present confidential relationships between those executives and the committee, and they are justified in not making them public.

"Throughout all those reports there has been no suggestion that this great improvement shall be turned over to one of the utilities which are going to utilize it. There is no question but what some present utility could operate it more efficiently perhaps, but they must operate it under the control of some body, so that no one particular interested party shall have protracted use of it; the Mayor's Committee realized that; it appears in their report this should be avoided by the Committee on Appeals.

"We would be locking the barn after the horse is stolen; the cart is in front of the horse. The Committee on Appeals should come first to govern the thing and the operators come after and under them in my judgment.

### Asks Railway Aid

"The New York Central Railway enjoys a unique situation in this community, controlling upwards of more than sixty per cent. of the freight traffic. They also own the New York State Railways, and I want to say to everybody here that I am thoroughly in sympathy with doing everthing that can be done to further the New York State Railways the only local transportation, outside of private conveyances, that the citizens of this community enjoy. I am one of the first men in the front line in protecting vested rights and property rights.

"I allow no man to get ahead of me in thought, and I told some of the boys tonight that among them is the job of the president of the New York State Railways; that the job of president of the New York State Railways is not one of them; they are up against a big proposition; the New York State Tax Commission realizes that; they consider that their franchise is a waning one and constantly losing strength. In 1919 they assessed them for franchise valuation $5,810,000.00 and in 1927 the are assessed $1,425,000.00. I think that is too much.

"Every time the people raise the railroad fare one cent, 2,000 citizens go over to the Rochester Savings Bank, or some other institution and draw out $200 and buy a second-hand River and they are gone. In 1921 they carried 76,000,000 of people and in 1926 they carried 71,000,000 people and notwithstanding the fact that they had extra transportation facilities by what they call 'trackless trolleys.'

"This is a serious situation that confronts these men. I don't know what the final answer is. Do we want them in this subway? With freight service, and we have got to have the service with all the interconnecting line? Also only 33 1-3 per cent. of the people of this city ride on street cars. What embarassing deficiencies must come from operating this subway for a period of five or eight years cannot be saddled upon 33 1-3 per cent. of our people. It is an embarassing situation. My colleagues on this committee worked hard. There were almost unsolvable problems. I know what they were up against."

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Democrat & Chronicle - April 20, 1927

# ERIE'S ACCEPTANCE LEAVES NO RAILROAD OPPOSING ITS SUGGESTED OPERATING PLAN

## Public Interest in Early Service with Safety and Minimum Deficit Fully Met, Committee Says

## DUAL OPERATION BY COMMISSION WOULD REQUIRE LEGISLATIVF ACTION

Plans for operation of the subway as advanced some time ago by the Mayor's Advisory Committee on Subway Operation fulfill all essential conditions necessary to such operation, according to a statement issued yesterday by the committee following a meeting at the Chamber of Commerce. The committee also mentions various objections to an alternate plan which has been advanced by George F. Argetsinger, former chairman of the Advisory Committee. In its essentials, the committee's plan provides for operation of the subway by the New York State Railways under an extension of the service-at-cost contract.

### *Erie Indorses Plan*

The Advisory Committee also announced yesterday that the Erie Railroad had joined with other steam railroads which enter the city in indorsing the committee's plan. The Erie was the only railroad which had not accepted the report in principle when the committee submitted its original report to the mayor on December 9th.

Members of the Advisory Committee are: Chairman, John P. Morse, Leon Benham, Dr. Harvey J. Burkhart, Frederick W. Burton, Pharcellus V. Crittenden, James P. B. Duffy, Loren D. Eldredge, James E. Gleason, Edward A. Halbleib, Lyell T. Hallett, James H. Haste, Ellwood McKelvey, William Pitkin, Charles B. Schelegel, Harper Sibley, William J. Simpson, Simon N. Stein, Frank S. Thomas and Herbert J. Winn. Stephen B. Story is secretary of the committee.

Following is the statement issued yesterday by the committee:

"At a meeting of the Mayor's Advisory Committee on Subway Operation the following statement was authorized:

"The discussion of the proposed plan for the operation of the subway has had the beneficial effect of arousing public interest in the subject. A difference of opinion always creates interest and any free discussion of a matter of public policy tends to the elimination of error. Any plan of operation will be open to some objections. The objective sought is a plan that, on the whole, safeguards obvious objections and is sufficiently feasible to put the subway into operation under existing law. It must also be both economical and practical from an operating standpoint. Such a plan has been proposed and has been subject to critical examination for the last four months. No constructive alternative plan has been submitted. The various objections to the plan which have been raised are simply objections and are not plans to meet existing conditions. The time has arrived when a decision by those charged with that responsibility is necessary in order that service may be inaugurated as soon as possible and the direct and indirect benefits secured for which the subway was constructed.

### *Conditions Deemed Essential*

"The following conditions in any plan are deemed essential by the Mayor's Advisory Committee on Subway Operation:

"1. A unified operation, co-ordinated with the local traction company to secure universal transfer privileges, embracing the three suburban electric lines and the five steam railroads serving the city.

"2. An economical operation in order to secure maximum utilization without an operating deficit, if possible, or at least with a minimum operating deficit.

"3. Operation at an early date without further unnecessary delay in order to secure, as soon as possible, some return in benefits for the large capital investment in the subway project.

"4. A temporary operation for a trial period in order that experience and development may aid in working out a more permanent plan of operation.

"5. Adequate safeguards to prevent the alienation of the proprietary interest of the city in the subway by the granting of franchises.

"6. Fair and equal opportunity to render service by all public service corporations without domination by any one or discrimination or prejudice to any.

"7. A plan that can be put into operation without an amendment of the charter of the city by the Legislature of New York state.

### *Commission Plan Impracticable*

"The suggestion of the appointment of a subway commission with power to contract for and operate the freight service requires legislative authority and unnecessarily postpones service. A subway commission such as the one proposed might have been advisable at the inception of the subway to crystallize public opinion in favor of the project and to formulate plans. The time for this has passed. The subway is almost completed and it should be used as soon as possible.

"Safety in operation is of paramount importance. A unified operation of the passenger and freight service is essential to safety as freight sidings lead off the passenger tracks with switches which face the flow of traffic. A dual control leads to complications, adds unnecessary expense, is superfluous and above all dangerous to the users of the subway.

"The prospective profit in the freight operation should be utilized to give a passenger service that is a little ahead of the traffic requirements in order to avoid a large deficit in passenger operation. This profit benefits the persons using the passenger service during the proposed three-year period in the report and should not be used to support an unnecessary and extensive organization created to operate the freight service.

"The reports made by the various railroads were submitted to the Mayor's Advisory Committee on Subway Operation with the promise on the part of the committee that these reports were to be used by the committee for the purpose of preparing a report and would not be published. To give these reports out for publication would be a violation of this promise and would serve no useful purpose at this time. There does not appear to be any reason for a modification of the conclusion of the Mayor's Committee in regard to the publication of these reports.

### *Erie's Assent Given*

"At the time (December 9) the committee submitted its report to the Mayor all of the steam railroads with the exception of one had accepted in principle the proposed plan of operation. Since that time the Erie Railroad has indicated its agreement with the principles of the report, as shown else-



Times-Union - April 20, 1927.

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# Mayor's Commit

## Need For Speed Is Essential Now, Says Committee Statement

### Erie Railroad Approves of Plan in Principle in Letter to Chairman of Committee—Unified Service Called Necessary For Efficiency And Safety.

The need for speed in putting passenger and freight service in operation in the subway, is stressed in a statement of the Mayor's Advisory Committee on Subway Operation, made public today, following a conference of the committee yesterday. This speed, the committee holds, can be best obtained by the prompt adoption of its report made public last December.

Under this report the subway will be operated by the New York State Railways under an extension of the service at cost contract, for the life of the contract. A letter from the general manager of the Erie Railroad to John P. Morse, chairman of the committee, declaring the Erie's approval of the report "in principle" was also made public by the committee. The statement, presumably issued in reply to the growing wave of criticism of the report, follows:

The discussion of the proposed plan for the operation of the subway has had the beneficial effect of arousing public interest in the subject. A difference of opinion always creates interest and any free discussion of a matter of public policy tends to the elimination of error. Any plan of operation will be open to some objections. The objective sought is a plan that, on the whole, safeguards obvious objections and is sufficiently feasible to put the subway into operation under existing law. It must also be both economical and practical from an operating standpoint. Such a plan has been proposed and has been subject to critical examination for the last four months. No constructive alternative plan has been submitted. The various objections to the plan which have been raised are simply objections and are not plans to meet existing conditions. The time has arrived when a decision by those charged with that responsibility is necessary in order that service may be inaugurated as soon as possible and the direct and indirect benefits secured for which the subway was constructed.

**Essential Conditions.**

"The following conditions in any plan are deemed essential by the mayor's advisory committee on subway operation:

"1. A unified operation, co-ordinated with the local traction company to secure universal transfer privileges, embracing the three suburban electric lines and the five steam railroads serving the city.

"2. An economical operation in order to secure maximum utilization without an operating deficit, if possible, or at least with a minimum operating deficit.

"3. Operation at an early date without further unnecessary delay in order to secure, as soon as possible, some return in benefits for the large capital investment in the subway project.

"4. A temporary operation for a trial period in order that experience and development may aid in working out a more permanent plan of operation.

"5. Adequate safeguards to prevent the alienation of the proprietary interest of the city in the subway by the granting of franchises.

"6. Fair and equal opportunity to render service by all public service corporations without domination by any one or discrimination or prejudice to any.

"7. A plan that can be put into operation without an amendment of the charter of the city by the Legislature of New York State.

**Hit Argetsinger Plan.**

"The suggestion of the appointment of a subway commission with power to contract for and operate the freight service requires legislative authority and unnecessarily postpones service. A subway commission such as the one proposed might have been advisable at the inception of the subway to crystallize public opinion in favor of the project and to formulate plans. The time for this has passed. The subway is almost completed and it should be used as soon as possible.

"Safety in operation is of paramount importance. A unified operation of the passenger and freight service is essential to safety as freight sidings lead off the passenger tracks with switches which face the flow of traffic. A dual control leads to complications, adds unnecessary expense, is superfluous and above all dangerous to the users of the subway.

"The prospective profit in the freight operation should be utilized to give a passenger service that is a little ahead of the traffic requirements in order to avoid a large deficit in passenger operation. This profit benefits the persons using the passenger service during the proposed three-year period in the report and should not be used to support an unnecessary and extensive organization created to operate the freight service.

"The reports made by the various railroads were submitted to the Mayor's Advisory Committee on Subway Operation with the promise on the part of the committee that these reports were to be used by the committee for the purpose of preparing a report and would not be published. To give these reports out for publication would be a violation of this promise and would serve no useful purpose at this time. There does not appear to be any reason for a modification of the conclusion of the mayor's committee in regard to the publication of these reports.

"At the time (Dec. 9) the committee submitted its report to the mayor all of the steam railroads with the exception of one had accepted in principle the proposed plan of operation. Since that time the Erie Railroad has indicated its agreement with the principles of the report, as shown elsewhere. The New York State Railways, in its own behalf, and representing the suburban lines either owned or under contract for trackage rights within the city, also has consented to the plan in principle.

"Representation of steam roads on a board or commission is not necessary to avoid discrimination or prejudice in operation of the freight service. The matter of discrimination or prejudice in switching was definitely determined in the Rochester Switching Case.

"Franchises to public service corporations are necessary only when the public service corporations make a capital investment in the project. The city of Rochester has paid the entire cost of the subway and should protect for all time its proprietary interest by scrupulously avoiding a franchise to any public service corporation. The necessity for these safeguards is recognized and adequate protection is proposed.

**Action Needed.**

"The adoption of a plan of operation is day by day becoming more imperative in order to prevent further postponement of service. The benefits of the subway can be secured only by its use and it cannot be used without a plan of operation. If the plan proposed by the committee were approved by the Common Council it would require months to prepare and execute the various contracts necessary to make the plan effective. This work should be started immediately and the adoption of some plan is a prerequisite.

"Further discussion of the subject, to be worth while, must lead to a determination of how to use the subway and action upon such determination is necessary in order to use the subway. Such determination must be made by the city officials who have the responsibility in such matters. The Mayor's Advisor Committee on Subway Operation is an unofficial volunteer committee that has responded to the request to prepare and submit a proposed plan for the complete operation of the subway."

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# Four Disagree With Report Of Morse Committee

## Argetsinger Declares Committee Errs When It Charges No Constructive Plan But Its Own Has Been Submitted for Operation of Subway.

### *Argetsinger Quotations*

"It would be a grave mistake....to permit the operation by any single railroad." Erie Report to Morse Committee.

"By far the greatest benefit will result in opening potential manufacturing sites, accessible to all railroads over the Terminal Railroad." Pennsylvania Report to Morse Commitee.

"The city....should incorporate an operating company, somewhat in the manner in which the Rochester Exposition is being handled." B. R. & P. Report to Morse Committee.

"After careful study....it is our judgment that the best results can only be obtained by an operating organization that is free from political entanglements and free from domination by any one of the railroads interested." .Lehigh Valley Report to Morse Committee.

**By Paul Benton.**

Charges made public yesterday by the Mayor's Advisory Committee on Subway Operation over the signature of John P. Morse, chairman of the committee, that the subway operation plan advanced by George F. Argetsinger, first chairman of the committee, was not constructive were denied today by Mr. Argetsinger who backed up his denial by copious quotations from the "secret" reports made by the railroads to the Morse committee.

These reports include those made by the Pennsylvania Railroad, the Buffalo, Rochester & Pittsburgh, the Lehigh Valley and the Erie. None of them, Mr. Argetsinger points out, favor such a plan as was ultimately advanced by the committee which calls for operation of the freight and passenger facilities by the New York State Railways under an extension of the service-at-cost contract.

**What Is "Constructive"?**

"The committee says no constructive plan has been advanced except its own," Mr. Argetsinger said, "and in that case I should like to know what they call the plan advanced by the Pennsylvania Railroad, compiled by an expert engineer after a study of Rochester conditions which extended over several months. Regarding this plan the committee itself said in the unpublished section of its general report made in December, 'This is a well studied, carefully drawn report and deserves the consideration of each member of the committee. No abstract can do justice to the report.' Yet they say no constructive report has been presented. It appears to me the committee must have a peculiar definition for the word 'constructive'.

"As a matter of fact the Pennsylvania plan is much the same as that which is now being successfully operated in Minneapolis and St. Paul by the Minneapolis Transfer Company, while there is no precedent in the experience of any city for the plan suggested by the committee. I am willing to leave to the judgment of the public which is the most constructive suggestion.

"It is equally incorrect to charge that dual operation would result in the freight and passenger ends from the adoption of my suggestion. Under any system freight and passenger schedules must be synchronized and under the plan I have suggested the general operation of the entire railroad would be under one general head. Nor is the committee correct when it says action by the legislature would be necessary to enable my plan of naming commissioners with authority to negotiate for the city to

(Please Turn to Page 14)

# Four Disagree With Report Of Morse Committee

(Continued from page 1.)

be put into effect. I observe the committee quotes no legal authority to this effect.

"Returning to the reports of the various railroads, which in their total raise an imposing bulk of technical evidence against the plan suggested by the Morse committee, I want to quote briefly from them.

**Domination Feared.**

"The Erie railroad is very blunt in its fear of domination of the subway by any single road. It says regarding this: 'It would be a grave mistake . . . . . to permit of the operation by any single railroad; that the railroad (the subway) should be independently operated and the railroads serving Rochester, as well as the street railway company using this subway, should be represented on an advisory board, the city retaining the majority of the membership of this board, it being the understanding that the board will supervise the operating officials.'

"The report of the Pennsylvania, alluded to above, states in its preamble: '. . . by far the greatest benefit will result in opening potential manufacturing sites accessible to all the railroads over the Terminal Railway, thereby offering an attractive inducement for the location of new industries and the city's more rapid expansion.'

"The Pennsylvania report continues to advocate the formation of a corporation to operate the subway railroad in which the five steam lines would have equal ownership, the capitalization to be a hundred thousand dollars, with every road represented by two directors, the physical property of the subway to be leased from the city, the city to receive all surplus annual operating revenues up to an amount recognized as an equitable return on the capital investment of the city, the return to the city to be based on annual earnings and not cumulative, the balance of the earnings to be retained by the operating company for distribution or for a sinking fund against deficits.

**Deficits Considered.**

"Another point to be considered in the Pennsylvania report is the likelihood of freight operation deficits, a subject regarding which the committee has been strangely quiet. The report says of this: 'When a deficit occurs in a year's operation, it is to be made up from the sinking fund. If the operating loss is in excess of the amount so available, then the difference is to be made up by the railroads participating in the operating company.'

"As a matter of management the line, according to the Pennsylvania plan, would be operated 'in all its features' under the personal direction of a superintendent, who is to be selected by the president, with the approval of the board of directors. 'He shall be a man with recognized railroad operating, engineering and executive ability.'

"The Pennsylvania report also goes into the question of freight revenues and expenses at great length and foresees an initial period deficit of $1,869.59 monthly and an ultimate period deficit monthly of $6,430.82. The report further states that financial success of freight operation in the subway will depend very largely upon the success of the Chamber of Commerce and other organizations of attracting new industries to the city.

"The Buffalo, Rochester & Pittsburgh holds that the city should exercise full control of the subway property and suggests the formation of an operating company 'somewhat in the manner in which the Rochester Exposition is handled, the stock of which incorporated company with the exception of the qualifying shares to be held by the city.' Freight traffic, this report suggested, should be handled by the street railway company under contract with the operating company.

**Lehigh Report.**

"The report of the Lehigh Valley Railroad says 'After careful study of the organization and methods of operation of other connecting railroads somewhat similar to this, it is our judgment that the best results can only be obtained by an operating organization that is free from political entanglements, and free from domination of by any one of the railroads interested.'

"The report goes on to suggest the forming a board of control of the mayor ex officio, and fifteen members, five selected by the participating railroads, five from representative business and civic groups, these ten members to select five others at large. This board would appoint an executive head who would be in charge of operation. The financial end would be under the city treasurer subject to the control of the board.

**New York Central.**

"The New York Central Railroad alone believes in the operation of the subway by one of the steam or electric lines entering the city or the New York State Railways, having jurisdiction over both freight and passenger service, with a governing body of sixteen members eight representing the city and eight representing the five steam lines, the B. L. & R., New York State Railways and the R., S. & E.

"It will be noted that the ultimate plan of the committee corresponds closely to the suggestions of the New York Central Railroad, with the exception that the governing body is omitted and the entire control handed over to the New York State Railways, the city's interests being watched by the commissioner of railways.



# ONLY WAY TO GIVE RETURN, THEY BELIEVE

## Choice of Plan as Quickly as Possible Urged by Men Interviewed

## IDLENESS COSTLY

## Say Interest Charges Should Not Be Allowed to Rise Fruitlessly

Early operation of the subway as a means of bringing a return in service on the city's large investment was urged yesterday by several prominent business men and other citizens whose views were sought.

It was the view of most of those seen that a plan of operation ought to be decided upon at once so that its details could be worked out as soon as possible. Most of these seen expressed the view that operation under the plan proposed by the Mayor's Committee on Subway Operation would bring about early operation on the most practicable and beneficial basis.

Views were expressed yesterday by Edward G. Miner, Herbert W. Bramley, John B. Howe, Augustus S. Mertz, Ernest C. Whitbeck, Wendell J. Curtis, John Craig Powers, and Alexander T. Simpson, as follows:

**EDWARD G. MINER, president of The Pfaudler Company:**—"I know nothing of the merits of the controversy concerning the operation of the subway. But as a business man and a taxpayer I am emphatically opposed to the waste of taxpayers' money involved in the present course of allowing the subway to lie idle and deteriorate while at the same time we tax ourselves half a million a year for interest charges upon it."

**HERBERT W. BRAMLEY, director, Sibley, Lindsay & Curr Company:**—" It is assumed that the subway was built with a specific purpose in mind. A portion of it is

CONTINUED ON PAGE TWO

# ONLY WAY TO GIVE RETURN, THEY BELIEVE

CONTINUED FROM PAGE ONE

practically completed and it does appeal as a business proposition that the Common Council should decide on some plan of operation. The Mayor's Commitee on Subway Operation has reported. It is now up to the Council to go ahead on that plan or reject it."

**JOHN B. HOWE, president of Howe and Rogers Company:**—"It seems wrong that the city should spend ten million dollars building the subway and then let it stand idle for a period of half a year without deciding on a plan for its operation. Without its operation the city derives absolutely no benefit from the project, and yet the city is required each month to pay out a large sum of money for interest on the investment."

**AUGUSTUS S. MERTZ, of the Brighton Place Dairy Company:**—"The subway is the result of progress and some action should be taken to expedite its completion in order that it may be utilized for the purpose for which it was constructed. I personally believe that if the turning over of the subway to the street railway company to operate will bring about this end such action should be taken."

**ERNEST C. WHITBECK, Attorney:**—"City authorities advise that approximately $12,000,000 has been expended to date in the construction of the subway and improvements in connection therewith.

"The only return which the public can receive from this investment will be in the form of conveniences and benefits gained from its use. Good business would, therefore, seem to require its operation at the earliest possible moment. If it cannot be operated in its entirety, such part thereof as may be finished should be put into operation promptly that the public thereby may get some benefit from the large amount of capital which it has invested and upon which it is paying interest.

"Personally I favor the operation of the subway by the New York State Railways under the plan outlined by the Mayor's committee. Operation under that plan would, I believe, be the most economical from the city's standpoint, and enable it, during the period of the proposed contract, to determine the best method of operating it thereafter. The first two or three years must necessarily be more or less experimental, and, if operated by others than those having some knowledge of railroad operation, would prove most costly, certainly more costly than if operated in the manner suggested by the committee."

**WENDELL J. CURTIS, secretary and treasurer of Mechanics Savings Bank:**—"It is well for all concerned that a speedy operation of the subway be brought about. A committee of reputable and representative citizens, headed by John P. Morse, has after months of study submitted a plan for operation. It seems high time that this plan was approved and action begun immediately to put the subway to the uses for which it was built. Delays are costing the city money."

**JOHN CRAIG POWERS, vice-president, Rochester Trust and Safe Deposit Company:**—"I believe every effort should be made to open the subway at once. I went to the hearing last winter when the plan of operation was discussed, and heard every word that was uttered. I am familiar with the proposed plan of the Mayor's Committee on Subway Operation, and think it should be adopted immediately. Delays are costly and are keeping all of us from the benefits that subway will bring."

**ALEXANDER T. SIMPSON, vice-president of the Genesee Valley Trust Company**—"It is a shame that something hasn't been done before about the adoption of the plan submitted by the Mayor's committee for the operation of the subway. Several months have elapsed since that plan was proposed, and yet no definite action has been taken upon it. With the subway standing idle, the city's money is being spent without any return. Most of us are wondering why the delay. The subway has cost a great deal of money, and it is going to cost the citizens of this city a lot more if they do not insist that operation of it begin."

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# PLAN OF MAYOR'S ADVISORY GROUP FOR SUBWAY CONTRACT WITH TROLLEY LINES UPHELD

May 1927

## Three Aldermen Vote Against Report, But Majority Favors Trial Period for Operation of New Road

## DAYLIGHT SAVING TO BE EFFECTIVE MAY 29TH BY ACTION OF COUNCIL

The report of the Law and Finance Committees recommending the adoption of the plan proposed by the Mayor's Advisory Committee on Subway Operation was adopted last evening by the Common Council. The daylight saving ordinance also was adopted, making advanced time effective in Rochester from May 29th to September 29th. The report of the Law and Railroad committees recommends that the "report of the Mayor's Advisory Committee be referred back to your committees for the preparation of appropriate ordinances to make effective the proposed plan of operation."

The plan entails operation of the subway by the New York State Railways for a period of three years under the supervision of the commissioner of railways, as an extension of the service at cost contract.

**Three Oppose Report**

Three aldermen, Augustine B. Hone, of the Fourth ward; Leo E. Kulawski, of the Fifth ward, and James R. Kimber, of the Twenty-first ward, voted against the adoption of the committee's report. The report was presented by the Law Committee, made up of Alderman Patrick Cauley, William S. McCoy, Elmer E. Chilson, Charles H. Schauman, and Haskell H. Marks, and the Railroad Committee, made up of William J. Ward, chairman; William S. McCoy, Haskell H. Marks, Fred Kussmaul, and John F. Hickey. Alderman Ward, floor leader, moved that the report of the committees be adopted.

Alderman Kimber said that he desired information concerning the plan, especially about installation of sidings and the distribution of their costs. Frederick T. Pierson, president of the Common Council, asked John P. Morse, chairman of the Mayor's Advisory Committee, to answer the inquiries. Alderman Kimber asked that his vote be recorded as against adoption of the plan, "as I want to know something more tangible and definite before I can support a plan that involves $12,000,000 in taxpayers' money."

Aldermen Hone and Kujawski also voted against adoption of the report, and Alderman Ward moved that the report be referred back to the Law and Railroad committees for preparation of the ordinance, the same aldermen dissenting.

**Report of Committee**

The report of the Law and Railroad Committees, which was adopted, is as follows:

"Your Law and Railroad committees, to which was referred the report of the Mayor's Advisory Committee on subway operation of a proposed plan for subway operation and the communication from his honor, the Mayor, Martin B. O'Neil, transmitting the same to the Common Council, have given the same their careful consideration. A public hearing was held on the evening of Friday, February 18, 1927. This hearing was very largely attended and representatives from many civic organizations presented resolutions generally to the effect that there should be an early operation of the subway.

"Your committees have held several meetings for the consideration of the matters involved and suggestions made at the public hearing. As a result, your committees approve in general of the operating plan No. 5, 'Operation by an extension of the service-at-cost contract with certain modifications,' as appearing in and recommended by the report of the Mayor's Advisory Committee on subway operation.

"Your committees pointed out that the adoption of the plan approved involves a temporary trial period, not exceeding three years, which leaves open the possibility of adopting at the end of that time any plan which may seem wise. It is also the belief of your committees that the temporary operation can and should be made without granting to any person or corporation any permanent rights or franchises in the subway. It is further believed by the committees that it is possible and desirable to secure under the plan approved an operation that will not result in the domination of any one carrier.

**Committee Quoted**

"The mayor's Advisory Committee is quoted as stating, 'At the time (December 9, 1926) the committee submitted its report to the mayor all of the steam railroads, with the exception of one, had accepted in principle the proposed plan of operation. Since that time the Erie Railroad has indicated its agreement with the principles of the operation, as shown elsewhere. The New York State Railways in its own behalf, and representing the suburban lines, either owned or under contract for trackage rights within the city, also has consented to the plan in principles.'

"At the hearing there was but a very small minority which made any

## Subway Interest Mounts at Rate of $1,294 a Day, $53 an Hour

The subway to date has cost the city, in round numbers, ten million and a half dollars.

Interest on the bonds issued on account of its construction, at 4 1-2 per cent., the usual rate paid, accumulates at the rate of $1,294.52 a day.

That is $53.93 an hour, or 89 cents a minute.

Since the Mayor's Advisory Committee submitted its plan of operation, on December 9, 1926, interest charges have amounted to $194,178.

Starting with to-day add $1,294.52 every day to this figure and the subway's cost to the city can be kept in mind from day to day.

Until the city adopts some operating plan, this interest cost to the city will be producing no substantial return in service or in increased real estate values.

Taxpayers of the city should keep these figures and these facts in mind when it is proposed to continue indefinitely discussion of an operating plan.



# Heavy Expense May Block Plan For Transit Cos.

Times Feb 4-25

## Chairman of Mayors' Committee Suggests Roadbed Might Be Turned Into Avenue for Rapid Motor Transportation—No Agreement With Trolley Companies in Sight.

**George F. Argetsinger, chairman of the mayor's committee which is now dickering with the railway companies over the use of the subway, has in mind the possibility of using the roadbed through the heart of the city for rapid automobile and motor bus transportation.**

**While this suggestion is not officially before the mayor's committee, the chairman has it in the back of his mind as an alternative in case negotiations with the interurban lines and the New York State Railways and the proposition of operating a municipal railroad should fall through.**

No agreement has yet been reached with the railway companies for the use of the subway to bring the interurban cars into the city. The reason is simple; it will cost the lines some $60,000 a year, and unless they can obtain a higher fare they have some doubt as to whether or not they could stand the additional drain. It is no secret that many of the interurban lines and many of the city lines throughout the state are in precarious financial condition.

**Trolleys Being Displaced.**

Mr. Argetsinger this morning pointed out that within 15 years the electric trolley as a means of transportation may have been outgrown. This is a situation that all railway companies and all municipalities are preparing to meet, for it is only too evident that the motorbus and the automobile are displacing the trolley cars.

"Would we be building more wisely for the future," Mr. Argetsinger said, "If we should rip the tracks out of the subway, lay an asphalt pavement on the road bed that is already in, and use the subway for automobile and motorbus transportation? Personally I am more interested in the industrial development of the city and in the industrial railway as means to that end, but the other problem, the problem of transportation, may become the more serious one."

While Mr. Argetsinger is hopeful of reaching an early agreement with the interrurban lines for the use of the subway, it is plain that an agreement is not in sight and that there is some doubt as to whether or not the subway will ever be used as originally intended.

**Administration Criticised**

Already there is criticism of the City Administration for not entering into an agreement with the railway companies before the subway was built, but Mr. Argetsinger declared this morning that this criticism was ill-considered.

"We went into that before we entered upon the project", he said, "but you can't sell or rent a house before you build it."

"There are half a dozen uses to which the subway can be put if we should not be successful in reaching an agreement with the railways", Mr. Argetsinger continued. "There is no need to worry over that.'"

There are no outward signs that the city administration is worrying over the subway situation, although the failure to enter into an agreement with the railroad companies before the subway was built and the uncertainty in regard to the future of the expensive project will be seized by the Democrats and perhaps by the City Manager League as a political issue in the fall campaign. It is an issue that the Republicans will be glad to meet, for the use of the old Erie canal bed for transportation purposes, and the construction of the subway is held in City Hall to be the outstanding accomplishment in the past 30 years or more of the city's history.

# City Preparing C[...]

R.T.U. Je 18 1927

# Subway Agreement Likely To Be Made By Council In July

## Separate Contracts Required From Each Company to Use City Right of Way—Work on Western End Progressing—Operation August 1 Possible.

By Charles E. Welch.

While Mayor O'Neil and New York State Railway officials have not determined the exact date on which it will be possible to begin operation of the subway Rapid Transit and Inudustrial Railroad, contracts for use of the subway by steam and electric railroads are being prepared by Corporation Counsel Platt and it is expected that these agreements will be ready for submission to Mayor O'Neil and the Common Council next month.

The present city charter, however, provides for only one meeting in July and August, but owing to the great amount of municipal business requiring attention of this legislative body it is probable that two meetings will be held next month, on the second and fourth Tuesdays.

**Operating Plan Approved.**

Mayor O'Neil and the Common Council have approved the plan of the Citizens Advisory Committee, headed by John P. Morse, that the subway railroad be operated by the New York State Railways during the remainder of the life of the service-at-cost contract between this company and the city—this agreement expiring in 1930. Corporation Counsel Platt now faces the task of drafting a contract with the railway company and a separate contract with the Rochester and Syracuse Railroad, Rochester, Lockport and Buffalo Railroad, two of the three interurban railway companies which will use the subway, and with each of the steam railroads entering Rochester: New York Central, Pennsylvania, Lehigh Valley, Erie and Buffalo, Rochester & Pittsburgh. The Rochester and Eastern Rapid Railway, which runs between this city and Geneva and which is the third interurban transportation line to use the subway, is operated by the New York State Railways and the contract which the city will make with this corporation will provide for use of the subway by the Rochester and Eastern.

**Separate Contracts.**

"While it is planned to operate the subway as an entity, the fact that a number of companies are to use it will require separate contracts" Corporation Counsel Platt said. "Since these are not all under the same conditions, for they will include city passenger service, freight from steam lines and interurban cars, the contracts will necessarily be somewhat involved and will require some time to complete and have signed.

"Completion of contracts will cause no delay in operation of the subway. If they are not signed by the time cars are ready to operate, tentative agreements will be prepared and observed by the companies and city until the other contracts are ready."

**Work Progresses Rapidly.**

Work is progressing at a satisfactory pace on the western section of the subway including the Broad Street extension from Oak to Brown Street; the eastern section will be ready for cars as soon as the wiring and electrification of the three tracks are completed, and with the award of the contract for an electric signal system to the General Railway Signal Company the last step has been taken by the city to put the subway railroad in readiness for use.

John A. O'Connor, engineer in charge of subway construction, is hopeful that electrifying the subway railroad can be completed in time to permit operation of city trolley cars, at least, by Aug. 1, but whether this will be possible depends upon the speed with which the work is pushed by the Seneca Engineering Company and O'Connell Electrical Company, both of which have contracts for this work.

"It is imposible at this time to even give the approximate date the subway will be finished, for there is considerable work to be done," Charles R. Barnes, commissioner of railways, said today when asked if it has been determined when it will be possible to begin operation of the railroad.

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# SUBWAY TO BE IN USE IN DECEMBER, OFFICIALS ASSERT

## Signals Must Be Designed and Made, Three Sets of Contracts Must Be Completed, before Cars Start

D&C. June 30 27

## TEMPORARY OPERATION NOT BELIEVED TO BE PRACTICAL

Operation of the subway will be possible about December 1st, at the earliest, according to reports of officials gathered yesterday, although it is likely to be January 1st. Limited operation will be feasible within a few weeks, but a temporary contract providing for such operation would have to be arranged with the New York State Railwas and neither the city officials nor James F. Hamilton, president of the New York State Railways, wish to begin operation under a temporary contract.

Two chief difficulties stand in the way of operation at present. First is the completion of physical details of the subway, including chiefly the installation of a signal system, and second is the matter of a contract between the city and the New York State Railways, providing for operation under the service-at-cost contract along the lines laid down in the Mayor's Committee report.

According to F. W. Moffett, assistant general manager of the General Railway Signal Company, that company has, and will take, five months to prepare and install the signal equipment. Mr. Moffetat said yesterday:

"The contract for the system was let to our company on June 10th and in accordance with the contract we have five months from that date to complete installation. We design, manufacture and install the equipment, and of course the greater part of our work will not show until actual installation is begun. We are now at work preparing the equipment.

"So far as I know, there is no reason to expect that we will be delayed in installing the sytem after the five months' period, and it should be in place by that time."

### Sets of Contracts

In the matter of the contracts, Corporation Counsel Clarence M. Platt said,

"It would appear that there are actually three sets of contracts involved. First is the main contract between the city and the New York State Railways; second is a contract between the city and the five steam railroads, (each contract to be separate), which will use the subway, and third is the series of contracts between the New York State Railways and the five steam railroads.

"There is a tremendous lot of detail to be cleaned up in connection with these contracts and particularly in the contract between the city and the New York State Railways. The Mayor's committee merely outlined a skeleton form of contract which is to be followed in its purpose but with a hundred details to be filled in.

"I expect to have a tentative draft of the contract ready within a week. Then it will have to be discussed with Mayor O'Neil and members of his official family and following that it will have to be gone over with attorneys and officials of the New York State Railways. Then when the contract is in final shape, it will have to be approved by the Common Council.

### Contracts Not to Delay

"As the signal system is to completed in five months, I expect the contracts should be prepared and signed in final form within that time."

Mr. Platt approved the contract with the General Railway Signal Company on Tuesday. It had previously been signed by George D. Morgan, vice president and treasurer of the company, by Mayor B. O'Neil and City Engineer C. Arthur Poole. The contract was let for $367,000.

While Mr. Platt said the contract was of temporary nature since it provides for operation for the three-year period which the service-at-cost contract still has to run, he said some form of short-term contract might be arranged within a short time, although he said he could make no definite expression on this point. It is the opinion of James F. Hamilton, president of the New York State Railways that any temporary contract would be inexpedient, as the company's Board of Directors would not look with favor on expenditures incident to temporary operation while an uncertainty remained as to the form of the final contract.

### Majority Vote Sufficient

Mr. Platt did not expect the Common Council would withhold approval of the final contract with the New York State Railways, although three aldermen, Hone, Kujawski and Kimber, voted not only against the adoption of the Mayor's Committee report but also against resubmitting the report to the Law and Railroad Committees for preparation of ordinances carrying out provisions of the report. Alderman Hone said Tuesday night that he was still prepared to vote against the plan as laid down by the Mayor's Committee but Mr. Platt said the ordinances authorizing Mayor O'Neill to enter into contract with the New York State Railways would require only a majority vote of the Council, since no grant of franchise was involved.

Commissioner of Railways Charels R. Barnes said he, Mr. Hamilton, and all heads departments of the street railways company had made several trips of inspection over the railway and heads of departments had been instructed to make carful observation with a view to preparing for operation. Mr. Barnes will have supervision over operation.

### Signals Assential

Operation of the subway would be inadvisable without the signal system in operation, Mr. Barnes said, and he expressed himself as extremely unwilling to promise consent to any operation until every possible measure to insure safety had been taken.

"Of necessity," said Mr. Barnes, "the cars running in the subway will have to maintain a high speed otherwise there would be no excuse for their operation. All parts of the city served by the subway are also served by surface tracks and to attract passengers to the new system, higher speed must be maintained.

"We hope to run cars at a maximum speed of 35 miles an hour whereas the average speed of surface cars is

Continued



only eight and one-half miles an hour. We found the subway railroad in excellent shape and a fine job has been done. A pullman train could run through the subway at sixty miles an hour in safety. Sidings and interconnections are not wired for electricity and connections are not yet completed with the interurban lines."

Mr. Barnes said it is planned to maintain regular services throughout the length of the subway with cars of special type. Other cars which will operate in the subway and on the surface will have to be equipped with wheels of deeper flangs and wider tread than ordinary street cars, he said. Mr. Barnes estimated that it would take three weeks to get this equipment ready. He understood it was the plan to provide locomotives with storage batteries to haul freight cars so that they could operate on sidings and interconnections where the overhead wiring system will not extend.

### O'Connor Reports Progress

Asked for a report of progress on the work, Subway Engineer John A. O'Connor said:

"The wiring east of Oak street to the Rochester and Eastern connection near Creek Road is nearly complete. This work is being done by the Seneca Engineering Company which also has the contract for wiring the western section from Oak street to the old Western Widewaters. This contract has been begun and the work will be completed before January 1st.

"All excavation and track work from Oak street west will be completed by October 1st. Connections with the Rochester & Syracuse, Rochester & Eastern and Rochester, Lockport & Buffalo interurban tracks are completed as far as we can go without cutting into their rights of way and when the word is given, these connections can be made in a week.

"Contract for wiring the freight tracks has been let and work is proceeding. Sidings and interconnections are not to be wired and freight cars will be shifted by means of combination overhead wire and storage battery locomotives so that the engineer can switch onto his storage batteries when he arrives at unwired sidings. The acquisiton of these locomotives will be a matter to be decided upon between the city and railroad company."

### Stem Locomotives

There are two passenger tracks the entire length of the subway, one freight track the Winton road section to the Western Widewaters and a second freight track from the neighborhood of Griffith street to Brown street designed to link up three steam railroads with the subway. Mr. O'Connor said it would be inadvisable to use steam locomotives for freight operation, even temporarily, because of the consequent smoke nuisance.

While it does not affect operation of the subway, Mr. O'Connor said, the extension of Broad street from Oak to Brown is well under way and "the work will be completed by December 1st."

Business men as individuals are urging that the subway be put to use with all possible speed. James P. B. Duffy, officer of the First Ward Improvement Association, said work appeared to be going ahead properly. Mr. Duffy said no one wanted to see the work delayed beyond necessity and he remarked that if any necessity for it appeared the First Ward Improvement Association would take such steps as were proper to hasten operation.

D&C July 27

## The Subway Situation

If the subway cannot be properly and safely operated before December, or January, next the city and its taxpayers must put up with the delay and bear the cost in inconvenience and in unremunerative interest charges that such delay in operation entails.

But, remembering that every day the subway is not operated the taxpayers of the city are paying out $1,294 in interest without getting any return in convenience, in better business facilities, or in substantially increased property values, it should be the objective of every person and corporation concerned in the steps that must be taken before the subway is operated to see that not one day's delay that can be avoided is permitted to hold up the subway's use.

The General Railway Signal Company has five months in which to complete the signal system, and its assistant general manager says it will be designed, built and installed on time. The system must be proper and adequate, but if the period of design, manufacture and installation can be put forward a week, two weeks, a month it should be done.

Mr. Platt, the city corporation counsel, says the three sets of contracts that must be negotiated probably can be signed and ratified at least by the time the signal system is ready. If the negotiating, signing and ratification of these contracts can be completed in four months instead of five, in three months instead of four, it should be done.

The possibilities of temporary operation are being discussed, and the most practical opinion is that temporary operation without a signal system would be dangerous, and temporary operation without definite contracts would be unwise. This is a matter for the practical railroad men in charge, and for the legal experts of the city and the railroad corporations involved to determine; but they should not determine the question at their long leisure. There must be a general recognition all along the line that the public interest demands the subway's operation at the earliest possible moment that it can be safely and practically operated.

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ROCHESTER TIMES-UNION, WEDNESDAY EVENING, OCT. 26, 1927

# Council Refers Contract For Subway To Committees

## Common Council Takes Action On Subway Contract

### Contract Between City and N. Y. State Railways Is Referred To Law and Railroads Commitee—Statements of Mayor and Com. Barnes.

By Charles E. Welch.

The contract entered into by the city with the New York State Railways for operation of the subway railroad was submitted to the Common Council last night and was referred to the law and railroad committees for a joint hearing.

