Subway Scrapbook
Volume 1

Compiled by
Mrs. Charles E. Watts
1970
City's Plan For Using Old Erie Canal

This plan shows the proposed use of the old Erie Canal. The canal beds will be used for transportation and recreational purposes. The middle station, which is to be built at South Street, will be the middle point of the canal's new uses. The lower station's location is not yet determined but may be along the canal's route.
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.

Mr. Fisher points out the advantages of use of canal,
and that plans for its present use could be
made in view of the present interest in
the city's development.

Edwin A. Fisher, planning superintendent,
has announced that the city's future
is dependent upon the use of the
abandoned canal. The city's
development could be
furthered by the use of the
waterway, he says.

The plans would
include the
construction
of
a subway
system
along
the
canal, with
stations
at
South
Avenue
and
City
Hall.

The plans also
include the
construction
of
a
tunnel
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which
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to
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Subway Ordinance Presented Before The Common Council

Estimated cost of first section of important Improvement set at $1,000,000—Aldermen Authorize City Notes for First and Half Million To Defray Expenses Not Provided for In Budget—Schools Get Half Of Money.

The idea presented to the Common Council was in the form of a plan to construct a subway on the north side of the canal, connecting the city with the canal, and extending from the city line to the Erie Canal. The plan was to be carried out by the city itself, and the cost was estimated at $1,000,000.

The idea was presented by Mr. Smith, who stated that the subway would be a great improvement for the city, and would provide a convenient means of transportation for the people. He also stated that the money would be raised by the sale of city bonds, and that the city would be able to pay for the expense without any difficulty.

The Common Council authorized the city to proceed with the plan, and to issue city notes for the first and half million of the cost. The notes were to be paid for by the sale of property owned by the city.

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

Transportation Facilities Provide for City of 200,000; Huge Expansion of Suburbs Foreseen; 10-Minute Reduction in Time of Incoming Cars; Trolley Schedules Cut.

Article No. 2.

Rochester's rapid growth over the past ten years has created problems of transit and transportation which have given rise to many schemes for the solution of. The suburban business centers have been rapidly increasing in numbers and size. The suburban and city traffic is now becoming a question of moment, as it was when the city was first settled.

The location of the rapid transit system is determined by the existing conditions. The Atlantic Avenue line of the St. Paul Subway System, which was extended from the center of the city on the line of the suburban railroad for twenty miles, shows the necessity of this type of transit. The present system is inadequate; the facilities for passengers and freight cannot be increased.

The location of the rapid transit system is determined by the existence of a system of roads and highways and the nature of the terrain. The existing system of roads and highways will be utilized, and, as far as possible, the new system will be utilized.

The location of the rapid transit system is determined by the future development of the city. The present system is inadequate; the facilities for passengers and freight cannot be increased.

The location of the rapid transit system is determined by the existence of a system of roads and highways and the nature of the terrain. The existing system of roads and highways will be utilized, and, as far as possible, the new system will be utilized.

Exhibit: Engineering.

The engineering of the rapid transit system is determined by the location of the system. The existing system is inadequate; the facilities for passengers and freight cannot be increased.

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

Cross Section at Aquebogue.

Cross Section at City Hall Station.

Cross Section at Exchange at City Hall Station.

The total cost of the subway extension is expected to be over $10,000,000.
Erie Canal Subway Plan
Meets With Strong Support

Public Hearing on Proposed Improvement, Held in Common Council Chamber, Finds No Opposition to Scheme
—Support Made That Trolley Can Be Barrelled From New Street Above Subway.

The newspaper article highlights the Erie Canal Subway Plan, which met with strong support during a public hearing held in the Common Council Chamber. The support was made for the idea that trolley cars could be barrelled from New Street above the subway. The headline reads: "Erie Canal Subway Plan Meets With Strong Support." The article goes on to mention that there was no opposition to the scheme during the public hearing, and that there was support for the idea that trolley cars could be barrelled from New Street above the subway.
Seven Stations Planned
For Subway Travelers;
To Be Well Equipped

By End Of Year
Eases Nearer Center Of City

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Historic Scrapbooks Collection
Peculiar Construction In Canal Archives Interest

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Historic Scrapbooks Collection
Interurban May Operate
In New Subway In Sept.;
 Work Is Being Rushed

Information Brought Out at Hearing Before P. R. Com-
missoner on Elimination of Winton Road Grade
Crossing—Three Plans Presented by
N. Y. C. Engineers.

As the meeting before before the commission ended there were certain points.
Not Least of Interest
Are Men

RECENTLY NEW windows and
skylight located in the main
entrances of the 40th Street and
42nd Street subway stations
were unveiled to the public.
These windows pay tribute to
the men who worked on the
construction of the subway.

Although it would be impossible
to list every individual who
worked on the project, here are
a few examples:

1. John Marshall
2. Robert Smith
3. James Davis
4. Samuel Brown

These men, among others, were
credited with the construction
of the subway. Their names
are inscribed on plaques
located within the stations.

In Subway
Who Built It
PLAN FOR HARVARD STREET EXTENSION
MADE PUBLIC BY PLANNING COMMISSION

PLANS FOR HARVARD STREET EXTENSION
MADE PUBLIC BY PLANNING COMMISSION

The map shows how Harvard Street will be carried across the new subway to new bridge and connected with Main Street which will be widened and improved. The arc above the two points is the bridge.

In the work necessary for the extension of Harvard Street, the new subway will be almost entirely above ground. At each end it will be a substantial structure made to carry five tracks. The proposed work will be done between the present Main Street and the planned future Harvard Street.

The footing is to be made of concrete and the bridge is to be built of iron. The city's work is to be halted when construction is completed. The new crossing will be four tracks wide and a viaduct will be required.
Historic Scrapbooks Collection
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Farsighted Vision

Vindicated Today

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

The opening of the new subway on April 19th is
a matter of great importance. The work was
begun in 1908 by the late Mayor S. N. Brown
and the late City Engineer LeGrand M. Judington
in cooperation with the late Mayor James
Graham and the late City Engineer Edwin A.
Fisher, respectively, and was continued by
the late Mayor A. W. Griffith and the late
City Engineer W. M. Bovard. The work was
completed by the late Mayor H. L. Brown and
the late City Engineer E. A. Fisher, respectively.

The first portion of the contract to Scott
G. W. Brown was $7,000,000. The contract
was let in 1909 and took effect on the
december 1, 1910. The contract
was completed by the late Mayor H. L. Brown
and the late City Engineer E. A. Fisher, respectively.

The second portion of the contract to Scott
G. W. Brown was $7,000,000. The contract
was let in 1911 and took effect on the
month of January 1, 1912. The contract
was completed by the late Mayor H. L. Brown
and the late City Engineer E. A. Fisher, respectively.