The contract places supervision of the subway railroad under the commissioner of railways; provides that the fare to be charged shall be the same uniform prevailing rate of fare charged on the surface lines with the same transfer privileges; that the financial results of operation of the subway railroad, surplus or deficit, shall be credited to or charged against the general fund provided for in the service-at-cost contract; that the New York State Railways shall furnish all equipment used in the operation of carrying passengers, the kind, quantity and quality of the equipment to be determined by the commissioner of railways; that the city shall erect all buildings and make all extensions of track and overhead structures, etc., "reasonably necessary for the safe, convenient and economical operation of passenger and freight service as determined and approved by the city, the president of the State Railways and the commissioner, the cost of which shall be paid by the city and in no case shall be charged against revenues;" that the commissioner shall route all cars to be operated in the subway; that the commissioner shall fix the compensation to be paid to the state railways by steam railroads for the power and service used in the movement of freight cars in the subway; that the New York State Railways "shall indemnify the city and save it harmless against and from all liability for negligence, nuisance or any other cause arising out of operation of tracks, poles, wires, cars or other vehicles or equipment in any way connected with the operation of the subway railroad; that all claims for damages to persons or property settled, paid or enforced against the New York State Railways on account of the operation of the subway railroad shall be met and paid from subway operating revenue, and that "the city shall indemnify the State Railways and save it harmless against and from all liability for negligence, nuisance or any other cause arising or occurring from failure or collapse of buildings, structures or approaches to the subway railroad or caused by virtue of the existence of the subway railroad distinct from operation."

The ordinance was accompanied by communications from Mayor O'Neil, James F. Hamilton and Commissioner Barnes. Mayor ONeil sadi:

"I have received a letter from Mr. Charles R. Barnes, commissioner of railways of the City of Rochester, one from Mr. James F. Hamilton, president of the New York State Railways, and a proposed ordinance, all annexed together and relating to the operation of the subway railway so-called. It is unnecessary to state that a very great deal of time and effort has been given to this matter, not only by the officials of the city but also by the commissioner of railways, the officials of New York State Railways and Mr. John P. Morse and the other members of the mayor's committee for devising a plan of operation.

"Negotiations have been had and are now in progress with all the carriers who will have use for the subway railroad. It is anticipated that in the very near future there will be actual railroad operation, first of suburban cars, then of freight cars and local passenger service.

"It is obvious already that there has been very substantial increase of land values on the route of the railroad and there are a number of sidings in use which are appreciated by a number of business men who feel that very great advantages will accrue to them by locating on the subway. There is at present a real benefit to the City of Rochester in having this railroad and as time goes on I feel certain that larger benefits will accrue from it.

"I have no hesitancy in saying that the kind of operation suggested and the details as now presented constitute the best method of operation which the various interested persons have been able to devise. It may be that in your judgment, or in the judgment of some of our citizens, there may be valuable suggestions forthcoming. Any real instructive assistance, I know, will be welcome."

In his letter, addressed to the mayor, Commissioner Barnes said:

"Pursuant to negotiations and conferences had between Mr. James F. Hamilton, president of New York State Railways, Mr. Willis A. Matson, attorney for New York State Railways, Mr. John P. Morse, chairman of the Mayor's Subway Committee, Mr. C. Arthur Poole, city engineer, Mr. John A. O'Connor, deputy city engineer, Mr. Clarence M. Platt, corporation counsel and myself, I take pleasure in informing you that an ordinance has been prepared which is agreeable to all conferes.

"It is proposed that the New York State Railways shall operate the railroad constructed by the city commonly known as the subway railroad under the service-at-cost contract and pursuant to a requirement of the city that such operation be had.

"By virtue of my office as commissioner of railways of the City of Rochester and pursuant to the provisions of service-at-cost contracts I have made, determined and directed the terms and regulations by which such operations shall be made.

"I have determined that the posed ordinance will furnish supplemental transportation and method of transportation as I have and shall determine from time to time to be proper and necessary in the interests of good service.

"I am annexing to this communication and making a part of the same, the proposed ordinance as containing the determinations as above stated.

Mr. Hamilton's letter reads:

"I have read the annexed letter of Charles R. Barnes, commissioner of railways, and the accompanying annexed ordinance, and desire to state that the New York State Railways is pleased to co-operate in the operation of the Subway Railroad, so-called, in accordance with the annexed letter of Mr. Barnes and ordinance. The New York State Railways has determined that the supplementary transportation and method of transportation herein referred to is proper and necessary."



# Text Of Subway Ordinance

Times Union 10/26/27

BE IT ORDAINED by the Common Council of The City of Rochester as follows:

Section 1. Definitions:

(1) The "Commissioner" shall mean the Commissioner of Railways as defined in the Service-at-Cost Contract existing between The City of Rochester and New York State Railways.

(2) The "Mayor" shall mean the Mayor of The City of Rochester as defined in the Service-at-Cost Contract existing between The City of Rochester and New York State Railways.

(3) The "City" shall mean the municipal corporation called "The City of Rochester."

(4) The "State Railways" shall mean the corporation known as New York State Railways, party to the Service-at-Cost Contract.

(5) All words and terms except the "Company" used herein shall have the meaning given by the Service-at-Cost Contract.

Section 2. The City hereby requires the State Railways to operate under the Service-at-Cost Contract existing between said State Railways, the City and Commissioner, the Railroad constructed by the City and commonly known as, and hereinafter called, the "Subway Railroad," in such manner and upon such terms and subject to such regulations as the said Commissioner shall determine and direct, he, however, having already determined and directed those hereinafter set forth, and having directed and ordered the State Railways to install and carry out such supplemental transportation and methods of transportation in connection with surface cars operated under the said Service-at-Cost Contract, as are hereinafter specifically set forth, which he and the State Railways have determined to be proper and necessary in the interests of good service.

1. That in requiring the State Railways to operate said Subway Railroad, using in such operation all the appurtenances and facilities relating thereto, for the balance of the present term of said Service-at-Cost Contract, the City, however, reserving the following properties and rights:

The property and right of dominion in and to the contact stations, walls, superstructures and bridges, except such places thereof used to attach necessary subway railroad equipment, and all lands owned by the city not necessary for use by the subway railroad; the right to grant permission for the use of side track facilities to shippers and the joint use of the subway railroad or any part thereof to any person, corporation or carrier, for transportation purposes or to a public service corporation or other person for any purposes, except that the state railways with the approval of the commissioner shall have the right to grant such concessions for telephone, bootblack, news, cigar and candy stands, advertising (no advertising, however, shall be placed upon the walls or superstructure of the subway railroad except in stations), and vending machines and other similar concessions, provided, however, that no such use shall be granted which shall unreasonably interfere with the safe, efficient and economical operation of said subway railroad, and that any such use for transportation purposes shall be under the direction and control of the Commissioner of Railways and New York State Railways as provided herein.

2. That the use of said subway railroad and the right and privileges herein provided for shall become effective only on acceptance in writing of the requirements herein contained duly acknowledged and delivered by the state railways to the commissioner and the mayor.

3. That all agreements, regulation of fares, rates of return on base value, regulation of service and other matters pertaining to the operation of the subway railroad operating under the service-at-cost contract shall be strictly in accordance with said contract, including such terms, regulations and conditions herein set forth not inconsistent therewith.

4. That the subway railroad shall be considered as nearly as practicable as an independent unit and the state railways shall keep its books and records in such manner, that details of revenues and expenses of such subway railroad operation can be readily ascertained and the "general fund" as provided in Section 1, Article VII of the service-at-cost contract shall be so subdivided that the results of operating the subway railroad shall be shown as a separate statement.

5. That the Auditor of the Commissioner, the Auditor of the State Railways and an accountant designated by the mayor of the city shall prepare a system of accounts, being governed by the classification of accounts of the Public Service Commission of the State of New York which shall set forth all items which are direct sources of revenue from subway operation, all items which are direct charges against operating revenues, all items of revenue and expense which are proportioned between Subway lines and surface lines, and the basis of such proportionment, all items of revenue and expense which are allocated on a car mile or car hour basis and the exact basis of such allocation. This accounting system shall be an authoritative guide governing the administration of accounting and kindred transactions pertaining to the operation of the subway railroad and approved by the mayor, the president of the State Railways and the commissioner.

6. That on all parts of the subway railroad lines within the city there shall be charged the same uniform prevailing rate of fares for carrying passengers as on the surface lines with universal transfer privileges subject to such regulation as the commissioner shall from time to time direct, except that higher fares to or from stations, or stops located where contiguous territory not owned by the city is located outside the city limits, may be in such cases imposed by the commissioner as provided in Section 10, Article V of the service-at-cost contract.

7. That the financial results of operation of the subway railroad, surplus or deficit, shall be credited to or charged against the general fund provided for in the service-at-cost contract, and the regulation of fare on all lines operating under the service-at-cost contract, including the subway lines, shall be in accordance with the results of operation as shown in the balancing account as provided in Section 6, Article V, of the service-at-cost contract.

8. That there shall be no charges for city or franchise taxes nor for paving costs either initial or maintenance cost or for depreciation or insurance on city property or city equipment used in the subway railroad. Charges for depreciation on all State Railways equipment shall be in accordance with Section 2, Article VII of the Service-at-Cost Contract.

9. That the State Railways shall furnish all equipment used in the operation of carrying passengers and providing for their comfort and safety on the subway lines, and such equipment as will be necessary for the movement of cars of the steam railroads. The kind, quantity and quality of such equipment to be determined by the commissioner and approved by the State Railways. All equipment so provided by the State Railways shall be fully equipped and adapted to the service it is to perform and the cost of any changes or renewals to equipment which the State Railways now owns, may own or acquire, necessary to make such equipment adaptable for subway railroad operation, shall be paid from the State Railways' funds as capital expenditures and added to the base value but in no case shall such cost be charged against the revenues of the subway railroad or other lines.

That the value of all equipment so furnished by the State Railways shall be the fair value as found by the commissioner. The commissioner in determining such value shall be governed by the established rules and principles used in determining public utility valuations for the purpose of fixing rates. In case of a disagreement between the State Railways and the commissioner as to such fair value so determined by the commissioner, such value shall be settled by arbitration as provided in Article XIII of the service-at-cost contract.

10. That the commissioner when making quarterly, annual and such other reports as provided in the service-at-cost contract shall compile the same so that the results of operation of the subway railroad shall be shown as a separate unit.

11. That the city shall secure all additional real estate, erect all buildings, make all extensions of tracks and overhead structures and make all changes to tracks, overhead structures, wiring, lighting of stations and platforms, signals, telephone system and any other property and equipment owned by the city, reasonably necessary for the safe, convenient and economical operation of passenger and freight service as determined and approved by the city, the president of the State Railways and the commissioner, the cost of which shall be paid by the city, and in no case shall be charged against revenues.

12. That the city shall not sell, lease or dispose of any property or equipment reasonably necessary to the proper operation of the subway railroad, such necessity to be determined unanimously by the mayor, the president of the State Railways and the commissioner.

13. That any revenues derived from the use of any part of the subway railroad, its appurtenances and properties, incidental thereto, including rights and property reserved for the city herein, except those derived from the use of the property above the bottom of the roof of the covered portion, shall be a revenue of the subway railroad and placed to the credit of the general fund as an operating revenue.

14. That the commissioner shall route all cars that shall be operated in the subway railroad. He shall also route the interurban cars and those of the Rochester & Eastern Railway in said subway railroad.

15. That agreements between the city, the State Railways and the steam railroads may and should be made for the use of the subway railroad tracks for the movement of industrial or other cars to and from subway railroad, said agreements to have a provision whereby the commissioner shall have power to supervise and direct such movement, and shall provide for the movement of freight or other cars by the state railways. These agreements shall not conflict with any of the terms and regulations contained herein. That both the State Railways and the city shall be ready and willing to make such agreements.

16. That all revenues received by the State Railways for the movement of freight or other cars of the steam or electric railroads shall be placed to the credit of the general fund in accordance with the service-at-cost contract.

17. That all disputes between only the parties to the service-at-cost contract arising out of the operation of said subway railroad and performance of all matters and things in relation thereto as herein provided shall be settled by arbitration as provided in said service-at-cost contract. In instances where any interested shipper or railroad other than the parties to said service-at-cost contract makes a complaint to the commissioner of railways the dispute if not adjusted by him within thirty days shall be settled by reference to three impartial arbitrators appointed by the senior justice of the Supreme Court in the Seventh Judicial District. Costs and expenses of such arbitration shall be paid by the losing party.

The mayor may at his own instance invoke and carry on arbitration under the second sentence of this subdivision, in behalf of any complainant. He may particularly so invoke arbitration with reference to the fixation of the compensation provided for in the next subdivision, which compensation after such an arbitration may be fixed by the arbitrators. Also he may so invoke arbitration with respect to any determination under paragraph twelve.

18. That the Commissioner shall fix the compensation to be paid by the Steam Railroads to the State Railways for the power and service used in the movement of freight cars of said Steam Railroads, provided however, that the aggregate costs for the transportation of freight moved to or from industrial sidings or from tracks located on the Subway Railroad shall not exceed contemporaneous charges of the Steam Railroads applicable to similar classes of traffic between the same points of origin or destination and other industrial sidings or team tracks located within the switching limits of the City, for equal service rendered.

19. That the State Railways shall indemnify the City and save it harmless against and from all liability for negligence, nuisance or any other cause arising out of operation of tracks, poles, wires, cars or other vehicles or equipment in any way connected with the operation of the Subway Railroad. All claims for damages to persons or property settled, paid or enforced against the State Railways on account of the operation of the Subway Railroad shall be met and paid from Subway Operating Revenues.

20. That the City shall indemnify the State Railways and save it harmless against and from all liability for negligence, nuisance or any other cause arising or occurring from failure or collapse of buildings, structures or approaches to the Subway Railroad or caused by virtue of the existence of the Subway Railroad distinct from operation.

21. That no franchise or franchise rights or any vested interest of any nature shall arise by virtue of the requirements herein or contemplated hereby or by any of the rules or regulations of the Commissioner, or in the operation of the Subway Railroad.

22. That no carrier, person or corporation, including the City, will dominate the Subway Railroad or its use or discriminate in any services or other matter to the detriment or damage of any carrier or shipper as against any other carrier or shipper.

23. That all franchise and contract rights now existing and owned by any carrier which will use the Subway Railroad shall not be or be deemed to be abandoned, waived or impaired by the operation herein provided or by non-user thereof, nor shall any enlargement or extension thereof be or be deemed to be made by the operation herein provided, except as herein provided, or by an ordinance of the Common Council of the City making effective such operation; and that on the expiration of the term of the operation hereunder the status with respect to contracts, franchises and rights, thereunder shall be the same as if this Subway Railroad operation had never been had.

24. That it is understood and agreed that the matters contained herein are subject to the provisions and requirements of all Federal and New York State laws and statutes now in effect or which may hereafter take effect, and it is not intended that any person or corporation shall be required to do or refrain from doing anything in violation thereof; provided however that no variation of said service-at-cost contract and the uses and purposes thereof shall be accomplished.

Sec. 3. All matters and things herein set forth have been and are hereby agreed and assented to by the city, and the city hereby grants permission to said State Railways to use said subway railroad as hereinbefore provided.

Sec. 4. This ordinance shall take effect immediately.

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# Straphangers Due To Make Up Likely Deficit On Subway

R.T.U. Oct. 23 '27

## Study by Experts of Contract for Operation Reveals Implications of Service at Cost Plan—City Manager Will Have No Control of Subway.

By Paul Benton.

Rochester straphangers may have to pay nine or ten cents for their street car transportation, rather than eight, if the new subway railroad doesn't show a profit, analysis of the new subway-operation contract and ordinance by experts, revealed today.

According to this the subway contract, as adopted, means straphangers will pay the deficit of operation in the subway, providing there is one, and expert opinion has held that a deficit is certain for years at least.

It also means the city manager will have no control whatever of the subway, except through such control as he may have of the actions of the mayor. According to the subway ordinance the mayor is the executive official of the city charged with the execution of the contract through his personal appointee, the commissioner of railways. The city manager's executive power over the city's largest investment is non-existent.

The contract specifically reserves the rights of the other carriers in dealing with their use of the subway, but in another section specifically places these rights under the practical jurisdiction of the New York State Railways. In the events of a dispute the commissioner of railways, paid by the New York State Railways, is the arbiter and appeal from his decision may be had to a board after thirty days. Experts declare speed in settling technical railroad disputes is essential and that this clause makes for cumbersome and dilatory methods.

**Deficit Probable.**

Furthermore, the experts point out, the subway railroad is made non-competitive as to freight rates, being forbidden to charge more than for similar service given by the other roads in the Rochester switching area. This prevents the road from being so administered as to avoid a possible deficit.

The contract ordinance is divided into four sections. The first deals with definitions. The second directs the New York State Railways to operate the subway railroad under the service-at-cost contract, and enumerates twenty-four points agreed upon between the commissioner of railways and the New York State Railways covering the operating of the line. Section 3 gives the formal assent of the city to these twenty-four points, and Section 4 contains the enacting clause.

**Trouble Likely.**

The contract, the experts declare, is rather carelessly drawn, attention being called to the fact that nothing in the body of the ordinance definitely limits the life of operation to that of the service-at-cost contract with which it is bound up, leaving this a possible point of legal dispute for the future.

In Point 4 it is agreed that the New York State Railways shall keep separate accounts for the subway railroad, being no more than is done for every trolley line in the city, and in Point 7 it is agreed that:

"The financial results of the operation of the subway railroad surplus or deficit, shall be credited to or charged against the general fund provided for the service-at-cost contract."

This means in plain English that the General Fund, the rise and fall of which determines under the contract the amount of fare paid by the trolley car riders, must bear the brunt of the deficit which may be incurred, and is expected to be incurred, by the operation of the railway.

Furthermore, Point 18 prohibits the commissioner from allowing a rate to be changed for freight service which may "exceed contemporaneous charges of the steam railroads applicable to similar classes of traffic between the same points of origin and destination and other industrial sidings or team tracks, located within the switching limits of the city, for equal service rendered." In other words the rates on the subway railroad cannot be based upon its need for earnings.

# TROLLEYS MAY RUN IN SUBWAY NEXT WEEK

Post-Express Nov. 1 1927

## Amendment to Service-at-Cost Contract Between City and Railway Company Removes Last Obstacle—Vote Favorable.

By Charles E. Welch.

Interurban cars may be running in the subway within another week.

Mayor Martin B. O'Neil today signed the subway railroad ordinance adopted last night by the Common Council.

The mayor, by his action, makes possible operation of the Subway Rapid Transit and Industrial Railway without further delay.

Charles R. Barnes, commissioner of railways, announced at noon that a conference with James F. Hamilton and New York State Railways and city officials, including Mayor O'Neil and John P. Morse, chairman of the mayor's committee on subway operation, will be held either Monday or Tuesday to "map out a program."

This program will call, first, for diversion into the subway of interurban cars on the Rochester and Syracuse and Rochester and Eastern Rapid railways; second, entrance of cars on the Rochester, Lockport & Buffalo Railway; third, operation in the subway of cars on certain of the city lines and, lastly, operation of the industrail railroad which will accommodate manufacturing concerns and shippers.

(Please Turn to Page 10.)

# TROLLEYS MAY RUN IN SUBWAY NEXT WEEK

(Continued from page 1)

Adoption of the subway ordinance, which amends the service-at-cost contract exisiting between the city and New York State Railways, by the Common Council last night was unsuccessfully opposed by Alderman Kimber of the Twenty-first Ward, Alderman Hone of the Fourth Ward and Alderman Kujawski of the Fifth Ward.

Before the ordinance was adopted Alderman Kimber declared that when the measure was introduced in the council two weeks ago the motion to refer it to the law and railroad committees for a public hearing was not seconded and he contended that the motion then became "dead" and that the public hearing and the final reporting of the ordinance last night by the two committees was irregular. He quoted from Cushing's Manual to support his contention. Corporation Counsel Platt expressed the opinion that it was simply a point of law that was involved and at his suggestion the alderman proceeded to adopt the report of the joint committee together with the ordinance.

All aldermen present, with the exception of the three mentioned, voted favorably. To do otherwise, or to defer action on the report and ordinance would only result in delaying operation of the subway, Alderman Ward pointed out, and in view of the expressed desire of business men who attended last Friday's hearing he said it became a matter of vital importance and one which demanded immediate and favorable action.

Commissioner Barnes, under whose personal supervision the subway railroad will be operated, said it will be possible to make necessary connections at the eastern end of the subway so as to permit of entrance into the old Erie Canal "ditch" of cars on the Rochester and Syracuse and Rochester and Eastern Rapid Railways, possibly by the first of next week.



# Subway Opening Nov. 15 If Aldermen Favor Operation Plan

R.T.U. Nov. 5 '27

By Charles E. Welch.

**Interurban trolley cars may be operated in the Rochester subway Nov. 15, to be followed a month later by operation of city trolley cars.**

**This statement was made in the Common Council chambers last night by John P. Morse, chairman of the mayor's committee on subway operation, at a public hearing on the proposed ordinance for subway operation. The hearing was conducted by the law and railroad committees.**

**Mr. Morse stated the mayor's committee had approved the ordinance for a contract with the New York State Railways for subway operation.**

**The ordinance will be voted on by aldermen Nov. 9.**

**Business interests of Rochester declared unanimously for earliest possible operation of the subway—rapid transit and industrial branches—and favor New York State Railways management.**

**This was revealed last night when the railroad and law committees of the Common Council held a public hearing in the council chamber in an endeavor to obtain the views of interested citizens on the ordinance and contract, submitted to the aldermen at their last meeting, providing for operation of the subway railroad by the New York State Railways through an extension of the service-at-cost agreement which now governs operation of cars on the surface lines in Rochester.**

**Nobody opposed the ordinance. Every man who spoke—and among them were representatives of some of the largest industries and business houses in the city—went on record as favoring immediate adoption of the ordinance. All expressed a desire to see the subway railroad in operation at the earliest possible date.**

**"If this ordinance and contract are favorably reported by these committees to the Common Council when it meets Nov. 9, the earliest date on which the subway can be operated will be one week later, about the 15 or 16th of November," John P. Morse, chairman of the Mayors Committee on Subway Operation, explained. "On either of these dates it will be possible to divert cars on the Rochester and Eastern Rapid and Rochester and Syracuse Railroads into the subway. Cars on the Rochester, Lockport and Buffalo railroad can be operated in the subway about Dec. 1, as the ramp will be completed by that time, I understand, and the western section will be in such shape as to permit of the operation of these interurban cars through the subway. Within another month after that it will be possible, I am told, to operate the surface cars on city lines in the subway and operation of the industrial railroad, which will be dependent, of course, on a supplemental contract to be made with five steam railroads, will be possible about three months from now."**

(Continued from Page 1.)

Chairman Morse informed the fifty men and women at the hearing that the Mayor's Committee on Subway Operation had approved the contract with the New York State Railways and the ordinance submitted to the Common Council governing operation of the subway. He explained that, while the ordinance probably is not as perfect as it might be, such provisions or details as might be complained of will be possible of correction later.

It was agreed by all those who voiced opinions on the ordinance that the subject represents one of the greatest projects ever undertaken by the city and that its operation by the New York State Railways, under the conditions and terms set forth in the ordinance, practically represent an experiment which will make possible a later determination of what changes may be required to insure the successful and satisfactory operation of the railroad.

**Early Operation Urged.**

"This is a big, big project," Samuel Parry said, "and we cannot expect that this ordinance and contract to be completely satisfactory to everybody in the beginning. But we have got to make a start. The subway is an undertaking which is of vital interest to everybody in Rochester and if there are provisions of this ordinance under which the railroad is to be operated that shall require changing, that can be done later. But the principal thing to do now is to get this ordinance adopted and see that the subway railroad is put in operation at the earliest possible time."

Edward Halbleib, head of the North East Electric Company and president of the Rochester Chamber of Commerce, read and submitted to the committees a statement prepared by the officers and trustees of the Chamber of Commerce, approving the ordinance and urging its adoption so that actual operation of the subway railroad can be started. The statement, signed by Mr. Halbleib as president, Roland B. Woodward as general secretary, and Frederick W. Burton as manager of the transportation bureau of the chamber, reads:

**Statement by Chamber.**

**"Beginning with actions of its Board of Trustees in 1911 and 1913, urging that the city of Rochester acquire the Erie Canal property for suburban rapid transit and other public purposes, the Rochester Chamber of Commerce has cooperated in the important steps which have brought the Rochester subway project practically to its completion.**

**"In 1921 the chamber endorsed the general subway plans of the city as contained in the first ordinance adopted by the city council and again voiced the need and value of the subway.**

**"Early in the present year the officers and trustees of the chamber, at the instance of the transportation committee, approved the principles of the plan for subway operation proposed by the mayor's subway committee, and in submitting its statement to the mayor and Common Council emphasized among other things:**

**"1—The importance of getting the subway into operation.**

**"2—The fact that the mayor's committee plan affords the most economical method for inaugurating the unified subway passenger and freight service.**

**"3—That the temporary nature of the plan is in public interest and will provide the actual experience from which a final plan for operation may be fixed.**

**"Having adopted the mayor's subway committee plan, the Common Council has now before it an ordinance under which the actual operation of the subway may be immediately carried into effect. This ordinance embodies the recommendations of the law and railroad committees of the Common Council, the mayor, the mayor's committee, the corporation counsel, the commissioner of railways, the New York State Railways and its counsel, and others, as to the character of the contract and agreement which shall be entered into between the city and the New York State Railways for operation of the subway.**

**"The proposed ordinance has been carefully considered by the officers, trustees and the transportation committee of the Rochester Chamber of Commerce. It is found to contain the essentials for contract and agreement between the city and the New York State Railways for operation of the subway railroad in conformance with the principles established by the mayor's subway committee plan.**

**"The interests of the city, the public and the subway industries appear to be safeguarded by this ordinance. Its provisions are fair and just to the New York State Railways and the steam railroads of Rochester. It should prove mutually satisfactory to the City of Rochester as a whole and the interested carriers.**

**"This ordinance permits the immediate operation of the subway passenger service and shortly thereafter the inauguration of the freight service. Operation of the subway at the earliest practical moment under some plan is important, as has been urged by this chamber for more than a year. Further extended delay will deprive Rochester of the full benefit to be derived from the temporary operation or trial period contemplated under the adopted plan and defers the time when the subway will have been fully developed and is of a maximum value to the community.**

**"The Rochester Chamber of Commerce therefore, strongly urges the Common Council to promptly adopt the proposed ordinance for subway railroad operation."**

**Mr. Halbleib was followed by James P. B. Duffy, head of the Duffy-Powers Company, who submitted a resolution adopted by the First Ward Improvement Association, which reads:**

**"On February 18 the First Ward Improvement Association presented to the Law and Railroad Committee of the Common Council a resolution favoring the adoption of the Mayor's Advisory Committee's report on subway operation.**

**"On May 10, 1927 the Law and Railroad Committee, after a careful study of the Mayor's Advisory Committee's recommendation and other plans of operation, made its report to the Common Council and advised the operation of the subway under an extension of the service at cost contract. The Common Council immediately referred the matter back to the Law and Railroad Committee, requesting that it draft an ordinance whereby such operation could be made effective.**

**"On October 25 the Law and Railroad Committee submitted an ordinance incorporating the agreement for the operation of the subway as an amendment to the service at cost contract. This ordinance has the approval of the Mayor, the Commissioner of Railways, and the New York State Railways. It makes effective the recommendation of the Mayor's Advisory Committee on Subway Operation.**

**"Delay in the adoption of the ordinance by the Common Council means delay in the operation of the subway. If the ordinance is passed at the next meeting of the Common Council, it is possible to have operation in the subway by November 15th of the suburban cars from the southeast and by December 1st of the suburban cars from the west. The cost of the subway to the taxpayers in interest charges alone is $1,300 a day. This should be sufficient reason for immediate adoption of the ordinance.**

**"Therefore, be it resolved that the board of directors of the First Ward Improvement Association approves said ordinance and directs its officers to present this resolution at the public hearing of the law and railroad committee in the Common Council chamber Friday evening, Nov. 4, 1927, and to urge upon the committee the earliest possible adoption of the ordinance by the Common Council."**

Others who spoke in favor of the ordinance and contract were Clark H. Quinn, representing Broad Street property owners; Ernest Gorsline, treasurer and general manager of Scrantom's Inc.; Walter W. Powers, representing the Powers Building; Howard Clapp, representing the Wilder Realty Company; Percy B. Dutton, Louis Langie of the Langie Coal Company, and several others. All urged prompt action by the Common Council so as to make possible operation of the subway railroad without further delay.

Alderman William J. Ward, who presided, called for opinions from those opposed to the ordinance. There were no objectors.

Alderman Patrick Cauley, chairman of the law committee, and Aldermen Frederick R. Kussmaul, Charles Schauman, Haskell H. Marks, John F. Hickey, Elmer Chilson, William S. McCoy and James R. Kimber attended the hearing as did Simon N. Stein, member of the mayor's committee; Corporation Counsel Platt, Deputy Corporation Counsel Geiser, Commissioner of Railways Charles R. Barnes and Thomas O,Leary, deputy city clerk.

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# WEEK EXPECTED TO SEE OPERATION OF INTERURBAN CARS

## Blast-furnace Property Will Be Condemned if City Can't Buy at Reasonable Price

## BROAD AND CUMBERLAND EXTENSIONS IN COMMITTEE

By HIRAM MARKS

The Common Council last evening adopted the ordinance providing for the operation of the subway by the New York State Railways under an extension of the service-at-cost contract; passed a first ordinance for the extension of Broad street eastward, at a cost of $800,000; passed a first ordinance for the extension of Cumberland street, from Clinton avenue north to Franklin street, at a cost of $460,000; passed a final ordinance for the purchase of the blast furnace property in the Twenty-third ward for dock and park purposes; passed the final ordinance for snow cleaning for this winter, at a cost of $126,000, and transacted other important municipal business.

The ordinance providing for the operation of the subway under an extension of the service-at-cost contract will make it possible for cars to be run in the subway in about a week, City Engineer C. Arthur Poole said yesterday. The ordinance was opposed by Aldermen Augustine B. Hone of the Fourth ward, Leo Kujawski of the Fifth ward and James R. Kimber of the Twenty-first ward.

### Three Aldermen Opposed

By unanimous report the Law and Railroad committees of the Council recommended the adoption of the ordinance, assertnig in their report that at the public hearing no one spoke in opposition to it, while many favored it. Frederick T. Pierson, president of the Common Council, will make a special certification of the ordinance to Mayor O'Neil, making possible its immediate effectiveness. Mayor O'Neil has requested City Engineer Poole and Subway Engineer John P. O'Connor to speed up the last details, so that the operation of interurban cars can start within a week. John P. Morse, chairman of the Mayor's Advisory Committee on Subway Operation has assisted in expediting the steps that will bring about the operation of the subway at the earliest date.

The report, which recommended the adoption of the ordinance by the council was signed by Aldermen Patrick Cauley, William S. McCoy, Elmer E. Chilson, Charles H. Schauman and Haskell H. Marks, for the Law Commitee, and by Aldermen William J. Ward, William S. McCoy, Haskell H. Marks, Fred H. Kussmaul and John F. Hickey, for the Railroad Committee. Its report is as follows:

Your Law and Railroad Committees to which was referred the ordinance introduced by Alderman Cauley and Ward, on October 25, 1927, together with a communication from his Honor, Martin B. O'Neil, dated October 25, 1927, and a letter to Honorable Martin B. O'Neil, Mayor of the city of Rochester, from Charles R. Barnes, commissioner of railways, have given the same their careful consideration. A public hearing was held on the evening of November 4, which was largely attended. Several organizations were represented at the hearing and resolutions were presented in favor of the adoption of the ordinance. No person spoke in opposition to the ordinance and many persons spoke in favor of the immediate adoption of the ordinance.

The ordinance provides for the operation for the balance of the term of the service-at-cost contract only and is in substantial compliance with recommendations made by the Mayor's Committee on Subway operation.

Wherefore your committees respectfully recommend the adoption of the said ordinance.

After the report had been read and the ordinance moved for adoption, Alderman Kimber moved that under the rules of the Council the ordinance was not properly before the body because the motion by Alderman Ward, floor leader, referring it to committees, had not been seconded. Corporation Counsel Clarence M. Platt, who was consulted by Mr. Pierson, pointed out that the practices of the Council, as established by procedure of many years made the seconding of the motions unnecessary, unless opposed. He said that, no opposition being raised, it was assumed in the practice of legislative bodies, that motions to refer to committees were seconded. Mr. Pierson ruled against Alderman Kimber's point of order. The three aldermen then recorded their opposition to the ordinance.



# Public Welfare Will Guide Subway Policy, Barnes Says; Cars Will Run December 1st

## Mr. Barnes's Letter

November 14, 1927.

Hon. Martin B. O'Neil,
Mayor of the City of Rochester.
Honorable Sir:

I acknowledge receipt of official notification that you have signed the ordinance adopted by the Common Council for the operation of the Subway. In view of the great responsibility and power entrusted to me in my official capacity as Commissioner of Railways of the City of Rochester by the ordinance, it seems appropriate that I should at this time express to you, and through you, to the citizens of our city my deep appreciation of the confidence imposed in me. It is my hope and aspiration that I may justify in accomplishment this confidence. The broad powers of administration and regulation granted, impose a corresponding responsibility for the results to be attained.

I believe the transportation feature of the Subway will eventually justify itself. Prudent and economical management, with due regard to economic considerations, are essential to that end. However, the indirect benefits to the city in the near future years will probably exceed the direct pecuniary return. The short trial period of two and one-half years provided by the ordinance for the development stage is necessary to lay the foundation for a permanent plan of operation to be determined later.

The Subway project is a courageous undertaking, has involved a large capital expenditure by the city and shows confidence in the future growth of the city. The problem of the Subway offers a means of alleviating congestion in the streets, and makes possible a rapid transit that is safe because free from vehicular interference. I am not unmindful of the difficulties that beset the problem, but feel confident that some solution will come as a result of the experience developed in the trial operation. To that end I pledge my best efforts and solicit from the citizens the same confidence and tolerance that has been so generously accorded me during the seven and one-half years of my administration as Commissioner of Railways.

I take this means of assuring the citizens, the car riders, the shippers and the railroads using the Subway that in the determination of conflicting interests I shall hold the public welfare superior to selfish interest, but with fairness and justice to all and without prejudice or discrimination to any.

Upon these principles, I accept the obligations and duties imposed by the ordinance signed by you to-day.

Respectfully yours,

C. R. BARNES,
Commissioner of Railways.

In the determination of conflicting interests in the use of the subway the public welfare will be held superior to selfish interest, declared Charles R. Barnes, commissioner of railways, in a letter sent yesterday afternoon to Mayor Martin B. O'Neil. Under the provisions of the ordinance signed Thursday by Mayor O'Neil, the operation of the subway is by the New York State Railways under an amendment to the service-at-cost contract, and operation is under the supervision of Commissioner Barnes.

Commissioner Barnes's letter, as he writes, is intended to assure the citizens, the car riders, the shippers and the railroads using the subway that it will be operated with "fairness and justice to all and without prejudice or discrimination to any."

### To Begin December 1st

A conference was held yesterday in Mayor O'Neil's office at which time it was decided to begin operation of the subway on December 1st. The Rochester & Eastern cars will be run in thes ubway, wit ha number of surface cars so that a twenty-minute service will be given during the non-rush hours and a five-minute service during the rush hours. The cars will run from the loop at Oak stree to Brighton. The through service will be installed when the subway is completed.

As son as installattin of the signals is completed a general rearrangement of schedules will be made so that some surface lines will connect with the subway. Both Commissioner Barnes and James F. Hamilton, president of the New York State Railways, are of the opinion that the limited service should be given until the signal system is completed, and the subway is ready for operation in its entirety.

The connection with the Rochester & Eastern will be completed within twenty-four hours, declared Commissioner Barnes. In the case of the Rochester & Syracuse Railroad, it will take three or four weeks.

Continued on Page Two

# PUBLIC GOOD KEY TO POLICY, BARNES SAYS

Continued from Page One

because special switches are necessary for the connection. The railways commissioner will announce the time schedule later, but the date of operation, December 1st, has been definitely fixed.

### Attend Conference

Attending the conference yesterday in Mayor O'Neil's office were, besides Commissioner Barnes and Mr. Hamilton, Roy H. Hadsell, general superintendent of transportation of the New York State Railways; Talmadge G. Cherry, president of the Rochester & Syracuse Railroad; John P. Morse, chairman of the Mayor's Subway Committee; Corporation Counsel Clarence M. Platt, Deputy Corporation Counsel Irving Gelser and John O'Connor, subway engineer.

With the passenger operation of the subway started, negotiations with the five railroads entering Rochester for the freight operation will be begun, the legal matters being handled by Corporation Counsel Platt, Harris, Beach & Matson, at-

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# Subway Will Open

City's Development in Rapid Transit To Be Opened Officially With First Car Departing From Oak St. at 5:40.

Operation of the subway rapid transit railway will begin tomorrow at 5:40 a. m., when the first car on a shuttle service between Oak Street and Winton Road will leave the former station.

Cars on the Rochester & Eastern Rapid Railroad will begin operating in the subway tomorrow morning between Rowland's and the western terminal at Oak Street. Cars between Oak Street and Brighton, on this interurban line, will be run on a half-hour schedule during rush hours and on an hourly schedule during the other hours.

The Rochseter & Eastern Rapid will be the first interurban line to be diverted into the subway and tomorrow will mark the disappearance of these big cars from Monroe Avenue, within the city limits, removing what has long been considered a menace to public safety. Later on cars operating on the Rochester & Syracuse and the Rochester, Lockport and Buffalo lines will be diverted into the subway.

A gasoline and electric locomotive has been acquired by the New York State Railways for switching freight at industrial plants.

**Fare Increases Tomorrow.**

Inauguration of the subway railroad service tomorrow will mark the beginning of an increase rate of fare on Rochester lines. Fare at the rate of nine cents for each passenger and five cents for children will be collected on subway, city trolley and bus lines.

The beginning of operations in the subway will not be marked by any ceremonies. Commissioner Barnes, who will have charge of operations, said the system will be only temporary and subject to such changes as may be required when final details of the contracts with the New York State Railways and the interurban lines are worked out.

"Every precaution has been taken to insure safety of passengers and regularity of service," Commissioner Barnes said.

**Car Crews Trained.**

The conductors and motormen who will operate the cars have been trained for the past week in practise schools and every part of the rails, switches and roadbed has been thoroughly examined by engineers.

The first train westbound will leave Rowland's Loop at 6:10 in the morning, will stop at Winton station at 6:15 and will arrive at the downtown terminus of the subway at West Main Street at 6:28.

All cars will stop at all eleven stations whether signaled or not.

# SUBWAY TIME-SAVER FOR THOUSANDS

A great saving of time in interurban traffic, both passenger and freight, is looked for in the opening of the subway tomorrow. Nor will this be the only benefit to the city, according to city and railway officials. The underground railway will relieve somewhat congestion in the streets and help to facilitate automobile traffic.

For the present the Rochester & Eastern line will use the subway. Later the subway facilities will be extended to city lines. Residents living near subway stations are looking forward eagerly to the interurban line opening. Where now it requires from twenty minutes to half an hour to get downtown, they will be whizzed to the business section in absolute safety within a few minutes.

With the passenger schedule announced by President Hamilton of the New York State Railways for operation of the subway railroad, beginning tomorrow, was a notice to shippers that freight service would be under his direction on the same day.

This action, which was taken sooner than was expected, is necessary, Mr. Hamilton said, to put the movement of all cars in the hands of experienced railroad operators. The I. M. Ludington Sons Company, completing the westerly section of the railroad, has been moving freight over the road for more than a year.

Mr. Hamilton said a tariff schedule for the movement of freight would filed with the Public Safety Commission with forty-eight hours and in a like period the company would have delivered to it a combination gasoline and electric locomotive to handle the freight.

Mr. Hamilton asserted that within sixty days, operation of the subway railroad would meet capacity needs and that movement of freight would be carried on, even to industrial plants on the west side of the city, although only the section east of Oak Street is to be open to passenger traffic this week.

The New York State Railways, beginning tomorrow, when the 9 cent fare becomes effective on city lines, will provide passenger service in two sections—one by the Rochester & Eastern interurban cars between City Hall and Rowland's loop, at Monroe Avenue, Brighton, and the other by local cars between City Hall and Winton Road station.

**STOPS ELECTED**

The running time between the City Hall and Winton Road will be thirteen minutes and between the City Hall and Rowland's loop, eighteen minutes.

Both classes of trolleys will stop at the following stations: City Hall, Court Street, Meigs-Goodman Street, Monroe Avenue, Culver Road, Colby Street, Winton Road, Highland Avenue, Elmwood Avenue and Rowland's loop.

The first interurban car will leave the City Hall at 6:10 o'clock on all days except Sunday, when the first car will leave at 7:10 a. m. The last car daily will be at 11:10 o'clock at night. A thirty minute schedule will be maintained in rush hours, and hourly otherwise in both easterly and westerly directions.

The local service, westbound between City Hall and Winton Road stations, will start at 6:15 o'clock on week days and on Sunday at 7 o'clock, with the eastbound service to start at 5:40 o'clock on weekdays and 6:45 o'clock Sundays.

**SCHEDULE COMPLETED**

The schedule calls for westbound cars to leave Winton Station on the hour, quarter, and half, and for eastbound cars to leave West Main station on the quarter, half and three-quarter of the hour, with additional cars during rush hours and with the occasional omission of one car an hour, when the traffic is lightest.

The last car eastbound will leave West Main station at 11:45 o'clock, and the last westbound, from Winton station, at midnight.

Mr. Hamilton said a faster schedule would be maintained as soon as signals were constructed, and eventually interurbans and limited local cars would move from the City Hall to the suburbs in at least eight minutes, and make all station stops.

# EARLY START ON ELMWOOD AVE. SUBWAY

Construction of the Elmwood Avenue subway under the Erie and Lehigh Valley Railroad tracks will be started early in the new year, according to a letter received today by Mayor O'Neil from Lehigh engineers.

The engineers announced that I. M. Ludington's Sons Company, is low on the construction work at $170,721.60, and just as soon as the city and the Erie Raailroad approve the bid, the contract will be let. Mayor O'Neil will approve this week, he said.

This improvement is to beautify that section of the city about the new University of Rochester campus, as it will change the course of Elmwood Avenue by making the railroad crossing of the avenue 400 feet south of the present crossing, with winding approaches from both the East and West.

Crittenden Boulevard, on which the Strong Memorial and Municipal Hospital as well as the University Medical School are located, will have a winding approach from the East into the subway.

The whole improvement will cost $400,000 and is a forerunner of a new bridge for Elmwood Avenue. The city planning scheme is to also change the angle of this bridge, too, so that its approach from the East will be on a straight line with the subway highway.



# City And Interurban Service Launched In Rochester's Subway

Submerged Tracks at Winton Road Station Delays Operation in Eastern Section—Officials of Municipality Predict Taxpayers Will Benefit.

Operation of the subway rapid transit railway was begun today with every indication that this greatest municipal undertaking would prove successful and, eventually, of incalculable benefit to the community, city said.

The first car operated on the city shuttle service departed from the Winton Road station at 6:45 o'clock this morning, and the first car eastward left City Hall station at 7 o'clock.

"Whether the people are riding for convenience or out of curiosity, I cannot say, but they are riding over both the stub line between City Hall and Winton Road and the interurbans which serve Brighton east of Winton Road," Commissioner of Railways Charles R. Barnes said at noon, after he had personally completed several trips.

The first interurban car to arrive in the city over the subway road came into the former canal "ditch" east of Winton Road at 9:22 o'clock.

The station platform at Winton Road was partially submerged and the tracks were said to be under a foot and a half of water. This delayed entrance into the subway of the Rochester and Eastern Rapid Railway cars until after 9 o'clock. Motorman A. R. Martin and Conductor James Simson composed the crew of the first interurban to make a regular trip through the subway. They were accompanied by Henry Gardner, instructor for the company.

**John Legeer First Passenger.**

The first passenger to pay the increased fare of nine cents on the subway rapid transit railroad was John Legeer of 54 Hartson Street, who borded the first shuttle car to make the trip from Winton Road to City Hall.

Commissioner Barnes was on the car with the crew, James Erskine, conductor, and David Turner, motorman. Mrs. Martha Legeer, wife of the first male passenger, made the trip on a car leaving Winton Road at 10 o'clock. Mrs. Charles Madge, 75 Winton Road, and her granddaughter, Miss Betty Hannah, were passengers on this car, Miss Hannah gaining the distinction of being the first child to ride over the subway railroad after inauguration of the service.

Clark H. Quinn, secretary of the First Ward Improvement Association, and C. H. Greenfield of Greenwood were the first passengers to board an eastbound car.

Cars were operated on the city shuttle service, between Winton Road and City Hall, under a headway of eleven minutes. The schedule calls for half-hour service. This time will be reduced, Commissioner Barnes said, as soon as the crews become accustomed to the road and the signal system has been installed. He expects that cars can reach the city from Winton Road within eight minutes or less later on.

**Fare Increases Today.**

The nine-cent fare, which is an increase of one cent over the rate formerly charged, took effect today on all city lines as well as the subway.

**Rush Hour Service.**

In case the service demands it, extra cars will be operated in the subway during the rush hours, Commissioner Barnes said, and cars on the Rochester & Eastern Rapid Railway will operate as close to the former schedule as possible, cars leaving City Hall station at ten minutes after the hour, beginning at 6:10 a. m. week-days and 7:10 Sunday, with half-hour service between Brighton and the city during rush hours.

Schedules and all arrangements governing operation of cars in the subway at this time are temporary, Commissioner Barnes said, and subject to such changes as may be required for the good of the service.

Final details of the agreements under which both the rapid transit and industrial railroads will be operated are being worked out by Corporation Counsel Platt.

Meanwhile the work of installing a signal system in the subway is progressing and will be completed during the present month.

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# Subway Freight Contract City Will Offer Railroads and Trolley Company Presented in Common Council

R. D. + Chronicle - Dec 18, 27.

The subway freight contract that will be submitted by the city to the New York State Railways and the five railroads entering Rochester was introduced in the Common Council by Alderman William J. Ward, chairman of the Railroad Committee, and Alderman Patrick Cauley, chairman of the Law Committee last night. The contract was referred to the two committees for a public hearing.

The contract was drafted by Corporation Counsel Clarence M. Platt, who discussed its provisions with Mayor O'Neil and Frederick T. Pierson, president of the Common Council. It follows principally the provisions of the contract between the city and the New York State Railways whereby the subway is operated under the direction of Charles R. Barnes, commissioner of railways, as an extension of the service-at-cost contract.

The contract introduced last evening takes care of the freight operation and Mr. Platt said it incorporates the recommendations made by the Mayor's Subway Committee, of which John P. Morse is chairman, and provides for the freight operation of the subway without discrimination to any of the carriers.

Section one of the ordinance introduced last evening provides that the mayor is authorized to execute the contract, effective immediately, in the following form with each steam railroad desiring to use the subway railroad and with the New York State Railways.

The agreement in blank form is as follows:

This agreement made this.... day of.....between the Municipal Corporation called the "City of Rochester," hereinafter referred to as the "City," the ..... Railway Company, a corporation of the State of New York, hereinafter referred to as the "Company," and the New York State Railways, a corporation of the State of New York, hereinafter referred to as the "State Railways":

Witnesseth: Whereas, by Ordinance No. 544, adopted by the Common Council November 9, 1927, the city has required the State Railways under the service-at-cost" contract, dated August 1, 1920, to operate the railroad owned and constructed by the City in the abandoned Erie canal and commonly known as, and hereinafter called the "Subway Railroad" for the transportation of passengers and freight, and;

Whereas, pursuant to said ordinance of November 9, 1927, the City desires to afford the Company facilities which it desires for the receipt and delivery of freight in cars at sidings now constructed, or that may hereafter be constructed along said Subway Railroad for the purpose of serving shippers or consignees of carload freight; and for interchange with other connecting steam railroads, and;

Whereas, it is desirable that these State Railways furnish the power and service used in the movement of such freight cars of the Company over the Subway Railroad under the supervision and direction of the Commissioner of Railways of the City;

The trackage rights and permission granted herein are revocable by the City and this contract may be cancelled by it on sixty days notice in writing served on the Company in the manner of service of a summons, and unless sooner revoked as provided for above, this contract shall expire at twelve o'clock midnight, Eastern Standard Time, between July 31st, and August 1st, 1930.

Sixth: No franchise or franchise rights or any vested interest of any nature shall arise by virtue of the requirements herein or contemplated hereby or by any of the rules or regulations of the Commissioner, or in the operation of the Subway Railroad.

## No Discrimination

Seventh: The State Railways agrees to handle expeditiously all freight cars between the Railway's connection with the Subway Railroad and points on said Subway Railroad, performing equal service without discrimination for all Carriers having similar agreements for trackage rights over the Subway Railroad, and for all shippers and consignees thereon.

Eight: No carriers, person or corporation, including the City, will dominate the Subway Railroad or its use or discriminate in any services or other matter to the detriment or damage of any carrier or shipper as against any other carrier or shipper: the parties hereto covenant and agree not to make any agreements inconsistent with this agreement nor inconsistent with the operation of the Subway Railroad in accordance with the "Service-at-Cost" Contract in said Ordinance adopted November 9, 1927.

Ninth: The State Railways shall keep accurate records of the cars both empty and loaded, handled for the Company under this agreement and will furnish same daily to the Company in such manner as will show dates and time cars are delivered to connecting railroads or are placed for delivery to consignees at points on the Subway Railroad; also similar records shall be kept and furnished, showing dates and time cars are placed for loading by shippers.

Monthly bills in detail shall be rendered by the State Railways against the Company for the service so performed for it in accordance with the schedule of rates determined upon by the Commissioner of Railways of the City as provided in the Fourth Paragraph of this agreement.

It is understood that the freight or other charges of the Company shall be collected from the shipper or consignee by the Company.

Tenth: The State Railways shall be responsible to the Company for negligence of its employees and agents in the handling of freight cars and contents delivered to the State Railways for movement between connections of the Company with the Subway Railroad, and side tracks assigned to Shippers or Consignees for the handling of carload freight, or to and from points of connection with other steam railroads, and will indemnify the Company for loss or damage to property delivered to it by the Company for transportation over said Subway Railroad caused by the negligence of its agents and employees, and if any claim or liability shall arise from the joint or concurrent negligence of both the State Railways and the Company it shall be borne by them equally, it being understood and agreed that said State Railway while so engaged assumes liability for personal injuries to its employees or others.

Eleventh: The Commissioner of Railways shall furnish the Company through its chief traffic officer, a list of industrial sidings and team tracks with the name of the party or parties to whom assigned for receipt and delivery of carload freight and shall from time to time as changes in same are necessary furnish the Company a list of additions to or eliminations from said list in the same manner.

## Interchange Point

Twelfth: It is further agreed that the point of interchange between the Company and the Subway Railroad for freight cars will be the connecting track now existing until other physical track connection between the Company and the Subway Railroad is provided and the trackage rights and privileges granted the Company under this agreement extend to and from such point or points of connection and the sidings of the Subway Railroad assigned for receipt or delivery of carload freight traffic, and to and from points of connection with other steam railroads.

Thirteenth: All disputes between only the parties to the "Service-at-Cost" Contract arising out of the operation of said Subway Railroad and performance of all matters and things in relation thereto as herein provided shall be settled by arbitration as provided in said "Service-at-Cost" Contract. Instances where any interested shipper or railroad other than the parties to said "Service-at-Cost" Contract makes a complaint to the Commissioner of Railways the dispute if not adjusted by him within thirty days shall be settled by reference to three impartial arbitrators appointed by the Senior Justice of the Supreme Court in the Seventh Judicial District. Costs and expenses of such arbitration shall be paid by the losing party.

The Mayor may at his own instance invoke and carry on arbitration under the second sentence of this subdivision, in behalf of any complainant. He may particularly so invoke arbitration with reference to the fixation of the compensation provided for the fourth paragraph of this agreement, which compensation after such an arbitration may be fixed by the arbitrators.

Fourteenth: The City covenants and agrees that any and all contracts made between it and other carriers, persons or corporations, for trackage rights over the Subway Railroad will be harmonious with this Agreement and that it will not execute any contracts inconsistent herewith, nor grant more favorable terms to any other steam railroad, without the consent of the Company.

## May Refuse Permit

Fifteenth—The company agrees that all freight cars offered for transportation over the rails of the Subway Railroad under this Agreement shall be in proper condition for safe transportation, properly equipped in compliance with all legal requirements and of suitable character for safe handling over said Subway Railroad, and so maintained by the Company except in the case of negligence of a person or corporation other than the Company for its agents or servants while on said Subway Railroad. It is further understood that at any time the Commissioner may refuse to permit the movement of any car over the Subway Railroad which does not comply with this section or which is loaded in a faulty or dangerous manner or which contains goods dangerous or unlawfully packed, crated, boxed or loaded, due notice being previously given to the Company of all restrictions which must be observed by the Company. The right and power of the Commissioner set forth in this paragraph shall not, however, place upon him nor upon the New York State Railways duty of inspection of Company's freight cars or their appliances.

Sixteenth: The City further covenants and agrees that the Subway Railroad is constructed of proper design and properly equipped for safe operation of freight car equipment and that the road bed, equipment, structures, bridges and walls are good and sufficient for the purpose for which they were constructed.

Seventeenth: It is understood and agreed by the Company that the trackage rights and privileges herein granted to it are accepted on condition that the Commissioner shall fix all operating schedules and supervise and direct all movements on the Subway Railroad including the movement of freight cars of the Company and other steam railroads, the cars and locomotives of the State Railways and the Electric Railroads using the tracks of the Subway Railroad, harmonizing and synchronizing the entire service for the best interests of the public without discrimination against any user of the Subway Railroad.

All books, records and accounts, reports and data of every kind or nature, used or useful in the operation of the Subway Railroad, shall be public records open to the inspection of the public, subject to such reasonable and orderly rules relating to the inspection of the same as may be made and required by the Commissioner, provided, however, that the obligations of Common Carriers under existing law are not affected by such inspection or publicity.

Eighteenth: The Commissioner shall have such rights and powers and be subject to such limitations thereof as are set forth in said "Service-at-Cost" Contract and said Ordinance of November 9, 1927.

## Rights of City

Nineteenth: The City reserves the right to make all side track agreements and to make without discrimination a charge to shippers or receivers using such side tracks.

It is understood, however, that such charges or any portion of same will not be assumed by the Company or be included in the aggregate cost of transportation referred to in Paragraph Four of this Agreement.

Twentieth: The City covenants and agrees to furnish the same police protection for property transported over the Sub-Railroad.

Twenty-first: The City shall indemnify the Company and save it harmless against all liability for negligence, nuisance or any other cause arising or occurring from failure or collapse of buildings, structures or approaches to the Subway Railroad distinct from operation, but nothing herein contained is intended or shall be construed to increase the liability of the City to any person or corporation on account of the operation of the Subway Railroad distinct from operation, but nothing herein contained is intended or shall be construed to increase the liability of the City to any person or corporation on account of the operation of the Subway Railroad.

Twenty-second: The Company shall indemnify the City and save it harmless against all liability, negligence, nuisance or any other cause arising or occurring by reason of defective cars of the Company or their equipment or appurtenances, or any improper or unlawful goods or loading, or any negligent act of the Company or its servants or employees.

In witness whereof; the parties hereto have caused these Agreements to be signed and executed on this——day of————, 1928.

THE CITY OF ROCHESTER
By————————Mayor
THE NEW YORK STATE RYS.
By————————President



00047

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# FAVORABLE ACTION WILL BE ASKED AT NEXT MEETING OF COMMON COUNCIL, APRIL 22D

## Decision Reached after Conference Between Aldermen and Mayor; Adoption Is Expected

## WOULD EXTEND SERVICE-AT-COST CONTRACT TO COVER OPERATIONS

Favorable action on the report of the Mayor's Advisory Committee on Subway Operation, which recommends the operation of the subway for a trial period of three years under an extension of the service-at-cost contract, will be proposed to the Common Council at its next meeting, on April 22d, as the result of a conference yesterday afternoon between Mayor O'Neil and members of the Law and Railroads Committee of the Council. Participating in the conference were Frederick T. Pierson, president of the Common Council, and Aldermen William J. Ward, William S. McCoy, Haskell H. Marks, Fred Kussmaul, John F. Hickey, Patrick Cauley, Elmer E. Chilson and Charles H. Schauman, who make up the two committees, Aldermen Marks and McCoy being members of both.

The report of the Mayor' Advisory Committee, of which John P. Morse is chairman, and which includes in its personnel some of the most representative citizens of Rochester, was submitted everal months ago to Mayor O'Neil, who, after considering it, forwarded it to the Common Council for action. The report was referred to the Law and Railroad Committees, which held a public hearing. The concensus as expressed at this hearing favored adoption of the Advisory Committee's report. The Aldermanic committees have considered the matter carefully, and yesterday afternoon the entire proposition was canvassed with Mayor O'Neil, and the decision reached to recommend to the Council at its next meeting that the plan proposed by the Citizen's Committee be adopted.

All of the aldermen have followed the matter carefully, and they are believed to be unanimously in favor of the recommendation that will be made by their committees, to which the report was referred. Mayor O'Neil has reached the decision that the most advantageous plan of operation is that suggested by the Advisory Committee, and he believes ample opportunity has been given all interested citizens to outline their suggestions or to propose an alternate plan.

The principal features of the plan of the Advisory Committee provide for the operation of the subway by the New York State Railways under an extension of the service-at-cost contract, which is under the supervision of Charles R. Barnes, commissioner of railways. Freight operation is provided under the contract in a manner that will prevent, the Advisory Committee believes, discrimination against any carrier, or shipper. The service-at-cost contract will expire in 1920, and it is believed by Mayor O'Neil

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# COUNCILMEN CONFIRM LIST OF NEW TAXES

CONTINUED FROM PAGE 10

ment resurfacing, $24,000, and Adams street asphalt pavement resurfacing, $30,000; also first ordinance by Alderman Sasse, Ninth ward, for Frank street asphalt resurfacing, $38,000; by Alderman Milne, Tenth ward, Lewiston avenue sewers, $82,000; by Alderman Hickey, Thirteenth ward, Dion street asphalt pavement, $11,500; by Alderman Finch, Seventeenth ward, Nester street extension, $1,200; Balfour Drive and O. K. terrace asphalt pavement and walks, $12,000, and Warsaw street asphalt pavement, $18,000; by Alderman Kussmaul, Eighteenth ward, Charington street warrenite pavement and walks, $4,300; by Alderman Jeens, Nineteenth ward, Fenwick street concrete pavement, $10,300, and Alderman Kimber, Twenty-first ward, Beekwith terrace, sewers, $14,300; and by Alderman MacKenzie, Twenty-third ward, Henley street concrete pavement, $19,000, and Cherry road bituminous macadam pavement, $13,000.

The council adopted the final ordinance by Alderman McCoy, of the Sixth ward, for Gibbs street tree removal, $1,610; by Alderman Marks, Seventh ward, North street additional street lighting, $12,780; by Alderman Milne, Dewey avenue sewer, $4,700; by Alderman Hickey, Thirteenth ward, and Alderman Bush, Fourteenth ward, reassessment of Seager street pavement, $14,941; by Alderman Bush, South avenue walks and grading, $8,300; Mount Hope avenue pavement and walks, $32,000; by Alderman Finch, Seventeenth ward, Lee street pavements and walks, $17,500; Keeler street pavement, $25,000; Ridge road east pavement and sewers, $82,000; by Alderman Kussmaul, Main street east additional street lighting, $12,060; Fairfax road tree planting, $400; Akron street tree planting, $160; by Alderman Jeens, Benedict place widening, $1,350, and Benedict place bituminous macadam pavement, $4,700; by Alderman Denninger, Rushford street, sewers, walks, and grading, and by Alderman Pike, reassessment of Glide street pavement $15,038.92.



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# Researcher Says N. Y. S. Railv

## Logical To Extend Service-At-Cost Plan To Subway—Story

### City Certain To Fail In Attempt To Secure Legislation For Municipal Operation, He Says—Predicts Renewal Of Contract With Railway.

Municipal operation of the subway railroad would not permit of development of service to the public to an adequate point unless the railroad is made a part of the general transportation scheme of the city. Furthermore, any plan looking toward municipal operation would be sure to meet opposition of the railroads.

This was the opinion expressed today by Stephen B. Story, director of the Bureau of Municipal Research, in a discussion of the subway and railroad before Rochester Engineering Society members, and he added the problem would have baffled Napoleon. Mr. Story approved recommendation of the Citizens' Advisory Committee that the rapid transit and industrial railway be turned over to the New York State Railways and operated under the service-at-cost contract which has three more years to run.

"Possibility of legislation to permit municipal ownership is so slight as to be worthless," Mr. Story said. "No sooner is a proposal for giving the city permission to operate a railroad made than all the railroad legal talent in the state, as well as experts of the New York Central, will be found in opposition and no political pressure which the Monroe County Republican organization might command can combat the railroads."

Continuing, he said in part:

"Not that the railroads would care a rap whether Rochester has a municipally operated railroad, but they would fear such operation in Rochester would be an opening wedge for their own protection against municipal operation.

Admitting that it were possible for the city to operate the subway railroad, service to the people could not be developed as it should be unless the railroad is made a part scheme. Because of engineering problems besetting the whole question of operation, it is doubtful if more than a shuttle service will be established for this railroad except in rush hours. Even the New York State Railways do not expect to divert street lines to the subway except in rush hours. This will mean transfer privileges must obtain and the New York State Railways certainly cannot be expected to interchange passengers on transfers with a city owned and operated railroad, without transfers the people would not use the subway railroad.

The whole subway railroad scheme is built on plans designed for diversion of interurbans and other trolleys to the subway. If the city were to just operate its own shuttle service, all the money spent for ramps and other connections must be so much waste.

**Need Trained R. R. Employes.**

Another thing, the first trainmen to work on the subway railroad must be experienced railroad men, and the New York State Railways alone have such men.

**Preference for N. Y. S. Railways.**

When all these points were considered the subway committee decided the most painless scheme for trial, the next three years while the service at contract is running to the end of its ten years period, would be operation by the New York State Railways as the most ideal plan for the first experiment."

The fact that the subway is located in thickly populated area and is partially decked over makes necessary its operation electrically in both its freight and passenger phases.

Although most of the connections and sidings for freight service are located on the south side of the subway, there are and will be sidings and connections on the north side necessitating a crossing over the passenger tracks. The dovetailing of service and the need for safety require that the operation of freight and passenger service be a joint proposition under one management. This makes the placing of freight operation under the Service at Cost Contract desirable. However, it is a fact of a domination of the local situation by one railroad. To offset this situation it is proposed to erect an agency which will have the power to hear appeals and make rulings on matters relating to freight service. The make up of this board is being studied by the committee and there is every assurance that its personnel will be such that none of the railroads may fear its being dominated or influenced by any railroad.

Most historians ascribe to Napoleon the statement that "nothing is impossible." I can only say that Mr. Bonapart had never tried to devise an operation plan for the Rochester Subway which was to meet with the approval of all the interested parties and the public at large. He would have had to change his slogan.

Two principles guided the advisory committee in its consideration of the problem these were:

First: An operating plan which would guarantee equality to all carriers using the subway.

Second: An operating plan which would protect the subway from becoming a political football.

Any plan receiving the endorsements of the committee must meet these two tests.

From Broad Street to Oak Street the prism has been decked to permit its use as a thoroughfare. Plans are now being made to extend the deck to Allen Street.

**Municipal Operation.**

Municipal operation has numerous adherents who possess their point of views because of many reasons. The best and most desirable argument for municipal operation is the easy and painless opportunity it offers for the absorption of deficits in operation by direct subsidies from tax levies.

Against this we must weigh the fact that the results of municipal operation have in general been disappointing. Rarely are municipal utilities operated as economically or as effectively as those under private auspices. A few isolated examples can be cited of examplary municipal or public operation but for every one of these ten failures can be produced. Another objection is the large group of politically controlled employes which is created and added to the patronage list. This makes the subway a political football and violates one of the committee's principles. Coupled with this is the lack of power which the city needs to engage in transportation. Let me read from the city charter, section 2-A:

"The utilization of the passenger transportation features of the subway cannot be made without a consideration of the local street railways company. At many points the plans provide for the actual entrance of street surface cars into the subway, at other points an inter-change of transfer privileges is desirable, if not necessary, and the removal of the heavy interurban cars from the city's streets is sufficient reason alone for arranging for them to be operated in the subway. It is impossible to conceive the establishment of any of any of these things without the cooperation of the railway company and the railway company is operating under a service-at-cost contract. It should be noted that the subway when it is in operation will be competing with surface car lines. The most careful estimate of new business attracted to the subway, fixes the amount at ten per cent. of the total passenger volume which it will carry. This means that of the passengers who will use the subway ninety per cent. are already riding on the street cars. Ninety per cent. of the business of the subway will be taken from the railway company. If these riders are diverted what is the result on the railway company? Well, an examination shows that practically none of the street and trackage can be abandoned and torn up. Abandonment is the only way that the base value (the basis upon which the street railway's income is computed) can be reduced. The result is that the company will not lose any of its financial return.

The result is that loss in operations will be charged up just what income the subway diverts.

**Service-At-Cost Plan.**

Now you know that the service-at-cost contract provides for the handling of its operations from a general fund. Losses in operating revenue do not come from the pockets of the railway company, (for its revenue is secured to it by other means) but from the general fund.

The interurban cars under their contracts pay about forty-five thousand dollars to the New York State Railways for the privilege of operating over the tracks within the city limits. If the interurbans are compelled to travel in the subway the railway operations lose this large item of income.

There are other factors which might be discussed in this connection. It is my belief that the operation of the subway under the service-at-cost contract will not create a tremendous deficit. The basis for this belief is that the New York State Railways finds the service-at-cost contract a desirable arrangement under which to do business. Its situation in Rochester is much happier than that in any of the other cities in which it operates. It will seek a renewal of the contract at its expiration in 1920.

**Possibility of Fare Increase.**

An increase in the fare on the eve of the renewal of the contract would have a most unfortunate effect on public opinion and might militate against a renewal. In addition the law of diminishing return applies to street carfare as well as to commodities and an increase of one-eighth in the rate of fare does not produce anything like one-eighth an increase in total revenue. Yet, in the face of these conditions, the New York State Railways is willing to undertake the operation of the subway as part of the service-at-cost operations and to take its chances on the absorption of a deficit by the general fund. I am convinced by this set of circumstances that it will be possible to operate without a deficit large enough to have any effect in raising the rate of fare.

I agree with those who say that there is an injustice in saddling the car riders with a deficit from the operation of a subway in which they, as a group, had no voice in planning. But if the car riders through the service-at-cost contract lose the income from the interurbans and as well as the revenue accruing from 90 per cent. of the subway patrons the deficit will be far greater than that which may result from direct management under the service-at-cost contract.

This phase of the subject ought not to be left without indicating one danger which may result. Passenger service requires development in a relatively simple way. If service is skimped to too great an extent in order to avoid a deficit passenger business may not enjoy the growth it should. The railroad or street car lines that were paying ventures from the day they were put in service are now wooden legs in a modern municipal comedy chorus.

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# R. R. Operation Of Subway May Be Suggestion

D.&C. 8-27

## Formation of Corporation by Steam Lines to Handle Operation Under Contract With New York State Railways and With City Control.

By Paul Benton.

Subway operation in all its aspects is due for a public airing tonight before a joint session of the law and railroad committees of the Common Council, and it is more than likely that a new plan may be the final outcome, as several new ideas are almost certain to be presented for the consideration of the aldermen. The one plan which has been most largely discussed so far is that of the Mayor's Advisory Committee on Subway Operation.

This of course comprehends operation of the freight and passenger services of the subway by the New York State Railways under the service-at-cost contract with the city.

However, although four other plans were considered by the committee in the course of its two years of investigation into the matter and discarded, it is likely that one of them at least and possibly two will raise their heads again, with substintial backing, at tonight's meeting.

It is believed almost certain that proponents of the plan which calls for subway operation by a corporation of which the five steam lines entering the city would be stockholders on an equal basis, working through a manager or superintendent hired by themselves, with a city commission representing the city's interests and with the passenger and freight switching service handled by the New York State Railways under contract with the corporation, will advance their ideas. This is virtually the plan which is working out successfully in Minneapolis where nine roads co-operate in this way to operate a belt line road.

**Experts Report.**

Experts who have studied subway operation problems carefully point out that the city at no time has been represented by any commission or committee which has had authority to negotiate with the roads. The mayor's committee was a purely advisory body and so declared itself in the declaration of its purpose contained in the report submitted to Mayor O'Neil.

There is little doubt that a suggestion will be offered tonight for the creation of a small commission clothed with power to negotiate with representatives of the five steam lines entering the city with a view towards effecting some such negotiation with them. In the event of the disinclination of any road to deal with the city on this basis, there always remains the possibility of carrying the issue to the Legislature by a plea for permission to operate the line as a municipal enterprise, something which all the roads look upon with keen distrust.

Another suggestion apt to be heard will be that for straight municipal operation with permission from the Legislature naturally to make such a course legal as its first step. Certain rumors current in the city today link the New York State Railways with this proposal, but expert belief tends to discredit this, as such operation would almost certainly result in an increase of fare throughout the city, something which it is believed the trolley company does not wish to see

(Please turn to Page 20.)

# R. R. Operation Of Subway May Be Suggestion

(Continued from Page 1.)

happen, with the future life of the service-at-cost contract dependent upon the attitude of the public in the next two years.

It is quite possible also that other plans may be brought forward, and apparently the meeting will be one of the most interesting in recent years, considering the general interest felt in the subway and the magnitude of the expense, twelve million dollars, to which the city has gone in constructing it.

The "Minneapolis plan" was discarded by the advisory committee because it could see no way, it reported, of absorbing the operating deficit. However in Minenapolis the nine roads subscribed to $20,000 worth of capital stock apiece, and after a fixed period the roads are assessed upon a car-handling basis for the expense of operation. Such a plan might take care of this difficulty here, it is believed.

**Plans Considered.**

Among the plans considered by the committee were city operation, operation by a semi-public corporation, operation by one or more of the steam lines under direct lease, operation by lease to a corporation composed of representatives of the steam lines and lastly the plan finally recommended, operation under the service-at-cost contract with some modifications.

**Views on Plans.**

The committee discarded the first plan mentioned because a survey of the field of municipal operation has shown it has not been successful in most cities, furthermore it could not be undertaken without additional powers from the Legislature and also it would mean competition between the trolley company and the city, which under the service-at-cost contract would be foolish. The second plan is really the first plan, slightly disguised, the committee decided and was discarded for largely the same reasons which caused the discarding of municipal operation.

Under the third plan the leasing carrier would be given an unfair advantage over the others nor it is likely that any one road would be willing to absorb the probable operating deficit which is expected for the first few years. The same objections as to absorption of deficit and competition with the New York States railways caused the rejection of the fourth plan.

**Want Big Attendance.**

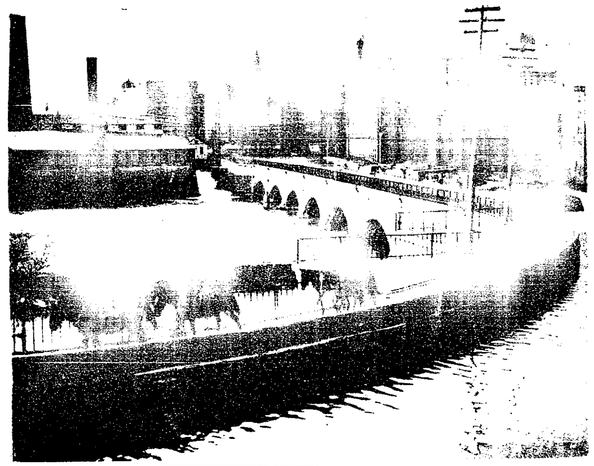
Mayor O'Neil, Stephen B. Story, director of the Bureau of Municipal Research and everyone connected with the subway scheme are joining today in urging everyone who has any ideas on the subject to be present at the hearing tonight. They point out that the subway, completed at great expense and certain to be a source of expense for several years to come is the concern of every taxpayer in Rochester. If anyone has any ideas regarding its operation, now is the time to present them either in person tonight or in writing or in both ways.

The hearing will open at 7:30 o'clock in the Common Council chamber on the third floor of the City Hall. There will be ample time for all to be heard, as subsequent hearings have been planned if there is too much advanced to be considered tonight.

Frederick T. Pierson, president of the Common Council, will preside. Members of the committees are: Patrick Cauley, William S. McCoy, Elmer E. Chilson, Charles H. Schauman, Haskell H. Marks, William J. Ward, Fred Kussmaul and John F. Hickey.

The session will be opened by the reception of formal plans and resolutions adopted by civic bodies, then persons objecting to the committee's report will be heard following which arguments of those supporting the report will conclude the hearing.





LOOKING BACKWARD—WHEN THE SUBWAY WAS NOT EVEN A DREAM

An old photograph of the days when mules and canal boats slowly made their way through what is now now Broad street.

000049

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# MAYOR AGREES TO SPEED UP SUBWAY LINE

D&C. Oct. 15, 1927

### Interurban Cars Can Be Run by December 1st, Under Present Plans.

## OWNERS ORGANIZE

### Landholders of District Form Association to Protect Interests.

Property owners along the subway last evening formed a permanent association to further their interest in the subway development, at a meeting in the Rustic Gardens in the Terminal building. The name of the organization is the Subway Property Owners' Association. Horace I. Kendall was chairman of the meeting, and O. G. Roesler was named secretary of the association.

A committee of from three to five members to be chosen by the chairman of the association, George R. Newell, will nominate a slate of officers for the permanent organization, which will be elected at a meeting next Thursday night.

At the last meeting a committee was appointed to interview Mayor Martin B. O'Neil and Subway Engineer John A. O'Connor with reference to the progress that is being made toward the early operation of the subway. William E. Folmer, who was chairman of the special committee, made a brief report of a visit to Mayor O'Neil, and will have another meeting at 2 o'clock this afternoon, when John P. Morse, chairman of the Mayor's Subway Committee will be present

Mr. Folmer told the meeting that Mayor O'Neil said he would see that the Seneca Engineering Company lived up to its contract to have the overhead wires erected on the eastern portion of the subway by December 1st, so that the interurban cars could be operated. It was brought out in the discussion that it is costing the city $6,000 a week in interest charges to have the subway in its present condition, without operation. Moving pictures of the subway were shown, and Clark H. Quinn explained them.

# SUBWAY DECLARED UNFIT

D&C Rochester Subway

Jan. 13, 1928

**What started out to be a nice, quiet, Friday the Thirteenth inspection of Rochester's $12,000,000 rapid transit subway, in the bed of the old Erie Canal, turned out a "pain in the neck" for City Manager Story and members of his official family today.**

Whereas it had been generally understood the subway railroad was ready for operation on a high speed schedule with the completion of the block signal system now being installed, it developed today that reballasting the tracks, at an estimated cost of $50,000, and a general cleanup of the ditch from end to end will be necessary before it can be put to rapid transit use.

This startling revelation came as the result of a tour of the subway this morning by Mr. Story, Mayor Wilson and members of the council at the urgent request of Railways Commissioner Barnes and James F. Hamilton, president of the New York State Railways, which has undertaken to "break in" the costly municipal venture on a three year trial.

At the completion of the tour, which covered every inch of the ten miles and more of trackage from Brighton to Gates, Mr. Story announced that he had set out upon the trip "expecting bad news"—and got it.

**MAY PASS $50,000**

He said there was absolutely no doubt that an additional $50,000, perhaps more, must be expended before the road can be operated along the lines for which it was designed, but whether the new city manager government or the subway contractors must bear the burden, remains to be settled.

**BOND STILL HOLDS**

The contractors, I. M. Luddington Sons, have not been discharged from the performance of contract bonds posted when the work was started, it was said, and City Manager Story returned to City Hall at the end of the three-hour inspection trip to delve into the details of the contract and ascertain, if possible, where responsibility for putting the subway railroad in workable shape rests.

The official party made stops at all stations and there was criticism, consternation and surprise aplenty over everything from sharp curves in the roadbed approaching stations, that are likely to hurl passengers out of their seats or cause the cars to jump the rails, to poorly constructed gutters on the roofs of stairways and station platforms.

At the conclusion of the tour one member of the party was

*Continued on Page 4, Column 3*

# SUBWAY IS DECLARED UNFIT

*Continued from First Page*

heard to remark that the ballasting apparently had been intended for donkey engine operations rather than a high speed subway.

The New York State Railways, under the direction of Railways Commissioner Barnes, it was pointed out, must re-ballast most of the ten miles of track through the city before anything like high speed can be maintained in express service. James F. Hamilton, president, is of the opinion that his company should not be made to pay for this re-ballasting or generally cleaning up the road bed.

"There are a thousand and one things to be done," Mr. Barnes said, "and they should be done before the railways get down to operating and maintaining the road on a permanent schedule. Certainly the cost should not be borne by the street car users under the service-at-cost contract."

Besides Commissioner Barnes, President Hamilton and City Manager Story, the inspection was participated in by John P. Morse, who was chairman of the Mayor's Advisory Committee on Subway Operation; Safety Commissioner Nier, Public Works Commissioner Baker, Mayor Wilson, Councilmen Flynn, Goodwin, Adler, Milne, Peake and Foulkes, Fire Chief Jaynes, Louis J. Knapp, Bertram E. ulison, Edwin A. Fisher, Corporation Counsel Platt, Calvin C. Laney, Miss Gertrude Hartnett, Frank J. Koch, Charles Dalton and Joseph Gates of the Bureau of Municipal Research; Roy P. Hadsell, general superintendent of the New York State Railways, C. E. Lewis, division superintendent in charge of subway, and Edward Trowell, road master; George B. Draper, Irving L. Geiser, City Clerk Leary, Charles Sullivan, assistant to Commissioner Barnes; Wendell E. Andrews, Rocco Fischette, Louis J. Knapp, Comptroller Higgins and several others, including newspaper men and photographers.



D&C. Jan. 13, 28 THREE CENTS

# SUBWAY FREIGHT CONTRACT SIGNED BY TWO RAILWAYS

## Early Approval of Other Roads Now Assured, Story Believes; Mayor's Committee Plan Followed

## CORRECTION OF BALLASTING DEFECTS TO COST $50,000

By HIRAM MARKS

Contracts for freight operations in the subway have been signed by officials of the Buffalo, Rochester & Pittsburgh Railway and the Lehigh Valley Railroad, and by the city, according to announcement made yesterday afternoon by City Manager Stephen B. Story. From the freight operation of the subway is expected the commercial development and revenue which it is hoped will pay the carrying charges and make a return to the city on its large investment in the subway railroad project. The signing of the contracts by the two railroads was the source of gratification to Mr. Story, who is urging the completion of the subway construction work and the widest possible use of these facilities at the earliest moment.

The contracts were signed for the city by Mayor Joseph C. Wilson and by Mr. Story. This is the first commitment by the city these two officials have signed. The contract for the freight operation, as signed by the two railroads, was drawn by Corporation Counsel Clarence M. Platt, and incorporates the principles outlined by the Mayor's Advisory Committee on Subway Operation, of which John P. Morse, is chairman.

**Committee Plan Followed**

The essential provisions of the freight contract are similar to those in the contract between the city and the New York State Railways, under which the subway is operated by the New York State Railways, under the direction of Charles R. Barnes, commissioner of railways, as an extension of the service-at-cost contract.

This was the plan that was suggested by the Mayor's Advisory Committee and which was adopted by the former administration through Mayor Martin B. O'Neil and the Common Council. The operation of the subway under this plan is for a period of two years, until the service-at-cost contract expires in 1930.

Mr. Platt submitted a draft of the proposed freight contract to the Common Council last December, and after a public hearing by the Law Committee, it was adopted on December 27th. The contract that was signed by the Buffalo, Rochester & Pittsburgh and the Lehigh Valley is that which was approved by the Common Council in December, with modifications in language in several minor points.

The contracts provide a trackage agreement by which access is given to the subway railroad for the movement of freight cars of the Buffalo, Rochester & Pittsburgh and the Lehigh Valley by the New York State Railways, as agent for the two railroads. All of the safeguards for the impartial use of the subway as recommended by the Mayor's Advisory Committee, which was made up of a number of prominent citizens, who had the cooperation of the Bureau of Municipal Research in the preparation of its report, are incorporated in the contract as prepared by Mr. Platt and signed by the railroads.

The contract was not opposed at the public hearing which the Law and Railroad Committees of the last Common Council conducted on the subject, and which was attended by operating officials and attorneys for all of the railroads.

**Time for Study Asked**

Daniel M. Beach, of the law firm of Harris, Beach & Matson, attorneys for both the New York State Railways and the New York Central, asked additional time for study of the contract, but said he did not want to go on record as either favoring or approving it.

With two railroads signing the contract it is expected that the other railroads, the Erie, Pennsylvania, and New York Central, soon will avail themselves of the trackage facilities of the subway railroad.

Mr. Story says the signature of the two railroads on the contracts is an important step in the development of the subway, and gives the freight operation a start.

An inspection trip in the subway was made yesterday by Mr. Story, Mayor Wilson, James F. Hamilton, president of the New York State Railways, Commissioner Barnes, and a large party of city officials and operating officials of the New York State Railways. Much work must be done before the subway can be operated effectively was listed, and Commissioner Barnes, who has charge of the operation, said there are a "thousand and one things to be done." Defects in construction, including the ballasting, were pointed out.

Mr Story has started an investi-

(Missing)

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# STEP NEARER TO FREIGHT OPERATIONS

D. & C. Jan. 23 '25

## Acceptance of Contracts by Railways Will Speed Starting of Service

V.F. Rochester Subway

## LITTLE DIFFICULTY SEEN

### Early Agreement with Erie and Pennsylvania Lines Is Now Indicated

By HIRAM MARKS

Willingness of the New York Central Railroad and the New York State Railways to sign the city contract for freight operations on the subway railroad, was announced last evening by Corporation Counsel Clarence M. Platt. The acceptance by these carriers of the agreement gives much impetus to the plan to bring about at the earliest possible date the maximum utilization of Rochester's largest individual municipal project, the subway railroad, according to City Manager Stephen B. Story.

The signing of the freight contract, drawn by Corporation Counsel Clarence M. Platt, by New York Central Railroad officials will mean that the three railroads having direct connections with the subway have consented to use the carrier under the provisions outlined by a large committee of prominent citizens, who studied the matter and made the recommendations under which the subway is being operated by the New York State Railways, as an extension of the service-at-cost contract. John P. Morse is chairman of the committee.

**Two Others Agree**

The Buffalo Rochester & Pittsburgh Railway Company and the Lehigh Valley Railroad Company already have expressed willingness to sign the contracts, and these documents are in the process of formal execution. The willingness of the New York Central Railroad to sign was expressed to Corporation Counsel Platt by Daniel M. Beach, of the law firm of Harris, Beach & Matson on his return from New York, where Mr. Beach conferred with executives of the New York Central Railroad. James F. Hamilton, president of the New York State Railways, has informed Mr. Platt that the railways will sign.

Execution of contracts is also in the process of negotiation with the Erie Railroad and the Pennsylvania Railroad, and Mr. Platt does not expect any difficulty or difference of opinion with these roads. Neither line, through its executives, has raised any objection to the provisions of the contracts, and it is expected that in a short time all five carriers entering Rochester will have entered into the agreement to use the subway.

With large tracts of land along the subway railroad, there is room for industrial development that will mean much to Rochester's growth, and with the railroad connections made possible by the subway belt line, it is expected new industries will be attracted to this city. By means of the subway an industry located along its tracks will have excellent rail connections for freight transportation.