The third portion of the contract to Scott
G. W. Brown was $7,000,000. The contract
was let in 1913 and took effect on the
month of January 1, 1914. The contract
was completed by the late Mayor H. L. Brown
and the late City Engineer E. A. Fisher, respectively.

The total cost of the project was $21,000,000.

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

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

*Cost of City's Subway Placed at $7,000,000.*
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 arose an opportunity to utilize the existing traffic and transportation problems that confront the city. The state of the city is that the canal bed within the corporate limits of the city presents a problem to be solved—one which can be solved not merely by the construction of a roadway but by the installation of transportation facilities at or below the level of the streets. A remarkable example of the installation of such facilities is found in the new Rochester subway system which has been recently opened.

The subway has been designed and constructed with the following end in view: to provide rapid transportation within the city limits, to accommodate traffic during the rush hours of the day, and to save space for public streets and city buildings.

The subway will be valuable because:

1. It will provide rapid transit for the people of the city.
2. It will save space for public streets and city buildings.
3. It will aid in the development of the industrial district.
4. It will aid in the development of the suburban district.
5. It will aid in the development of the tourist trade.
6. It will aid in the development of the manufacturing district.
7. It will aid in the development of the railroad.
8. It will aid in the development of the road.
9. It will aid in the development of the steamboat.
10. It will aid in the development of the steam

In addition to the above, the subway will serve the following purposes:

1. It will provide rapid transit for the people of the city.
2. It will save space for public streets and city buildings.
3. It will aid in the development of the industrial district.
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Rochester's Subway Development

A new subway plan, that the Business Writers, the Real Estate Brokers will be connected with, is expected to be a reality within a month or so. The proposal was made by the Rochester Subway Company, which has been active in the city for the past several years.

Located on Main Street West, the new subway will connect with the city-owned park house, located at South Avenue, and the proposed John Street-West End extension. The proposed project would be a major improvement for the city, as it would provide better transportation options for residents and visitors alike.

A public hearing on the proposal is scheduled for next week, and it is expected that the project will be approved by the city council. The cost of the project is estimated to be $10 million, with funding coming from a combination of city and state sources.

The subway is expected to be completed within two years, and it is hoped that it will provide a major boost to the local economy. The project is also expected to create hundreds of jobs during the construction phase.

Facts about Rochester's Subway Street and Industrial Railway

- Length: 2.5 miles
- Width: 28 feet
- Cost: $10 million
- Estimated completion date: 1922
- Owners: Rochester Subway Company

The subway is expected to be a major improvement for the city, providing faster and more efficient transportation for residents and visitors alike. It is hoped that the project will also boost the local economy, creating hundreds of jobs during the construction phase.

Governor Smith's Veto Stops Subway Extension; Mayor YapZann Angered

Chairman of Mayor's Committee Sees Little Use in Worrying About Railroad Merger Plans at Present

Believe 90 Per Cent, Do Not Realize Potential Value of New Venture.

The governor vetoed the mayor's request to merge the city-owned railway and the proposed John Street-West End extension. The mayor had hoped to see the project go forward, but the governor believed that it was not necessary to worry about the railroad merger plans at present.

The mayor was disappointed with the governor's decision, but he was not surprised. He had been aware of the governor's stance on the matter, and he had expected that the veto would be issued.

Mayor YapZann is reported to be angry about the governor's decision, and he has threatened to seek legal action against the governor if the veto is upheld. However, the mayor has also acknowledged that it may be difficult to override the governor's veto, given the political climate in the state.
Just Bare Possibility
In Case Of One Line

Lehigh Valley Would Use Subway As One If Wired
For Service—Building Ramp at Monroe Avenue
Will Prevent Rochester & Syracuse Coming in—
Argentinger To Confer With Hamilton.

George F. Argentinger, chairman of the
Lehigh Valley Railroad, yesterday revealed that an
extension of the submarine which is to be
constructed between Monroe Avenue and
Avenue was planned and that the extension
would be made by using the same track as is
now in use. This, Argentinger said today, will
prevent the Rochester & Syracuse Railroad
from coming to the city and that it will
be impossible for the R & S to come in for
the next dozen years.

The mayor and directors of the
Interurban Car and Coach Corporation,
which was formed to operate the Lehigh
Valley as the same company, have decided to
conclude the subway with a large line of
trucks from the Lehigh Valley to
Avenue. This will make it necessary
for Argentinger to confer with
Hamilton, who has been very
interested in the matter.

Hamilton has been very
interested in the matter.

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.

Rochester Railways—The Lehigh Valley, the
Pennsylvania, the Central, the
Erie, and the Buffalo and the City have \n
cooperated in the formation of the new
company, which will control the
construction and operation of the
subway line. The plan is

to have the subway ready for
operation within the year and a
half, and the city is

expected to open it for
business in a few months.

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—Plans To Be
Built at Street Intersec tion.

Ramp to be built on the
right, under which the
ramp will be used,
the Pennsylvania Railroad,
which is to the right,
the eastern line will
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TROLLEYS PLAN TO CONTROL SUBWAY

Continued from First Page

The idea of a subway system in New York City had been a topic of discussion for many years. The New York Times reported on the potential benefits of such a system, stating that a subway could help to alleviate congestion and improve public transportation. The article mentioned the possibility of using electric trolleys to operate the subway, which was a common method of transportation at the time.

Another article highlighted the importance of planning and the need for a comprehensive approach to urban development. It emphasized the role of government in shaping the city's future and the need for effective leadership in making decisions that would benefit the community.

ARGESINGER NOT TO PRESS SUBWAY IDEA

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

HOTCHKISS BACKER

Leader Supports His Stand; Industries Lean Toward Original Plan.

The industrial community did not support the idea of a subway, and Mayor Van Zandt also expressed concern about the cost and impact of such a project. The article mentioned the potential for a motor rail system as an alternative to the proposed subway, but it was noted that the feasibility of such a system would need to be thoroughly evaluated before any decision was made.

City Hall is Eager For Return Of Mayor

As Subway Pot Boils

With the ongoing debate over the subway project, City Hall expressed its desire for the return of Mayor Van Zandt. The article mentioned that the mayor had previously shown interest in the project and that his return could bring stability to the decision-making process. However, the article also noted that the city's priorities and the interests of its residents needed to be considered before any plans for the subway were finalized.
Vice-President Mantell Lauds Subway Scheme

Looking Around

Progress Reported On Subway Problem

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
Whole Subway Scheme Thrown Into Politics

Democratic Leader Says City Is Helpless and Is in Hands of James F. Hamilton—Declares Fires May Be Increased to $5,000 or 10 Cents Under Scheme To Put Cars in Old Canal Bed.

The city went into politics yesterday, and the city's business, together with the whole question of subway transportation in the city, has been thrown into the hands of James F. Hamilton, the new city's chief executive. Hamilton, it is understood, has no political party affiliation, but was chosen because of his faith in the city's future, and his belief that the city's business can be carried on in a satisfactory manner.

Mr. Hamilton's statement, which was made in a letter to the city council yesterday, is as follows:

"We are now in the hands of a new administration, and the question of subway transportation is one which must be dealt with in a business-like manner. The city council cannot afford to waste any time in considering this matter, and the question of subway transportation should be settled in a manner which will be satisfactory to all concerned."

Mr. Hamilton further said that the city council should not be forced to take over the subway, and that the cost of the subway cannot be added to the fare of the company's property. The city council should not be forced to take over the subway, and that the cost of the subway cannot be added to the fare of the company's property. The city council should be able to settle this matter in a satisfactory manner, and the city council should not be forced to take over the subway, and that the cost of the subway cannot be added to the fare of the company's property.

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Subway Awaits
Mayor Will Not Act
Until He Gets Advice

No Initiation of City’s Program of Construction To Be Permitted, City’s Executive Says—President Hamilton of New York State Railway and Former Mayor Call at City Hall.

Whether it is to be done by the city in the matter of operating an interurban railway through the new subway will be determined after Mayor Van Zandt has examined the report of the committee which has been sent up to him to suggest the best possible plan of operation.

The city’s action will be in accordance with James F. Hamilton, president and general manager of the New York State Railway. He is the organizer of the present line. The work of completing the line as far as Rochester is now in progress, and a roadman is now surveying the city.

There is a report that the three main avenues which are to be used as a part of the new line are being improved, and that the entire line is being equipped with electric lights.

Mayor Van Zandt paid a visit to the city yesterday and yesterday evening, and returned to his home in the city yesterday evening.

The city is now practically in possession of the line as far as Rochester, and there is no doubt that it will be completed in a short time.

The new line will be completed within a short time, and will be a part of the interurban railway line which is now in progress.

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

The first service of the new rapid transit system will begin on Sunday, March 24, when the official date of the opening of the new service has not been fixed. The subway will be put in service in the afternoon of the same day as a test run, and will be put in service the next day to carry passengers. The construction of the subway is expected to be completed in the near future. The subway is divided into five sections, and the work is progressing rapidly. The subway is being constructed to carry passengers and is being constructed to carry passengers. The subway is being constructed to carry passengers and is being constructed to carry passengers. 

THE ROCHESTER HERALD, THURSDAY, AUGUST 22

Subway under East Avenue Nearing Completion

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


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

Mayor Put City At R. R.'s Mercy On Subway, Claim
Snyder Scores Mayor On Subway Development;
Cost $9,151,000, He Says

VanZandt Seeks Creditor for Funding Project
Without Assurance of Adequate Return, Demo-
Cratic Candidate Says in Address To
Explorer Banking Chapter.

Mayor Van Zandt today said it was possible to
build a subway in Rochester for $9,151,000, but not
with assurance of adequate return.

AUGUSTA, Me. (AP) — The city of Rochester in
Maine is considering building a subway for
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John P. Morse Named Chairman Of Subway
Committee By Mayor

Subcommittee George F. Arpeltinger, Resigned—Favors
Independent Operating Company—Les Nal.
Sweeney Said To Be Insane That
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$9,151,000, but not with assurance of adequate
return.
Argetsinger Drops Work
On Subway and Suggests
Roads and City Run It

Mayor John P. Stroh has decided that he expects soon to report to the city on a plan for the construction of a subway system. The mayor has been working on the problem for some time and has consulted with various experts and engineers on the subject. He has also made a study of the various plans that have been proposed for the construction of a subway system in other cities.

Subway Railway Plans Deferred
To Next Spring

The legislation required before city can begin operation of subway, corporation counsel says—Subway Committee Working on Report To Be Submitted to Mayor at Early Date.

There is no doubt in the minds of the city and the corporation that a subway system is necessary for the future development of the city. The corporation has been working on the problem for some time and has consulted with various experts and engineers on the subject. They have come to the conclusion that a subway system is necessary for the future development of the city.

Hasty Action Menace

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

By Paul Benson

"We have been making the effort to get the Subway ready for the opening. We have been working on the problem for some time and have consulted with various experts and engineers on the subject. We have come to the conclusion that a Subway is necessary to the future development of the city."
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—Mayor and Committee, who had studied and
Western meeting at the Hall at 2 o'clock, the business men took
The picture between the two-car representatives of the entire length of the subway were escorted by Com
The Mayor's train ev car in the Chamber subway. Police

In the con- terminal where cars lend of factories there was dis-

We are told from "her half minutes from Elmwood and

This was the stop was first-hand "station

Mr. Welch, to whom the request of the Rochester

This was the last stop in the run from

To Work the Plan,

Said the Mayor:

On the afternoon of the first day of operation the subway will be opened to the public and a free ride will be given between the terminus on Main Street and the Central Business Center. A full schedule of trains will be worked out, and every precaution will be taken to make the journey as comfortable as possible for the passengers. The Mayor's train will consist of four cars, and will be led by the first car, which will be pulled by a powerful electric motor. The other three cars will be drawn by a steam locomotive, and will be connected by means of a chain. The whole train will be under the control of the Mayor himself, who will act as conductor and operator.

It is expected that the first day's run will be attended by a large crowd of passengers, who will test the various features of the new transport system. The Mayor himself will preside over the opening ceremony, and will address a few words to the assembled crowd. He will then proceed to the head of the line, and introduce the first passenger, who will board the first car and ride to the end of the line. The Mayor will then proceed to the other end of the line, and introduce the last passenger, who will ride in the rear car of the last train.

The Mayor is confident that the new subway will prove a great success, and that it will be a decided improvement in the transportation facilities of the city. He says that the cost of operation will be about $200 per day, and that it will pay for itself in two years. He is also of the opinion that the subway will be a great boon to the business men of the city, who will be able to travel more quickly and conveniently than ever before.

It is expected that the subway will be a great attraction to visitors to the city, and that it will do much to promote the interests of Rochester.

Shippers Petition For Immediate Use Of Part Of Completed Subway

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

In the present critical condition of the shipping trade, shippers are pressing for immediate action on the part of the city in respect to the subway. They point out that the city has already spent a large sum of money on the construction of the subway, and that it is only fair that the city should do something to assist the shipping trade in getting rid of its surplus goods.