Passenger travel is expected to accompany the industrial development along the subway. To many observers, the ultimate hope of making the subway railroad a financial asset to the city is in the freight operation. Because of this situation, the signature of the railroads to the freight agreement is the source of much gratification to Mr. Story and to Mr. Morse, chairman of the Mayor's Advisory Committee on Subway Operation, who has given largely of his time to bringing about early and adequate operation of the subway.

**Services Given Free**

Mr. Morse received no compensation for his services, neither did the group of public-spirited citizens who assisted him over a period of two years in perfecting in what he believed to be the most advantageous plan for the operation of the subway in its trial or experimental stage. The plan of operation now in effect will expire with the service-at-cost contract in 1930.

The essential provisions of the freight contract are similar to those in the contract between the city and the New York State Railways, under which the subway is operated under the direction of Charles R. Barnes, commissioner of railways. This plan was adopted by the administration of former Mayor Martin B. O'Neil, and the freight contract was approved by the Common Council on December 27th, after a hearing by the Law and Railroad committees, at which no objection was raised to its provisions.

The contract includes a track agreement by which access is given to the subway railroad for the movement of freight cars to all carriers by the New York State Railways, as agent. The New York State Railways will move the cars for the Buffalo, Rochester & Pittsburgh, Lehigh Valley, and the New York Central, under their acceptance of the terms set forth by the freight contract, which Mr. Morse believes provides for the impartial use of the subway by all carriers.

The contracts are executed by the city, as well as by carrier, and the New York State Railways. The contracts with the Lehigh and Buffalo, Rochester & Pittsburgh Railway Company have already been signed for the city by Mr. Story and Mayor Joseph C. Wilson. This is the first commitment by the city to be signed by these officials. With the New York State Railways agreeing to sign the contracts, the complete execution of these agreements will be only a matter of a few days, declared Mr. Platt.

Mr. Story regards the subway operation as one of the major problems confronting the city, and believes that every public-spirited citizen should co-operate in boosting the subway and in striving to see that the city obtains a maximum return from its investment.

**Belt Line Sought**

Ten years ago there was a project for constructing a belt line around Rochester on the soil bank of the Barge canal. The project attracted wide attention in railroad circles, and was favored by lines entering Rochester, with the exception of the New York Central. The plan embraced the connection of Canadian railroads with the Buffalo, Rochester & Lockport Railway, by the construction of another bridge across the Niagara gorge. The interurban line was to be turned into a steam line, and by means of the belt railroad around Rochester, connect with the Buffalo, Rochester & Pittsburgh Railway, the Lehigh, Pennsylvania and Erie railroads.

The project was fostered by Frank C. Dudley, who was active in the organization of the United Hotels Company and who was connected with the Buffalo, Lockport & Rochester Railway. Mr. Dudley had associated with him Alexander Porter, of the Shredded Wheat Biscuit Company and a number of men prominent in railroad and financial circles. He was one of the men responsible for the construction of the Hotel Seneca in this city.

The matter was taken to the United States Senate and the Canadian Parliament for permission to bridge the Niagara gorge and to the Public Service Commission of New York state. The Central, through Mr. Beach and other legal and executive representatives, contended that the project had a much wider scope, which was the connection of a Canadian transcontinental railway system with the railroads reaching Rochester and providing a belt line for the industries in this city. The value of a belt line to Rochester giving a service similar to that furnished by the subway railroad, was particularly stressed at the hearings before the commission. The commission ruled in favor of the New York Central, denying the applicants a certificate of necessity and convenience. The World war came on, and nothing more was done with the plan.



# Argetsinger Plan For Operation Of Subway Is Held As Solution

D. & C. Jan. 23 '25

## Would Provide for Temporary Operation at Earliest Possible Moment—Terminal Railroad Commission With Power To Negotiate Operating Contract Objective.

*(Editor's Note: To give its readers authoritative news of municipal questions, especially concerning large public works and enterprises, by a competent authority, The Times-Union has retained the services of a man of wide acquaintance with municipal work in many cities. This staff writer, who has spent some months in Rochester, looking into public questions, in the following article discusses the merits of the plan for solving the subway puzzle suggested by former Senator George F. Argetsinger.)*

The Common Council, acting through two of its standing committees, invited the general public to a hearing last Friday evening for the purpose of expressing its opinion or opinions on the moot question of subway operation. The general public, or a part thereof, accepted the invitation with avidity and, before the hearing was over, the Council, to use the good old army slang, had an "earful." The hearing showed rather conclusively that the public is not disposed to be stampeded by the imposing roster of the Mayor's Advisory Committee.

The Chamber of Commerce, it is true, sent a delegation and a statement, both favoring the plan advanced by the Mayor's Committee. Since Edward A. Halbleib, the president of the Chamber, and Frederick W. Burton, head of the Chamber's Transportation Bureau, are or were both members of the Mayor's Committee, this action of the Chamber was not surprising. The First Ward Improvement Association, with James P. B. Duffy, another member of the Mayor's Committee, as its spokesman, also presented a resolution favoring the Committee Report.

Ex-Senator George F. Argetsinger, first chairman of the Advisory Committee and one of the originators of the subway project, offered a radically different operating plan for the Council's consideration. Mr. Argetsinger suggested that the Council create a Terminal Railroad Commission of three members, serving without compensation, and that this commission be given adequate powers to provide immediately for temporary operation of the subway and to negotiate for permanent operation of the subway under a plan similar to the "Minnesota Transfer Plan."

Mr. Argetsinger's plan deserves the most careful consideration of the Council and of the people, since it gives promise of the fairly rapid unsnarling of a most disagreeable tangle. First, it would provide for temporary operation of the subway at the earliest possible moment. With the subway in temporary operation the plan would provide for the early determination of the question of co-operation with all the railroads serving Rochester.

It has been pointed out by the friends of the Advisory Committee that municipal operation of the subway is impossible without legislative action, and it has been hinted that such action is scarcely probable. It has also been pointed out that the net result of this condition is to place the City at a decided disadvantage in negotiating with the railroads.

A commission with definite powers could soon find a way through this difficulty by drafting a plan fair to the city as well as to all the roads, and by obtaining either the acceptance or the rejection of this plan by each of the interested roads. If the plan were accepted, the matter would be settled. If the plan were rejected by one or more of the railroads, the city would be in a position to urge with justice before the State Legislature its right to operate a utility in which it had invested its money without stint. While this power without the unreserved co-operation of the railroads might be somewhat hollow, there can be no question that the position of the city in further negotiations would be considerably improved.

Such a commissioin as Mr. Argetsinger proposes could not "pass the buck." It would have a definite task and just as definite powers. The Advisory Committee was so hazily created that the committee itself considered it necessary to adopt a statement of its purposes and its powers. In adopting this statement the committee modestly divested itself of all power and of all responsibility. The Advisory Committee either did not have the means or the inclination to pay for the assistance of trained railroad men in devising its plan.

Each of the railroads, it is said, submitted a plan to the committee. These plans were furnished gratuitously, and, in all probability, were rather sketchy in their nature. The proposed commission, with the authority of the Common Council behind it, would be in a position to obtain the best advice of trained men in devising a plan favorable to the city and fair to the railroads. This plan could be considered by the Council and if found satisfactory could, with proper authority, be submitted to the railroads.

That this method is more likely to secure results than the method heretofore used seems self-evident, and results are what the city needs at the present juncture.

# NEW SUBWAY PACT SIGNED BY CENTRAL

D. & C. Feb. 2, '25

## Freight Service within Month Now Expected by City Manager

## ERIE APPROVES PLAN

V.F. Rochester Subway

### Given Trackage Rights over Lehigh; Pennsylvania and B., R. & P. Negotiating

The New York Central, which handles more than 80 per cent. of Rochester's rail-borne freight, has executed a contract with the New York State Railways providing for freight operation in the subway, City Manager Stephen B. Story announced yesterday, and it is expected that freight service under the plan of operation provided in the contract will be begun in a month.

The Buffalo, Rochester & Pittsburgh and the Lehigh Valley railroads signed contracts for freight service with the New York State Railways two weeks ago.

**Track Rights for Erie**

Arrangements have also been made, Mr. Story announced, whereby the Lehigh Valley has accorded the Erie trackage rights over its tracks from Elmwood avenue to the subway, at Griffith street to afford the Erie a physical connection with the subway under its own motive power. The Erie has indicated its willingness to execute the contract with the New York State Railways, and has copies of the contract for execution. It will be only a matter of days before the contracts with that road is signed, in view of the arrangement reached with the Lehigh Valley.

An arrangement similar to that reached between the Lehigh Valley and the Erie has been proposed between the Pennsylvania Railroad and the B. R. and P., to afford the Pennsylvania an indirect connection with the subway through the B. R. and P. tracks from Lincoln park to Oak street, and is now in process of negotiation between the officials of these roads. The Pennsylvania has approved the plan of subway operation that has now been agreed to by three roads, but has not yet approved the contract to make the plan of operation effective.

**To Visit City To-day**

It was also announced yesterday that Fayette B. Dew, of Washington, D. C., special commerce counsel for Rochester in regard to subway operation, has been in Rochester in conference with Mr. Story, Corporation Counsel Clarence M. Platt and Deputy Corporation Counsel Irvin L. Gesler, relative to legal questions involved in the plan of operation under the Federal act to regulate commerce. The method of operation contemplated by the plan and the agreement reached has the approval of railroad attorneys, and will be submitted in the near future to the Interstate Commerce Commission at Washington.

A large number of officials of the railroads concerned in the contracts will be in Rochester to-day to attend the annual dinner of the Traffic Club of the Rochester Chamber of Commerce, and have expressed a desire to inspect the subway with particular reference to its use as a transportation facility for freight. They will be taken through the subway by city officials.

R. O. 7 — Roch Subway

# Complete Schedule For Subway Trains Is Announced Today

R. T. U. Apr. 2, '28

THE complete subway schedule which is published by The Times-Union for the first time today shows 125 trains entering the subway at Winton station every day.

To this number should be added 24 Rochester, Lockport & Buffalo cars which are routed through the subway from Lyell Avenue to Court Street, bringing the total cars to use the underground in the center of the city to eight an hour.

In announcing the schedule, Roy R. Hadsell, general superintendent of transportation for the New York State Railways, pointed out that the interurban cars which travel long distances before reaching the city are subject to unavoidable delays. Thus the schedule time for them to arrive in the subway is not exact.

The Rochester & Syracuse limited cars are the only ones which do not stop at all stations.

The entire running time of the subway is 22 minutes, 12 from Winton Station to Times Square, 10 from Times Square to the Driving Park Avenue loop. The station to station running time is:

Winton to Colby, two minutes; Colby to Culver, two minutes; Culver to Monroe, two minutes; Monroe to Meigs-Goodman, two minutes; Meigs-Goodman to Court Street, three minutes; Court Street to Times Square, one minute; Times Square to West Main, one minute; West Main to Lyell, three minutes; Lyell to Edgerton Park, two minutes; Edgerton Park to Emerson, one minute; Emerson to Lexington, two minutes; Lexington to Driving Park, one minute.

The complete subway schedule follows:

## EASTBOUND FROM TIMES SQUARE

### DAILY, A. M.

| | | | |
|---|---|---|---|
| *R. & S. | 6:08 | Local | 8:35 |
| R. & E. | 6:14 | Local | 8:45 |
| Local | 6:25 | Local | 9:00 |
| Local | 6:35 | *R. & S. | 9:08 |
| Local | 6:45 | Local | 9:15 |
| Local | 6:55 | Local | 9:30 |
| R. & E. | 7:01 | Local | 9:45 |
| Local | 7:05 | Local | 10:00 |
| *R. & S. | 7:08 | R. & E. | 10:01 |
| Local | 7:15 | R. & S. | 10:13 |
| Local | 7:25 | Local | 10:15 |
| Local | 7:35 | Local | 10:30 |
| Local | 7:45 | Local | 10:45 |
| Local | 7:55 | Local | 11:00 |
| R. & E. | 8:01 | *R. & S. | 11:08 |
| Local | 8:05 | Local | 11:15 |
| *R. & S. | 8:08 | Local | 11:30 |
| R. & S. | 8:13 | Local | 11:45 |
| Local | 8:15 | R. & E. | 11:46 |
| Local | 8:25 | | |

### DAILY—P. M.

| | | | |
|---|---|---|---|
| Local | 12:00 | R. & E. | 5:31 |
| **R. & S. | 12:08 | R. & S. | 5:33 |
| R. & S. | 12:13 | Local | 5:40 |
| Local | 12:15 | R. & E. | 5:46 |
| Local | 12:30 | Local | 5:50 |
| Local | 12:45 | Local | 6:00 |
| R. & E. | 1:00 | *R. & S. | 6:08 |
| R. & E. | 1:01 | Local | 6:10 |
| *R. & S. | 1:08 | R. & S. | 6:13 |
| Local | 1:15 | Local | 6:20 |
| Local | 1:30 | R. & E. | 6:31 |
| Local | 1:45 | Local | 6:40 |
| Local | 2:00 | R. & E. | 6:53 |
| R. & E. | 2:01 | Local | 7:00 |
| **R. & S. | 2:08 | Local | 7:20 |
| R. & S. | 2:13 | *R. & S. | 7:23 |
| Local | 2:15 | Local | 7:40 |
| Local | 2:30 | Local | 8:00 |
| Local | 2:45 | Local | 8:20 |
| Local | 3:00 | R. & S. | 8:38 |
| *R. & S. | 3:08 | Local | 8:40 |
| R. & S. | 3:13 | R. & E. | 8:46 |
| Local | 3:15 | Local | 9:00 |
| Local | 3:30 | R. & E. | 9:16 |
| R. & E. | 3:34 | Local | 9:20 |
| Local | 3:45 | Local | 9:40 |
| Local | 4:00 | R. & S. | 9:48 |
| *R. & S. | 4:08 | Local | 10:00 |
| R. & S. | 4:13 | Local | 10:20 |
| Local | 4:15 | R. & S. | 10:23 |
| R. & E. | 4:26 | Local | 10:40 |
| Local | 4:30 | Local | 11:00 |
| Local | 4:40 | *R. & S. | 11:08 |
| Local | 4:50 | R. & S. | 11:13 |
| Local | 5:00 | Local | 11:20 |
| R. & E. | 5:01 | R. & E. | 11:31 |
| *R. & S. | 5:08 | Local | 11:40 |
| Local | 5:10 | R. & S. | 11:53 |
| R. & S. | 5:13 | Local | 12:00 |
| Local | 5:20 | R. & S. | 12:08 |
| Local | 5:30 | | |

### SUNDAY—A. M.

| | | | |
|---|---|---|---|
| R. & S. | 6:08 | *R. & S. | 9:08 |
| Local | 6:40 | Local | 9:20 |
| Local | 7:00 | Local | 9:40 |
| R. & E. | 7:01 | Local | 10:00 |
| *R. & S. | 7:08 | R. & E. | 10:01 |
| Local | 7:20 | R. & S. | 10:13 |
| Local | 7:40 | Local | 10:20 |
| Local | 8:00 | Local | 10:40 |
| R. & E. | 8:01 | Local | 11:00 |
| *R. & S. | 8:08 | *R. & S. | 11:08 |
| R. & S. | 8:13 | Local | 11:20 |
| Local | 8:20 | Local | 11:40 |
| Local | 8:40 | R. & E. | 11:46 |
| Local | 9:00 | | |

### SUNDAY—P. M.

| | | | |
|---|---|---|---|
| Local | 12:00 | Local | 6:00 |
| R. & S. | 12:13 | *R. & S. | 6:08 |
| Local | 12:20 | R. & S. | 6:13 |
| Local | 12:40 | Local | 6:20 |
| Local | 1:00 | R. & E. | 6:31 |
| R. & E. | 1:01 | Local | 6:40 |
| *R. & S. | 1:08 | Local | 7:00 |
| Local | 1:20 | Local | 7:20 |
| Local | 1:40 | *R. & S. | 7:23 |
| Local | 2:00 | Local | 7:40 |
| R. & E. | 2:01 | Local | 8:00 |
| R. & S. | 2:13 | Local | 8:20 |
| Local | 2:20 | R. & S. | 8:38 |
| Local | 2:40 | Local | 8:40 |
| Local | 3:00 | R. & E. | 8:46 |
| *R. & S. | 3:08 | Local | 9:00 |
| Local | 3:20 | Local | 9:20 |
| R. & E. | 3:34 | Local | 9:40 |
| Local | 3:40 | *R. & S. | 9:48 |
| Local | 4:00 | Local | 10:00 |
| *R. & S. | 4:08 | Local | 10:20 |
| R. & S. | 4:13 | R. & S. | 10:23 |
| Local | 4:20 | Local | 10:40 |
| R. & E. | 4:26 | Local | 11:00 |
| Local | 4:40 | *R. & S. | 11:08 |
| Local | 5:00 | R. & S. | 11:13 |
| R. & E. | 5:01 | Local | 11:20 |
| *R. & S. | 5:08 | R. & E. | 11:31 |
| R. & E. | 5:13 | Local | 11:40 |
| Local | 5:20 | R. & S. | 11:53 |
| Local | 5:40 | Local | 12:00 |
| R. & E. | 5:46 | R. & S. | 12:08 |

*—Limited.
**—Limited. On Saturday.

## EASTBOUND FROM DRIVING PARK

### DAILY—A. M.

| | | | |
|---|---|---|---|
| Local | 6:38 | Local | 8:50 |
| Local | 6:48 | Local | 9:05 |
| Local | 6:58 | Local | 9:20 |
| Local | 7:08 | Local | 9:35 |
| Local | 7:18 | Local | 9:50 |
| Local | 7:28 | Local | 10:05 |
| Local | 7:38 | Local | 10:20 |
| Local | 7:48 | Local | 10:35 |
| Local | 7:58 | Local | 10:50 |
| Local | 8:08 | Local | 11:05 |
| Local | 8:18 | Local | 11:20 |
| Local | 8:28 | Local | 11:35 |
| Local | 8:35 | Local | 11:50 |

### DAILY—P. M.

| | | | |
|---|---|---|---|
| Local | 12:05 | Local | 5:40 |
| Local | 12:20 | Local | 5:50 |
| Local | 12:35 | Local | 6:00 |
| Local | 12:50 | Local | 6:10 |
| Local | 1:05 | Local | 6:20 |
| Local | 1:20 | Local | 6:30 |
| Local | 1:35 | Local | 6:40 |
| Local | 1:50 | Local | 6:50 |
| Local | 2:05 | Local | 7:10 |
| Local | 2:20 | Local | 7:30 |
| Local | 2:35 | Local | 7:50 |
| Local | 2:50 | Local | 8:10 |
| Local | 3:05 | Local | 8:30 |
| Local | 3:20 | Local | 8:50 |
| Local | 3:35 | Local | 9:10 |
| Local | 3:50 | Local | 9:30 |
| Local | 4:05 | Local | 9:50 |
| Local | 4:20 | Local | 10:10 |
| Local | 4:35 | Local | 10:30 |
| Local | 4:50 | Local | 10:50 |
| Local | 5:00 | Local | 11:10 |
| Local | 5:10 | Local | 11:30 |
| Local | 5:20 | Local | 11:50 |
| Local | 5:30 | | |

On Sundays subway locals leave the Driving Park Avenue loop, bound east, every 20 minutes, starting at 6:50 a. m. The last car leaves at 11:50 p. m. Thus cars start from the Driving Park Avenue loop at 10 minutes before the hour, 10 minutes after the hour and half after the hour.

## WESTBOUND FROM TIMES SQUARE

### DAILY—A. M.

| | | | |
|---|---|---|---|
| R. L. & B. | 6:15 | *R. L. & B. | 8:50 |
| R. L. & B. | 6:45 | Local | 9:00 |
| Local | 6:53 | Local | 9:15 |
| Local | 7:03 | Local | 9:30 |
| Local | 7:13 | R. L. & B. | 9:30 |
| R. L. & B. | 7:15 | Local | 9:45 |
| Local | 7:23 | Local | 10:00 |
| Local | 7:33 | Local | 10:15 |
| Local | 7:43 | Local | 10:30 |
| R. L. & B. | 7:45 | Local | 10:45 |
| Local | 7:53 | **R. L. & B. | 10:50 |
| Local | 8:03 | Local | 11:00 |
| Local | 8:13 | Local | 11:15 |
| Local | 8:23 | Local | 11:30 |
| Local | 8:33 | R. L. & B. | 11:30 |
| Local | 8:45 | Local | 11:45 |

### DAILY—P. M.

| | | | |
|---|---|---|---|
| Local | 12:00 | Local | 5:38 |
| Local | 12:15 | Local | 5:48 |
| R. L. & B. | 12:30 | R. L. & B. | 5:50 |
| Local | 12:45 | Local | 5:58 |
| Local | 1:00 | Local | 6:08 |
| Local | 1:15 | Local | 6:18 |
| Local | 1:30 | R. L. & B. | 6:25 |
| R. L. & B. | 1:30 | Local | 6:28 |
| Local | 1:45 | Local | 6:38 |
| Local | 2:00 | R. L. & B. | 6:50 |
| Local | 2:15 | Local | 6:53 |
| Local | 2:30 | Local | 7:10 |
| Local | 2:45 | Local | 7:30 |
| *R. L. & B. | 2:45 | Local | 7:50 |
| R. L. & B. | 2:55 | *R. L. & B. | 7:50 |
| Local | 3:00 | Local | 8:10 |
| Local | 3:15 | Local | 8:30 |
| Local | 3:30 | Local | 8:50 |
| R. L. & B. | 3:30 | Local | 9:10 |
| Local | 3:45 | Local | 9:30 |
| Local | 4:00 | R. L. & B. | 9:30 |
| R. L. & B. | 4:15 | Local | 9:50 |
| Local | 4:30 | Local | 10:10 |
| Local | 4:45 | Local | 10:30 |
| R. L. & B. | 4:50 | Local | 10:50 |
| Local | 4:58 | Local | 11:10 |
| Local | 5:08 | Local | 11:30 |
| *R. L. & B. | 5:15 | *R. L. & B. | 11:40 |
| Local | 5:18 | Local | 11:50 |
| R. L. & B. | 5:25 | R. L. & B. | 12:25 |
| Local | 5:28 | | |

### SUNDAY—A. M.

| | | | |
|---|---|---|---|
| R. L. & B. | 6:15 | R. L. & B. | 9:30 |
| Local | 6:10 | Local | 9:50 |
| R. L. & B. | 7:15 | Local | 10:10 |
| Local | 7:30 | Local | 10:30 |
| Local | 7:50 | Local | 10:50 |
| Local | 8:10 | *R. L. & B. | 10:50 |
| Local | 8:30 | Local | 11:10 |
| Local | 8:50 | Local | 11:30 |
| *R. L. & B. | 8:50 | R. L. & B. | 11:30 |
| Local | 9:10 | Local | 11:50 |
| Local | 9:30 | | |

### SUNDAY—P. M.

| | | | |
|---|---|---|---|
| Local | 12:10 | R. L. & B. | 5:50 |
| Local | 12:30 | Local | 6:10 |
| Local | 12:50 | R. L. & B. | 6:25 |
| Local | 1:10 | Local | 6:30 |
| Local | 1:30 | Local | 6:50 |
| R. L. & B. | 1:30 | R. L. & B. | 6:50 |
| Local | 1:50 | Local | 7:10 |
| Local | 2:10 | Local | 7:30 |
| Local | 2:30 | Local | 7:30 |
| *R. L. & B. | 2:45 | Local | 7:50 |
| Local | 2:50 | *R. L. & B. | 7:50 |
| R. L. & B. | 2:55 | Local | 8:10 |
| Local | 3:10 | Local | 8:30 |
| Local | 3:30 | Local | 8:50 |
| R. L. & B. | 3:30 | Local | 9:10 |
| Local | 3:50 | Local | 9:30 |
| Local | 4:10 | R. L. & B. | 9:30 |
| R. L. & B. | 4:15 | Local | 9:50 |
| Local | 4:30 | Local | 10:10 |
| Local | 4:50 | Local | 10:30 |
| R. L. & B. | 4:50 | Local | 10:50 |
| Local | 5:10 | Local | 11:10 |
| *R. L. & B. | 5:15 | Local | 11:30 |
| R. L. & B. | 5:25 | *R. L. & B. | 11:40 |
| Local | 5:30 | R. L. & B. | 11:50 |
| Local | 5:50 | R. L. & B. | 12:25 |

*Limited.
**Limited on Saturday.

## WESTBOUND FROM WINTON ROAD

### DAILY—A. M.

| | | | |
|---|---|---|---|
| R. & S. | 5:27 | R. & S. | 8:26 |
| R. & E. | 5:58 | Local | 8:32 |
| R. & S. | 6:26 | Local | 8:47 |
| R. & S. | 6:36 | Local | 8:54 |
| Local | 6:40 | Local | 9:02 |
| R. & E. | 6:45 | R. & S. | 9:06 |
| Local | 6:50 | Local | 9:17 |
| R. & S. | 6:53 | Local | 9:32 |
| Local | 7:00 | *R. & S. | 9:36 |
| Local | 7:10 | R. & E. | 9:45 |
| R. & S. | 7:13 | Local | 9:47 |
| Local | 7:20 | Local | 10:02 |
| R. & S. | 7:28 | Local | 10:17 |
| Local | 7:30 | Local | 10:32 |
| R. & S. | 7:32 | Local | 10:47 |
| Local | 7:40 | Local | 11:02 |
| R. & E. | 7:45 | R. & S. | 11:11 |
| Local | 7:50 | Local | 11:17 |
| Local | 8:00 | R. & E. | 11:30 |
| Local | 8:10 | Local | 11:32 |
| R. & E. | 8:15 | *R. & S. | 11:36 |
| Local | 8:20 | Local | 11:47 |

### DAILY—P. M.

| | | | |
|---|---|---|---|
| Local | 12:02 | Local | 5:25 |
| Local | 12:17 | R. & E. | 5:31 |
| Local | 12:32 | Local | 5:35 |
| R. & S. | 12:36 | R. & S. | 5:36 |
| Local | 12:47 | Local | 5:45 |
| Local | 1:02 | Local | 5:55 |
| Local | 1:17 | Local | 6:05 |
| R. & S. | 1:21 | Local | 6:15 |
| Local | 1:32 | R. & E. | 6:16 |
| *R. & S. | 1:36 | R. & S. | 6:21 |
| R. & E. | 1:45 | Local | 6:25 |
| Local | 1:47 | R. & S. | 6:36 |
| Local | 2:02 | Local | 6:40 |
| R. & S. | 2:11 | Local | 6:57 |
| Local | 2:17 | R. & E. | 7:04 |
| Local | 2:32 | Local | 7:17 |
| R. & S. | 2:36 | R. & S. | 7:21 |
| Local | 2:47 | Local | 7:37 |
| Local | 3:02 | *R. & S. | 7:41 |
| Local | 3:17 | Local | 7:57 |
| R. & E. | 3:18 | R. & E. | 8:30 |
| R. & S. | 3:21 | Local | 8:37 |
| Local | 3:32 | Local | 8:57 |
| R. & S. | 3:36 | Local | 9:17 |
| Local | 3:47 | Local | 9:37 |
| Local | 4:02 | *R. & S. | 9:41 |
| R. & E. | 4:10 | Local | 9:57 |
| Local | 4:17 | Local | 10:17 |
| R. & S. | 4:21 | R. & E. | 10:45 |
| Local | 4:32 | Local | 10:57 |
| R. & S. | 4:36 | Local | 11:17 |
| Local | 4:45 | Local | 11:37 |
| Local | 4:55 | Local | 11:57 |
| R. & E. | 5:05 | R. & S. | 12:05 |
| R. & E. | 5:15 | Local | 12:17 |
| R. & S. | 5:21 | R. & E. | 12:47 |

### SUNDAY—A. M.

| | | | |
|---|---|---|---|
| R. & S. | 5:27 | R. & S. | 9:06 |
| R. & S. | 6:26 | Local | 9:17 |
| R. & S. | 6:53 | *R. & S. | 9:36 |
| Local | 6:57 | Local | 9:37 |
| R. & S. | 7:13 | R. & E. | 9:45 |
| Local | 7:17 | Local | 9:57 |
| R. & S. | 7:28 | Local | 10:17 |
| R. & S. | 7:32 | *R. & S. | 10:36 |
| Local | 7:37 | Local | 10:37 |
| R. & E. | 7:45 | Local | 10:57 |
| Local | 7:57 | Local | 11:17 |
| R. & E. | 8:15 | R. & E. | 11:30 |
| Local | 8:17 | R. & S. | 11:36 |
| R. & S. | 8:26 | Local | 11:37 |
| Local | 8:37 | Local | 11:57 |
| Local | 8:57 | | |

### SUNDAY—P. M.

| | | | |
|---|---|---|---|
| Local | 12:17 | R. & E. | 6:16 |
| Local | 12:37 | Local | 6:17 |
| Local | 12:57 | R. & S. | 6:36 |
| Local | 1:17 | Local | 6:37 |
| R. & S. | 1:21 | Local | 6:57 |
| *R. & S. | 1:36 | R. & E. | 7:04 |
| Local | 1:37 | Local | 7:17 |
| R. & E. | 1:45 | R. & S. | 7:21 |
| Local | 1:57 | R. & S. | 7:41 |
| Local | 2:17 | Local | 7:57 |
| Local | 2:37 | Local | 8:17 |
| Local | 2:57 | R. & E. | 8:30 |
| Local | 3:17 | Local | 8:37 |
| R. & E. | 3:18 | R. & S. | [illegible] |
| R. & S. | 3:21 | Local | 9:17 |
| *R. & S. | 3:36 | Local | 9:37 |
| Local | 3:37 | *R. & S. | 9:41 |
| Local | 3:57 | Local | 9:57 |
| R. & E. | 4:10 | Local | 10:17 |
| Local | 4:17 | Local | 10:37 |
| R. & S. | 4:21 | R. & E. | 10:45 |
| Local | 4:37 | Local | 10:57 |
| Local | 4:57 | Local | 11:17 |
| Local | 5:17 | Local | 11:37 |
| R. & S. | 5:21 | Local | 11:57 |
| R. & E. | 5:31 | R. & S. | 12:05 |
| *R. & S. | 5:36 | Local | 12:17 |
| Local | 5:37 | R. & E. | 12:47 |
| Local | 5:57 | | |

*Limited.



ROCHESTER, N. Y., TUESDAY EVENING, MAY 8, 1928.

R O 7 — Roch — Subway

# City Manager's Subway Report

*Text of Report on Subway Condition Delivered to City Council Last Night by City Manager Stephen B. Story*

It is necessary that the City of Rochester expend a considerable amount of money upon the new subway in order to complete the work of construction.

There are two reasons for this proposed expenditure. One is that we have already spent about $12,000,000 upon this project and inasmuch as we have so extensive an investment, it is only reasonable that we complete the work insofar as possible. The other reason is that our contractual relationship with the New York State Railways is such that we are obligated to turn over to them the subway railroad in complete and safe operating condition. On Dec. 31, 1927, Arthur Poole, city engineer, on authorization from the mayor, wrote a letter to James F. Hamilton, president of the New York State Railways, in which certain work to be done by the New York State Railways for the City of Rochester was outlined. This letter was an authorization to do this work and an obligation exists on the part of the city as a result of it.

The contract between the New York State Railways and the City of Rochester for the operation of the subway states:

'That the city shall secure all additional real estate, erect all buildings, make all extensions of tracks and overhead structures and make all changes to tracks, overhead structures, wiring, lighting of stations and platforms, signals, telephone system and any other property and equipment owned by the city, reasonably necessary for the safe, convenient and economical operation of passenger and freight service as determined and approved by the city, the president of the state railways and the commissioner, the cost of which shall be paid by the city and in no case shall be charged against revenues.'

**Asks $442,022.10**

In addition to the work authorization and the contract obligation of the city, numerous conferences have been held by the interested parties and it is apparent to me that we should go through with and complete the work at this time. In fact, I feel that the city is under obligation to do it. Accordingly, I am asking the council for an appropriation of $442,022.10 for the purpose of completing construction of the subway.

I am presenting in complete detail the purposes and objects for which the money is to be expended.

The estimates for these items have been made up by Mr. Howe, director of design and construction, Mr. Roberts, assistant engineer in charge of subway construction, Mr. Abell and Mr. McVittie of the New York State Railways and Mr. Collins of the office of the commissioner of railways. The estimated cost, of course, is approximate and is based on past experience but is, to the best of our belief, conservative. Special attention is called to item 31 (Miscellaneous) in the amount of $110,000 for a car house.

The subway plans included a car house both for storing and for servicing the cars which operate in the subway. At the present time there are no facilities for cleaning, repairing or storing the rolling stock which is devoted to the subway service. We have no freight house in connection with the subway and it is believed that the freight house and the car storage and repair house can be combined under one roof. As a consequence, the estimated amount for this purpose is several hundred thousand dollars less than if we were to build two separate structures.

Attention is also called to a problem arising from certain features in the structural design of the concrete roof covering the section of the subway from the aqueduct to the western line of Oak Street. This section, about 2,500 feet in length, was designed without contraction joints or without providing extra re-enforcement to absorb contraction stresses in the concrete. The engineer's estimate of the lineal expansion between the extremes of summer and winter temperatures is about 15 inches in 2,500 feet. Other factors causing changes in the slab makes it possible to have a total change in length of about 25 inches. These changes in length result in cracks in the concrete structure unless a sufficient amount of properly sized and properly located steel re-enforcing is placed in the concrete to overcome its contraction. In the subway structure there are construction joints located between each column 24 feet apart. Under proper circumstances the absorption of the total contraction by these joints extending transversely across the strutcure would cause no serious damage but a condition does exist which will ultimately result in serious damages to the structure.

1. The construction joints will admit water to the reenforcing steel, which will rust away and destroy the strength of the structure and its ability to carry loads.

2. The water thus admitted percolates through the concrete and the limestone aggregate in the concrete, washes out the lime and thus destroy the integrity of the concrete and its ability to carry loads.

3. The water permeates the concrete and the limestone so that the water freezes in the Winter and destroys the structure by frost action.

**Must Repair Subway**

The following paragraphs are quoted directly from the report of one of the concrete experts whom we have had examine the work.

"All three actions are already markedly observable in this structure. They are now, however, in the early stage when their disintegrating action is slow. In a short time they will act much more intensely and the structure will begin to decay rapidly unless protected soon. The rusting of the reinforcement has been considerably reduced by the deposit of lime on the bars. As the frost action continues, which may be noted in the breaking down of the concrete edges at construction joints already, this time protective cost will be washed away and the steel will rust. Rust has about two and one-half times the volume of the steel of which it is made, through oxidation, and acts as a wedge to force off slabs of concrete, thus exposing more steel to rapid rusting. When this spalling once becomes distinctly observable (as it is not yet in this structure) the collapse of the structure may well occur within a few years, and its strength will be rapidly lessened.

"'The remedy, which should be applied at once before the strength of this structure has been greatly reduced, is to prevent the water from passing through the concrete and steel work. The structural steel in this structure is exposed and is therefore peculiarly subject to damage from water coming through the concrete. The water comes through the concrete mostly at construction joints which nature has used as contraction joints also in the absence of any designed contraction joints. Near the west end there are also places in which the concrete appears to be porous so that the water readily runs through. Both kinds of leaks must be stopped, in order for the protective work to be successful. It is not too late as yet to apply the necessary waterproofing to the upper surface of the slab, the only place where it can possibly be effective in keeping water out of the concrete. This involves tearing up the street pavement, with its attendant interruption of traffic but it cannot be avoided. It can be done in small areas, with a longer working season, and so minimize the interruption.'"

**Will cost $100,000**

I should say, in this connection, that we have the expert advice of Arthur R. Lord, of Lord & Holinger, 140 South Dearborn Street, Chicago and William Meuser, of the Concrete Steel Engineering Company, 1902 Park Row Building, New York City. Both of these gentlemen are men of wide experience in designing and consulting concrete work. The estimated cost of repairing these construction joints is placed at $100,000. It means that we must rip up the surface on Broad Street at each joint, dig out six inches of concrete to expose the roof of the subway for at least 18 inches on either side of the joint, waterproof the top of the joint, replace the concrete filling and the asphalt pavement. There are about 100 of such joints to be treated and in one or two places fairly extensive areas are to be uncovered in order to close up the cracks.

The nature of this repair work to the subway roof is such that it cannot be handled as a contract proposition. The work must be handled in such a way as to minimize the interruptions to street traffic and must be done in such a way that there can be no question as to its thoroughness. As a consequence, it must be handled by the construction department of the city itself.

**Owe Railways $33,000**

Item 26 of the general list is in the amount of $33,237.10. This is an old bill which the New York State Railways holds against the City of Rochester dating back to 1922. It was for work authorized by the late Mayor Van Zandt in connection with the maintenance of street car service over the subway constructian work at Caledonia Avenue, West Main Street, Monroe Avenue, Lyell Avenue, Allen Street, South Avenue, Emerson Street and Exchange Street. Inasmuch as this work was done by the New York State Railways on the authorization of the late mayor, it appears that the city should clear up the matter by paying the bill. There is no doubt on the part of the city that the work was not done and as it was all incident to construction work it properly should be payable from subway construction funds."

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# Nature, Cost of Further Subway Work Explained by Story

D.&C. May 8, 1928

*City Manager Stephen B. Story's statement explaining the further expenditures considered necessary on the subway railroad follows:*

May 7, 1928.

To the Members of the Council:

Gentlemen:—It is necessary that the City of Rochester expand a considerable amount of money upon the new subway in order to complete the work of construction.

There are two reasons for this proposed expenditure. One is that we have already spent about $12,000,000 upon this project, and inasmuch as we have so extensive an investment, it is only reasonable that we complete the work in so far as possible. The other reason is that our contractual relationship with the New York State Railways is such that we are obligated to turn over to them the subway railroad in complete and safe operating condition. On December 31, 1927, Mr. Arthur Poole, city engineer, on authorization from the Mayor, wrote a letter to Mr. James F. Hamilton, president of the New York State Railways, in which certain work to be done by the New York State Railways for the City of Rochester was outlined. This letter was an authorization to do this work, and an obligation exists on the part of the city as a result of it.

The contract between the New York State Railways and the City of Rochester for the operation of the subway states:

"That the city shall secure all additional real estate, erect all buildings, make all extensions of tracks and overhead structures and make all changes to tracks overhead structures, lighting of stations and platforms signals, telephone system and any other property and equipment owned by the city, reasonably necessary for the safe, convenient, and economical operation of passenger and freight service as determined and approved by the city, the president of the State Railways and the commissioner, the cost of which shall be paid by the city, and in no case shall be charged against revenues."

**Feels City Is Obligated**

In addition to the work authorization and the contract obligation of the city, numerous conferences have been held by the interested parties and it is apparent to me that we should go through with and complete the work at this time. In fact, I feel that the city is under obligation to do it. Accordingly, I am asking the Council for an appropriation of $442,022.10 for the purpose of completing the construction of the subway.

I am presenting in complete detail the purposes and objects for which this money is to be expended.

The estimates for these items have been made up by Mr. Howe, director of design and construction; Mr. Roberts, assistant engineer in charge of subway construction; Mr. Abell and Mr. McVittie of the New York State Railways, and Mr. Collins of the office of the commissioner of railways. The estimated cost of course is approximate, and is based on past experience, but is, to the best of our belief, conservative. Special attention is called to Item 3 (Miscellaneous) in the amount of $110,000 for a car house. The subway plans included a car house both for storing and for servicing the cars which operate in the subway. At the present time there are no facilities for cleaning, repairing or storing the rolling stock which is devoted to the subway service. We have no freight house in connection with the subway and it is believed that the freight house and the car storage and repair house can be combined under one roof. As a consequence, the estimated amount for this purpose is several hundred thousand dollars less than if we were to build two separate structures. Attention is also called to a problem arising from certain features in the ... ural design of the concrete roof ... the section of the subway ... the Aqueduct to the western ... Oak street. This section, 2,500 feet in length, ... without contraction joints ... hout providing extra re-en... ent to absorb contraction ... in the concrete. The engi... estimate of the lineal expan... between the extremes of summer ... winter temperatures is about ...een inches in 2,500 feet. Other ...tors causing changes in the slab ...ke it possible to have a total ...ange in length of about twenty-... inches. These changes in length ...ult in cracks in the concrete structure unless a sufficient amount of properly sized and properly located steel re-enforcing is placed in the concrete to overcome its contraction. In the subway structure there are construction points located between each column twenty-four feet apart. Under proper circumstances the absorption of the total contraction by these joints extending transversely across the structure would cause no serious damage, but a condition does exist which will ultimately result in serious damage to the structure.

**Threatened Damage**

1. The construction joints will admit water to the re-enforcing steel, which will rust away and destroy the strength of the structure and its ability to carry loads.
2. The water thus admitted percolates through the concrete and the limestone aggregate in the concrete, washes out the lime and thus destroys the integrity of the concrete and its ability to carry loads.
3. The water permeates the concrete and the limestone so that the water freezes in the winter and destroys the structure by frost action.

The following paragraphs are quoted directly from the report of one of the concrete experts whom we have had examine the work.

"All three actions are already markedly observable in this structure. They are now, however, in the early stage when their disintegrating action is slow. In a short time they will act much more intensely, and the structure will begin to decay rapidly unless protected soon. The rusting of the reinforcement has been considerably reduced by the deposit of lime on the bars. As the frost action continues, which may be noted in the breaking down of the concrete edges at construction joints already, this lime protective coat will be washed away, and the steel will rust. Rust has about 2 1-2 times the volume of the steel of which it is made, through oxidation, and acts as a wedge to force off slabs of concrete, thus exposing more steel to rapid rusting. When this spalling once becomes distinctly observable (as it is not yet in this structure) the collapse of the structure may well occur within a few years, and its strength will be rapidly lessened.