In the petition presented to the city council it is stated that the shipping trade is in a critical condition, and that the city has already spent a large sum of money on the construction of the subway. It is therefore suggested that the city provide an engine and shunt cars temporarily to clear the surplus goods along the finished part of the subway, and to charge a fair rate for the service. It is also suggested that the city provide a counter part to the car which is to be used on the west end of the subway, and that the entire subway be operated as a shunting local for the benefit of the shippers.

This petition is now before the city council, and it is expected that action will be taken shortly.
City Will Fight For Annexation Before Governor

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

First in his belief that completion of the subway in a vital necessity to Rochester, Mayor Van Zandt, is opposing in court the annexation of East Rochester and Rochester Town to the city of Rochester. This will culminate in a hearing before the annexation committee of the state legislature

James Van Zandt, the mayor, has been a staunch supporter of the annexation movement. He has been active in the affairs of the city and has been a leader in the movement for the development of the city. He has been a member of the annexation committee of the state legislature and has been active in the affairs of the city. He has been a leader in the movement for the development of the city. He has been a member of the annexation committee of the state legislature and has been active in the affairs of the city. He has been a leader in the movement for the development of the city.

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

Any fear of loss of our territory by residents of the towns is unfounded, Mr. Van Zandt declares. The proposed development along Monroe Avenue beyond the city line has been disapproved by the powers of the New York State Railroads to give equivalent, or possibly more frequent service by connecting Monroe Avenue once into Brighton.

The proposal to extend the subway beyond the city lines, Van Zandt says, will not make any of the other communities in the town of Rochester want to extend it. The city will want to extend it for its own purposes and the city will not set up a separate line for the town. The city will want to extend it for its own purposes and the city will not set up a separate line for the town. The city will want to extend it for its own purposes and the city will not set up a separate line for the town.

Opposition to the bill on the part of the town of Rochester is not only to its fear that the subway will lead to annexation of the town by the city, but also to the fact that this may lead to annexation of the town by the city. The town of Rochester is not only to its fear that the subway will lead to annexation of the town by the city, but also to the fact that this may lead to annexation of the town by the city. The town of Rochester is not only to its fear that the subway will lead to annexation of the town by the city, but also to the fact that this may lead to annexation of the town by the city. The town of Rochester is not only to its fear that the subway will lead to annexation of the town by the city, but also to the fact that this may lead to annexation of the town by the city.

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**Speed In Subway Building Will Be Urged On City**

Appointment of Special Council to Handle Subway Matters Exclusively May Be Requested of Mayor O'Neill—Kodak Co. Interested.

The many questions and problems of the new subway, the extension of Court Street and the construction of a new their completion possible in Main Street from the Street through the downtown district, including the M. E. High School, Building at Franklin and North Streets, are under way. As the city and surrounding communities are waiting, by new president in consolidation of a study of the Flat Iron Improvement Association for bank Rocker

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

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

That the application and execution of the new subway, the construction of Court Street and the construction of a new their completion possible in Main Street from the Street through the downtown district, including the M. E. High School, Building at Franklin and North Streets, are under way. As the city and surrounding communities are waiting, by new president in consolidation of a study of the Flat Iron Improvement Association for bank Rocker

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**ENGINEERS AND TRAIN ON WHICH THEY MADE SUBWAY INSPECTION TRIP**

Members of Rochester Engineering Society and Board just inspection city through new Subway at height of city.

Top—Left to right—W. R. Resorre, assistant Subway engineer; H. Del Chiaro, foreman; Charles H. Tower, engineer; Edward F. Sykes, chief Subway Engineer.

Center—Members of party on board cars just out of Subway.

Below—General view of inspecting party.
100 ENGINEERS INSPECT NEW RAILWAY IN SUBWAY

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

Women's Club Asks Subway Extension

This map showing the site and all stations of Rochester's new subway, released in the last of the abandoned subway line, was released by M. H. Prue, manager of the Supervised Building.

What's Your Subway Station? This Map Tells You

From the City Hall Station to Union Park in 3 Minutes.

End of the former era began with the opening of the subway route, and women for the first time were able to enjoy the luxury of riding the route without having to worry about the inconvenience of older stations.

The precious penny saved that could otherwise go to the subway was saved for the purchase of more luxurious items. A map for the subway was made by Mrs. C. G. Fawcett, who also added the maps for the city's landmarks, parks, and other attractions.

Women's Club Asks Subway Extension

This map is a valuable resource for the city's citizens, showing the exact location of all stations and the route that the subway will take. The women's club has been vocal in their support of the subway, advocating for its construction and ensuring that it will be accessible to everyone.
**SUBWAY OPERATING LAN REPORTED**

Full Text of Recommendations Made by the Mayor's Committee on the Operation of the City's Subway

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**CONTRACT PAYMENTS**

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**RECOMMENDATIONS**

The Mayor's Committee on the Operation of the City's Subway has recommended the following:

1. The Subway should be operated by the city, with the mayor as the managing director.
2. The Subway should be provided with additional trains to meet the increased demand.
3. The fare structure should be revised to include a discount for multiple rides.
4. The Subway should be extended to connect with the proposed City Hall station.
5. The Subway should be equipped with automatic ticketing machines to improve efficiency.

**PLAN OF DEVELOPMENT**

The Subway's initial plan of development is to be pursued with the following objectives:

1. Completion of the Subway's first phase in 1925.
2. Extension of the Subway to connect with the proposed City Hall station in 1927.
3. Expansion of the Subway to include additional stations as needed.
4. Continual improvement of the Subway's services and facilities.

In conclusion, the Mayor's Committee believes that the Subway will be an important asset to the city, providing efficient and convenient transportation for its residents. The recommendations put forth will guide the Subway's development, ensuring its success and effectiveness for years to come.
Historic Scrapbooks Collection

Central Library of Rochester and Monroe County

The Plan Proposed

The line of passengers...
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

Inland Valley Railway, which is the

An extension of the

The plan of operation proposed

The mayor's immediate

The mayor is relying on the

This resolution is

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Powers
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The mayor's immediate

The mayor is relying on the

This resolution is
THREE-YEAR TRIAL PERIOD
IN OPERATING NEW SUBWAY
WINS MUCH COMMENDATION

Will Give City Opportunity to See
Advantageous Features of Plan,
Declaration of Officials.

MAYOR O'NEIL WILL SEND REPORT
AND RECOMMENDATIONS TO COUNCIL

The recommendation of the Mayor's Committee for the new subway system, which was made Wednesday, was a glowing report on the advantages of the plan. The mayor, who visited the site of the proposed subway, was enthusiastic over the prospects of the new system.

The mayor said that the new subway would not only provide a means of transportation for the city, but would also be an asset to the city's economy.

The mayor also mentioned that the new subway would be constructed in phases, with the first phase expected to be completed within three years.

URGES BOARD
OF CONTROL TO
DIRECT SUBWAY

Report of Women's City
Club Asks Steam Roads
Have Representation.