"The remedy, which should be applied at once before the strength of this structure has been greatly reduced, is to prevent the water from passing through the concrete and steel work. The structural steel in this structure is exposed and is therefore peculiarly subject to damage from water coming through the concrete. The water comes through the concrete mostly at construction joints which nature has used as contraction joints also in the absence of any designed contraction joints. Near the west end there are also places in which the concrete appears to be porous so that the water readily runs through. Both kinds of leaks must be stopped, in order for the protective work to be successful. It is not too late as yet to apply the necessary waterproofing to the upper surface of the slab, the only place where it can possibly be effective in keeping water out of the concrete. This involves tearing up the street pavement, with its attendant interruption of traffic, but it cannot be avoided. It can be done in small areas, with a longer working season, and so minimize the interruption."

Continued



**Have Expert Advice**

I should say, in this connection, that we have the expert advice of Mr. Arthur R. Lord, of Lord & Holinger, No. 140 South Dearborn street, Chicago, and Mr. William Meuser, of the Concrete Steel Engineering Company, No. 1902 Park Row building, New York city. Both of these gentlemen are men of wide experience in designing and consulting concrete work. The estimated cost of repairing these construction joints is placed at $100,000. It means that we must rip up the street surface on Broad street at each joint, dig out six inches of concrete to expose the roof of the subway for at least eighteen inches on either side of the joint, waterproof the top of the joint, replace the concrete filling and the asphalt pavement. There are bout one hundred of such joints to be treated, and in one or two places fairly extensive areas are to be uncovered in order to close up the cracks.

The nature of this repair work to the subway roof is such that it cannot be handled as a contract proposition. The work must be handled in such a way as to minimize the interruptions to street traffic, and must be done in such a way that there can be no question as to its thoroughness. As a consequence, it must be handled by the construction department of the city itself.

Item 26 of the general list is in the amount of $33,237.10. This is an old bill which the New York State Railways holds against the City of Rochester dating back to 1922. It was for work authorized by the late Mayor Van Zandt in connection with the maintenance of street car service over the subway construction work at Caledonia avenue, West Main street, Monroe avenue, Lyell avenue, Allen street, South avenue, Emerson street, and Exchange street. Inasmuch as this work was done by the New York State Railways on the authorization of the late Mayor, it appears that the city should clear up the matter by paying the bill. There is no doubt on the part of the city that the work was done, and as it was all incident to construction work, it properly should be payable from subway construction funds.

In the estimate of the items provided in the attached list the order of priority is indicated by letters in the left hand column. This indication is made to show the order in which the work should be done.

Yours respectfully,
STEPHEN B. STORY,
City Manager

Following is the estimated cost of work to be done in the subway:

**Track**

| | |
|---|---|
| A—(1) Decrease clearance between running rail and guard rail opposite frogs, turnouts and crossovers. To do this it will be necessary to change most all guard rail spacing blocks and relocate guard rail, with reference to point of frog | $ 1,200.00 |
| A—(2) Realign points on all frogs and adjust wing rails | 800.00 |
| A—(3) Redrill switch rods where necessary to provide proper clearance for switch-throw | 250.00 |
| B—(4) Correct outer rail elevation at all loops | 360.00 |
| C—(5) Provide guard rail on curves that are not now guarded | 4,000.00 |
| A—(6) Flatten out reverse curves at waiting stations to provide smooth running | 4,000.00 |
| C—(7) Flatten out plain curves and provide easement at each end for high speed operation | 4,000.00 |
| C—(8) Lengthen guard rails on curves where present guards are too short | 600.00 |
| A—(9) Provide longer lead branch-off switches. Two at Winton road loop; one each at Lexington avenue loop and Oak street loop | 4,700.00 |
| A—(10) All along the line spikes must be driven down. Some of the spikes are up as much as one | 150.00 |
| A—(11) Many rail creepers must be changed as they are not now properly located | 150.00 |
| B—(12) There are a number of locations where additional ballast must be provided and ties retamped | 20,000.00 |
| B—(13) There are a number of places where the track alignment and grade must be adjusted | 5,000.00 |
| B—(14) There should be a dry stone wall laid up at track drains on the west-wound track to prevent ballast from rolling out from under the ties | 750.00 |
| B—(15) Cleaning subway of rubbish | 500.00 |
| Total track | $46,460.00 |

**Overhead Line**

| | |
|---|---|
| B—(1) Guy contact wire so as to keep it perpendicular with secondary wire so it cannot turn and allow trolley wheels to strike clip | $5,500.00 |
| B—(2) Guy contact wire under bridges. Remove channel iron and guys which cross running board | 5,000.00 |
| C—(3) Change type of trolley switches at locations where present switches do not ride | 100.00 |
| A—(4) Realign trolley wire curves which must be flattened out | 4,500.00 |
| B—(5) Guard live lines at bridges so as to eliminate bootjack and to guard against a trolley pole grounding between the line and the steel bridge girders | 800.00 |
| E—(6) Steel overhead line towers should have numbers painted on them in accordance with tower numbers as shown on drawing | 300.00 |
| A—(7) Replace broken suspension insulators | 1,500.00 |
| A—(8) Put heavy wire screens around lamp fixtures in stairways at loading platforms | 350.00 |
| A—(9) There are a number of tubular steel poles that are pulling over in the ground. These must be straightened and either guyed or toed and heeled | 300.00 |
| A—(10) Install lights and heaters in trainmen's rooms at City Hall and West Main street stations, also in signal maintainer's room at West Main station | 275.00 |
| A—(11) Insulate all guys and spans in the covered section from South avenue to Brown street so that a trolley pole, if it leaves the contact wire, cannot cross a live line and a bridge girder and either burn the line down or burn the girder | 5,000.00 |
| A—(12) Changing the insulator, insulating the ground wires and grounding | 2,500.00 |
| Total line | $26,125.00 |

**Miscellaneous**

| | |
|---|---|
| B—(1) Provide ticket office in waiting room at City Hall station | $ 3,000.00 |
| B—(2) Build a concession room on the platform at the City Hall station | 3,000.00 |
| B—(3) *Build car house on the Oak street property | 110,000.00 |
| C—(4) Build a cover over stairway at Elmwood avenue waiting platform | 1,000.00 |
| C—(5) Repair broken plaster on waiting platform stairway cover sidewalls. Also repair roof covering over outside station platforms | 500.00 |
| A—(6) All fencing, 4,000 feet | 3,400.00 |
| C—(7) Remove trees and fence at siding near No. 754 Clinton avenue south | 150.00 |
| B—(8) Hang gutters under expansion joints in roof over Court street station stairway | 100.00 |
| A—(9) Install derails on four (4) sidings leading from freight tracks | 400.00 |
| C—(10) Build loading platform and shelter at Winton loop | 2,500.00 |
| B—(11) *Build shelters and loading platforms at Rowland's loop. The loading platforms are to be connected by a concrete sidewalk | 7,000.00 |
| B—(12) Provide station signs at all waiting platforms | 250.00 |
| C—(13) Paint subway walls and ceilings at City Hall and West Main street stations | 4,500.00 |
| C—(14) Build waiting rooms at all loading platforms | 7,500.00 |
| A—(15) Provide building, for car inspection, at Howell street loop | 800.00 |
| B—(16) All outside waiting stations should be painted | 2,400.00 |
| A—(17) Build a railing on Lyell ramp | 300.00 |
| B—(18) The banks at Rowland's loop have been left so that by the movement of the bank the dirt is carried over on the track. This bank should be held by a retaining wall | 5,000.00 |
| B—(19) The banks north of Brown street, north and south of Felix street, and north and south of Emerson street are moving so that the dirt covers the track. These banks should be held by a retaining wall | 15,000.00 |
| B—(20) *Build a station at Driving park avenue loop | 4,000.00 |
| C—(21) Raise wall from Court street to Griffith street | 3,300.00 |
| C—(22) Cleaning up and grading city property, Sherman street | 1,000.00 |
| C—(23) Spare signal system parts | 4,000.00 |
| A—(24) Repairs to covered section | 100,000.00 |
| (25) Salaries, subway engineers | 54,600.00 |
| (26) Bills for maintaining service during construction | 33,237.10 |
| Total miscellaneous | $369,437.10 |
| Grand total | $442,022.10 |

*The items indicated can undoubtedly be done by contract.

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# WILL BRING BIG INCREASE IN EARNINGS

D&C. ~~Aug.~~ 3, 1928

## Interstate Commerce Commission Issues Necessary Order

## TO TAKE EFFECT SEPTEMBER 1ST

## Municipal Authorities to Proceed at Once with Development

By HIRAM MARKS

Permission to use Rochester's $12,000,000 subway for switching freight cars was granted to the five railroads entering this city in an order issued yesterday afternoon by the Interstate Commerce Commission, according to a telegram received by Corporation Counsel Clarence M. Platt from Fayette B. Dow, of Washington, D. C., special counsel for the city in the proceedings before the Commission. The order means that the city may proceed to the development of industrial use of subway railroad sites with the nine miles of municipal trackage serving as a belt line connecting the five railroads entering Rochester.

The Commission's authorization will become effective on September 1st.

**State Commission Opposes More**

The ultimate hope of placing the subway on a profitable basis rests, in the opinion of many citizens, in the ultilization of the carrier for freight purposes principally; and with the granting of the certificate of necessity and convenience to the five railroads, all necessary legal requirements have been fulfilled, and definite plans may now be made to stimulate the freight switching as a means of producing revenue from subway operation.

The proceeding before the Interstate Commerce Commission was not without opposition. It developed unexpectedly from the representatives of the New York State Public Service Commission. The transfer of freight in the subway is in charge of the New York State Railways, acting as agents for the city of Rochester under the provisions of the service-at-cost contract. Because the New York State Railways operates the traction lines in Rochester, Syracuse, and Utica, the New York state commission raised the contention that deficit from freight operation might fall on the car riders in those cities in part, but Mr. Platt presented argument to convince the Federal commission that the objection was not well founded, and in its order the opposition is not sustained.

The proceeding before the Interstate Commerce Commission has been pending since April, when City Manager Stephen B. Story and John P. Morse, chairman of the Mayor's Advisory Committee on Subway Operations, appeared at a hearing and testified in behalf of the city.

The five steam railroads entering Rochester petitioned for the certificates of necessity and convenience and the city, as owner of the subway railroad, made application to the Interstate Commerce Commission to be made a party to the proceedings, and this application was granted. The city, in its representations to the Federal commission, favored the granting of the certificates as being in the best interests of the city. Mr. Dow, who was formerly of Rochester, and is now practicing law in Washington, having considerable experience in proceedings involving commerce law, was retained as special counsel.

William F. Strang of the law firm of Mann, Strang, Bodine & Wright, attorneys for the Buffalo, Rochester & Pittsburgh Railway, and Paul M. Folger of the law firm of Harris, Beach & Matson, attorneys for the New York Central Railroad, presented the principal argument for the railroads. The applications of the railroads were made solely on the question of present and future public convenience by the use of the applicants of the subway railroad in the transfer of freight.

The city, in granting permission to the steam railroads, is making what is called a trackage agreement. The effort of this is, in theory, Mr. Platt explained, to extend to the tracks of each of the steam railroads to include the Subway railroad. The city, however, retains its ownership and control of the tracks.

The extension of the tracks of the five carriers with transcontinental connections in several instances means that a large amount of land heretofore vacant becomes available for industrial sites, and the railroads are connected by what is virtually a belt line making for convenience and economy in switching cars from one carrier to the other. It is generally expected that the hope of the city to obtain a return on its investment in the subway railroad rests principally on development of freight transportation, and the decision by the Interstate Commerce Commission is looked upon as being of great importance by both Mr. Story and Mr. Morse.

While there has been a substantial amount of passenger travel in the subway in the opinion of Charles R. Barnes, commissioner of railways, under whose direction the subway is operated, and James F. Hamilton, president of the New York State Railways, the industrial development along the railroad will increase the passenger traffic to a volume not possible at present. Thus, Commissioner Barnes feels, the passenger development is closely interlocked with the freight transportation arising from industries attracted to the subway railroad sites because of advantageous shipping facilities.

Mr. Story, who before he became city manager was secretary of the Mayor's Advisory Committee on Subway Operation, says that the order of the Interstate Commerce Commission clears the way for plans for the maximum use of Rochester's large investment in the project.

# NEW SUBWAY SCHEDULE TO BE EFFECTIVE NEXT SUNDAY

R.U. + Roch Subway

Times-Union Apr. 2 ?

## Interurban Lines Not Considered in Regulating Running Times for City Cars, Though Most of Former Will Stop.

The new city schedule for subway operation to go into effect Sunday is made out irrespective of the interurban lines, James F. Hamilton, president of the New York State Railways, announced today.

All interurban cars will make city stops, however, except the limited cars on the Rochester & Syracuse line, so that even more frequent service will be furnished on the subway than is indicated in the local schedule.

**Eastbound**

The schedule is as follows:

Eastbound cars leave Driving Park Avenue loop daily except Sunday: Every 10 minutes, 6:35 to 8:35 a. m.; every 15 minutes, 8:35 a. m. to 4:50 p. m.; every 10 minutes, 4:50 to 6:50 p. m.; every 20 minutes, 6:50 p. m. to 11:50 p.m.

Eastbound cars leave City Hall station daily except Sunday: Every 10 minutes, 6:25 to 8:45 a. m.; every 15 minutes, 8:45 a.m. to 4:30 p. m.; every 10 minutes, 4:30 p. m. to 6:20 p. m.; every 20 minutes, 6:20 to 12 m. n.

**Westbound**

Westbound cars leave Winton Road station daily except Sunday: Every 10 minutes, 6:40 to 8:20 a. m.; 8:32; 8:45; 9:02; every 15 minutes, 9:02 a. m. to 4:32 p. m.; every 10 minutes, 4:45 to 6:25 p. m.; 6:40; every 20 minutes from 6:57 p. m. to 12:17 a. m.

Westbound cars leave City Hall Station daily except Sunday: Every 10 minutes, 6:53 to 8:33 a. m.; every 15 minutes, 8:45 a. m. to 4:45 p. m.; every 10 minutes, 4:58 to 6:38 p. m.; 6:53 every 20 minutes, 7:10 to 11:50 p. m.

On Sundays cars will leave Driving Park Avenue loop eastbound every 20 minutes from 6:50 a. m. to 11:50 p. m. They will leave Winton Road Station westbound on Sunday every 20 minutes from 6:40 a. m. to 12 midnight.

**Running Time**

The running time between the stations in minutes is as follows: Winton to Colby, 2; Colby to Culver, 2; Culver to Monroe, 2; Monroe to Meigs-Goodman, 2; Meigs-Goodman to Court, 3; Court to City Hall, 1; City Hall to Main West, 1; Main West to Lyell, 3; Lyell to Edgerton Park, 2; Edgerton Park to Emerson, 1; Emerson to Lexington, 2; Lexington to Driving Park Avenue, 1.

# New Subway Schedule Announced By Railway; Running Time Listed

R.J. U. Oct. 19, 1928

For the convenience of subway patrons The Times-Union is printing an up-to-date schedule which has been furnished by the New York State Railways.

The schedule does not include the three interurban lines, also routed in the subway, all of which cars stop to take on city passengers with the exception of the Rochester & Syracuse Limited trains.

It is explaned that most of these cars come from such long distances the exact minute of their arrival in the subway is difficult to gauge. The Rochester & Eastern cars and the Rochester and Syracuse cars enter the subway at Rowlands Loop and Winton Road Station, respectively, while the Rochester Lockport & Buffalo cars enter it at Lyell Avenue and go only as far as Court Street.

The schedule follows:

**DAILY EASTBOUND EXCEPT SUNDAY**

**Leave Driving Park Station**

Every 10 min., 6:35 a. m. to 8:35 a. m.; every 15 min., 8:35 a. m. to 4:50 p. m.; every 10 min., 4:50 p. m. to 6:50 p. m.; every 20 min., 6:50 p. m. to 11:50 p. m.

**Leave City Hall Station**

Every 10 min., 6:25 a. m. to 8:45 a. m.; every 15 min., 8:45 a. m. to 4:30 p. m.; every 10 min., 4:30 p. m. to 6:20 p. m.; every 20 min., 6:20 p. m. to 12:00 m.

**DAILY WESTBOUND EXCEPT SUNDAY**

**Leave Winton Station**—Every 10 minutes, 6:40 a. m. to 8:20 a. m.; 8:32 a. m., 8:47 a. m., 8:54 a. m., 9:02 a. m.; every 15 minutes, 9:02 a. m. to 4:32 p. m.; every 10 minutes, 4:45 p. m. to 6:25 p. m.; 6:40 p. m.; every 20 minutes, 6 57 p. m. to 12:17 a. m.

**Leave City Hall Station**—Every 10 minutes, 6:53 a. m. to 8:33 a. m.; every 15 minutes, 8:45 a. m. to 4:45 p. m.; every 10 minutes, 4:58 p. m. to 6:38 p. m.; 6:53 p. m.; every 20 minutes, 7:10 p. m. to 11:50 p. m.

**SUNDAY—EASTBOUND**

**Leave Driving Park Station**—Every 20 minutes, 6:50 a. m. to 11:50 p. m.

**Leave City Hall Station**—Every 20 minutes, 6:40 a. m. to 12 m. n.

**SUNDAY—WESTBOUND**

**Leave Winton Station**—Every 20 minutes, 6:57 a. m. to 12:17 a. m.

**Leave City Hall Station**—Every 20 minutes, 7:10 a. m. to 11:50 p. m.

**SUBWAY RUNNING TIME (Station to Station)**

Winton to Colby two minutes; Colby to Culver, two minutes; Culver to Monroe, 2 minutes; Monroe to Meigs-Goodman, two minutes; Meigs-Goodman to Court, three minutes; Court to City Hall, one minute; City Hall to West Main, one minute; West Main to Lyell, three minutes; Lyell to Edgerton Park, two minutes; Edgerton Park to Emerson, one minute; Emerson to Lexington, two minutes; Lexington to Driving Park, one minute.

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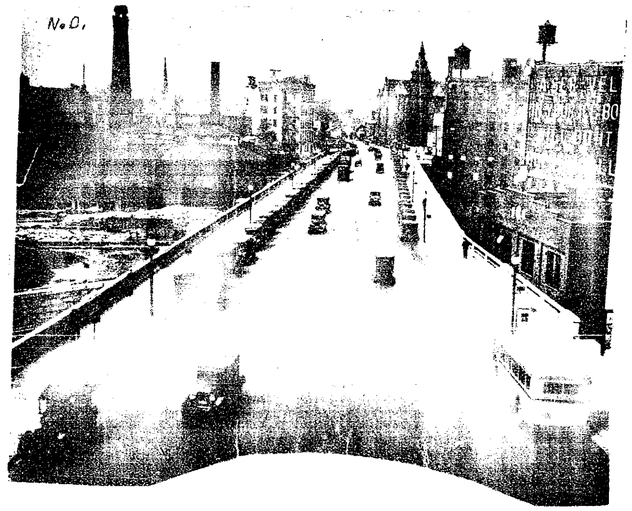
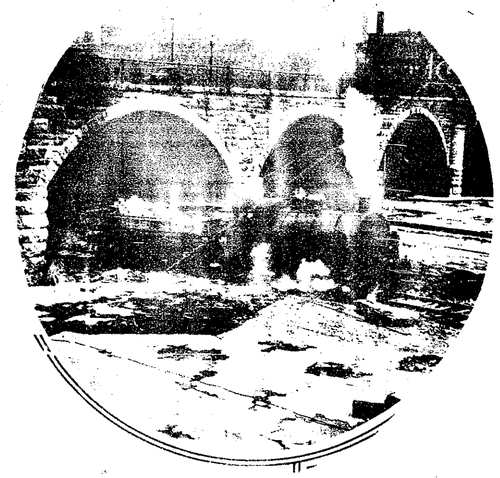
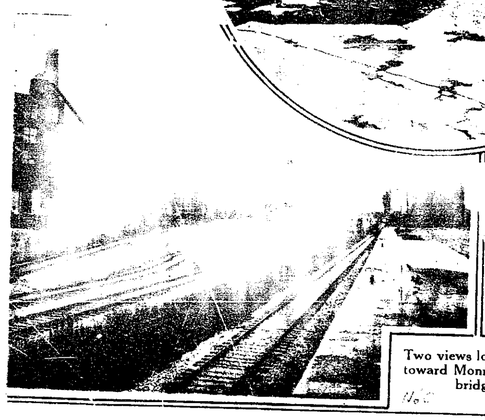
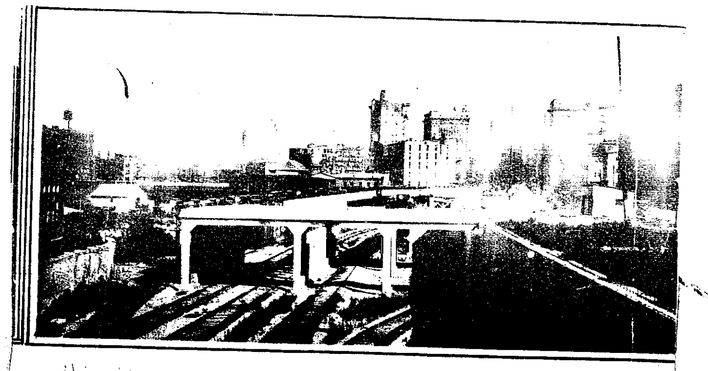






Two views looking east toward Monroe avenue bridge.



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# NEW SUBWAY'S EASTERN PART NOW PLANNED

N. C.

**Bids to Be Advertised This Week for Construction of Another Section.**

**TO COST $2,000,000**

**Central Part to Be Finished by November; Western Job May Be Delayed.**

The second step in the construction of the industrial and rapid-transit railroad in the old Erie canal bed is expected to be inaugurated by the city administration this week, with the advertising for bids on the work on the eastern section of the canal, from the junction of Court street and South avenue to the Rochester & Eastern Railway crossing in the town of Brighton.

Many sets of specifications outlining the work have been prepared by the engineering department. These now are being printed. As soon as this work is completed the Board of Contract and Supply will advertise for bids on the work and send out the specifications to firms desiring to submit estimates.

**Scott Brothers Likely to Do Work.**

Scott Brothers, of Rome, who hold the contract for the central part of the work from Oak street to South avenue, are regarded as the probable low bidders for the eastern section contract, as they have their machinery and apparatus on the job and can proceed without delay.

The cost of the eastern section of the subway will run over $2,000,000, it is expected. The estimated cost of finishing the railroad project is $3,600,000, which amount was specified in the ordinance for the improvement passed by the council. It was a blanket measure, calling for the finish of the work at both east and west ends.

between nations under present conditions; there is not at hand to nations militantly inclined the means to conduct such a war, even if the temper of peoples were inclined to support it. And as to that temper, there is growing evidence to cause doubt.

Great Britain stopped in her tracks and changed premiers because of the sudden and solid protest against a policy that threatened to run into war. The people of many nations plainly agree with Tchitcherin that a recovery in economic life is something to be realized before war is given place in public thought.

It is a ridiculous paradox that people should agree that they must be prosperous as a condition to fighting each other on a mass scale, but it accords with facts. And it is at least possible that Tchitcherin with the peculiar frankness of soviet utterance has uttered one of the strongest securities to peace that the present has to offer.

## CHICAGO'S NIGHT COURTS.

Chicago is establishing night courts in the interests of justice to the innocent; at least the project is supported by the statement than only by holding court at night can the innocent who are arrested be secured against unjust detention and undue invasion of their rights. The proposition looks well, when considered from the viewpoint of the victim of a mistake. But it looks less well from the viewpoint of police efficiency.

Somehow the necessity of keeping courts at work the twenty-four hours around because of arrests of innocent persons seems an indictment of the intelligence and the proper investigating powers of police superintendence, which ought not to be made, and if made, should receive prompt attention to removing the cause. Scotland Yard's chief in one of the interviews he gave to the press during his visit mentioned the fact that records show a much greater per cent. of arrests for good cause in Great Britain than our own court records show. He gave no reason, but it would comp

EXHIBIT FROM ORIGINAL DOCUMENT POOR



# USE OF SUBWAY FOR SWITCHING FREIGHT UPHELD

Times Union

**Application of Railways Granted by Commission —Effective Sept. 1st— Big Revenue Source.**

R. & - Rochester

Rochester's subway may be used in switching freight cars between steam railroads, said the Interstate Commerce Commission yesterday.

The permission means the original plans for the subway are finally possible. In these plans the switching of freight was seen by many as the most important source of income for the subway. Though this has been somewhat modified because the passenger traffic on the subway has exceeded all predictions, order given by the Interstate Commerce Commission is declared of great importance.

It is to be effective Sept. 1.

The order of the commission follows an application made by the New York State Railways in June to be placed under the jurisdiction of the Interstate Commerc Commission.

In the report of the mayor's special subway committee, it was thought this application would not have to be made and that the subway would not be considereed a carrier of interstate commerce. But at the hearings before the commission early in the year, the body intimated that it probably would be necessary for the New York State Railways to make such an application.

The words of the commission granting the order are, "upon the facts presented we find that the present and future public convenience and necessity require the operation by the state railways and the four steam carriers over the tracks of the subway railroad in the city of Rochester in the manner proposed in the contracts described in their respective applications."

**Boon to Roads**

The order of the commission, it is believed, will not only be a boon to the four steam railroads in making it possible to conveniently switch their cars from one to the other, but will make available for industrial sites considerable vacant land. It will also increase the industrial development along the length of the subway, it is said, and thus add to the freight and passenger traffic on the line.

It is felt that the city's hope for a return on its $12,000,000 investment lies not only in this direct return but in the increased taxable value of land and industries bordering on the subway.

Opposition to the plan came from the New York State Public Service Commission. It argued that if there were a deficit in the freight operation of the subway—which is run by the New York State Railways—it might fall on car riders in Syracuse and Utica, where the company also operates the traction lines.

The Federal commission did not sustain this objection.

At one time the state commission also argued that the contracts between the electric and steam lines ignored both state and Federal authority. But the Federal body replied that these contracts could not deprive either commission of its jurisdiction or interpose any obstacle to the exercise of authority.

The lines of the Buffalo, Rochester & Pittsburgh Railway, Lehigh Valley and the New York Central now connect with the subway and it is ultimately planned to have those of the Erie and the Pennsylvania Railroad join it.

Those who have appeared before the commission to argue the case include Corporation Counsel Clarence M. Platt; Fayette B. Dow, special counsel for the city; William F. Strang, of the law firm of Mann, Strang, Bodine & Wright, attorneys for the Buffalo, Rochester & Pittsburgh Railway, and Paul M. Folger, of Harris, Beach & Matson, attorneys for the New York Central Railroad.

City Manager Story, who, before he accepted his present position, was secretary to the Mayor's Advisory Committee on Subway operation, says the order of the Interstate Commerce Commission clears the way for plans for the maximum use of Rochester's large investment in the project.

Times Union

## Subway Freight Plan Approved

While it was not anticipated that the Interstate Commerce Commission would block the trackage agreements which are necessary for switching freight cars into the subway, it is a relief to have the order officially entered.

Rochester's case seems to have been ably presented at the Washington hearing by Corporation Counsel Clarence M. Platt and Fayette B. Dow, special counsel. City Manager Stephen B. Story and John P. Morse, chairman of the advisory committee, testified on the city's behalf at the hearings.

Passenger traffic on the subway has developed more rapidly than had been anticipated. The chief advantage to the city, however, is expected to come from development of freight business and promotion of industrial growth.

The subway will act as a belt line connec ing the railroads, reducing the amount of pensive trucking, and also make a wide suitable for industrial development.

Its passenger service will aid this opment by giving rapid transit for wo at such plants.

00056

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# I. C. C. SEES SUBWAY BIG AID TO CITY

D&C Aug 4, 1928

## Expects Desirable Sites on Line Will Result in an Increase of Industries

## TEXT OF FREIGHT ORDER

## Federal Board Asserts Its Jurisdiction; Says Steam Impractical in Tube

In its finding that the present and future public convenience and necessity require operation of the subway railroad by the New York State Railways, the Buffalo, Rochester & Pittsburgh Railway Company, and the Erie, Lehigh Valley, and New York Central railroads, the Interstate Commerce Commission declares that, "this line passes across and through the heart of Rochester, and it is expected that the number of industries located on it will be increased materially by reason of the availability and desirability of industrial sites along its route."

A formal copy of the Commission's ruling was received yesterday by John P. Morse, chairman of the Mayor's Advisory Committee on Subway Operation.

### Culmination of Two Years' Work

The Commission in its order discusses in detail the subway development, and asserts that the city "is interested primarily in a maximum utilization of its property." The subway represents an expenditure of approximately $12,000,000. It is to a program of utilizing the property to its greatest advantage that City Manager Stephen B. Story has committed his administration. The order by the Commission is the culmination of more than two years of arduous work by the Mayor's Advisory Committee on Subway Operation.

Before becoming city manager, Mr. Story was secretary of the committee, which includes many active business and professional men in Rochester who served without compensation, lending their counsel to the preparation of a plan for the most efficient and economic operation of the subway under its trial or experimental stage. The Interstate Commerce Commission points out that the plan of operation is a trackage agreement between the city, the New York State Railways, and the four trunk lines, which expires by limitation on July 31, 1930, but which may be terminated by the city on sixty days' notice.

Every detail of the development of the plan was watched carefully by Mr. Morse, who gave generously of his time without compensation in the working out of the agreement. Mr. Morse, although engaged in the lumber business, is an attorney by training, and he assisted Corporation Counsel Clarence M. Platt, Deputy Corporation Counsel Irving L. Geiser, and Fayette B. Dow, of Washington, D. C., special counsel for the city, in the legal phases of the agreements with the carriers, and in the proceedings before the Interstate Commerce Commission.

Mr. Story said that "Mr. Morse has done a noteworthy public service, and his excellent judgment and zealous endeavor to bring about operation of the subway on a plan to the best interest of the city and impartial to all carriers entering Rochester, will become more apparent as the subway develops and becomes a great community asset."

He added that "Mr. Morse's untiring devotion to his large responsibilities in the work he had undertaken for the public's benefit was the source of much inspiration to those associated with him."

### Report of Commission.

Following is the Commission's order:

Division 4, Commissioners Meyer, Eastman, and Woodlock. By Division 4:

By several applications duly filed under Paragraph (18) of Section 1 of the Interstate Commerce act, the New York State Railways, the Buffalo, Rochester & Pittsburgh Railway Company, the Erie Railroad Company, the Lehigh Valley Railroad Company, and the New York Central Railroad Company seek authority to operate over the subway railroad, approximately nine miles long, in the city of Rochester, Monroe county, N. Y. The various applicants in the order named will hereinafter be referred to as the State Railways, the B., R. & P., the Erie, and L. V., and the N. Y. C. A hearing on the last four applications was held, following which the State Railways filed its application. The city of Rochester intervened in favor of the applications. No objection to the granting of any of the applications has been made, except as hereinafter noted. Oral argument was heard on the five applications, which will be disposed of in this report.

This report also embraces Finance Dockets Nos. 6773, 6802, 6784, and 6782, applications Buffalo Rochester & Pittsburgh Railway Company, Erie Railroad Company, Lehigh Valley Railroad Company, and New York Central Railroad Company, respectively, for authority to operate over the subway railroad under trackage rights.

The Erie canal, which was abandoned by the state of New York when it built the Barge canal, passed through the heart of Rochester and crossed the Genesee river within a block of the main business section. Following its abandonment the city acquired the property from the state, and has constructed a railroad in the bed of the former canal. This railroad, which for convenience is called the subway railroad, is designed for both passenger and freight traffic, and cost over $12,000,000. It is approximately nine miles in length and consists of two passenger tracks for the entire length, two freight tracks 1.5 miles in length, and one freight track about seven miles long. There are four team tracks and fourteen sidings, upon which are located approximately thirty-five industries. At present there are physical track connections with the B., R. & P. and L. V., and two with the N. Y. C. It is expected that ultimately the subway railroad will be connected with the railroads of the Pennsylvania Railroad Company and the Erie, and that in the meantime those carriers or at least the Erie, may reach the subway railroad through trackage over existing lines. The track is laid with ninety-pound rails. The railroad is designed for electrical operation, power being transmitted by an overhead trolley. The subway is decked over from South avenue to Brown street, approximately 4,500 feet.

### Service-at-Cost Agreement

Effective August 1, 1920, an agreement known as the "service-at-cost contract" was entered into between the city and the State Railways, a corporation organized under the laws of New York as a street surface railroad corporation and operating by electric power street railways in Rochester, as well as street, suburban, and interurban railways at other points in the State of New York. Under this contract the street railways of the State Railways in Rochester are operated under the survice-at-cost plan subject to the supervision of a commissioner of railways appointed by the city, whose duty it is to administer the contract on behalf of the city. This contract provides that the city may acquire the State Railways to operate as a part of its lines any tracks or lines which the city might thereafter acquire or construct within the city limits. The contract expires July 31, 1930, but the city retains the right to renew it for one further term of ten years by giving the State Railways written notice to that effect on or before August 1, 1929.

Continued



In accordance with the service at cost contract, an ordinance was adopted by the city on Nov. 9, 1927, which required that the subway railroad should be operated, as therein provided, by the State Railways, and that agreements should be made between the city, the State Railways, and each of the steam roads entering the city for the use of the subway railroad for the movement, by the State Railways, of railroad freight cars to and from industrial or other sidings on the subway railroad, and between steam railroad connections of the Subway Railroad, such operation to continue for the rest of the present term of the service-at-cost contract. By ordinance adopted Dec. 27, 1927, the Common Council prescribed a form of contract to be executed by the mayor with each steam railroad desiring to use the subway railroad, and with the State Railways.

### Contract with Steam Carriers

Between January 6th and March 1, 1928, several contracts were entered into between the city, the State Railways, and each of the four applicant trunk lines individually, by the terms of which the respective trunk line was granted trackage right over, and use of, the subway railroad for the movement of freight cars, loaded or empty, in the service of the trunk line, to and from points on the subway railroad, with the requirement that such cars should be moved by the State Railways as agent of the trunk line, subject to the supervision and direction of the commissioner of railways. The contracts further provide that the commissioner of railways is to fix all operating schedules, supervise all movements over the subway railroad, and determine the compensation to be paid by the trunk line to the State Railways for the power and service used in the movement of freight cars employed in its service, with the proviso that such compensation shall be just and reasonable, and that the charges to shippers for the transportation of freight moved to or from industrial sidings or team tracks on the subway shall not exceed contemporaneous charges of the steam railroads applicable to similar classes of traffic between the same points of origin or destination outside of Rochester and other industrial sidings or team tracks within the switching limits of the city, for equal service rendered. All freight and other charges are to be payable to and collected by the trunk lines, and all bills of lading are to be issued by them. Provision is made for the settlement of disputes by arbitration. It is agreed that the matters contained in the contract are subject to the provisions and requirements of all Federal and New York state laws now or hereafter in effect, and that no person or corporation shall be required to do or refrain from doing anything in violation thereof; provided that no variation of the service-at-cost contract and the uses and purposes thereof shall be accomplished. The respective contracts expire by limitation on July 31, 1930, but may be terminated by the city on sixty days' notice.

No estimate is submitted of the prospective traffic to be handled for the steam roads, nor have the charges for the use of the subway railroad been determined definitely. The contracts are exprimental for a short term, in order that a basis for a permanent plan of operation may be developed through experience. The city is interested primarily in a maximum utilization of its property.

### Expect Increase in Industries

Each of the four trunk line applicants asserts that the subway railroad will afford it the most convenient and economical means of reaching and serving the team tracks and industries now or hereafter located on the subway railroad. This line passes across and through the heart of Rochester, and it is expected that the number of industries located on it will be increased materially by reason of the availability and desirability of industrial sites along its route. It is claimed that the arrangements proposed will improve the trunk lines' service to the public as common carriers to and from Rochester, and will afford shippers and consignees of carload freight located upon the subway railroad the same service as is now rendered by the trunk lines to shippers and consignees of such freight located on their own rails at Rochester. The subway railroad may also serve as a convenient means and route of interchange between the steam railroads entering the city, some of which do not now have direct physical connection with each other. The territory along the subway railroad is represented to offer exceptional advantages for increased commercial development if the steam railroads can handle the traffic on the same basis of cost as to any shipper or receivers of freight located on private sidings. The plan proposed will further benefit the steam lines, as it does not impose upon them any added capital charges. The operation of the subway railroad by steam motive power is impractical.

The State Railways has no traffic or financial relation with any railroad corporation. It was formerly controlled by the N. Y. C. through stock ownership, but on or about June 13, 1928, the N. Y. C. disposed of all of its stock holdings. The State Railways filed its application after the hearing on the four other applications, but requests that the evidence introduced at such hearing be considered in connection with its application.

In their applications the various trunk lines express the opinion that the operation proposed does not require our authority, but ask that we issue certificates if we should hold otherwise. We are of opinion that we have jurisdiction over the extension of operations contemplated by the contracts.

### Belives Objection Invalid

The Public Service Commission of New York has filed representations in which it submits that all of the applications should be denied. It claims that the entire plan which constitutes the basis of the pending applications ignores both Federal state regulatory powers and is contrary to the express provisions of the Interstate Commerce act and the the public service commission law of New York. This contention is based upon various provisions of the contracts entered into between the city and the trunk lines, above referred to. The provisions of these contracts can not deprive this commission or state regulatory bodies of their jurisdiction, nor interpose any obstacle to its exercise. It is further represented that the service-at-cost contract does not include the operation proposed. The New York commission states that it clearly recognizes the desirability of the early utilization to the fullest possible extent of the additional area for commercial development, and the additional siding facilities and means for the expeditious interchange of carload freight which the freight tracks of the subway railroad will afford, but believes that a legal and proper method of accomplishing that result may be worked out, which will not result in making the State Railways an interstate carrier. Much of the traffic over the subway railroad will move interstate, and no change in the character of the company performing the movement could deprive such traffic of its interstate status, or remove it from our jurisdiction.

It appears that the operation proposed will benefit industries now or hereafter located on the tracks of the subway railroad, will assist the trunk line carriers in the receipt and delivery of carload freight, will afford them additional facilities for interchange purposes, and will increase materially the area available for industrial purposes.

Upon the facts presented we find that the present and future public convenience and necessity require the operation by the State Railways, the B., R. & P., the Erie, the L. V., and the N. Y. C. over the tracks of the subway railroad in the city of Rochester, Monroe county, N. Y., in the manner proposed in the contracts described in their respective applications. Certificates to that effect will be issued.

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# $75,000 Expenditure For Subway Repairs Asked In Ordinance

The city purchasing agent is authorized to expend a sum not exceeding $75,000 for the repair and completion of the subway railroad without competitive bidding under provision of an ordinance introduced in the City Council last night.

The ordinance providing this authority was introduced by Councilman Edward P. Flynn and was referred to the Public Works and Engineering Committee. It was declared impractical to carry on this work which includes painting, patching of roofs, realigning of switch curves, under competitive contract. Purchase of ballast is excluded from this authority.

Ordinances for the purchase and sale of land were adopted by the council as follows:

Approval of purchase price of land from Michael Margolis for Goodman Street widening, $1,600; approval of price for sale of canal lands to M. J. Telkey for $400; approval of price for purchase of land from Herman Gesell for Joseph Avenue widening, $1,254; disapproval of sale price of lands in Flint Street to George Ohlau, $550; disapproval of sale price of lands in Atlantic Avenue to George Kleiner, $550; approval of sale price of lands in East Avenue to John S. Sheehan, $150; approval of price for sale of canal lands to the DuBois Press in Broadway, $323.54; approval of price for purchase of land from W. M. Britton for Bennington Drive opening, $800; disapproval of purchase price of land for Henley Street opening from Christina Howe, $3,000.

The Rochester Gas and Electric Corporation was authorized to construct steam mains under certain streets in an ordinance introduced by Councilman Goodwin, and adopted by the council.

An ordinance introduced by Councilman Flynn authorizing the commissioner of public works to grant permission to Eastman Kodak Company to construct a tunnel under Lewiston Avenue was referred to public works and engineering committee.

The price for purchase of land from the New York Central Railroad at Industrial Street to be used in connection with the rapid transit subway was approved in an ordinance introduced by Councilman Penke. The price for one parcel is $11,300 and for the other $2,400. The ordinance was referred to finance committee.

# Making Use of the Subway

## Rochester's Nine Mile Freight Channel Gives Railroads Link for Dispatch

Permission given by the Interstate Commerce Commission to five steam railroads to make use of the subway railroad by switching freight cars on it *opens the way* for the maximum use of the subway and that is all.

Whether this maximum use is actually achieved will depend on the number of business concerns whose heads see the possibilities for economy and convenienc in *actually being on five steam railroads*—and locate their plants on the subway.

Not many seriously doubted that permission would be given. In fact, the freight feature was considered of first importance in planning and building the subway. Without it the expenditure of $12,000,000 would hardly have been justified.

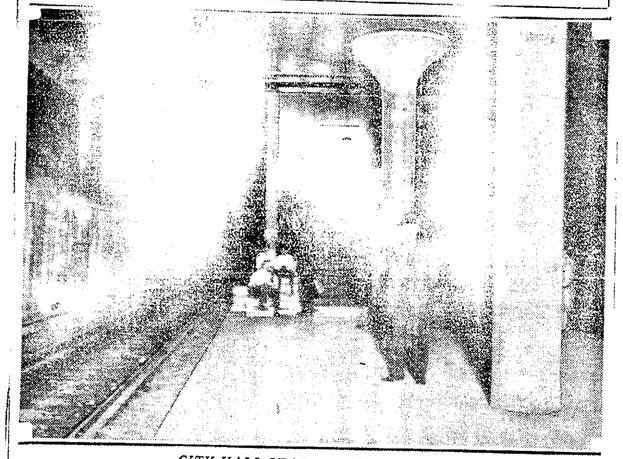
Some plants have for years been on the banks of the old Erie Canal, which was the predecessor of the subway. A few were built while construction of the subway was under way, but—

Here is a subway nine miles long, connected with all the steam railroads in the city, and with scores of fine industrial sites along both sides. Certainly those who planned the subway were justified in anticipating preparations for greater use of it for freight.

The use of the subway for freight will pay *when the freight is provided*—and not before.



Rochester in Pictures : : No. 120



*CITY HALL STATION OF SUBWAY*

TERMINATING work that was in progress for several years, the new $12,000,000 subway railroad, of which the City Hall station is shown here, was completed last year, a tour by city officials and others over its lines preceding the opening.

Besides passenger cars running at regular intervals over the road, the Interstate Commerce Commission has just given permission to the five steam railroads of Rochester to use it for the switching of freight.

With the increase in passenger business and the building of more industrial plants along the subway, it is expected to become an increasingly important link in the city's transportation system.

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# Subway Can Handle Peak of Freight Car Traffic By Sept. 1st

R.T.U. Aug. 18, 1928

## Predictions Of 40 Per Day Not Expected To Be Reached At First, Hamilton Explains, But Will Be Attained More Gradually.

"By Sept. 1 the subway will be able to handle all the freight cars the steam railroads desire."

This was the announcement of James F. Hamilton, president of the New York State Railways, when asked about plans to make effective the permission recently granted by the Interstate Commerce Commission to the subway to transfer freight cars of the steam railroads.

Mr. Hamilton explained that when the subway was being planned steam railroad men predicted that about 40 cars a day would be switched on the subway. Probably there will not be this many at first, Mr. Hamilton said, as shippers would only gradually learn the convenience of using the subway for this purpose. He pointed out that it would be by far the quickest way to transfer the cars and that a 20-hour service would be maintained on the subway for this purpose by the New York State Railways.

Some 12 or 15 cars a day are now being moved on the subway between the steam railroads and industrial plant sidings, he added. This service has been maintained since the subway was put in operation last December.

# CONTRACT LET FOR SUBWAY

D. & C. Aug. 27, 1928

This contract for work in connection with the subway railroad were awarded today by the Board of Contract and Supply.

The Dolomite Products Company was awarded the contract for 4,500 to 5,500 tons of stone to be used for ballast with low bid of $5,055. The Valley Sand and Gravel Company made a similar bid, but added 10 cents extra for deliveries in Brighton.

**Subway Contract No. 9 was awarded to Ernest T. Kuhs with a low bid of $10,392. A. Frederichs & Sons was next low with a bid of $14,542. The work includes an addition to the City Hall Station, a shelter at Driving Park Avenue, an oil house at Howell Street, wall coping in South Avenue, benches for City Hall and Court Street stations and other items.**

Jacob Posner was awarded Subway Contract No. 10 with a low bid of $1,395 for painting subway stations.

Chapin, Owen Company was awarded the contract for 4,000 gallons of radiator alcohol with a bid of $1,975, and the Keenan Structural Slate Company the contract for forty grave vaults in Mt. Hope Cemetery.

# SUBWAY'S USE BY R. R. TOPIC FOR OFFICIALS

R.T.U. Aug. 28, 1928

## Conference Held To Agree on Form of Tariff To Be Filed With Commerce Commission.

City officials, representatives of railroads entering Rocheser, the mayor's subway committee and the Chamber of Commerce met today in the office of Corporation Counsel Clarence M. Platt for the purpose of agreeing on the form of tariffs to be filed with the Interstate Commerce Commission relative to handling freight in the subway.

The steam carriers and the New York State Railways Company have been granted certificates of convenience and necessity by the commission. Mr. Platt explained the city is interested in early use of the subway property for freight, which will materially affect the service-at-cost contracts.

The conference was called at the request of the steam carriers, Mr. Platt said. Decision as to the form of tariffs may not be reached today. Those attending the conference included Commissioner of Public Works Harold W. Baker, John P. Morse, chairman of the mayor's subway committee; F. W. Burton, transportation secretary of the Chamber of Commerce; Corporation Counsel Platt, E. W. Gumaer, attorney for the Buffalo, Rochester & Pittsburgh Railroad; E. A. Neil, freight traffic manager of the B., R. & P.; E. C. Wedd, district freight agent of the Erie Railroad; H. C. Snuder, assistant freight traffic manager of the Erie; H. West, district freight agent of the New York Central; D. E. Gelatt, assistant freight traffic manager, N. Y. C.; R. K. Horton, freight agent, N. Y. C.; E. H. Burgess, general solicitor Lehigh Valley Railroad; John P. Howell, general agent of the Lehigh; O. F. Johnson, freight traffic manager, Lehigh Valley; W. F. Collins, transportation engineer representing the commissioner of railroads, Charles R. Barnes; C. J. Sullivan, auditor, representing the commissioner; Paul Folger, attorney for the New York Central and New York State Railways.



# FREIGHT RATES IN SUBWAY UP FOR DISCUSSION

D. & C. Aug. 21, 1928

## Rail Men Seek at Meeting Fixing of Schedule To Be Filed

Tariffs for the handling of freight in the subway were discussed yesterday at a joint meeting of representatives of steam railroads, the New York State Railways, the Mayor's Subway Advisory Committee, and the Rochester Chamber of Commerce in the office of Corporation Counsel Clarence M. Platt.

The railroads sought the fixing of freight rates to be filed with the Interstate Commerce Commission. Certificates of convenience and necessity recently were granted to the railroads.

According to Mr. Platt, use of the subway for freight will affect the service-at-cost contract the city has with the trolley company. For this reason, he said, the city is interested in early use of the subway for freight purposes.

The conference yesterday considered matters of a technical nature. Among those in attendance were the following:

Commissioner of Public Works Harold W. Baker, John P. Morse, chairman of the mayor's subway committee; F. W. Burton, transportation secretary of the Chamber of Commerce; Corporation Counsel Platt, E. W. Gumaer, attorney for the Buffalo, Rochester & Pittsburgh Railway; E. A. Neil, freight traffic manager of the B. R. & P.; E. C. Wedd, district freight agent of the Erie Railroad; H. C. Snuder, assistant freight traffic manager of the Erie; H. West, district freight agent of the New York Central; D. E. Gelatt, assistant freight traffic manager, N. Y. C.; R. K. Horton, freight agent, N. Y. C.; E. H. Burgess, general solicitor Lehigh Valley Railroad; John P. Howell, general agent of the Lehigh; O. F. Johnson, freight traffic manager, Lehigh Valley; W. F. Collins, transportation engineer representing the commissioner of railroads, Charles R. Barnes; C. J. Sullivan, auditor, representing the Commissioner; Paul Folger, attorney for the New York Central and New York State Railways.

# 3 RAILROADS BEGIN SUBWAY FREIGHT USE

D. & C. Sept. 1, 1928

## Central, Lehigh, B., R. & P. Operating Under New Tariff Agreement

Regular freight service on carload traffic routed through the subway by three railroads, the Buffalo, Rochester & Pittsburgh Railway, Lehigh Valley Railro and the New York Central, v put in operation in the subw under a new tariff agreeme yesterday.

All subway industries were no fied of the tariff agreement wi the three railroads, through whic the service was put into effec by Frederick W. Burton, manag of the Transportation Bureau o the Chamber of Commerce. Ca routed via these three lines wil be delivered to industries on the subway railroad free of switching expense when cars carry a line haul freight revenue of $25 or more per car. The same rule applies on cars loaded on the subway and forwarded from the city via the three lines.

**Former $10 Charge Lifted**

For two or three years past, the subway industries have had to pay a charge of $10 a car to the subway contractor, Claude Luddington, and since completion of his contracts, to the New York State Railways, to get their cars delivered at their sidings. Beginning yesterday, the subway industries will not have to pay the $10 charge on carloads routed to or from the city via the three lines mentioned. Later on, the agreement will include the Pennsylvania and the Erie Railroads, it is expected.

The B. R. and P. Railway has

Continued from Page 13.

published a charge of $4.50 to cover the movement which it performs as intermediate carrier in handling Pennsylvania Railroad traffic to and from the subway, and it is understood the Lehigh Valley tariff contains a similar charge. When traffic arrangements are completed by all lines, a detailed statement will be submitted by the Transportation Bureau to all interested shippers and subway industries.

Commissioner of Railways Charles R. Barnes said yesterday that the subway is prepared to handle all freight traffic expeditiously, with 20-hour a day service, and that the electric locomotive is in condition, ready to move the cars when they come in.

An executive committee representing subway industries was organized a year ago, composed of Arthur S. Blanchard; chairman; Mr. Burton, secretary; John M. Rauber, and Louis A. Langie. This committee has been working jointly with John Morse, chairman of the Mayor's Advisory Subway Committee, and Commissioner Barnes on subway freight service problems.

**Wide Advantage Pointed Out**

The subway is not only an advantage to industries actually on its line but also to industries on other railroads at Rochester, Mr. Burton pointed out yesterday. For example, cars of freight brought in by the Leigh Valley for industries on the New York Central and B. R. & P. railroads will undoubtedly be sent through the subway for delivery to such lines, instead of through the Erie and Pennsylvania, as the intermediate connections, as has been the case for many years past.

The following organizations have sidings on the subway at present: City of Rochester, four, including one at Exposition Park; Brighton Place Dairy Company, County of Monroe, Rochester Button Company, West Brothers Storage, Seneca Laundry, William Summerhays & Sons, William T. Jackling, building wreckers; Rochester Vulcanite Paving Company, Raz Delivery and Storage, William C. Meyer Company, roofers; Langie Coal Company, Garson Storage, Rankin Construction Company, Whitmore, Rauber & Vicinus, Blanchard Storage, Hubbard, Eldredge & Miller, Crouch & Beahan, lumber and sash and door manufacturers; the North East Electric and The Times-Union.

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# NEW SUBWAY COMMITTEE APPOINTED

D.&C. Aug. 7, 1928

## Will Consider All Problems Arising from Switching of Freight Cars

## TO DRAFT REPORT FORM

## Erie Files Tariff Covering Deliveries; Pennsylvania Only One Not Signed

Steps toward bringing about the efficient handling of traffic on the subway railroad were taken at a conference yesterday in the office of Charles R. Barnes, commissioner of railways, at which its was agreed that this matter should be in charge of a joint committee representing the steam railroads, the New York State Railways, the city, and the shippers. Commissioner Barnes was empowered to appoint the committee and made the following selection last evening: D. W. Walrath, New York Central; A. T. Stark, Lehigh Valley; W. J. Collins, B. R. & P.; J. H. Hagans, Erie; John P. Morse, City of Rochester; J. F. Hamilton, New York State Railways and F. W. Burton, Subway Industries.

Commissioner Barnes will be an ex-officio member of the committee which will meet next Wednesday morning at 10 o'clock in his office to select a chairman.

### Will Suggest Reports

The committee will consider all matters in connection with the handling of cars in the subway to and from industrial sidings, also interchange movements between steam roads. It will suggest reports and methods for the efficient handling of cars in the subway so as to best accommodate shippers and the roads interested. This committee's report will later be submitted to the general conference of interested parties.

The Committee will work out the form of the daily report of the handling of the cars by the New York State Railway on the Subway, in accordance with Section 9 of the contract under which the New York State Railway operates the subway as agents for the city. This section is as follows:

"The State Railways shall keep accurate records of the cars both empty and loaded, handled for the company under this agreement and will furnish the same daily to the Company in such manner as will show dates and time cars are delivered to connecting railroads or are placed for delivery to consignees at points on the Subway Railroad; also similar records shall be kept and furnished, showing dates and time cars are placed for loading by shippers.

"Monthly bills in detail shall be rendered by the State Railways against the Company for the service so performed for it in accordance with the schedule of rates determined upon by the Commissioner of Railways of the City as provided in the Fourth Paragaraph of this agreement.

"It is understood that the freight or other charges of the Company shall be collected from the shipper or consignee by the Company."

### General Discussion

At the conference there was a general discussion of the character of the form which should be used in the delivery to and interchange of cars through the Subway Railroad. It was finally agreed that each steam railroad shall furnish the New York State Railways with a standard form of switching waybill which shall include date and time of delivery to the subway and all necessary information, at the time delivery of cars to the subway is made; sufficient copies to be furnished the New York State Railways.

Attending the conference were the following: Charles R. Barnes, Commissioner of Railways, City of Rochester; J. H. Hagans, Freight Agent, Erie Railroad, Rochester; C. H. Newell, Supervisor of Stations and Car Service, Erie Railroad, Buffalo; D. B. Fleming, Asst. Gen. Manager, New York Central Railroad, Syracuse; D. E. Gelatt, Asst. Freight Traffic Manager, New York Central Railroad, New York City; B. C. Wedd, Division Freight Agent, Erie Railroad, Rochester; A. T. Stark, agent, Lehigh Valley Railroad, Rochester; E. I. Bowen, superintendent, Erie Railroad, Rochester; F. M. Barker, superintendent, Lehigh Valley Railroad; H. F. West, division freight agent, New York Central Railroad, Rochester; C. E. Lewis, division superintendent, Subway; E. A. Niel, freight traffic manager, B. R. & P. Ry., Rochester; R. R. Hadsell, general superintendent transportation, New York State Railways, Rochester; J. E. Burns, superintendent of car service, B. R. & P. Ry., Rochester; H. E. Patterson, superintendent, B. R. & P. Ry., Rochester; B. E. Wilson, general passenger and freight agent, New York State Railways, Rochester; C. J. Sullivan, auditor, Commissioner of Railways Office; George D. Dager, superintendent, New York Central Railroad, Rochester, and Mr. Collins, commissioner of railways office.

### Effctive Traffic Dates

The Rochester Subway Industries were notified yesterday by F. W. Burton, manager of the Transportation Bureau of the Chamber of Commerce, that the Erie Railroad had filed its tariff covering deliveries on the Subway Railroad and for traffic originating on the subway when routed to and from the city on its line. Interstate traffic is effective from September 3, and New York State traffic from September 6. Mr. Burton received the advice of the Erie Railroad's actions through B. C. Wedd, Rochester Division Freight Agent. The Pennsylvania Railroad is the only carrier remaining to file its tariff.

# KODAK PARK TROLLEY TO USE SUBWAY

R.T.F. Rochester Subways

T.U. 7/13/28.

## Part of Surface Lines Cars To Use New Route in Effort To Speed Up Transportation During the Rush Hour.

To improve and speed up transportation service to Kodak Park during the rush hours, some of the Dewey Avenue street cars are to be operated in the subway, beginning Monday.

This announcement of the first use of the subway for surface line cars was made by Councilman Nelson A. Milne following conference with Commissioner of Railways Charles R. Barnes and James F. Hamilton, president of the New York State Railways.

Mr. Milne, who originated the idea of subway service to Kodak Park, also obtained agreement of the Railway Company to run the Ridge Road and Dewey Avenue bus lines to the Broad Street Bus Terminal, and this service will also begin Monday.

Both requests were incorporated in a resolution by Mr. Milne presented to the City Council. The council adopted the resolution.

Mr. Milne was further assured by President Hamilton that within a month or six weeks, the service of the Ridge Road Bus line will be increased to about 10 more busses operating to Hilton and Manitou Beach.

The subway schedule is as follows:

Cars leave Kodak Park for Dewey Avenue and the subway to Winton Road every 14 minutes between 6:26 and 8:46 a. m., and between 5:12 and 6:50 p. m.

Cars leave Winton Road in the subway for Dewey Avenue and Kodak Park every 14 minutes between 6:47 and 8:11 a. m., and between 5:12 and 6:50 p. m.

The cars will be marked with Kodak Park or subway signs and will be in addition to the regular subway cars.

The bus schedule is as follows:

Ridge Road bus line from Long Pond Road to the bus terminal at Broad and South Avenue, every 30 minutes from 6:15 a. m. to 11:45 p. m.

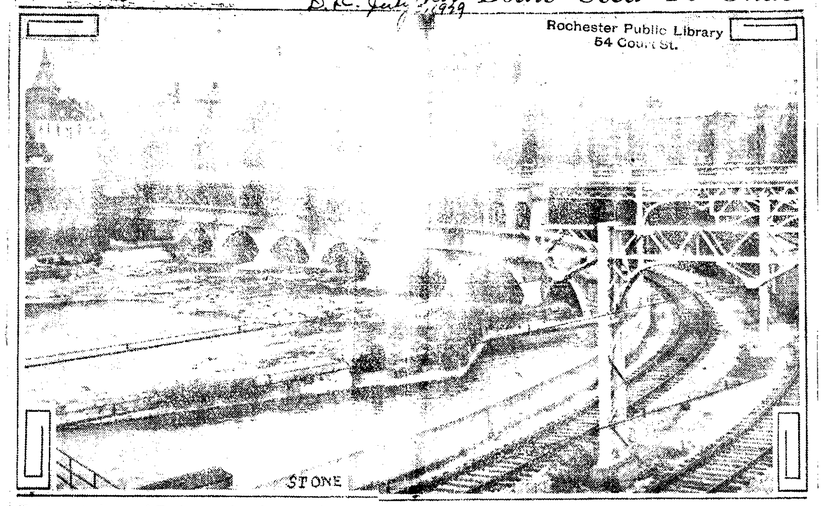
Dewey Avenue bus line from Britton Road to the city bus terminal, every 20 minutes from 6 a. m. to 12 midnight.

Combined service from Dewey Avenue and Ridge Road to Broad and South Avenue, every 15 minutes from 6 a. m. to midnight.



# Trolleys Whiz Where Canal Boats Used To Glide

D.&C. July 29, 1929




Entrance to heart of Rochester via subway or interurban trolley car in bed of old Erie Canal, where once canal boats slowly made their approach to the city. The old Aqueduct, long famous for its architectural beauty, is kept intact through its altered purpose, and plays an even larger part in the city's life in supporting busy Broad Street. At left of picture is rear of City Hall Annex, home of the Central branch of the Rochester Public Library and at the extreme right The Democrat and Chronicle Building in Main Street East over the Genesee River.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection



# TO PLAN OUT OPERATION OF SUBWAY ROAD

## Mayor Appoints Committee Headed by Senator Argetsinger—Fireworks and Band Concert End Celebration

Times 2-15-29

A group of business men, headed by former State Senator George F. Argetsinger, has been appointed by Mayor Van Zandt to work out a plan for the operation of the railroad through the new subway.

The committee is composed of the following business men acting under the chairmanship of Senator Argetsinger: Phineehas V. Crittenden, Herbert J. Wunn, William Pitkin, George F. Argetsinger, John Moree, Harvey J. Burkhart, Simon J. Simpson, Frank S. Thomas, F. Harper Sibley, J. E. McKelvey, James H. Haste, Edward Hungerford, Lyell T. Hallett, George G. Ford, Leon L. Benham, Charles P. Schlegel, James P. F. Duffy, Edward A. Halbleib, James E. Gleason and Loren D. Eldredge.

The mayor's letter to these men explaining the nature of the work expected of them follows:

A number of inquiries relating to the method of operating the proposed subway railroad have been made of me. I have considered the matter very carefully and believe that it concerns the community so intimately and relates so closely to the shipment and receipt of merchandise by the business men of the city that it is most desirable that the city administration receive advice. This is especially necessary when we look to the future of our city and try to see various conditions that may arise.

"I am accordingly requesting you and some other citizens to serve on a committee, which will have the welfare of the city at heart, to consider the method and manner in which the entire subway railroad situation may be handled and to let the city administration have the benefit of whatever plan or plans the committee may formulate.

The subway will be a connecting artery between the principal steam railroads, so that freight cars may be switched from one road to another without delay or roundabout operations. Merchants and industrial establishments will have a direct connection with the various lines, which will save enormous trucking, delay, traffic congestion and wear on the city streets.

"We propose to operate this industrial railroad for the benefit of the city, and not for the benefit of any railroad," Mayor Van Zandt said this morning. "It is to study this problem that I have appointed a committee of capable men."

The city may operate the road itself, if it is found that it has sufficient authority under existing law for such operations. Or it might form a separate quasi-private corporation for the purpose. That question will be investigated by the committee.

Five thousand people crowded the new subway street last evening to witness the fireworks and to hear the band concert, which formed part of the ceremony of opening of the thoroughfare by Mayor Van Zandt yesterday. The street was brilliantly lighted with the regular street mazdas augmented by strings of colored lights.

Consulting City Engineer Edwin A. Fisher was given a dinner last evening by the First Ward Improvement Association in appreciation of his work in connection with the construction of the subway. Mr. Fisher will sail Saturday for Europe for a vacation lasting until the middle of September.

# RECORD OF ERIE CANAL WORK IS MADE BY POOLE

P.J.U. Sept. 12, 1929

## Process of Conversion of Old Canal Bed to Broad Street Preserved for Future Generations.

A permanent pictorial record of the process by which Rochester converted the obsolete Erie Canal bed into a subway is now preserved for future generations in municipal archives.

After long delay, due partly to lack of funds, the Department of Engineering has at last issued its "seven-year report," covering the period of subway and Broad Street construction.

The reports, compiled into a single volume by C. Arthur Poole, formerly city engineer, now consulting engineer in the Bureau of Design and Construction, cover the years from 1921 to 1927. The 1928 report has yet to be printed.

The outstanding feature of the reports is a detailed review of the steps of subway construction, and a choice collection of photographs depicting the process from beginning to end. Pictures of the abandoned canal bed which no longer cuts across the heart of Rochester will one day prove historic, no doubt.

Other important projects which transpired during the seven-year period and are summed up in the reports include sewage disposal plants, widespread street improvements and the municipal testing laboratory.

Engineering activities covered include: enlargement of the Brighton sewage disposal plant, construction of the University district disposal plant, data on sewage disposal at the Charlotte plant and the main plant, statistics on water supply, growth of the Rochester street lighting system, telephone subways, street improvements, sewer construction, sidewalk construction, paving by street railway company.

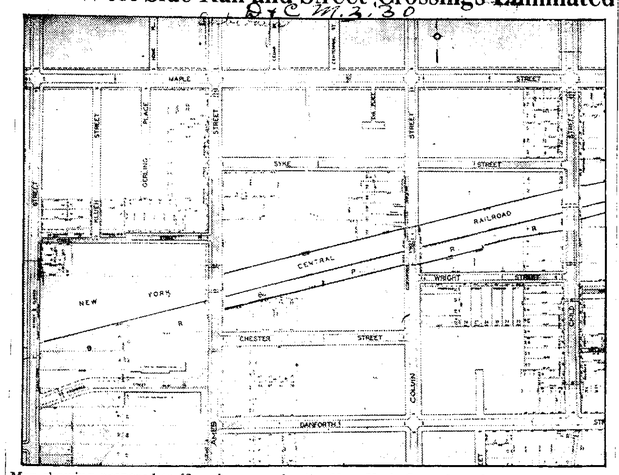
Summing up his report, Mr. Poole said:

"We take pleasure in acknowledging the uniformly kind and courteous treatment, valuable aid and counsel received from the Mayor and from our associates in the Board of Estimate and Apportionment and the Board of Contract and Supply, and from all officers and employes of the Department of Public Works and various other departments of the city government; also the earnest and efficient services of assistants in this department."



# City to Undertake Legal Steps Necessary to Get West Side Rail and Street Crossings Eliminated

C. D. & C. Mr. 3.30




Map showing proposed traffic subways under the New York Central tracks and new parallel street and widening plans approved by City Council.

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Historic Scrapbooks Collection



# ROOF REPAIRS TO SUBWAY TO COST $100,000

Rochester Public Library

R.T.U. Sept. 4, 1931

## Construction Work in Broad Street Necessary Because of Deficiency in Design, Story Explains

That construction work you see going on in Broad Street is costing the city about $100,000.

And all because of defects in the design of the Subway roof which in bad weather lets water trickle down into the big tunnel, thereby weakening the structure.

This was the explanation given today by City Manager Stephen B. Story, who declared it would be next Summer before the task was completed and the roof of the Subway, which is Broad Street, made strong enough to "prevent its complete failure" in 15 or 20 years.

Asked whether contractors could be held responsible for the present condition, Mr. Story pointed out it was deficiency in design and that the builders merely followed out the specifications and plans.

**"Touchy" Job**

Mr. Story, himself an engineer, asserted the job is a "touchy" one, requiring a great deal of close work to see that proper strengthening is in.

Laterals are dug about every 24 feet down to the rough concrete covering. A layer of felt waterproofing then is put in and this is covered with an adhesive mixture after which the asphalt upper layer is replaced.

"Expansion joints never were provided for the roof of the subway," Mr. Story said, "and consequently, in our seasons which have wide ranges of temperature that affect construction, the roof made its own joints. These have pulled apart and allow seepage, which, if not stopped, will force the concrete re-inforcing bars to pull out, thereby endangering the whole works.

"The spots on which the city workmen now are engaged represent positions of the construction joints or places where a day's work ended.

**Not the First Trouble**

"Contractors covered about 24 feet a day in building the roof and the joints made when work was resumed each morning are the places that are under repair."

The roofing repairs have extended as far west on Broad to Oak and will go east to the spot where the subway tracks emerge into the open near Times Square.

This is not the first difficulty the city has had with subway construction. Recently the sidewalks over the Broad Street Bridge, built at the time the subway was carried over the Aqueduct showed signs of deterioration. These, however, were repaired by the contractor.

R.T.U. Using the Subway

Suggestions as to the possible use of the subway, in case it is abandoned for trolley service, have been of various sorts. The plan proposed by Mayor Owen that a truck route through the city be provided by laying a pavement in the subway, appears to be one of the most practical brought forward, but there may be room for other ideas on the subject.

T. Carl Nixon, a member of the Administration Advisory Board, speaking for himself as a citizen, points out that suggestions as to plans for deriving greater benefit from the subway than is now obtained might prove valuable at this time. Just what plan might be selected he leaves to the imagination of those who feel inclined to attack the problem. That the city's investment in an underground highway is not now obtaining a return such as was planned by its builders appears to be generally conceded. The fault, if there be any, seems to lie with unforeseen changes in transportation methods, rather than with the builders.

Meanwhile, it might be in order to inquire whether anyone has explored the possibilities of the extension of the service to suburban areas that are likely to develop with extreme rapidity in Greece, Brighton, Gates and Pittsford when the present temporary sleepwalking of trade and industry comes to an end.

# SUBWAY COST JUMPS $17,000 IN 5 MONTHS

R.T.U. May 6, 1932

## Figure Revealed When 40 Men Painting Stations and Overhead Wire Supports Are Laid Off

Cost of maintaining the city's subway jumped $17,000 in the first five months of this year, it was revealed today when 40 men, who had been painting subway stations and overhead wire supports, were laid off.

This amount was spent in material and labor as against an estimate of $6,500. City Manager Poole said it probably would cost an additional $20,000 to complete the work. Repairs are necessary, Mr. Poole said, because rust was eating into the towers that support the trolley wires.

The exact sum needed for this work will be estimated by John G. Ellendt, commissioner of public works, on his return from Cleveland, where he is attending a convention. Council action probably will be required, if the money is to be provided.

# A White Elephant

Dem. May 27, 1932.

RUNNING short of funds in painting overhead towers and stations of the subway, which is expected to cost $37,000 before the job is done, brings that white elephant into melancholy view again.

The gloomiest feature of the outlook is that the city will have to continue supporting it for a while. There does not appear to be any way of letting go of this particular pachyderm.

As City Manager C. Arthur Poole points out, rust is eating away the trolley supports and the painting job must be finished if use of the old canal bed by trolley cars is to continue.

The $12,000,000 subway, built while trolley cars were steadily giving way to other means of transportation, is perhaps the most monumental example of LACK of foresight in local history.



# MAYOR OWEN ADVANCES PROGRAM

Dem. June 6, 1932

## Colonel Brown Urges Careful Study of Proposal To Determine Cost, Benefits.

Mayor Charles S. Owen's proposal for a study and engineering survey on the conversion of the city's $12,000,000 subway into a speed traffic artery received the backing of Rochester's civic leaders today.

The mayor proposed to spend $500,000 additional to convert the subway into a highway for fast moving traffic, cutting through the city from East to West. He is for an engineering survey, first of all, and execution of the project after recovery from the business slump.

More than one year ago, the idea was suggested and urged editorially by the Journal-American.

Commenting on Mayor Owen's proposal, Col. Carey H. Brown, executive director of the Rochester Civic Improvement Association, declared:

"There is a lot in it. My opinion is that the proposal be given a careful study. Rochester taxpayers will want to know how much it will cost, in accurate figures, and what they will get in return for spending the money.

**SHOULD BE STUDIED**

"I think that it should be studied by the City Planning Board, in connection with the city's street system. Careful consideration should also be given to the proposition whether a small toll charge should be collected from users of the direct traffic artery."

Officials of the Chamber of Commerce and the Automobile Club of Rochester, while asking for more time to "think it over," thought well of the proposal, "since something must be done with the subway."

All of them concurred in Mayor Owen's proposal to have a study and survey of the project.

Frank J. Smith, director of the Automobile Club, said:

"I believe it is a wise thing to bring it up for study at this time. It will take time to put it through, of course. Meanwhile it will give the people as well as the City Planning Board a chance to make a study of it. Personally, I am in favor of doing anything with the subway that will make it more useful to the people than it is today."

Mayor Owen advocated scrapping the trolley tracks in the subway, with the exception of a single track which he proposed to retain for transit purposes.

Citing advantages to be gained by the conversion, Mayor Owen argued that it would allow interurban buses a straight run to the center of the city without clogging traffic on congested streets. Such a speed highway, he said, would permit driving of automobiles at high speed, since there would be no intersecting streets.

Mayor Owen's proposal will be discussed at 2 p. m., Wednesday, at a meeting of the City Council's local improvements committee, finance committee and law committee with City Manager Arthur C. Poole, Corporation Counsel Clarence M. Platt and Public Works Commissioner John G. Ellendt.

**NOT ALL WASTED**

The Council's public utilities committee, which is wrestling with the extension of the so-called service-at-cost contract with the New York State Railways, also will take part in the discussion.

Admitting that financial returns to the city are negligible from the $12,000,000 investment of taxpayers' money, Mayor Owen defended the subway project, asserting that changed conditions have made the subway a "white elephant."

Not all the money spent on the subway has been wasted, he said. The bringing of the center portion and the construction of Broad Street has been of great benefit to the city, he asserted.

MONDAY, JUNE 6, 1932

R.T.U.

## Subway as Motor Highway

Contemplating the almost deserted reaches of Rochester's $13,000,000 subway, Mayor Owen is moved to offer a plan by which the expensive ditch may be of more service to the public. His suggestion is that it be used for a through motor highway.

Under this plan one track would be retained, as sufficient for present trolley use. The Mayor says that if industrial development called for it another track could be laid later on.

That the subway roadbed be used as a motor highway is an obvious possibility which has been discussed by many persons for years. But to suggest that its industrial uses, as a freight terminal and transfer line, could be met by one track seems to carry most serious difficulties with it. Vehicular traffic would be forced to cross every spur and siding at grade.

It has been apparent from the first day of the subway's operation that its use as a passenger railway is of most limited character, constantly growing less in volume and smaller in revenue return to the city. The one thing which it has seemed possible the subway might eventually do to return something to the city for its $13,000,000 was to afford a freight terminal line of growing usefulness.

As Mayor Owen adds that the city cannot at present undertake this development, there will be plenty of time to consider his proposal from all angles before the city is committed to such construction.

Other New York cities, at a fraction of the expense, used their portions of the canal bed for streets.

However, there is little use in going back to that. The subway has, at least, the advantage of avoiding all intersections at grade, a point of importance for traffic of any kind.

# APPROVES IDEA OF SURVEY OF SUBWAY'S USE

R.T.U. June 6, 1932

## Colonel Brown Sees Merit in Mayor Owen's Suggestion That Speedway Possibilities Should Be Studied

Approval of Mayor Charles S. Owen's proposal for an engineering survey to determine municipal wisdom of converting the subway into an automobile speedway was voiced today by Col. Carey H. Brown, representing the Rochester Civic Improvement Association.

Colonel Brown said the mayor's suggestion is one which merits real consideration as well as official study by the City Planning Board.

"There is a lot in it" he said. "My opinion is that the proposal should be given careful study by the Planning Board and, as both the mayor and city manager are members of the board, their suggestions would naturally be represented in this study. Also, study should be given to the financial feature of the scheme, the ability of the city administration to finance the proposition."

**Attracts Attention**

Mayor Owen's proposal to use the subway as an automobile speedway, while not new, attracted the attention today also of both the Chamber of Commerce and Automobile Club of Rochester, both of which, it was said, would be interested in the situation if a survey would show that the conversion would be to the interest of the taxpayers.

Frank J. Smith, director of the Automobile Club, said:

"I believe it is a wise thing to bring it up for study at this time. It naturally will be some time before it is put through, but it will give the people, as well as the planning board, a chance to study it. I am, personally, in favor of doing anything with the subway that will make it more useful to the public than it is today."

**For High Speed Traffic**

Mayor Owen suggested that the subway be converted into a high speed traffic lane for automobiles with a single track on one side to take care of subway freight. Trucks and motor busses would thus be enabled to make fast time in reaching the center of the city and in passing through. Mayor Owen figures, as the subway speedway lane would not be affected by intersecting streets.

Mayor Owen purposes to submit the plan to the utilities and local improvement and finance committees of the City Council at an early meeting. Conversion of the subway into a high speed traffic lane would necessitate expenditure of considerable money, according to the view of some officials, as means would have to be provided for automobiles to enter and leave the subway, as well as construction, possibly, of a wall separating the speedway from the one-track freight line in the event that it should be decided to use a portion of the subway for trolley purposes.

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# HIGH SPEED MOTOR HIGHWAY IN ROCHESTER'S SUBWAY BED SUGGESTED BY MAYOR OWEN

## Says It Would Take Many Trucks Off Streets And Permit Interurban Busses to Reach Center of City Without Congestion

## WOULD RETAIN SINGLE TROLLEY CAR TRACK FOR PASSENGER LINE

## Asserts Greater Benefits Should Be Had from Development—'Can't Do It Now, but Should Give Thought to It,' He Says

By HIRAM MARKS

Development of a high speed vehicular highway in the municipal subway should be considered by the city, says Mayor Charles S. Owen, and expresses the opinion, that a preliminary engineering survey should be begun soon with the view of bringing about the improvement at a time when financing is more advantageous and the city is better equipped to make the expenditure.

Mayor Owen says he will make the suggestion to the departmental heads about the development of the highway in the bed of the subway to "give some return to the city for its large investment in the project."

### Would Keep One Track

Mayor Owen in discussing this proposal, said that it was time that the city was giving very serious concern to the problem of obtaining some benefit from the subway development. He advocates the retention of one track in the subway and the use of the balance of the former Erie Canal bed as a thoroughfare across the city, which, without intersecting streets, would permit high speed travel to the center of the city.

The use of the canal bed for this purpose would take many trucks off the streets; would permit interurban busses to come to the center of the city without congesting traffic, and could serve a satisfactory purpose in the public interest, Mayor Owen asserted.

The public utilities committee of the City Council, consisting of Councilman Louis S. Foulkes, chairman; Councilmen Joseph L. Guzzetta and Edward L. Miller, is considering the extension of the service-at-cost contract between the city and the New York State Railways, embracing the operation of the Rochester lines and including the subway railroad.

### Will Talk It Over Wednesday

This committee, with the local improvements committee, consisting of Councilman Miller, chairman; Councilmen Harold S. W. MacFarlin and Isaac Adler, and the finance committee, consisting of Councilman Guzzetta, chairman; Councilman Nelson A. Milne and Mayor Owen, will meet at 2 o'clock Wednesday afternoon in the City Hall with City Manager C. Arthur Poole, Corporation Counsel Clarence M. Platt, John G. Ellendt, commissioner of public works. Mayor Owen will discuss with this group, also with the law committee, consiting of Vicemayor R. Andrew Hamilton, chairman; Councilman Adler and himself, the general proposal of putting the subway to greater use.

The return to the city is negligible, said Mayor Owen. One trolley track would handle all the passengers the subway carries and promises to carry for many years, he said; and the subway railroad would not be impaired, for when industrial development comes, another track can be laid.

The removal of the interurban cars was the compelling reason for the subway railroad, and now there are no interurban railways entering Rochester, Mayor Owen said. At the time the subway went forward, it met with almost unanimous approval, he said, but changing conditions necessitates consideration of employing it for other uses.

### Points Big Subway Benefits

Not all the money directed to the Subway development has been futile, said Mayor Owen. The bridging of the center portion and the construction of Broad Street has been of immense benefit to the city, he said. Reconstruction of canal bridges, such as at Culver Road, were required and in the public interest. The purchase of the abandoned canal lands through the city was essential.

The subway might in some way help to relieve traffic congestion and parking problems downtown, said Mayor Owen. He said that the situation offers an opportunity for study and he said that careful deliberation should be given to it. This is what he said he will request the engineering forces of the city under City Engineer Irving L. Mathews to do. There is a good foundation in the subway, and with the ramps into it at various intersections, Mayor Owen has been advised that the entire expenditure might not exceed $500,000.

"We can't do it now, but we should give thought to it," Mayor Owen said.



# OWEN WOULD HAVE TRUCKS USE SUBWAY

## Says Main Purpose of Proposed Highway Is To Relieve Streets

By HIRAM MARKS

Such widespread approval of the suggestion that the subway be converted into a high-speed vehicular highway has been heard by Mayor Charles S. Owen, he says, on his return next week from the Republican National Convention immediate steps will be taken to complete a preliminary study of all phases of the proposed development.

Mayor Owen said that he had been advised that no great engineering problems stand in the way of the project and that it may offer an opportunity to the city to obtain much greater service in return for its expenditure on the subway than it now receives.

### City Employes to Make Survey

Mayor Owen made it clear that there is no intention on the part of the city to rush into any improvement project or to make any large expenditure for survey or investigation. He pointed out that the members of the City Council are committed unqualifiedly this year to making no capital expenditure, and he said any expense with relation to the changing of the subway would fall in this classification.

He said that such men as City Manager C. Arthur Poole; Edwin A. Fisher, former consulting city engineer, who is donating his services to the city; City Engineer Irving E. Matthews and John G. Ellendt, commissioner of public works, and their assistants, are qualified and able to look into the possibilities of the suggestion without employing highway experts or traction engineers, and he will request that a definite program be worked out by them at their earliest convenience.

### Taxpayers to Have Say

After the program is worked out there will be ample opportunity for public discussion and the taxpayers will be fully advised regarding

Continued on Page Eighteen

# OWEN WOULD HAVE TRUCKS USE SUBWAY

Continued from Page Fifteen

the entire proposal. Mayor Owen said that the technical staff of the city will look for the disadvantages as well as the advantages of the suggestion and will endeavor to take a far-sighted, constructive view of the proposal.

With the agitation in the state and nation for bond issues for public improvements and the possibility that the state and nation may come to the assistance this winter of municipalities in meeting their welfare problems, it would be good business to be fully advised regarding the subway development, Mayor Owen said. He said that there might be a possibility that some of this money if it should become available, could be diverted to finance such an improvement, and in such an event the city would be achieving twofold benefit: welfare disbursement and the attainment of an improvement that would be of immense benefit to the community.

While one of the controlling factors in making the original subway expenditure was said to be the removal of the interurban trolley cars from the city streets, no one could foresee, Mayor Owen asserted, the abandonment of the trolley lines within so short a time. At present the heavy interstate trucking, he said, is causing traffic hazard, wearing out city pavements, and the use of trailers is presenting a situation, people advise him, in which it would greatly benefit the city to divert this traffic into the the subway, permitting movement of these heavy trucks through the city without menace to other vehicular and to pedestrian traffic.

Mayor Owen said that in his opinion there is more need for the removal of the large trucks and trailers from the city streets than there was for the removal of the interurban cars. He said that trucks with two trailers going through Main Street crowd safety lanes, and all this could be prevented, he believes, by their diversion into the subway, excepting only those trucks with merchandise and commodities for Rochester; and through travel would be permitted through the city without wearing city streets. Mayor Owen says he believes trucking will increase, rather than decrease, regardless of possible legislation in behalf of railroads or heavy taxes imposed on the carriers using public highways, and he said that he is offering this line of reasoning only to show one possibility of using the subway.

Not all of the expenditure of some $13,000,000 in the subway has been without return and substantial benefit to the city, Mayor Owen said. He believes that when this figure is used people generally do not comprehend that it includes the purchase of the abandoned canal lands for $1,500,000, which was to the direct benefit of the community, he declared; also the bridging of Broad Street and the reconstruction of the canal bridges, all of which were narrow and antiquated.

Part of the construction of the subway railroad, including excavation and laying of foundation for tracks, would be of direct benefit if the highway were constructed Mayor Owen said, and would substantially reduce the expenses of bringing about conversion for vehicular traffic.

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# Council To Get New Survey Of Subway Possibilities

Rochester Public Library
Local History Div.
115 South St.

The City Council is to have a new survey on the future of the subway. Instead of a study, as proposed recently by Mayor Charles S. Owen, to determine if it may not be made a vehicular boulevard, the new one, whereof was decided upon at last night's meeting by Councilman Isaac Adler, will be of much wider import.

It will consider the possibility of a toll boulevard and of abandoning the subway altogether as a railroad convenience. Adler said he believes the maintenance cost of the subway is out of all line with possible revenues.

The Council provided a gesture for national unemployment relief by adopting by a vote of six to two a resolution calling for federal appropriations from the Reconstruction Corporation "for expanding unemployment."

The Finance Committee was scheduled to report adversely on a resolution submitted by Councilman Charles Stanton two weeks before for a federal bond issue for unemployment relief.

It made no report at all, after Councilman Stanton voted for Reconstruction Corporation action. Stanton said he saw no possibility of action on his resolution, and so voted for the Republican proposal, which he said "was similar."

Adler voted against it because he said he remained to be convinced that such action would not tend to unbalance the federal budget.

Another home rule law to permit city tax payments in four installments, in January, March, June and August, was received.

A new zoning ordinance would limit any new apartment or office building in the residential section of East Avenue to four stories. It will be the subject of a hearing in two weeks, along with other proposals relating to apartment house construction in East Avenue.

Councilman Joseph L. Guzzetta proposed a new regulation for the public market. He would have the market open all night, that huckster trucks from homes in streets leading to the market. At present hucksters are not admitted to the market until daybreak. They begin arriving early the night before.