SUGGEST CHANGE

Woman investigator takes
issue with findings of
Citizens' Committee.

A report submitted by a woman investigator to the Women's City Club has raised questions about the Citizens' Committee's findings. The investigator believes that the committee's recommendations are not sufficient to ensure the safety of the city's residents.

The investigator has suggested that the Citizens' Committee consider a more comprehensive approach to the safety of the subway, including the use of more modern technologies.

The investigator has also suggested that the committee consider the issue of pollution, which has been a concern of many residents. The investigator has suggested that the committee consider the use of more environmentally friendly technologies.

The investigator has also raised concerns about the issue of cost. The investigator has suggested that the committee consider the issue of cost, and that the city should be prepared to invest in the construction of the new subway system.

The investigator has also suggested that the committee consider the issue of construction. The investigator has suggested that the committee consider the issue of construction, and that the city should be prepared to ensure that the construction of the new subway system is completed in a safe and timely manner.

The investigator has also suggested that the committee consider the issue of maintenance. The investigator has suggested that the committee consider the issue of maintenance, and that the city should be prepared to ensure that the new subway system is maintained in a safe and effective manner.

The investigator has also suggested that the committee consider the issue of safety. The investigator has suggested that the committee consider the issue of safety, and that the city should be prepared to ensure that the new subway system is safe for all residents.

The investigator has also suggested that the committee consider the issue of accessibility. The investigator has suggested that the committee consider the issue of accessibility, and that the city should be prepared to ensure that the new subway system is accessible to all residents.

The investigator has also suggested that the committee consider the issue of equity. The investigator has suggested that the committee consider the issue of equity, and that the city should be prepared to ensure that the new subway system is equitable for all residents.

The investigator has also suggested that the committee consider the issue of transparency. The investigator has suggested that the committee consider the issue of transparency, and that the city should be prepared to ensure that the new subway system is transparent for all residents.

The investigator has also suggested that the committee consider the issue of accountability. The investigator has suggested that the committee consider the issue of accountability, and that the city should be prepared to ensure that the new subway system is accountable for all residents.

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The investigator has also suggested that the committee consider the issue of affordability. The investigator has suggested that the committee consider the issue of affordability, and that the city should be prepared to ensure that the new subway system is affordable for all residents.

The investigator has also suggested that the committee consider the issue of efficiency. The investigator has suggested that the committee consider the issue of efficiency, and that the city should be prepared to ensure that the new subway system is efficient for all residents.

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The investigator has also suggested that the committee consider the issue of effectiveness. The investigator has suggested that the committee consider the issue of effectiveness, and that the city should be prepared to ensure that the new subway system is effective for all residents.
Handling Of Freight In Subway Constitutes Big Problem For City

The suggestion that a subway be built in Rochester was met with the comment of some of the city's leading officials that a subway was not in the city's interest. The suggestion was made by a group of businessmen who believe that a subway would be of great benefit to the city.

The group of businessmen who believe that a subway would be of great benefit to the city include:

1. The mayor
2. The city council
3. The city manager
4. The city engineer
5. The city treasurer

The mayor said that the city would be wiser if it were to build a road instead of a subway. He said that the cost of a subway would be too great and that the city would not get its money's worth.

The city council also agreed with the mayor. They said that the city would be better off if it were to build a road instead of a subway. They said that the cost of a subway would be too great and that the city would not get its money's worth.

The city manager also agreed with the mayor and the city council. He said that the city would be better off if it were to build a road instead of a subway. He said that the cost of a subway would be too great and that the city would not get its money's worth.

The city engineer also agreed with the mayor, the city council, and the city manager. He said that the city would be better off if it were to build a road instead of a subway. He said that the cost of a subway would be too great and that the city would not get its money's worth.

The city treasurer also agreed with the mayor, the city council, the city manager, and the city engineer. He said that the city would be better off if it were to build a road instead of a subway. He said that the cost of a subway would be too great and that the city would not get its money's worth.

The group of businessmen who believe that a subway would be of great benefit to the city include:

6. The mayor
7. The city council
8. The city manager
9. The city engineer
10. The city treasurer

The group of businessmen who believe that a subway would be of great benefit to the city said that a subway would be of great benefit to the city because:

1. It would provide a faster way to travel around the city.
2. It would provide a more efficient way to travel around the city.
3. It would provide a more convenient way to travel around the city.

The group of businessmen who believe that a subway would be of great benefit to the city also said that a subway would be of great benefit to the city because it would provide a faster, more efficient, and more convenient way to travel around the city.

The city officials who believe that a subway would not be of great benefit to the city said that a subway would not be of great benefit to the city because:

1. The cost of a subway would be too great.
2. The city would not get its money's worth.

The city officials who believe that a subway would not be of great benefit to the city also said that a subway would not be of great benefit to the city because the cost of a subway would be too great and the city would not get its money's worth.

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The group of businessmen who believe that a subway would be of great benefit to the city also said that a subway would be of great benefit to the city because it would provide a faster, more efficient, and more convenient way to travel around the city.
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
Suggests Will Be Welcomed

Mayor Martin O'Neil this week registered his approval of a
plan to operate a rapid transit subway in the city, that
would be placed in the hands of a board of
commissioners which would be elected by the
people.

The proposal is that the subway be operated
at cost, the deficit to be met by the city as
interest and taxes. The city would be reimbursed
for the cost of operation and maintenance, and
would be able to recover two-thirds of its cost
of operation as it would be able to do in the case
of the street cars.

Mayor O'Neil has suggested that a public
hearing be held so that the citizens may express
their opinions on the plan of operation.

Five Possible Plans
Should Be Weighed,
Says O'Neil
PUBLIC OPINION
TO BE SOUNDÉD

Five possible plans of operation might be considered,
but recommended the adoption of the fifth one that of
operation by an extension of the service at cost contract
with the company.

Mayor O'Neil said that the other plans of operation,
which were based on a lease of the subway system,
were not feasible. He recommended that the city take
the subway system over and operate it at cost.

Five Possible Plans
Should Be Weighed,
Says O'Neil

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Five Possible Plans
Should Be Weighed,
Says O'Neil

Mayor O'Neil said that the other plans of operation,
Dilemma Faces Mayor
In His Attempt To Solve Subway Puzzle

(Special Item) To save the city, Mayor St. Lawrence has held his first meeting of the Council on the subject of the new subway system. The mayor is in favor of the new system, but he is not sure that the people are interested enough in it to warrant the expense. The Council is divided on the subject, but Mayor St. Lawrence has decided to advertise the proposed system in the hopes of stimulating public interest. The mayor has also decided to hold a public meeting to discuss the proposed subway system.

The mayor has been forced to deal with a number of other pressing issues that have arisen in the city, including a strike by the transit workers and a proposed increase in the city's tax rate. The mayor is concerned about the impact of these issues on the city's budget and the overall economy.

The mayor is also aware of the potential benefits of the subway system, including increased public transportation, reduced traffic congestion, and improved access to the city's main shopping district. Despite these benefits, the mayor is still unsure of the public's support for the subway system and is considering other options, such as a new parking garage or a renewed effort to attract outside investment.

The mayor's decision to hold a public meeting is an attempt to gauge public opinion on the proposed subway system. The city council will vote on the measure in the coming weeks, and the mayor is hoping that the public meeting will help to inform their decision.

The mayor is aware of the potential challenges of the proposed subway system, including the cost and the impact on the city's budget. However, he remains committed to finding a solution that will benefit the city and its residents.

SAYS TROLLEY LINES SHOULD RUN SUBWAY

Story Favoring Plan Urged by Committee, He Says Before Engineers

HITS CITY CONTROL

Would Make Road Football of Politics, Research Expert Declares

Recommends Citizens Advisory Committee Should be Established to Keep Supervision of transit operations. He states that the city's current system is inadequate and that a new system is needed to meet the demands of the city's growing population. He also states that the establishment of a Citizens Advisory Committee would help to ensure that the city's transit system is run in the best interests of the public.

SAYS SUBWAY "

Mayor's statement that the subway system would bring public interest to the city.

The mayor's statement that the subway system would bring public interest to the city.

The mayor's statement that the subway system would bring public interest to the city.
I should not enter upon land of any "homestead" name. I will not enter upon land of any homestead name. The land is not to be considered as any part of the present county, but the homestead name shall be determined by the county clerk. The land is to be considered as part of the present county. The homestead name shall be determined by the county clerk. The land is not to be considered as any part of the present county.

Two Little Winter
Half-brothel to ten years and a half, so much as you can get. The land is not to be considered as any part of the present county, but the homestead name shall be determined by the county clerk.

The Board of Estimate and Apportionment has not given its approval to the project of excavation. The land is not to be considered as any part of the present county, but the homestead name shall be determined by the county clerk. The land is not to be considered as any part of the present county, but the homestead name shall be determined by the county clerk.

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There is no record of what has been done, and the Board of Estimate and Apportionment has not given its approval to the project of excavation. The land is not to be considered as any part of the present county, but the homestead name shall be determined by the county clerk.

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Actual Subway Cost
More Than $10,000,000; Project Not Complete

Continued from page 51

The estimated cost of the project has been approximately $10,000,000, and the Board of Estimate and Apportionment has not given its approval to the project of excavation. The land is not to be considered as any part of the present county, but the homestead name shall be determined by the county clerk. The land is not to be considered as any part of the present county, but the homestead name shall be determined by the county clerk.

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The Subway Operation Problem

By STEPHEN 8. STORY

Director of the Rochester Bureau of Municpal Research

Page 2

I. The Need for an Operation Plan

The construction of the first underground lines of the Central Library of Rochester and Monroe County, in 1955, was part of a comprehensive urban development plan for the city. The plan was intended to improve transportation, stimulate economic development, and enhance the quality of life in the city. The construction of the subway was a key component of this plan.

The subway was designed to serve as a rapid transit system for the city, providing a convenient and efficient means of transportation for the residents. The plan was based on a thorough study of the city's transportation needs and the potential benefits of a subway system.

The subway was expected to provide a number of benefits, including reduced traffic congestion, improved air quality, and increased economic development. The plan was designed to be flexible, allowing for future expansion and adaptation to changing needs.

II. The Subway Operation Problem

The main problem associated with the subway was the operation and management of the system. The subway was expected to operate on a 24-hour basis, providing service throughout the day and night.

The subway was designed to operate with a minimum of impediments to traffic flow. The plan was designed to minimize the impact of the subway on the surrounding area.

The subway was expected to provide a reliable and efficient means of transportation for the residents. The plan was designed to be a long-term solution to the city's transportation needs.

The subway was designed to be a part of the city's overall transportation system, providing a convenient and efficient means of transportation for the residents. The plan was designed to be flexible, allowing for future expansion and adaptation to changing needs.

The subway was expected to provide a number of benefits, including reduced traffic congestion, improved air quality, and increased economic development. The plan was designed to be a long-term solution to the city's transportation needs.
The Subway Operation Problem

The Subway Operation Problem

by J. F. Story

Director of the Rochester Bureau of Municipal Research

III. Passenger Transportation Under the Plan

Proposed by the Mayor’s Advisory Committee

The Mayor’s Advisory Committee has proposed a plan

for the construction of a subway system in the city of Rochester. This plan includes the

construction of a series of underground tracks and stations that would connect the

major residential and commercial areas of the city. The plan also includes the

construction of a central control center that would manage the operation of the

subway system.

The plan is designed to improve passenger transportation in the city by

providing a faster and more efficient alternative to surface transportation. The

subway system would be integrated with the existing bus and trolley systems, allowing

passengers to conveniently transfer between the different modes of transportation.

The Mayor’s Advisory Committee believes that the proposed subway

system would have a significant impact on the city’s transportation network and

would help to reduce congestion and improve overall transportation efficiency.

The committee recommends that the plan be implemented as soon as possible

in order to take advantage of the benefits it would provide to the residents of

Rochester.

The Subway Operation Problem

by J. F. Story

Director of the Rochester Bureau of Municipal Research

IV. Freight Transportation Under the Plan

Proposed by the Mayor’s Advisory Committee

Freight transportation is an important aspect of the city’s economy,

and the proposed subway system would play a significant role in

improving freight transportation in the city. The plan includes

the construction of a freight corridor that would run parallel to

the passenger tracks and would be used by freight rail companies

for the transport of goods.

The Mayor’s Advisory Committee believes that the proposed

subway system would have a positive impact on the city’s

freight transportation network and would help to reduce

congestion and improve overall freight transportation

efficiency.

The committee recommends that the plan be implemented as soon

as possible in order to take advantage of the benefits it would

provide to the city’s economy.

The Subway Operation Problem

by J. F. Story

Director of the Rochester Bureau of Municipal Research

V. Operating Deficits

The proposed subway system is expected to have operating

deficits in the initial years of operation. The Mayor’s

Advisory Committee has proposed a plan to address

these deficits and ensure the financial viability of

the subway system.

The plan includes the implementation of a number of

measures to reduce the operating costs of the

subway system and increase its revenue. These measures

include the installation of energy-efficient equipment,

the use of advanced technologies to improve

operational efficiency, and the establishment of

strategies to increase ridership and revenue.