An ordinance for a new storm water sewer and asphalt pavement in Dewey Avenue, north of Ridge Road, was submitted without an estimated cost.

A section of St. Stanislaus Street was given the name Northeast Avenue.

A proposal to change the name of Raleigh Street to Jessie Street was referred to the Planning and Zoning Committee.

# Letters from Readers

## Subway User Wants Local Trolley Service Retained

Editor Democrat and Chronicle:

Councilman Louis S. Foulkes is now calling for a survey of the cost of fitting the subway to accommodate truck and bus traffic. Mayor Charles S. Owen and other city officials have given consideration to the suggestion, and it seems likely that the taxpayers eventually will be asked to foot the bill for the change. The undertaking may or may not be worth the investment; the survey will probably determine that.

But why, a consistent patron of the subway, rises to inquire—why take out the present excellent trolley car service and substitute therefor a bus line?

The present service is fast and operates on schedule, making it a great convenience to residents of the sections it serves. For those who live near either terminus it has cut fairly in half the time required to reach the center of the city by trolley car. Besides, one knows just when one can get a car—which is a problem when one depends on the surface trolley cars, and still so when one uses the busses.

Each time any change in the subway is suggested, the argument is made that the original purpose of the subway was to remove from the streets the interurban trolley cars, and that those cars no longer operate. The connection between this statement and the suggestion for removal of the local trolley line from the subway, is none too clear at best. It seems to lose considerable weight when one recalls that before the subway was completed, the late Mayor Clarence D. Van Zandt and other city officials suggested that that original purpose be abandoned entirely, and the subway be converted into a motor speedway. That plan was cried down and was forgotten. One suspects that it is still struggling close to the surface.

If memory serves, the reports of Commissioner of Railways Charles R. Barnes have shown the subway trolley line one of the few in the city that return a consistent profit.

Why take it out? Why not retain at least a single track trolley line, with two or three by-passes to enable two-way traffic and the present 20-minute schedule?

SUBWAY PATRON.



# NEW SUBWAY PLAN BACKED BY FOULKES

Rochester Public Library
Local History Div.
115 South St.

## To Ask Survey to Find Cost of Roadway for Trucks and Busses

Survey of the possibility that the city might obtain greater return in service, and perhaps in revenue, by the use of the subway for interurban busses and trucks entering and leaving Rochester, will be sought by Councilman Louis S. Foulkes, as chairman of the public utilities committee of the City Council. Mr. Foulkes is drafting a resolution, which, if ready, he will present to the Council on Sept. 27. This resolution will direct City Manager C. Arthur Poole and the engineering staff of the city, under John G. Ellendt, commissioner of public works, to ascertain what can be done with the subway to equip it to take the heavy trucking, including busses, off the streets.

### No Immediate Action in View

There is no intention to commit the city immediately to expenditures, said Councilman Foulkes, but he feels that the investigation should be made at once so that when the pressure is lifted from municipal financing, immediate steps may be taken to bring the city a greater return from its immense investment in the subway.

One of the controlling factors in developing favorable public sentiment for the construction of the subway, when the matter was agitated 15 years ago, was the removal of the interurban trolley cars from the city streets. Private automobiles have put the interurban trolley cars out of business, and in their place have come interurban busses, which are a traffic menace, causing congestion, yet are absolutely essential to the life of the community, Councilman Foulkes says.

He belives that a paving of the roadway of the subway may be the solution to the problem of removing the interurban busses from the streets. He points out that his plan is not unlike a suggestion made by Mayor Charles S. Owen. He desires that the survey by the city's engineering force should ascertain what it would cost to equip the subway for vehicular traffic of all kinds, with suitable ramps at important street intersections; also his plan of paving the roadbed of the two passenger tracks in the subway for use for heavy trucking and busses.

Continued on Page Fifteen

# NEW SUBWAY PLAN BACKED BY FOULKES

Continued from Page Thirteen

Councilman Foulkes points out that Monroe Avenue is one of the principal streets of entry to the city and that a ramp is located at the subway crossing there. Likewise, Lyell Avenue is a principal entry point to the city from the west, and there is a ramp there also. The possibility of paving between Monroe Avenue and Lyell Avenue should be determined in the investigation, Mr. Foulkes believes.

### Would Replace Cars with Busses

The survey should also include, he says, possible use of the subway for busses of the Rochester Co-ordinated Railway Bus Lines, a subsidiary of the New York State Railways. A number of busses are operated under the service-at-cost contract, under the supervision of Charles R. Barnes, commissioner of railways. Mr. Foulkes believes that possibly some arrangement may be made whereby a paved thoroughfare in the subway will provide more adequate auxiliary transportation than the present trolley cars in the subway are now providing.

He wishes the inquiry to determine to just what extent the subway is providing auxiliary transportation; how many people actually benefit by the trolley cars, and what the return to the city in service and revenue is. Councilman Foulkes points out that the interest charges on the subway investment approximate annually what it costs the city to maintain its health, playground and park bureaus, and that the matter of obtaining greater service from it is one of the most important problems before the city. He believes that the track for the industrial railroad in the subway should be maintained and does not believe it will interfere with the busses.

### Suggests Toll Charges

Heavy trucking through Rochester, much of it of interstate origin, might be diverted through the subway, if the roadway were paved, he says, eliminating the large trucks from the principal business streets, with their hazard to pedestrians and motorists. Also, it might be possible to charge a modest toll charge for these trucks and for the interurban busses, and this revenue might not only carry the charges on the investment, to convert the subway railroad into a highway, but might also yield the city something, Mr. Foulkes suggests.

Congestion in the city streets through their more extensive use each year by busses and trucks makes action within a reasonable length of time imperative, and warrants the most comprehensive study, Mr. Foulkes believes. He said that the investigation should be thorough and not hasty and that the time to plan is now.

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# SUBWAY SHOWS GOOD FREIGHT RECORD

A future for Rochester's subway railroad is pictured by Railways Commissioner Charles R. Barnes in his report for 1932 operations of the Rochester lines of the New York State Railways, to be submitted to the City Council tonight.

Charles R. Barnes

Barnes reports that freight operations over the subway dropped but 5.6 per cent. as compared to a decline of 65.8 per cent. in passenger revenues. Better industrial conditions, he predicts, may make the subway railroad profitable as a freight carrier; at least, he says, a true test of the service in connecting all of the steam railroads entering the city will be possible.

Rochester lines of the New York State Railways showed net revenues of $154,422.08, but allowing for a 6 per cent. return on a base valuation of approximately $22,000,000 the lines lost $1,054,702. This base valuation is allowed in the service-at-cost contract between the city and the railways, which technically is in effect although the railways are in receivership and operated by the Federal Court.

But for economies in operation amounting to $1,000,000, losses would have been greater, Barnes reports. Passenger revenues decreased by $822,265.03, as compared with those of 1931, the report shows.

## Better Find Out

Democrat 12/12/32

THERE is a tiny paragraph in the extended Administration Advisory Board report which, explaining some of the financial problems of the city, deserves a wider public understanding. It says:

*"The subway, for instance, has cost during the present year about $2,000 a day in carrying charges alone. The income has been neglible."*

That is about $730,000 a year.

The board suggests that the subway problem be referred to a group of competent citizens for study and recommendations. Which would be one sensible way to seek for a remedy.

Following a suggestion by this newspaper that a high speed motor vehicle highway be made of the subway, Councilman Louis S. Foulkes asked for an investigation to learn the cost.

There has been no official inquiry.

The subway railway carries a few passengers. A few property owners have railway switches to their places of business ON the subway—maintained at a heavy cost to taxpayers.

But it is a big money LOSER.

If come other use could be made of the subway with a prospect of either paying or serving the convenience of the public, we should try to learn about it and estimate the cost of changing over.

If it is to be continued in its present capacity the city ought to back the venture and TRY to make it profitable. This burden cannot be canceled as a war debt.

It's time to try to stop the leak.

## HOW ABOUT SUBWAY?

Democrat 10/16/33

WHILE the city administration is engaged in the pleasant biennial pastime of making pre-election promises it ought to be a good time to tell what it proposes to do with the $13,000,000 subway.

That is costing $2,500 a day for interest.

Months ago the City Council decided to make a survey to determine whether or not a profitable use could be made of the big ditch, and a committee of its members was named for that purpose.

But the committee slumbers on.

This newspaper suggested that the tracks be removed, the rusty towers taken down and the roadbed paved for use as a high speed automobile highway from one side of the city to the other.

That idea appealed strongly to the public.

It was approved by some city officials. Yet no effort appears to have been made to ascertain the cost of the improvement nor to devise any other plan for obtaining a return to the city of this huge "investment."

Republican administrations built the subway with the people's money and made glowing promises for its future. They said that it would be THE industrial center, with factories lining its banks.

Now it is maintained at public expense for a favored few. The employes on its lonely trolley cars are called the "forgotten men." What is to be done with the subway?



*'The People Are The City'—Shakespeare*

# ROCHESTER
Politics and Policies

Possible Uses of Subway
Difficulty of Auto Idea
Railroad Use Most Vital

By PAUL BENTON

Times-Union 11/27/33

ONE of the most puzzling problems of the incoming administration is the disposition to be made of the subway.

As it stands the Rochester subway represents what seems at first glance to have been a poor investment.

Had it been built within the original estimates it would not have been so bad—but it wasn't. The finished job cost about twice the original estimates.

It is the fashion to condemn the subway utterly these days. It is pointed out that comparatively few persons used the trolleys in it—or can use them.

Nevertheless I must stress the system. It couldn't, for it didn't tap the right territory at either end.

All sorts of suggestions for utilizing the subway have been made in the past two or three years. Most of them have been advanced without enough study of the matter. None so far seems to have any practical merit.

* * *

THE most recent is that of Councilman Stanton who thinks an auto speedway might be made in the subway.

This view was advanced several years ago and has been resurrected several times since then.

From one viewpoint it has much to recommend it. A speedway lending through the city from the southeast to the northwest is a pleasant idea and would be a very nice reality.

Unfortunately it is very doubtful whether it can be done from the engineering viewpoint.

The difficulty lies in the central section of the subway from South Avenue and Broad Street and Oak streets. The pillars in the subway, needed to support the street, probably would have to be moved to make an adequate auto speedway through this section and to do this would virtually involve the rebuilding of this section at great expense.

Furthermore it is clear no scheme of utilizing the subway which would interfere with its function as an industrial railroad should be considered and it is doubtful whether it could be made an adequate auto road without doing this.

IN any consideration of the subway the long-time viewpoint must be taken.

When the subway was first considered it had three definite possible uses to the city, aside from the desirability of getting rid of the old canal ditch, unsightly, a series of stagnant water pools.

These were in the order of their importance (1) The creation of an industrial railroad linking up all the steam lines entering the city. (2) The building of a rapid transit railroad. (3) Providing an entrance and exit for the heavy interurban cars which were becoming an intolerable nuisance on the streets because of constantly growing traffic problems.

However the second two uses of a subway were entirely incidental. The scheme never would have been considered seriously had it not been for the possible and probable value of an industrial railroad.

* * *

STREET car officials here always were dubious of the rapid transit value of the subway and their doubt has been amply justified.

Economic changes general throughout the country have eliminated the heavy interurban cars.

Thus two uses originally planned for the subway have proved failures.

Nevertheless the existing and potential value of the subway as an industrial railroad still remains a great asset to the city.

Its existence is the best argument Rochester possesses for bringing new industries to the city. Recent years haven't been favorable for the development of new industry, but it is not reasonable to except this condition to continue indefinitely.

* * *

NOW it is easy to drop reality for illusion.

But it isn't usually very profitable.

It is conceivable some good suggestion for adding to the usefulness of the subway as an industrial railroad will be discovered.

But whatever it is, the prime function of the subway must be retained.

Abandonment of the subway, as suggested by some, is no solution of the problem for the city will be compelled to continue to carry the construction charges until these are finally paid.

It will be 20 years before we will be able to say definitely whether our heavy investment in the subway has been worthwhile or not.

Until then we can study possible uses for it with open minds.

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*'The People Are The City'—Shakespeare*

# ROCHESTER

## Purpose of Subway Misunderstood Not Intended for Rapid Transit Is One of City's Greatest Assets

By PAUL BENTON

THERE are few subjects in connection with the city of Rochester which are so completely misunderstood by too many of its citizens as the subway.

Time after time, whenever any municipal improvement, is under discussion, one hears the statement: "See what a white elephant the subway turned out to be!"

Actually the subway hasn't turned out to be any sort of a white elephant.

There is a general, and wholly incorrect, impression that the principal reason for building the subway was to provide a rapid transit system.

Actually rapid transit was hardly considered when the arguments for and against building the subway were under way. Rapid transit was merely incidental. If there was to be a subway the theory that it might as well contain a rapid transit line was reasonable. No one in his right mind ever would have built a subway here for that purpose.

The real reason for building the Rochester subway was to provide the city with something it had long needed—an industrial railroad.

Five steam lines enter Rochester: the New York Central, the Baltimore & Ohio, the Pennsylvania, the Erie and the Lehigh Valley.

Prior to the building of the subway these roads were not connected. A business concern might have a siding on the New York Central, but if it wanted to ship over the Lehigh the goods had to be trucked to the Lehigh freight station and loaded there. The subway railroad was planned to connect these roads and has been measurably successful in doing so.

There was another and extremely potent reason back of the subway railroad.

Rochester, like almost every other city of importance, wanted more manufacturing business here. Payrolls of manufacturing plants mean more retail business, more real estate activity, more prosperity for everyone.

* * *

EFFORTS to bring new manufacturing business to Rochester were met frequently with the objection that rail connections were difficult here because of the lack of any belt line road which could shift cars from one road to another.

Civic leaders were well aware of the force of this argument. They knew that, in many cases, this had been the deciding factor in sending business elsewhere. Until the opening of the barge canal and the abandoning by the state of the old canal there was nothing that could be done about it.

But the canal offered an opportunity to link up the steam roads. It also offered an opportunity to get the heavy clumsy interurban trolleys off the city's streets, where they had proved a fruitful source of traffic congestion and accident. These cars were too heavy for the light rails of the New York State Railways and were constantly jumping tracks, particularly on curves. The building of the subway offered an opportunity to get them off the streets.

It was equally clear that a rapid transit line of some minor utility might be placed in the subway. It would be of benefit to certain districts of the city, even if not much to the city as a whole.

However the need for an industrial railroad was the big compelling argument in favor of the subway.

* * *

HAD it been possible to build the subway and open it by 1920 there is no doubt that today it would be recognized as one of Rochester's greatest business assets. The high prosperity of the '20's would have brought much new business here with the subway railroad as a magnet.

Unfortunately it was only 22 months after the subway was opened for use on Dec. 1, 1927, that the depression descended like a dismal fog, chilling the hearts of business men everywhere and bringing new industrial ventures to a standstill.

Even so the subway is today serving close to 60 Rochester business concerns and is of immense value to them. There is little doubt that, with a slowly returning measure of prosperity, its use will increase steadily.

The subway today remains probably the best inducement Rochester has to offer to new business. Because of it this city is in a position to offer any manufacturer who wishes to locate in the east more advantages than any of its competitors. Let us withhold judgment on the subway



## Making the Subway Useful

Syracuse, according to reports, recently cancelled overdue taxes and made expenditures to put the old Franklin automobile factory into condition for a new industry. The rumored total is several hundred thousand dollars.

So that there is near-by precedent for the city's expenditure of some $200,000 to build an extension of the subway industrial railroad to the new General Motors plant in Mount Read Boulevard. The new factory will be a significant addition to Rochester's industrial resources and the city is justified in extending its railroad to provide for its shipping facilities as well as for the convenience of its employes.

The possibilities of the city's industrial railroad have not been realized to the extent predicted when it was built. The depression has had something to do with this, but official and public neglect has had more.

Mr. MacFarlin, Republican spokesman, made city effort in industrial development and study of more use of the subway one of his points of discussion. It is gratifying to see action by the present administration along this line.

Whether to do something or not is not a political issue. But how vigorously and wisely the policy shall be pushed is something in which both party groups should take a more active interest. This is one practical way to develop the city's tax resources and halt the increasing burden on homes.

D. & C. JUL 21 1937

## Subway to Serve New Plant

Extension of the subway railroad to the new General Motors plant in Lexington Avenue has been approved by the City Council. Cost of laying the freight and passenger tracks is estimated at $142,000.

This extension would have been undertaken, in any event, in view of the advantage to the city from construction and operation of this new plant, which will employ 3,000 men at the start, and probably more later on.

But simply as the owner of the subway, the city does well to make this extension. For it offers the greatest promise of marked increase in freight and passenger traffic in the subway that has yet appeared.

D. & C. AUG 19 1937

# COUNCIL VOTES SUBWAY ROUTE FOR GM PLANT

## Extension to Cost $142,000–Bond Issue OK'd

Extension of the subway railroad to the new General Motors plant in Lexington Avenue was approved by City Council yesterday.

The work will cost an estimated $142,500 and a bond issue for that amount was authorized. Three freight tracks and a "running" or through track are to be extended 3,200 feet and two passenger tracks 1,400 feet.

Included in the work will be removal of the present loop at Driving Park Avenue to a point adjacent to the new General Motors plant in Lexington Avenue, an underpass under the freight tracks for the safety and convenience of employes and other incidental work.

Bids on the contract will be opened by City Purchasing Agent Schreiner a week from today. The estimated cost of the work is $107,510 but the remainder of the $142,500 will go for engineers', architects' fees, inspection and other details. Provision is made in specifications for seven additional tracks at the plant at some future time.

Councilman Hoesterey won his fight to clean up Fillmore Wood when a resolution was adopted directing City Manager Baker to investigate conditions there and take such action as might be necessary to assure public safety. Additional lights in the neighborhood of the wood also were directed by the ordinance.

D. & C. AUG 18 1937

By unanimous vote John R. Histed, 116 Vermont Street, 18th Ward, was elected clerk in the city clerk's office for three months. He replaces Fred R. Small on leave of absence without pay.

Council also granted permission to the Buffalo Pipe Line Corporation to run its main across Brooks Avenue and other streets. The corporation is running a line from Pennsylvania across the state for the piping of gasoline to Rochester, Buffalo and other cities. The permission was conditioned on the approval of the commissioner of public works.

## $74,567 Bid Made On City Subway

D. & C. AUG 27 1937

Extension of the subway to the new General Motors plant will cost the city $74,567.22 under a bid submitted yesterday.

Hendricks Construction Company of this city made this low bid when contractors submitted offers to City Purchasing Agent Schreiner. The contract will not be awarded until city statisticians have studied all nine bids submitted, to see that they are in due legal form, Schreiner said.

The Hendricks bid compares with an estimate of cost of $120,000, made by city engineers. A bond issue of $142,500 has been authorized to finance the work.

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# Subway Praised in U. S. Bureau Report

## Value of Investment Offsets Debt, Says Census Unit

After years of abuse, Rochester's subway last night came in for a note of official praise.

It's debt is "more than offset by the value of the investment," in the words of the U. S. Census Bureau.

The Bureau, according to the Associated Press, released a report showing the debt on the subway to be $7,562,000. It did not reveal the value of the investment.

Per capita cost of operation and maintenance in the city were cut last year, the report said. It gave a per capita cost of $71.27, compared with $82.70 in 1935.

According to the Associated Press, the city's gross debt outstanding at the close of the fiscal year was reported as $80,325,366. Of this amount $6,537,543 was incurred for waterworks, $1,037 for the Public Market, $4,289 for Mt. Hope Cemetery, $211,000 for the airport, and $7,562,000 for the subway owned but not operated by the city.

The net funded or fixed debt (total less sinking fund assets) of the city was given as $64,633,486, or $193.80 per capita.

## Per Capita Cost Cut Since 1935, Data Discloses

The Bureau listed valuation of taxable property in Rochester assessed in 1936 and subject to ad valorem taxes for city corporation, as $825,203,152.

The Bureau said its figures included 80.3 per cent of the transactions of Monroe County for the fiscal year closing Dec. 31, 1936, the percentage being based on the radio of the taxable valuation of the city to that of the entire county.

Rochester Public Library
115 South Avenue
D & C OCT 30 1937

# High Speed Trains Arrive For Modernized Subway

They're going to make Rochester's subway "just like New York's."

High speed trains, up to six cars in length, that rattle along at a 50-mile-an-hour clip, was the rapid transit picture envisioned for Rochester commuters after Jan. 1 by John F. Uffert, general manager of the Rochester lines, New York State Railways, yesterday.

First of the cars, sent here from Utica, are now undergoing repairs in the railway's St. Paul St. shops. The renovation program will probably be completed shortly after the first of the year, according to Uffert.

Each car has a motive unit but the cars are constructed so they may be coupled to form a train. Several cars will be run together when the new General Motors plant in Lexington Ave. opens if the traffic warrants, according to Uffert.

Used formerly on the now abandoned Utica system, the cars seat 56 persons, have greater acceleration than the present subway cars.

*Rapid Transit for Subway---in the Making*

This car, one of several obtained from the Utica trolley system, is being renovated in the St. Paul St. shops of the railways. They will be used for subway high speed trains.

D & C DEC 10 1937

# Subway Engine Speeded

Times-Union NOV 13 1937

A 35-ton gasoline locomotive will be added to the equipment of the subway here Monday, signalizing new life for Rochester's "underground."

As quickly as engineers can unload the new machine it will be put to work shunting cars of material into the siding of the new General Motors plant in Lexington Ave. so construction may go on without interruption.

So great was the need for the equipment, according to John F. Uffert, general manager of the New York State Railways here, that the engine was rushed out of the locomotive factory without being stripped or lettered.

It is expected to arrive here over the Lehigh Valley Railroad sometime Monday morning and will be unloaded by a travelling crane and placed on the subway track.

The locomotive is driven by direct power take off from a specially built gasoline engine.

Rochester Public Library
115 South Avenue

# Subway Gets New Engine

Times-Union NOV. 18 1937

Its arrival delayed two days because of the necessity of rerouting it so it could pass under bridges, the new subway locomotive was put into service today shunting cars and material onto the siding of the new General Motors plant in Lexington Ave.

The locomotive is gasoline driven and weighs 35 tons. It was unloaded from a flatcar on the Lehigh Valley tracks near the Court St. Bridge and placed on the subway tracks by a large railroad crane.

An engineer from the factory spent today giving special instruction to the men who will pilot it.

# Subway Trains Proposed

Times-Union DEC 7 1937

High speed trains may soon roar through a rejuvenated Rochester subway, according to John F. Uffert, general manager of the Rochester lines of the New York State Railways.

Six cars equipped to carry 56 passengers at twice the speed of the present ones have arrived from Utica where they were used on a now abandoned interurban system and are being reconditioned in the shops here. They are designed to be coupled in trains and if traffic to and from the new General Motors plant warrants they will be linked together for more efficient service.

Uffert also said remodeling of the State St. barns into a bus garage is practically completed.

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# C. C. Part Recalls Shift From Horse Car to Trolley

Times-Union JAN 11 1938

115 South Avenue

*Later this month the Rochester Chamber of Commerce will celebrate its Golden Anniversary. For 50 years the Chamber marched down the corridors of progress, matching its growth with the development of the city. This is the fourth in a series of articles depicting milestones in the Chamber's parade of birthdays.*

From horse car to electric trolley in Rochester was a momentous step in the eyes of every citizen. And the Chamber of Commerce, only two years old in 1890, had a finger in the pie.

Frank H. Goler, vicepresident of the Rochester Historical Society, remembers the last days of horse cars very well.

"In the late 1880's horse cars tinkled up and down the street, a little bell fastened to the collar of each horse," the white-haired man recalled smilingly.

**Fare 5 Cents**

"Fare was a nickel, or six rides for a quarter. The cars were warmed by the simple expedient of spreading bales of straw on the floor. As the season progressed, the straw became wetter, muddier and mustier, thus producing an aroma all its own.

"Each car was painted a different color—green for West Ave., maroon for Park Ave., with lights to match so that you could tell your car coming a long way off."

Mr. Goler chuckled. "It gave the streets a festive appearance, too," he said.

"The cars were lighted by kerosene lamps, frequently smoky, which were a little better than twilight, but not much. In winter time the cars were bothered by the snow, and sometimes had to stop running for several weeks."

**$2,000,000 Saved City**

"When the electric cars came, we thought they were the last word in speed and luxury, although a few people preferred to walk rather than to entrust themselves to them."

The Chamber of Commerce helped save the city an estimated $2,000,000 in 1890 by obtaining a better contract with the new Street Railway Company.

Public sentiment for the electric cars was so strong that the City Council was about to grant what the Chamber considered too liberal a contract. Through the efforts of the Chamber, the company agreed to pay an annual tax of $5 on each car, also.

Other conditions agreed to were: To put conductors on the cars after 1892, to issue transfers, to erect iron poles through the business streets, to pay a percentage of the gross receipts to the city, to operate all lines of electricity within a limited period stated in the contract.

Times-Union MAR 28 1938

## Use for Subway

*Editor, The Times-Union:*

THE subway again seems to be a topic of local press interest. The Times-Union tends to favor establishment of high speed rail cars, judging by the amount of space allocated to Mr. Harold S. W. MacFarlin's suggestions for improvement of Rochester's now famous White Elephant.

Mr. John J. McInerney in his article advocating development of the subway and right of way of present Auburn Branch railroad into a high-speed highway to connect with the proposed national superhighway at Pittsford presents a more practical idea.

MacFarlin's suggestion for connecting the New York Central's Auburn road with the subway's eastern section was objected to by P. C. Agans, Central superintendent, who stated that use of the subway tracks by the Auburn branch line would delay the trip from 10 to 15 minutes.

My own objections to the MacFarlin plan are:

1. The trolley car type of municipal conveyance is rapidly passing, as did pass the interurban lines for which our subway was constructed some 10 years ago. The rail type of vehicle is too limited in scope of operation. A street or subway car must use rails. Modern transportation facilities must have versatility.

2. Use of buses as feeders for the subway would involve several transfers for patrons from trolley or bus to subway and back to trolley or bus upon arrival at another transfer point, downtown for instance. The inconveniences to passengers is obvious.

3. Traffic congestion would not be eased to any great extent because people would drive their own automobiles downtown rather than transfer many times from subway to bus.

4. To "coordinate bus schedules all along the line for 'non-delay' connections at all subway stations" sounds more possible than probable. Anyone who rides buses knows that their schedules vary with changes in the weather. A more practical plan for the subway, as offered by Mr. McInerney of the Rochester Automobile Club, is the removal of tracks and construction of a highway. This highway would be used by all bus lines from the East and West, including the interurban buses such as Greyhound and Blue Bus lines operate to Buffalo, Lockport, and Syracuse.

The City Hall station could be used as a Union Terminal for all bus lines. Buses, such as East Ave., Humboldt St.-Browncroft, Laurelton, Brighton extension, Penfield, East Rochester, Fairport, Monroe Ave. - Pittsford - Mendon could all operate through the subway, providing express service and eliminating transfers. Wren-Driving Park crosstown also could offer express service to the Lyell Avenue ramp of the subway where it would enter Lyell Ave. and continue its route. Likewise the Greyhound buses to Brockport, Medina, Lockport, and Buffalo could use the new highway to the Lyell Ave. ramp.

West Ave., Genesee Park Blvd., and buses from Buffalo and the West would enter the subway highway at the Broad and Oak St. ramp and proceed to the Union Bus Terminal at City Hall. Passengers could then board an Exchange St. bus on the surface which would be routed up Main St. East to the shopping centers.

With construction of the proposed highway on the old Rochester and Syracuse right-of-way, the underpass beneath East Ave. could be used to good advantage by buses following that route from Syracuse, Lyons, and East Rochester. There would be a direct entrance to the subway highway through the underpass.

All the above mentioned buses, as well as buses to and from General Motors plant, would be operated as express buses, stopping only at Court St., City Hall, and West Main stations. Local buses making every stop, would also operate on frequent schedules from Rowlands to Driving Park.

I have purposely omitted private automobiles because, if they were allowed on the subway highway, congestion would probably defeat the purpose of express schedules for buses. However, if the time comes when bus lines are discontinued or begin to disappear, the alternative would be to open the subway highway to all traffic.

RICHARD E. HEGNER.

Rochester.

## Favors MacFarlin Plan

*Editor, The Times-Union:*

SEVERAL news articles have appeared in your paper recently, dealing with the proposed subway operations. Let us consider the reasons for building the subway and thus see how possible it would be to use it as intended by the new Department of Commerce.

The subway was built to rid the city of the unsightly nuisance the old Erie Canal was after it had been abandoned, to take the interurban cars off the streets of Rochester, to provide the city with a municipally owned industrial railroad, and to provide the city with a rapid-transit street-car service.

In all respects except the last the subway has come through splendidly. One would almost be led to believe that it is the fault of placid political scoffers that it has never become the rapid-transit line that it should have. At last however comes a plan to better conditions, and alas, we are again met by those same scoffers who have always in the past foiled any attempts to better the city.

Is it any wonder that the people of Rochester never use the subway if they have never been educated to it, or if to them it has never been linked with the other rail and bus lines of the city?

In the light of all these previous statements, I believe that Mr. MacFarlin's plan is one of the few logical plans that have ever been connected with the operation of the Rochester Rapid Transit and Industrial Railroad, as outsiders humorously call it.

Here at least is a plan by which the East Side bus lines would be connected to the subway, and by which suburban and interurban buses would be kept off our downtown streets It is evident that with the express service functioning as planned, the time consumed to reach the downtown area would be reduced materially.

EAST-SIDER.

Rochester.

Times-Union MAR 29 1938

# Subway Due For Spring Cleaning

Apr 18 1938

As his first step in a definite program to rehabilitate the subway and place it on a paying basis, Commerce Commissioner Harold S. W. MacFarlin today moved to put the city's underground railroad in "a safe and sanitary condition."

Immediate steps will be taken, he said, "with the cooperation of the New York State Railways and the safety department, and probably as a WPA project, to clean up the subway from one end to the other."

**Ordinance to be Employed**

MacFarlin will proceed to enforce an ordinance, adopted by the City Council in 1928, which prohibits the scattering of refuse in any part of the subway, the damage to or piling of any substances against subway fences, and any draining into the subway.

"The first thing we shall do," he said, "is to make a survey of the land ownership along the subway, and notify owners of apparent violations. After giving them opportunity to correct conditions, we shall proceed to enforce the ordinance which provides for penalties of $150 or 150 days in jail or a civil recovery suit for $500 for each offense."

**Makes Inspection**

MacFarlin announced his cleanup movement after making several personal trips of inspection through the subway.

The cleanup completed, MacFarlin plans to embark on an extensive program which he hopes will enable the Commerce Department to put the subway "on a paying basis."

To this end he plans to interest the railways company in establishing a high speed service through the subway, providing an eastbound bus terminal either at Culver or near Winton Road.

# SUBWAY STUDY INCLUDES PLAN FOR EXTENSION

## Surveys to Decide Service for Suburbs

Extension of the subway to serve fast-growing suburban communities east and west of the city is a prospect of the future, Commissioner of Commerce Harold S. W. MacFarlin said yesterday.

But there will be nothing definite in this or other matters governing future subway developments until he has completed a compendium of information on which he now is working, he added. MacFarlin's statement was in reply to reports current east of the city that the subway was to be extended at once from Rowlands, its present eastern terminus, to Monroe Avenue beyond Allen's Creek Road, a distance of more than a quarter of a mile.

"We are making a survey which is divided into three parts," MacFarlin said. "In the first place, it includes a land survey; in the second, as aerial survey, and in the third, a survey to determine maintenance necessities.

**To Settle Limits**

"The land survey will determine exactly where the city's subway property begins and leaves off. There is some confusion in this respect, particularly in the vicinity of Rowlands Loop, where the city gave the county some bits of property when a highway curve was straightened.

"At present, the subway stops on the east at Rowlands, some 1,200 feet west of Monroe Avenue; on the west, the passenger tracks halt at the General Motors plant and the freight tracks go on to Mt. Read Boulevard. On both ends, the old canal right-of-way connects with the new Barge Canal.

"Our land survey already has revealed many squatters on the subway property. These all will have to be ordered off or otherwise, we shortly will be unable to oust them because of the statute of limitations."

**Study Conditions**

MacFarlin said the canal property west of the subway terminus had been used "pretty much as a public dump." The aerial survey, he said, would show all possible sidings, sites for industrial structures and parking lot possibilities, for use in connection with his plan to transport motorists from the city line downtown by rapid transit.

MacFarlin, remarking that only $1,000 was alloted in this year's budget for subway maintenance, said he would submit plans to the Council shortly for a repair program. Walls in particular have deteriorated over the last 10 years, he declared.

When the surveys, being done by WPA under supervision of City Engineer Henry L. Howe, are completed, MacFarlin said, he will draw up a complete program for subway use, with the help of suggestions made by citizens generally.

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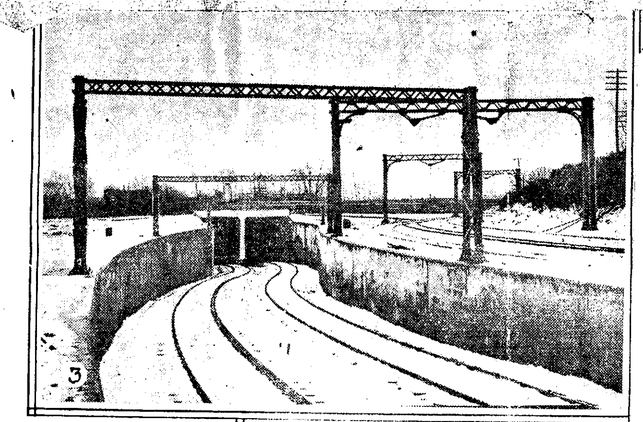
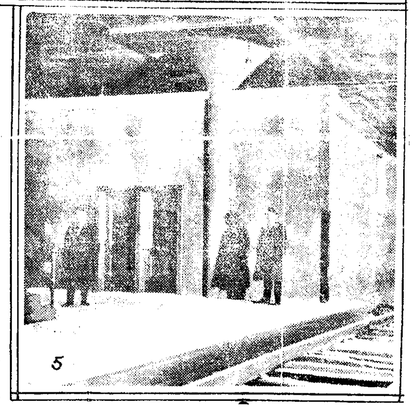


Photos by STONE



N.G. N.Y. Sys

(1) AND (2)
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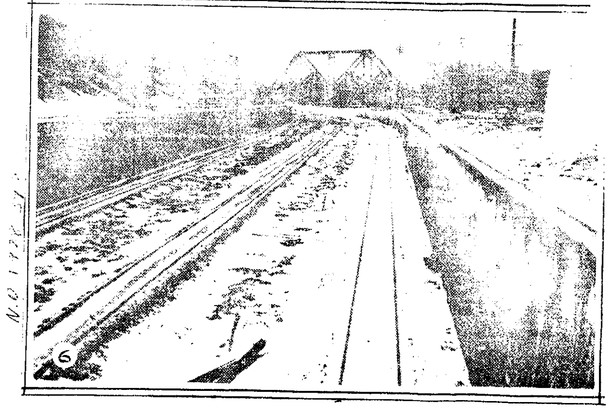
60 OF
SCRAP BOOK

(1) Aqueduct from South avenue, showing inspection train making curve in subway.
(2) Interior of subway over river.
(3) Subway tunnel in East avenue.
(4) Ramp at Monroe avenue and Field street where interurban cars enter subway.
(5) Subway waiting room at Broad and Exchange streets.
(6) Retaining wall near west end of subway looking South from Lyell avenue.



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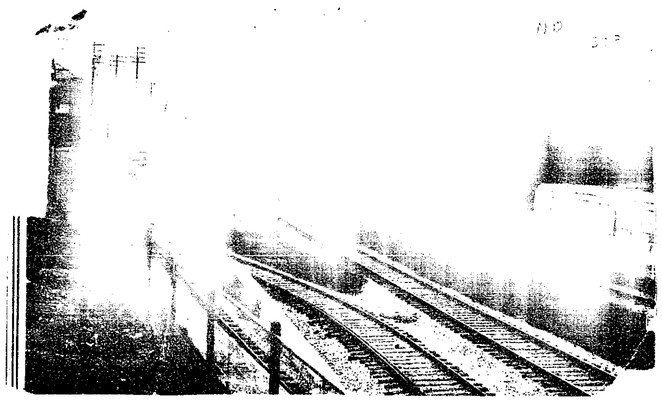

D. & C. MAR 23 1938

# MacFarlin Plan For Subway Use Draws Comment

D. & C. MAR 23 1938

## Readers Discuss Traffic Programs

### McFarlin Plan Sound

*Editor Democrat and Chronicle:*

Suggestions made by Harold MacFarlin for improvement of the city's rapid transit subway are the first to form a sound constructive plan of operation since the subway was opened.

In the event that he should be made the first head of the new Department of Commerce he has a great opportunity to not only improve transit conditions for the entire city, but to make the subway a paying investment for the city.

It would be necessary for him to learn the original cost of the subway proper and the comptroller's office can, in a few moments, inform him that the total cost of the subway, exclusive of bridges and approaches, and Broad St. paving, was slightly under eight millions, and not eleven or fourteen as has been repeatedly misstated for years.

The above figure of less than eight millions was given the writer by the comptroller's office after completion of the subway, so it is a matter of official record on which to base future returns from freight and passenger service.

C. H. QUINN.

Rochester, N. Y.

### Subway Highway Opposed

*Editor Democrat and Chronicle:*

A highway in the subway would destroy property values all along the entire route. Many are equipped with sidetracks and switching facilities which are important adjuncts to factory sites. The Commerce Department plan of developing the subway for commercial use is the most feasible.

Developing subway stations to conform to the one at City Hall with access from several streets will induce people to use it.

Confusion and danger are always present at surface car stops: Autos speeding to pass before, and waiting for change of lights; also the anxiety of traffic officers to prevent injuries to passengers crossing diagonally from cars to make connection for transfers.

Freight traffic through subway eliminates heavy trucking on the streets, which is always a menace.

At the ice house on Canterbury Road the city owns a strip of land to the subway station. An entrance there would be a great convenience. It was under consideration when the strip was acquired, but is held in abeyance for contemplated future improvements.

The safety of subway traffic is one of its highly commendable features.

Highway in subway would help tourists to speed up to Syracuse or Buffalo, for shopping. The Commerce Plan would induce them to stop over and patronize Rochester merchants.

FREDERICK MUTSCHLER.

Rochester, N. Y.

# SAFETY MOVE FOR PATRONS BEGINS FRIDAY

D. & C. APR 19 1938

## Other Aides Here To Be Put into Uniforms

With "Safety for Subway Patrons" as his slogan, Commissioner of Commerce Harold S. W. MacFarlin yesterday announced a plan to police underground stations on a 24-hour-a-day basis.

Ten uniformed guards will co-operate with regular city police, MacFarlin said. The new system will be in operation Friday.

**At the same time, MacFarlin revealed a project to put in uniform other classes of city employes under his jurisdiction. These will include nine inspectors of weights and measures, elevator men and attendants in City Hall and other city buildings and Public Market employes habitually in contact with the public.**

**40 to Get Uniforms**

In total, he said, about 40 men will go into uniform. The city will stand the cost for those in small pay brackets while those enjoying a larger income will have to pay for their own.

A strict city ordinance adopted Apr. 30, 1928, is the weapon with which MacFarlin proposes to abolish loitering in the subway. His subway guards will be equipped with passes and will skim from station to station on a regular schedule by car. The patrol staff will be on a three-shift basis and eight-hour day. Under the 1928 ordinance, offenses enumerated, and lumped together by MacFarlin under the head of "loitering," are punishable by a fine of $150 or less or 150 days in prison or less.

Asked how many regular policemen would be assigned to co-operate with MacFarlin's guards, Public Safety Commissioner Woods said:

"We'll give him all the co-operation he needs."

Uniforms will be similar to those worn by regular city police with some distinguishing additions. Money for the purchase of uniforms will be found in regular budget appropriations, MacFarlin said, and through economies in other directions. The uniform proposed will cost $19.70 complete, or $14.20 for coat, cap and shield. For summer wear, two lightweight shirts also will be furnished, to cost $2.70 for both.

**Warns No Jobs**

MacFarlin hastened to warn prospective hunters for guard positions that present employes only were to be pressed into service. They will be drawn from the division of building, which is under his sway.

As another safety measure, MacFarlin will place new warning signs in all subway stations against any form of illegality. He likewise is planning a new lighting system for the stations and already has made provision for installation of a couple of test sodium lights in City Hall and Court St. stations.

Besides those mentioned, MacFarlin proposes also to uniform attendants at the Airport and at the Harbor Terminal. As a sanitary measure, he further proposes a general cleanup of rubbish along the Subway route, probably as a W/PA project and in co-operation with the New York State Railways.

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RVF. Subway.

D. & C. APR 20 1938

30

# 'PARK AND RIDE' SUBWAY PLAN TO BE TESTED

## Proposal Aimed to Aid Visitors To City

Winton Road station of the subway will be the test station for Commissioner of Commerce MacFarlin's "park and ride" plan.

Announcing that last night, MacFarlin said a successful test would be followed by development of a second station at the western city limits. Under the plan, out-of-town persons having business in Rochester will find parking space for their cars at subway entrances so they may utilize the subway for fast transportation through the city.

Ultimately, MacFarlin hopes, the plan will rid the city streets of much motor traffic and at the same time enhance subway operations. It is expected express cars will be put in operation.

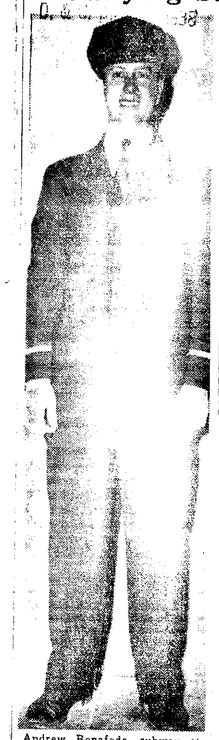
"Plans are as yet indefinite," MacFarlin said. "We have not had opportunity to study the parking space situation but this and other details will be undertaken as soon as I have opportunity."