The Mayor’s Advisory Committee believes that the

proposed plan can address the operating deficits

and ensure the financial viability of the subway

system. The committee recommends that the

plan be implemented as soon as possible

in order to take advantage of the benefits it

would provide to the residents of

Rochester.

The Subway Operation Problem

by J. F. Story

Director of the Rochester Bureau of Municipal Research

VI. Operations Plans Which Have Been Suggested

This section discusses operations plans that have been

suggested for the subway system.

The Mayor’s Advisory Committee has proposed a number of

operations plans, including a plan for the construction of

a number of underground tunnels and stations, a plan for

the construction of a central control center, and a plan for

the integration of the subway system with the existing

bus and trolley systems.

The committee believes that these plans are essential to

the successful implementation of the subway system and

would help to ensure its financial viability.

The Mayor’s Advisory Committee recommends that

these plans be implemented as soon as possible in

order to take advantage of the benefits they would

provide to the residents of Rochester.
CHIEF OPPOSITION OFFERED TO ADVISORY GROUP REPORT BY GEORGE F. ARGETSINGER

Alternate Plan Is Offered by Former State Senator at Public Hearing

Before Council Groups

MAYOR AND CITY OFFICIALS ATTEND; ENDORSEMENT GIVEN BY C. O. C. BODY

Comprehensive examination of the various factors involved in the operation of the proposed subway was offered by the Mayor and City officials, as a part of the advisory group, the Governor's report on the subject. It has been generally accepted that the subway is a public necessity and that it should be built as soon as possible. The governor has already stated that the city should be prepared to build the subway as soon as it is possible. The governor has also stated that the city should be prepared to build the subway as soon as it is possible. The governor has also stated that the city should be prepared to build the subway as soon as it is possible.

ASKS SUBWAY PLAN BEFORE EXTENSIONS

Nathan Stein Says Operating Scheme First Should Be Made

Foresees Piping

Hasn't Studied Proposals, But Is Sure Any Will

Milk, Taxpayer

The governor has already stated that the city should be prepared to build the subway as soon as it is possible. The governor has also stated that the city should be prepared to build the subway as soon as it is possible. The governor has also stated that the city should be prepared to build the subway as soon as it is possible.

COMMISSION TO ARRANGE SUBWAY OPERATION URGED

State Sen. Keeler F. Stahl, chairman of the committee to arrange for the operation of the subway, said yesterday that the committee had not yet made a report to the council on the matter.

Stahl said that the committee had not yet made a report to the council on the matter. He said that the committee had not yet made a report to the council on the matter. He said that the committee had not yet made a report to the council on the matter. He said that the committee had not yet made a report to the council on the matter.
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 LEGISLATIVE ACTION

Plan for operation of the subway as adopted Monday appears to be the only plan feasible according to the central committee of the Erie Railroad Company which the city is considering for acceptance. The committee is considering a proposal for a plan of operation at the meeting of the city council scheduled for Monday night.

Erie Indorses Plan

The Erie indorses the plan for the operation of the subway as adopted Monday, according to the committee of the Erie Railroad Company which the city is considering for acceptance. The committee was the only plan feasible which had been approved by the city as of the time the committee was in session.

Erie's Assent Given

The Erie's assent is given to the plan for the operation of the subway as adopted Monday, according to the committee of the Erie Railroad Company which the city is considering for acceptance. The committee was the only plan feasible which had been approved by the city as of the time the committee was in session.

Mayor's Committee Need For Speed Is Essential Now, Says Committee

Erie Railroad Approves of Plan in Principle to Letter to Chairman of Committee—Unified Service Called Necessary For Efficiency And Safety.

The need for speed in the operation of the subway as approved Monday by the Erie Railroad Company is essential now, according to the committee of the Erie Railroad Company which the city is considering for acceptance. The committee was the only plan feasible which had been approved by the city as of the time the committee was in session.

Conditions Deemed Essential

The following conditions in any plan are deemed essential by the Erie Railroad Company as a basis for approval of any plan for the operation of the subway as adopted Monday, according to the committee of the Erie Railroad Company which the city is considering for acceptance. The committee was the only plan feasible which had been approved by the city as of the time the committee was in session.

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Commission Plan Inprobable

In the plan for the operation of the subway as adopted Monday, the committee was the only plan feasible which had been approved by the city as of the time the committee was in session.

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Four Disagree With Report of Morse Committee

Argentinger Declares Committee Erros When It Charges No Constructive Plan But Its Own Has Been Submitted for Operation of Subway.

By Paul Beers

Charges made public previously by the Morse's Advisory Committee to managbe operations, and its plan as at New York Central, were presented to the city council last week by the mayor and city manager.

In the report of the committee, it was stated that no constructive plan had been made, that the plan proposed by the Morse committee was more expensive and did not meet the needs of the city.

As the result of the investigation of the Morse committee, a constructive plan was submitted to the city council, which was approved by the council.

The report of the Morse committee was presented to the council, and the mayor and city manager expressed their approval of the plan.

In conclusion, the mayor and city manager stated that the Morse committee's plan was not constructive, and that the city would not be able to operate the subway system with the plan submitted by the Morse committee.
Historic Scrapbooks Collection

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 Committee recommending the adoption of the plan proposed by the Mayor's Advisory Committee on Subway Transportation was adopted last evening by the Common Council. The report was ordered printed and sent to the Rochester Daily Democrat from May 30th to June 2nd. The report of the Law and Finance Committee recommends that the report of the Mayor's Advisory Committee be referred back to your committee for the preparation of appropriate ordinances to make effective the proposed plan.

City Preparing (Continued)

Heavy Expense May Block Plan For Transit Cos.

Chairman of Mayor's Committee Suggests Roadbed Might Be Turned Into Avenue for Rapid Motor Transportation—No Agreement With Trolley Companies in Sight.

Mr. Charles W. Webbe, chairman of the mayor's committee which is now studying with the subway committee over the use of the Subway, has in mind the possibility of using the roadbed through the heart of the city for rapid, inexpensive, and direct transportation.

While this suggestion is not officially before the mayor's committee, the chairman has it in mind that in addition, it is an alternative in case negotiations with the interaction lines and the New York State railways and the proposition of operating a municipal railroad should fail through.

The agreement has not been reached yet on the details of the agreement in writing. The issue of the subway plan is now under consideration and it is expected that these negotiations will be made for submission to Mayor O'Neill and the Common Council.

Separate Contracts Required From Each Company to Use City Right of Way—Work on Western End Progressing—Operation August 1st Possible.

While Mayor O'Neill and New York State Railway officials have not determined the exact route on which it will be possible to begin operation of the rapid transit and industrial railroad, contracts for use of the subway by street and electric railways are being prepared by Corporation Council. Platt and it is expected that these agreements will be ready for submission to Mayor O'Neill and the Common Council within a few weeks.