MacFarlin's "park and ride" plan for the subway is already in successful operation in Philadelphia and is utilized to some extent, according to report, by the city of Buenos Aires, Argentina.

The commissioner proposes to go to Buffalo tomorrow to study Port of Buffalo operations. He also will visit the Buffalo Airport and Public Market with a view to improvements in Rochester's market, air and harbor facilities.

RVF Subway

# Safety Head Asked to Police Outlying Subway Stations



Andrew Bonafede, subway attendant at the City Hall station, natty in the new type attendant uniform to be worn by all guards.

## Woods Acts on Bid of MacFarlin to Add Tube Traffic

Public Safety Commissioner Thomas C. Woods was requested last night by Commerce Commissioner Harold S. W. McFarlin to study methods of policing outlying subway stations.

The request followed completion of preliminary plans by McFarlin to handle conditions in the two major downtown stations, City Hall and Main Street West, and detailing by the Commerce Department head of work he already had done.

When Woods' survey is completed the two will study further plans to extend full protection to the outlying stations as a means of encouraging more travel on the high speed transit system.

Meanwhile, uniformed attendants patroled the two undercover stations. Two men are assigned both to City Hall and West Main Street with a fifth acting as relief. In addition, four women, who will be in uniform late next week, are on duty at the two stations, MacFarlin said.

The two stations now are considered the only ones within the actual jurisdiction of the Commerce Department under the service-at-cost trolley contract.

# Subway Study Set Tomorrow

An inspection trip of the subway tomorrow will be participated in by more than 150 representatives of Rochester business concerns and of five railroads entering this city.

Commerce Commissioner Harold S. W. MacFarlin today received assurances from the following railroad representatives they will participate in the inspection and later attend a conference for discussion of subway facilities and plans made by Commissioner MacFarlin for its development:

Pennsylvania railroad—W. C. Somers, general agent, N. P. Kenny, general coal freight agent, both of Pittsburgh; H. L. Nancarrow, superintendent, Buffalo; J. T. Welch, local agent.

Baltimore and Ohio—R. H. L. Dierker, general agent; Carl H. Groninger, division freight agent; Harry E. Huntington, freight traffic manager; Erie—B. C. Wedd, division freight agent, and a New York official; Lehigh Valley—C. F. Mills, director of traffic; New York Central—S. A. R. Lanzio, general agent.

# Preview Set for 4 Trolleys Crossing City in 22 Minutes

RVF Subway

The City Department of Commerce campaign to make Rochester subway-conscious will get under way at 2 p. m., Wednesday when four new high-speed cars are unveiled for public view by running down Main Street East and taking a delegation of civic, business and professional leaders for a fast ride over the subway rails.

Four new all-steel cars, part of 12 to be placed in regular service in the near future, will be coupled together for the tour of inspection to be followed by a visit to the new General Motors plant at the western end of the subway.

Invitations have been issued to city officials, industrialists, service club officials, business men, traffic managers of city business houses, and other Rochesterians, Commissioner Harold S. W. MacFarlin said, to acquaint them with the possibilies of the subway in business and to foster co-operation in making the 35-mile railroad a profitable investment.

**Hit 55-Mile Clip**

The new cars travel at a 55-mile clip, making the transcity crossing in 22 minutes with 14 stops included. Their speed is 20 miles an hour faster than the old cars and they carry 56 passengers as compared to 40 in the cars in operation now. Instead of the present single entrance and exit, the new cars will be operated on a rear entrance and front exit plan. The machines are built so that as many as six can be coupled, their motors synchronized, and run by a single operator.

Obtained from the Utica-Ilion high speed line, the cars were purchased by New York State Railways and rebuilt for subway service under direction of Superintendent John F. Uffert. One of the machines has been experimentally operated for four weeks, MacFarlin said, and the roadbed and signalling have been checked by railroad authorities.

"The purpose of Wednesday's trip," said the commissioner, "is to acquaint business men with the new equipment and facilities of the subway and to obtain suggestions for further development.

**Line Makes Profit**

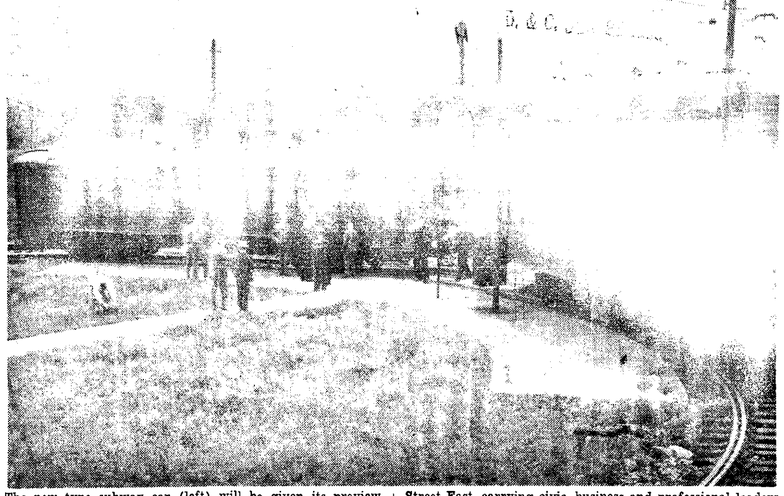
"After all, you can't laugh at $13,000,000 of your own money invested in the subway. I am optimistic about the future of the subway. All the subway needs is a little friendly treatment."

In announcing the inspection tour, MacFarlin also announced that the subway had marked up net profit over all expenditures for the first quarter of 1938 of $807.77. Gross profit, he said, was $1,800 with $992.54 allowed the railway company on its investment. Revenues were $30,191 and expenses were $28,391, he said.

The new cars will be put into regular operation when the General Motors plant opens, it is believed. The 10 old cars now in operation will then be placed in reserve.

Opened in 1927, the subway has carried 12,000,000 passengers and hauled 46,000 freight cars.

## *New Type Subway Car and Old Model It Replaces*



The new type subway car (left) will be given its preview Wednesday when four of the models will be run down Main Street East, carrying civic, business and professional leaders. The new model is shown behind one of the old machines.

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# CITY OFFICIALS VIEW SUBWAY NEEDS IN TRIP

D. & C. JUN 23 1938

RVF Subways

## Freight Service Gets Special Attention

Face-lifting operations for the subway were considered yesterday when city and street railway officials made a two-hour inspection trip of the entire route.

Among improvements contemplated, it was reported, are a tile paving for the City Hall station, now a dank desert of concrete adorned with slimy drippings. Officials were reticent on this and other changes and the whole trip, made at the invitation of John F. Uffert, general manager of Rochester lines, New York State Railways, was without benefit of publicity. It lasted from 9 to 11 a. m.

The inspection, which devoted much time to freight service, was made in one of the big new cars not yet officially in service. Twelve of these cars have been obtained from Utica where they were in use for only a short time on an interurban line before that line was abandoned.

According to Superintendent Uffert, it will take seven of these big cars to cover the regular subway service. They are capable of much higher speed than cars now in use and have a passenger capacity of 56. In addition, they may be coupled into trains. Uffert said one of the big cars would be given a speed test in a short time.

Officials who made the trip were Uffert, Acting Commissioner of Railways, W. F. Collins, Commerce Commissioner Harold S. W. MacFarlin, H. F. Wagner, city director of planning, Public Works Commissioner William H. Roberts, City Comptroller Louis B. Cartwright, Henry L. Howe, city engineer; Eldred H. Walker, assistant city engineer; Charles Lewis, superintendent of freight and passenger service and Deputy Corporation Counsel Irving L. Gelser.

Benjamin E. Tilton, trustee in bankruptcy for New York State Railways and slated to be president of the new Rochester Transit Corporation, was in Rochester but did not make the trip. Neither did he see City Manager Harold W. Baker. A conference between the two is expected later this week.

# LEADERS SEE NEW ERA FOR CITY SUBWAY

RVF Subways

D. & C. JUN 23 1938

## Inspection Tour Reveals Value Of Line

Rochester business leaders looked over the city's much-discussed and little-known subway yesterday and approved the municipal Department of Commerce's "shot in the arm" technic for stimulating greater underground use.

More than 225 representatives of all types of Rochester business and of city and county departments jammed four new-type cars to traverse the nine-and-a-half mile roadbed and to wonder why it took 10 years of operation before industrial and passenger travel possibilities were brought to light.

Rolling through the part-covered, part-open "ditch" that once held waters of the Erie Canal, the delegation relaxed in comfortable seats and listened to Commerce Commissioner Harold S. W. MacFarlin, sponsor with New York Railways of the tour, outline possibilities and actualities of what is known as Rochester Industrial & Rapid Transit Railroad.

MacFarlin's voice carried through the four coupled cars over a public address system operated from the front car.

**Photographers Gather**

As the train pounded through the city, citizens lined bridges to watch its progress. At least a score of amateur photographers hung over bridges and abutments, crouched along the track, perched on banks or lined station floors to snap the caravan.

General impressions of the delegations were:

1—Rochester has considerable, highly desirable industrial sites on the westside awaiting development.

2—The subway offers eastsiders and especially suburbanites fast, clean transportation to the business area.

3—Future development of the subway might be linked with a cross-city bus system, connecting at either Culver Road or Winton Road.

Among minor faults the delegation found were overgrowth of weeds, screech of trolley wheels on curves, and shrill whistles.

**'Best Thing in Years'**

General satisfaction with the trip was voiced by the travelers.

"This trip is the best thing in years," said Roland B. Woodward, executive vicepresident of the Chamber of Commerce, business spokesman. "It clearly demonstrates the possibilities in handling passengers and freight. The trip will make people think of the subway in which we have a big investment."

The enthusiasm spread to the public official delegation that included all ranking city and county officials, except those who were out of town. County Manager Clarence A. Smith and Sheriff Al Skinner hailed the trip as launching a new era in subway operation.

Riders were impressed by the nine-minute run from City Hall Station, where Motorman Fred Linehan pulled out at 2:10 p. m., to Rowland Station. At the terminal MacFarlin pointed out the car was in the heart of a suburban development with a rosy outlook.

The return trip was made over the freight track with the commissioner describing the neighboring residential and industrial advantages. He hinted broadly at a cross-town bus service when Culver Road Station was reached.

**Change Indicated**

"You can see here the future recreational development of Rochester," he said of the Cobbs Hill section. "This station also serves the State Armory and can well serve cross-town traffic."

Pointing to disused ramps, installed to care for the old interurban trolleys, MacFarlin warned that "many of the original purposes of the subway will have to be abandoned in considering its modern development."

Also hinted was a passenger station at Clinton Avenue South bridge when MacFarlin said it was the "closest subway point to the shopping district." Rail connection facilities were stressed throughout the trip. The commissioner noted each connection point with the five railroads that can use the subway and reeled off figures on amount of traffic since the road was opened and the amount it is capable of carrying.

**Inspect Motors Plant**

After a fast run to the western terminal, the delegation was conducted on an inspection tour of the new General Motors plant by Edward A. Halbleib, head of the local unit. On the final leg to City Hall, the first trouble developed when the motor of the second car went out. Railwaymen quickly cut out the motor completely and the special shot into City Hall station with the other three motors functioning perfectly.

# Tube Tour Gives 'Aides Hall' Rule

RVF Subways

D. & C. JUN 23 1938

From about 2 to 3 p. m. yesterday afternoon Rochester was ruled by a government by secretary.

All major offices of City Hall were left to secretaries as city officials went down into City Hall subway station to take a ride on Commerce Commissioner Harold S. W. MacFarlin's subway excursion on new high speed cars.

Only exceptions to the rule were City Manager Harold W. Baker, Welfare Commissioner Emmett R. Gauhn and Public Works Commissioner William H. Roberts. Baker and Gauhn were at Saranac Lake attending a convention and Roberts was in Detroit inspecting machinery.

D. & C. JUN 23 1938

FRIDAY, JUNE 24, 1938

RVF Subways

# Making Most of Subway

**Making the most of Rochester's municipally owned but privately operated subway is a matter of obvious importance.**

Most persons who have looked into the question feel that it is mainly through increasing use of the opportunities it offers for serving industrial plants that the subway, officially known as the Rochester Industrial and Rapid Transit Railroad, may approach justification of its cost.

However, the faster the cars run the greater the appeal of subway service to residents of adjoining areas. So there was considerable interest in the trip sponsored by the new municipal Department of Commerce the other day.

Cars obtained from an interurban line and reconditioned in Rochester shops of the New York State Railways carried officials and a representative business group over the 9½ mile route at a much faster clip than present operating schedules.

Commissioner McFarlin, in addition to planning to boost industrial use as rapidly as possible, suggests linking the subway with an East Side crosstown bus line.

Such a line has been needed for a long time. If it made good connections with the subway during rush hours, both means of transit would be more valuable.

The trip fittingly included an inspection of the new General Motors plant at the western terminal. This plant offers the most promise for both industrial and passenger use of the subway of any development in recent years.

**Every possibility of getting a return for Rochester's large investment in the subway demands attention.**

# The Civic Scene

By HAROLD W. SANFORD

RVF Subways

D. & C. JUN 25 1938

## Inspection Revealed Subway Possibilities in New Light

SOME two hundred business men and civic leaders toured the subway last Wednesday and visited the General Motors plant. The tour was arranged by the city Commissioner of Commerce as the first step in making the public conscious of the subway's present and future possibilities.

The universal comment after the trip was that the subway's possibilities had been seen in a new light; that its possibilities of use to the city had been visualized as never before; that as industry gets back on its feet the subway will loom more and more important in the city's life.

* * *

THE subway provides connection between all the railroads entering the city. Along its route are numerous sidings that are being used to serve industrial plants. A spur was built to serve the General Motors plant at the west end, but many sidings already in place are near industrial sites that can be used to advantage.

At the east end of the subway is one of the most attractive residential sections in the city and its suburbs. It is rapidly growing. Its residents have in the subway a quick connection with the city's center, and, what is important to industrial development, a quick connection with industries that may be located along its western section and some that already are there.

* * *

NEAR the east end is Cobb's Hill park and troop armory. The recreational possibilities of this area are just beginning to be realized. Near the west end is Edgerton Park. This is the natural location for the sports arena that is being discussed.

The subway might be particularly useful in handling mass crowds. Many go by automobile nowadays, but not all, and many persons who come to the city daily from the suburbs prefer to use a bus or the subway since it avoids parking problems.

* * *

SUBWAY cars now serve Kodak Park, through the Dewey Avenue connection. Edward Hungerford some years ago visualized its use to handle Ontario Beach crowds, through proper connection with the steam roads already going north, which in time would be electrified.

At the eastern end the subway parallels the Auburn road tracks. One of the most feasible solutions of the problem of the crossings over the Auburn road, which will have to be eliminated some day, is to route the Auburn trains through the subway and onto the main Central line through the subway under East Avenue built for Rochester and Syracuse cars.

* * *

THE subway has cost the city a lot of money. Various suggestions have been made for its use. Many of these suggestions are good, but the trip last Wednesday showed immediate possibilities, as well as future development.

The business community, it was revealed in comments on that trip, is more subway conscious than it has been in several years. The whole city should be more subway conscious. Many persons who could use it now may not be using it. Anyone in this situation would do well to take one trip. It will be a revelation.

* * *

ROCHESTER has maintained better conditions through the depression than most American communities. The type of industry it has is the chief reason. And this type of industry in normal times would attract more of the same kind, as it has in the past. With the subway as an inducement and many attractive sites available, and with a city administration alive to the subway's possibilities and its responsibility for developing its value as an asset, its development and profitable use seems about to begin.

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D. & C. JUL 1 1938

## Rail Pass Open Today

D. & C. JUL 1 1938

Traffic flowed through the Blossom Road underpass of the New York Central Railroad yesterday as railroad officials planned to accept the project from the contractors today.

Begun late in 1936 to eliminate a grade crossing, the project largely was financed by railroad and state, with the county defraying 1 per cent of the $450,000 cost.

The city, however, bore the cost of re-laying street, water and sewer lines in Blossom Road and University Avenue. That work was done by WPA, and virtually was completed yesterday, according to Chief Engineer Francis H. Carroll He said the highways were open to traffic.

Times-Union JUL 17 1938

## Plan Waits Completion Of Survey

A report being prepared by the Department of Commerce, that may result in extension of the subway into suburnban areas, revealed today that since Dec. 1, 1927 the subway has carried 11,200,000 passengers.

Although reports are current in Brighton that the line will be extended to Monroe Avenue beyond Allen's Creek, Harold S. W. MacFarlin, commerce commissioner, said today no decision will be reached until the report is complete.

**Surveys Under Way**

Aerial, land and maintenance surveys are being made for the report.

The subway—or, to give it its longer title, the Rochester Rapid Transit & Industrial Railway—took in revenues totaling $1,096,362 in the 10 years and four months of its operation, to Apr. 1, according to the figures to be included in the report.

Deductions from revenue in that period were $1,096,923, resulting in an average operating deficit of $54 a year. This deficit does not include interest or payments on the city's $11,491,102 investment in construction of the subway.

In 1937, the city paid $247,245 in interest and $342,000 in principal, or a total of $599,245 on the subway indebtedness, the comptroller's office reported.

**All Gain Go to Fund**

Under the service-at-cost contract, MacFarlin explained, all subway losses or gains from operations go into the surface lines' revolving fund. If the city had been operating the subway, MacFarlin said, the figures show it would have cost the taxpayers $54 a year for actual operation of the underground line for 10 years.

For the first quarter of 1938, total revenues were $30,191 and total deductions, $28,391, leaving a gross income of $1,800, the department's report says.

MacFarlin also said he will submit to the City Council plans for a repair program. Walls particularly need attention. The present budget contains $1,000 for maintenance.

## Petitions Planned for Extension of Subway

D. & C. JUL 12 1938

### Resident of Brighton Seeks Terminus At Monroe

Commerce Commissioner Harold S. W. MacFarlin's land and aerial survey of the subway with a view to future development brought these results yesterday:

1. Announcement by Thomas R. Boone, 2295 Westfall Rd., Brighton, that he was prepared to circulate petitions for extension of the subway to Monroe Avenue, about 1,200 feet east of its present easterly terminus.

2. Plans for a campaign by Supervisor Samuel A. Cooper for extension of the $1 weekly pass to Brighton territory and elimination of an existing 5-cent surcharge on th subway for Brighton passengers.

Boone, former Supreme Court clerk, pointed to the rapid development of Brighton in the Westfall Road section as sufficient reason for the extension. This territory, which has built up rapidly over the last four years, now has no rapid transit facilities into the city, he pointed out, other than the Monroe Avenue-Pittsford bus, which is on an hourly schedule.

Under the proposed extension plan, the subway would be extended across Allen's Creek Road. This road is an extension of Westfall as the name changes at the Monroe Avenue crossing. Boone said he hoped to circulate the petitions this week.

MacFarlin said they would be considered when filed, in connection with the general report and recommendations which he plans.

Boone estimated that about 1,500 families, which now depend chiefly on automobiles, would be potential customers if the subway were extended.

Cooper said he planned to take up the matter of the $1 weekly pass with street railway officials within a few days. Since the subway from the city line to Rowlands is on city property, he said, the same fare schedule should exist for the Brighton extension on the Rochester lines.

The street railway company charges $1.25 for weekly passes used in the Brighton end of the subway and exacts an extra nickel of fare from Brighton passengers for the trip between Rowlands and the city line. MacFarlin said he could do nothing about the Brighton surcharge "since I am not commissioner of railways."

D. & C. JUL 17 1938

## Subway

## PETITION ASKS TRACKS TO NEW MONROE LOOP

### 689 Sign Request Launched by Brightonite

Pittsford's village board gave support yesterday to the move to extend the subway to Monroe Avenue near Allen's Creek Road.

In session at the Town Hall, the board's members unanimously signed a petition asking the extension after advantages of the plan had been pointed out by Thomas R. Boone, 2295 Westfall Road, Brighton.

Boone, a former Supreme Court clerk, began circulation of petitions Thursday. He said last night 689 persons, mostly living in Brighton, already have signed despite the fact that his campaign to date is of the one-man variety.

Petitions were left at a Pittsford drug store following the board meeting, Boone announced. With the subway extension, he said, Pittsfordians will be able to drive their cars the 3-mile stretch of Monroe Avenue to the subway terminus, as proposed by Boone, and there take the underground into the city.

At present a Monroe Avenue bus line operates to Pittsford on an hourly schedule. But its itinerary is through crowded Monroe Avenue within the city. Boone pointed out, declaring that fast, modern cars in the subway would reduce Pittsford commuters' travel time by several minutes a day.

Boone's petitions call for a waiting station and a parking ground on city property at the proposed subway terminal. The extension would be 1,200 feet easterly from the present Rowland's loop.

Members of the Pittsford board to sign the petition were Mayor William H. Guetersloh, George N. Babcock, W. A. Forman, George P. Zollman and Robert W. Wadhams.

## Petitioners Seek Subway Extensions

Times-Union JUL 19 1938

Six hundred persons have signed petitions urging that the subway be extended to Monroe Avenue, beyond Allen's Creek, Thomas R. Boone, sponsor, announced today.

Among those who have signed are the mayor and village trustees of Pittsford. Boone stated. More signatures are being sought. Those interested in signing can reach Boone at his home, 2295 Westfall.

Commerce Commissioner MacFarlin, in charge of the subway, said no decision will be made until a survey of the entire system is completed.

## PLAN TO WORK WITH OFFICERS BEING FRAMED

D. & C. JUL 26 1938

### MacFarlin Reveals Move to Boost Advantages

Steam railroads serving Rochester will assist the Department of Commerce in industrial development of the subway, Commissioner Harold S. W. MacFarlin announced yesterday.

An unofficial committee will be set up to confer with him on ways and means of "selling the city of Rochester industrially," the commissioner said.

"Because this is a voluntary move on the part of the railroads," he added, "I am not now at liberty to give the names of the railroad representatives. However, I can say that the New York Central has designated its vicepresident in charge of industrial development, the Lehigh Valley its corresponding official, the Baltimore & Ohio its industrial agent, the Erie its executive assistant to the president and the Pennsylvania its chief industrial agent."

**Formulating Plans**

MacFarlin said he planned to hold his first meeting with this group when plans he now is formulating for industrial development are in shape for discussion. At that time, he said, names would be given out.

Each of the five railroads has agreed, he said, that their traveling representatives shall carry with them through the United States the list of available industrial sites along the subway, their desirability and this city's advantages generally from an industrial standpoint.

Industrial agents of the railroads also will make available to his department their own promotional plans, he said.

"I am most happy," MacFarlin said, "to have this co-operation from the railroads and to be able to call upon this type of men for counsel and advice. In my opinion, it is the biggest step yet taken toward industrial develpment in Rochester."

**Trip Planned for Unions**

Next Saturday, MacFarlin also announced, he will take representatives of AFL unions and of their central organization, Central Trades and Labor Council, on an inspection trip of the subway, similar to an earlier inspection by businessmen.

Purpose of the trip, he said, will be to gather ideas as to the future use and development of the subway. A total of 225 persons has been invited, mostly business agents of unions. MacFarlin thought that labor men, being familiar with actual construction details, could give much valuable advice.

The trip will be taken in the new high-speed cars and will begin at the City Hall station. The cars will go first to Rowlands, then back through the entire length of the subway to the General Motors station, then back to City Hall.

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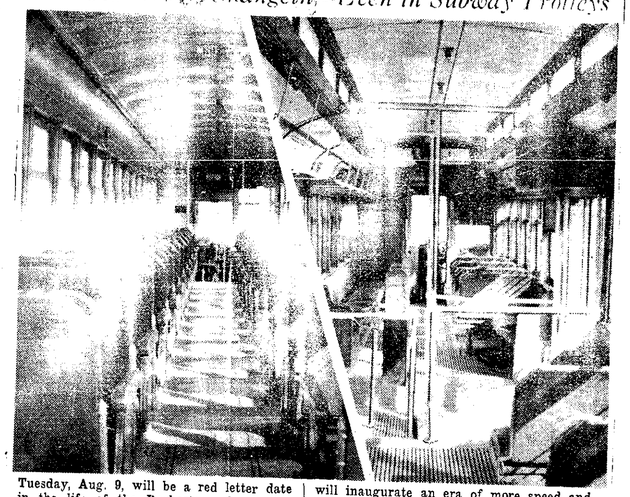
# High-Speed Cars to Give Faster Service

*The Old Order Changeth---Even in Subway Trolleys*



Tuesday, Aug. 9, will be a red letter date in the life of the Rochester subway, for on that day its new high speed trolleys will inaugurate an era of more speed and more passenger space. Left, interior view of one of new cars, and right, an old one.

## PARTY MAKES SURVEY TRIP IN NEW TROLLEY

D. & C. JUL 27 1938

### Studies Planned to Boost Freight In 'Tube'

High speed, all-steel cars will be introduced into regular passenger service in the subway Tuesday, Aug. 9, Commerce Commissioner Harold S. W. MacFarlin announced last night.

The decision to utilize the revamped former interurban trolley, seating 56 each, was reached after an inspection trip yesterday afternoon in one of the cars by MacFarlin, Benjamin E. Tilton, trustee for Rochester Lines, New York State Railways, who is slated to become president of the new Rochester Transit Corporation; John G. Uffert, general manager of Rochester Lines, and John Lewis, superintendent of the subway.

For a short time after inauguration of the plan further studies will be made with a view to improving the service.

"Although there may not be more trolleys in the subway than at present," MacFarlin said of the start of the new service, "the running time will be faster."

Twelve of the new-type of cars will be available for service, the commissioner, who announced authorization to speak for the railways, said. A number of the present smaller cars will be kept in service, he added, and will be used mainly for the run from City Hall to Kodak Park by way of Emerson Street exit and Dewey Avenue.

MacFarlin termed the improvement "another step in the city's subway program." One step announced Monday was appointment of a special committee of railroad executives to plan greater use of the underground in handling freight.

Utilization of the new cars follows closely opening of the General Motors plant station at the end of Driving Park Avenue. The cars were purchased from the Utica-Rome interurban railway to meet the anticipated traffic to and from the plant. Studies by engineers, MacFarlin said, has shown that an objectionable screeching noise from car wheels will correct itself as soon as the cars are broken in.

MacFarlin forecast that the new cars would attract passengers to the underground. He cited an increase in passengers in the first six months of this year compared with the same period in 1937 as a sign of growing subway business.

RWF Summary

## SUBWAY NEEDS NEW STATIONS, AFL DECLARES

D. & C. JUL 31 1938

### Views Expressed After Tour of Line

Need for new subway stations was proclaimed last night by spokesmen for AFL unions after a Department of Commerce sponsored inspection trip.

The stations were proposed for Alexander Street and somewhere between the present Main Street West and Lyell Avenue stations, leaders said as 150 union representatives piled out of a four-car special after a two-hour ride under guidance of Commerce Commissioner Harold S. W. MacFarlin.

Suggestions will be submitted to MacFarlin on forms he distributed during the ride, the leaders said.

They also advocated that the underground be cleaned up by cutting weeds and remaining cane and rubbish and that overhead bridges and abutments be repaired.

On some of these, the concrete facing is cracked and falling off," one leader said. "The city should repair them to protect its extensive investment."

Riders expressed surprise to learn the city received no return from its investment by way of revenue from New York State Railways. Suggestions were offered privately that some effort in that direction be made when discussions open for a new contract.

MacFarlin addressed the riders through a public address system that operated from the front cab. He explained the Department's subway program.

Among the riders were 13 members of the Women's Educational Service Union 20553, leaded by Margaret Kessler. The trip was confined to AFL members because CIO union representatives were drawn to the Labor Party picnic yesterday. MacFarlin said a later trip is planned for them.

RWF Summary

## Step Lively! Subway Now Is Speedway

D. & C. AUG 9 1938

"No loitering!"

That's what the new subway station signs admonish, ahd that was the watchword today for motormen and conductors as the subway went on its new rapid transit schedule.

A sample trip by a reporter proved that the new all-steel cars are indeed much faster and smoother riding than the old models. Passengers and operators seemed greatly pleased with the new order, although a trifle breathless from trying to keep up the pace.

The cars travel 55 miles an hour, according to Commerce Commissioner MacFarlin. That's 30 miles faster than the New York subway express trains run, he claims.

"Your time is my time," might well have been the theme song as subway users, motormen and conductors checked their watches at the start and end of runs to see how well the faster schedule was being maintained.

**Passenger Impatient**

Passengers waited impatiently for the car doors to open, evidently feeling it was part of their civic duty to help the speedup system. New paint made the doors stick. The steps are much too high for the platforms, and will have to be lowered, Austin said.

Opinions expressed by riders were unanimously enthusiastic.

"It sure is OK," said Ralph Taddeo of 625 N. Plymouth. "These new cars go like nobody's business."

"I always have preferred the subway," informed Mrs. Arthur Towne, housewife, of 375 Glenwood. "I use it all the time, and now it is even better."

The most novel use of the subway was Herbert Stoddard's, 21, of 39 Howell. He graduated from Mechanics Institute this June.

"I use it to go calling on my girl friend," he said.

**He Gets Around Quickly**

Mrs. Eva Duemel of 13 Malvern uses the subway two or three times a day to call on her mother and do her shopping.

"This is wonderful," she exclaimed. "It's much quicker.

Frank Recino, 489 Portland, service man for a dictating machine distributing firm said:

"This fast service will help me get around on my calls a lot quicker."

Little Betty Newport, 16, of 59 Felix, smiled as the breeze stirred by the car's fast pace sent her blonde hair streaming.

"I'm going downtown to pay a bill for mother," she confided. "Gee, these cars go fast."

## New Cars Will Put More Zip in Subway Schedule Tuesday

RWF Summary

"Rowlands Station" . . . whee-see -zip—whiz . . . "City Hall Station."

Elapsed time: 13 minutes.

Thus in brief will be activity in Rochester's revitalized subway Tuesday morning when the Rochester Transit Corporation inaugurates its new, all-steel, faster trolley service.

With 7½ minutes shaved from the running time in the downtown stop, and 15 minutes on the round trip, the new train schedule was distributed to passengers yesterday.

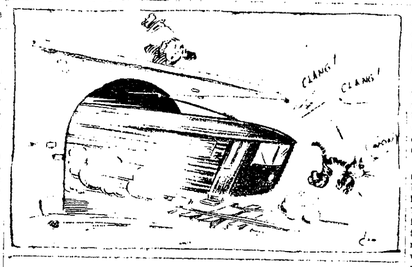
In addition to faster service, the headway has been cut down during off-rush hours in the day time from 20 to 15 minutes, and at night and on Sundays from 30 to 23 minutes, the schedule showed.

Rush hours will find the same 10 minute headway now in practice.

The greater frequency in cars will be due entirely to the faster speed, rather than more trolleys, it was said.

The new service drew praise yesterday from Commerce Commissioner Harold S. W. MacFarlin, who is slated to be named railways commissioner at Tuesday night's City Council meeting and whose department is in the middle of a campaign to recreate interest in the underground.

"The inauguration of faster and safer service with all-steel cars represents a marked forward step in bringing the subway to the prominent position it will, in the future, play in the transportation system and in the development of the city," MacFarlin said.




MacFarlin said figures for the second quarter of 1938, the time during which the campaign was launched, showed an increase in passenger traffic over the corresponding period in 1937.

Under the new schedule the first train will leave Driving Park Station at 5:56 a. m. daily and run to Winton Road where it will head west at 6:19 a. m. The first train out of Rowlands Station will be 6:36 a. m.

A 10-minute schedule will be maintained until 8:52 a. m. from Driving Park and 9:15 from Rowlands, after which trolleys will be 15 minutes apart until 3:52 p. m. from Driving Park and 4:15 p. m. from Rowlands. During the evening rush hour 10-minute service will be maintained after which the night schedule takes effect.

The subway service to Kodak Park by way of Dewey Avenue will be carried on with the old style of subway car because of operation difficulties in using the larger cars in the street. Twenty and 22-minute service daily during morning and evening rush hours, except Saturday evening, will be provided.

D. & C. AUG 7 1938

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# Jammed Window Irks Motorman But Riders OK Fast Subway Cars

D. & C. AUG 20 1938

"The cars are fine but this cab—whew!"

The veteran motorman guiding one of the Rochester Subway's new 55-mile-an-hour all-steel cars confided that to a passenger yesterday and thereby registered the sole reported complaint against the faster, more frequent service on its inaugral day.

"The trip is not so bad," he hastily added, "after you get used to it."

Passengers, refreshed by the cool breezes thrown up as the car rushed through underground and old canal bed in new record time, found the heat problem no issue at all.

The motorman's difficulty was that he could not drop one of the front windows in the freshly painted cars.

Increased passenger traffic was observed at all stations as cars tooted their way along. Spectators watched their progress from bridges and embankments.

Railway men pored over passenger figures last night but reserved judgment until the experiment had run at least until fall.

"Business is up today," one veteran railman said as he observed crowds jamming cars at City Hall Station, "but we cannot tell if the increase lies in curious riders drawn by the faster cars, future regular passenger trying out the cars or the start of the fall pickup."

Not until middle fall will a definite trend be detected, he said.

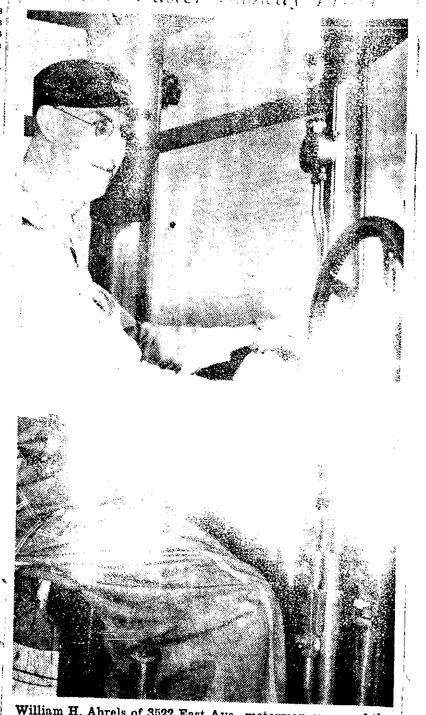
The new cars roared over the steel bands from General Motors plant to Rowlands station at the 55-mile-an-hour clip to the obvious pleasure of passengers. Less jerking and swaying was noted and the larger cars offered a seat for virtually every passenger.

"It's even a pleasure to stand up in these trolleys," one rider said.

Another passenger, a trim young woman, voiced pleasure over the smooth manner in which the big cars took the curves.

Commerce Commissioner Harold S. W. MacFarlin, whose department has been plugging the subway for months, made an early inspection trip to see how the new service was working out.

## Pilots Faster Subway Train



William H. Ahrels of 3522 East Ave., motorman on one of the all-steel, 55-mile-an-hour subway cars, shown at car controls.

# SUBWAY FUNDS SHOW UPTURN

Times-Union AUG 20 1938

Faint signs of an increase in subway revenue during the first six months of this year were noted last night by Harold S. W. MacFarlin, railways and commerce commissioner.

In that period, the underground took in $900 more than the same time last year, MacFarlin said, interpreting it as a "sign that the subway program is having some effect." He pointed out that the department's drive to popularize the subway had been in effect only two of the six months.

Observations by department aides indicate a pickup in passenger traffic on the underground since new cars were installed two weeks ago, MacFarlin said.

His report showed the subway earned $51,300 in the first half of 1937 and $52,200 up to July 1 this year.

# Parents Warned On Subway

Times-Union AUG 23 1938

Harold S. W. MacFarlin, head of the city's department of commerce, today warned all parents living along the subway to keep children from playing there.

Accidents could easily happen if children darted in the way of cars, he explained.

A cleanup squad has burned the ragweed out of the Culver and Monroe Avenue areas, and is working down the subway toward Winton Road. This drive followed a protest from hay fever sufferers.

Commissioner MacFarlin emphasized that both ragweed and smudge nuisances will be gone in a few days. The process requires only a day in each section.

The city will prosecute anyone who continues to throw garbage or refuse in the subway, he said. It was found that a regular path has been beaten down in the Monroe and Culver section where residents dumped garbage.

# Subway No Dump, Official Warns

Times-Union AUG 20 1938

Prosecution to the full extent of the law, which means a $100 fine or six months in jail has been promised today to persons who use the subway right-of-way as a junk yard.

The promise was made by Harold S. W. MacFarlin, commerce comissioner, who added that in 10 days the subway land will be as clean as a whistle. Discovery of a huge amount of refuse along the right-of-way was made when workman began destroying ragweed.

# SUBWAY GETS ELECTRIC SIGN

D. & C. AUG 24 1938

A red neon sign pointing the way to subway entrances made its appearance yesterday at City Hall station kiosks.

Commerce Commissioner Harold S. W. MacFarlin, in charge of the new plan, said it was part of the general program to call attention to the city's subway facility. At present only the City Hall station will be distinguished, but later neon signs will be put up elsewhere.

Whistling subway cars will have to keep on whistling, even though they disturb the peace and quiet of nearby householders, MacFarlin ruled. Complaints came to the commissioner that the new high speed cars have objectionably high-pitched voices, but MacFarlin said:

"The new cars make a speed of 55 miles an hour and there are men working along the tracks. I am afraid the cars will have to whistle for the time being, at least."

He asked residents to be patient while ragweed bonfires in the subway continue. The smoke may be objectionable, he said, but pointed out that fire is the only element the ragweed recognizes as its complete master. Ragweed fires last only one day in any one locality, he said.

MacFarlin also called upon parents to keep their children away from the subway. Because of the speedier new equipment, he declared, danger accompanies loitering or fun-making in the underground's right-of-way.

# SUBWAY URGED FOR EXPO VISIT

D. & C. Aug 25 1938

Commerce Commissioner MacFarlin undertook a two-way drive yesterday with a view to promoting interests of two Rochester institutions.

While he was urging people to "Ride the Subway to Edgerton Park" during Exposition week, he was announcing also a two-way police radio system would be a special attraction at the city's own show.

Stations along the subway were plastered with the "Ride This Subway to Edgerton Park" signs, provided by the Rochester Exposition Association, yesterday. Crews of men worked under MacFarlin's direction, polishing up the Edgerton Street underground station, recently rechristened.

MacFarlin declared the subway to be the logical means of getting to the park by a straight-line route. It is a 5-minute ride from Exchange Street, he said, holding that subway use would aid in solving traffic and parking problems during show week. Edgerton Park station is a few hundred feet west of the park.

Through co-operation with Public Safety Commissioner Woods the radio equipment will be moved to Edgerton Park late this week and installed on a special wavelength separate from the regular police broadcasting system.

Visitors will be permitted to talk over the system to a police patrol car, that will go on special duty for the week. A receiver will take incoming calls. The two-way system, installed temporarily by its manufacturer at Police Headquarters for experimental purposes, will be operated from the Public Safety Department booth in Building 4 where the first city government display ever presented at the exposition will be shown.

The police patrol car also will answer regular calls from Police Radio Station WPDR.

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Times-Union AUG 26 1938

# Subway Depot Dolled Up for Exposition

Scrubbed, shined and rechristened, old Felix Street Station on the subway will be all "dolled up" for the Monroe County Fair and Rochester Exposition, the Commerce Department announced today.

New name of the stop, effective today, is Edgerton Park Station.

**Weeds Cleared**

Workmen have begun clearing out weeds and brush along the tracks, the station will be cleaned up and schedules posted along the line.

Commissioner MacFarlin described the subway, which passes a block west of Edgerton Park, as "the straightest and fastest mode of reaching the park from the heart of the city."

He pointed out traffic and parking problems during show week, Sept. 5-11, will be reduced by use of the subway, which can halve the time needed by an auto to go from City Hall Station to the park. The subway run takes about five minutes, he said.

**Promotion Plan**

He said crews were still at work cleaning the east end of the roadbed and burning ragweed in Winton Road area.

All stations along the line will be refurbished in preparation for the city's subway promotion plan, he declared.

(See Picture Below)

Times-Union AUG 30 1938

# Subway Makes Poor Playfield

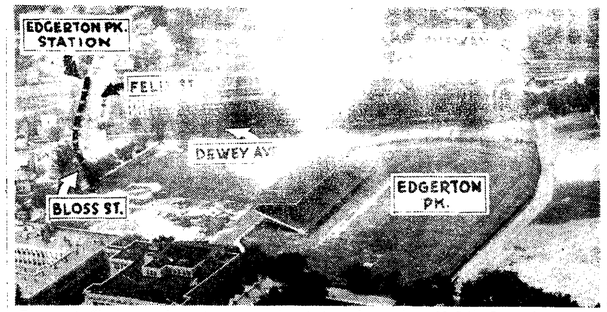
"The subway is not a public playground," Commerce Commissioner Harold S. W. MacFarlin warned today as he sought cooperation of parents in keeping their children off the city's underground railroad.

"We have a 4,200-volt line running through the subway and with high speed cars now operating it is no place for children," MacFarlin said. "The city cannot be held responsible for accidents, but that fact will not restore the life of a child. We simply ask the cooperation of parents in seeing that their children keep out of the subway."

MacFarlin announced that Joseph Biel, port manager, has been placed in charge of the freight and industrial development in the subway and solicitation of business at the airport. In developing the transportation facilities of these two city services, Biel will have the assistance of his staff at the harbor terminal.

MacFarlin also announced his department will have an exhibit at the Rochester Exposition to acquaint manufacturers and business men with the advantages offered by both the subway and airport.

## Air Shot Points [illegible] to Speeds Expo Trip




*To ease traffic jams and speed transportation to the Monroe County Fair and Rochester Exposition 10 days hence, the city's new Department of Commerce today began booming use of the subway. The old Felix St. station was renamed Edgerton Park and painters went to work dolling it up. This air shot reveals how close the 55-mile-an-hour subway cars pass the park.*

Times-Union AUG 26 1938

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