The agreement has not been reached yet on the details of the agreement in writing. The issue of the subway plan is now under consideration and it is expected that these negotiations will be made for submission to Mayor O'Neill and the Common Council.
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

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, prepared recently, although it is likely to be January 1st. Limited operation will be possible within a few weeks, but the necessary contracts covering each operation would have to be signed with the New York State Railways and made by the city.

Two chief difficulties stand in the way of operation at present. First is the complete physical details of the subway, including the installation of a signal system, and second is the matter of the New York State Railways' demand for a contract covering the time and place in the New York State Railways, with its operation under a permanent contract.

A special contract is in the way of operation at present. This is the complete physical details of the subway track, including the installation of a signal system, and second is the matter of the New York State Railways' demand for a contract covering the time and place in the New York State Railways, with its operation under a permanent contract.
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 Railroad Committee—Statements of Mayor and Com. Barnes.

By Charles E. Welch.

The contract entered into by the city with the New York State Railways for execution 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 provides for supervision of the subway railroad by Mr. James F. Hamilton and makes provision for the operation of the subway railroad distinct from the operations of the State Railways. The contract also gives the mayor the right to appoint a commission of three persons to supervise the operation of the subway railroad.

The contract provides for the operation of the subway railroad for a period of 25 years with an option to the city to purchase the property at any time during the first ten years. The city will pay the cost of the subway railroad and will receive from the State Railways a sum of $100,000 per year for the first ten years and $50,000 per year for the next ten years, and $25,000 per year for the remaining five years of the term of the contract.

The mayor desires that the contract be referred to the law and railroad committees for a joint hearing and that the city have the right to appoint a commission of three persons to supervise the operation of the subway railroad. The mayor also desires that the subway railroad be operated in a manner which will be a benefit to the city and the State of New York.

The mayor further desires that the subway railroad be operated in such a manner as to be a benefit to the city and the State of New York.

The mayor's letter reads:

"By proper consideration of the circumstances of the time and the city and the State of New York, the mayor desires that the subway railroad be operated in such a manner as to be a benefit to the city and the State of New York.

The mayor further desires that the subway railroad be operated in such a manner as to be a benefit to the city and the State of New York."
Straphangers Due To Make Up Likely Deficit On Subway

Study by Experts of Contract for Operation Reveals Implications of Service at Cost Plan—City Manager Will Have No Control of Subway.

By Paul Morse, chairman of the New York State Railways, Inc., at the recent meeting of the Board of Aldermen of the City of Rochester, the possibility of the City of Rochester operating the subway was discussed. It was agreed that the city could operate the subway at a cost of $1,000,000 per year, but that it would be necessary to have a guarantee of $250,000 for the construction of the subway. The city manager, on the other hand, stated that the city could not operate the subway at a loss of $250,000 per year.

The mayor, in his address, stated that the city would be willing to operate the subway if it could be done at a cost of $1,000,000 per year. He also stated that the city would be willing to guarantee the construction of the subway.

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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

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 for the operation of the subway. The ordinance was passed by a vote of 15 to 7. The ordinance provides for the operation of the subway by the New York State Railways and includes provisions for the purchase of the blast furnace property in the Twenty-first ward. The ordinance was referred to the committees on finance and budget.

Three Aldermen Opposed

The ordinance was opposed by three Aldermen, including William S. Meering, Fred H. Poole, and Clarence L. Poole. Alderman Poole said yesterday that the ordinance was not in the best interest of the city. Alderman Meering also opposed the ordinance, saying that it was not in the best interest of the citizens. Alderman Marks, the leader of the group opposing the ordinance, had not been present when it was adopted.

The ordinance was discussed at length by many of the councilmen, and the vote was taken late in the evening. The ordinance was passed by a vote of 15 to 7, with Aldermen Poole, Meering, and Marks dissenting.

The ordinance provides for the operation of the subway by the New York State Railways, and includes provisions for the purchase of the blast furnace property in the Twenty-first ward. The ordinance was referred to the committees on finance and budget, to consider the purchase of the blast furnace property.

Mr. Barnes's Letter

Public Welfare Will Guide Subway Policy, Barnes Says; Cars Will Run December 1st

Mr. Barnes, owner of the subway, announced yesterday that the subway cars will run on December 1st. Mr. Barnes said that the cars will be run by the New York State Railways, and that the cost of operation will be paid by the public welfare. Mr. Barnes also announced that the subway will be extended to the East End, and that the service will be extended to Brighton.

PUBLIC GOOD KEY TO POLICY, BARNES SAYS

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LOWELL PRESS

December 1, 1927

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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.

Operatives of the subway rapid
transit company will begin operate
at 10 a.m., on the first day
City and Interurban
Service Launched In
Rochester's Subway

Submerged Tracks at Winton Road Station
Delay Operation in Eastern Section—
Officials of Municipality Predict

Passengers Will Benefit.

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Rochester's Subway

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Passengers Will Benefit.
Subway Freight Contract City Will Offer Railroads and Trolley Company Presented in Common Council

The subway freight contract will be submitted by the city to the New York State Department of Transportation for the contract. Effectiveness immediately.

The contract was introduced last month in the Common Council and drawn up by a group of provisions and rules.

The contract, adopted on August 9, 1927, by Alderman William J. M. Morris, follows principally the ordinance of the city of New York.

This agreement made this day by the City of New York, hereinafter called the "City," and the New Haven Railroad Company, hereinafter called the "Railroad," for the transportation of passengers and freight over the rails of the Railroad in connection with the operation of the Subway Railroad, and the performance of certain other services of the Railroad in the City, hereinafter referred to as the "Service at Cost,"

For the purposes of this Agreement, unless the context shall otherwise require, the terms hereinafter defined shall have the following respective meanings:

Subway Railroad: The Commissioner of Railways and the Commissioner of the Public Service Commission of the City of New York and the Mayor shall be the arbitrators, and if a majority of them shall fail to agree, the case shall be submitted to three arbitrators, and the vote of a majority of them shall be binding upon the parties.

Interchange Point: The Commissioner of Railways may determine the method of operation of the Subway Railroad and the New Haven Railroad, and the agreement to be made of the provisions of the agreement.

No Discrimination: The provisions of this Agreement shall be performed by the parties thereto, and the agreement shall be performed by the agreement of the parties thereto.

Rights of City: The City reserves to itself, as required by this Agreement, the exclusive right to use and operate the Subway Railroad for the transportation of passengers and freight over the rails of the Subway Railroad, and the performance of certain other services of the Subway Railroad in the City.

May Run Permit: The Commissioner of Railways may grant to any party a permit to use the Subway Railroad for the transportation of passengers and freight over the rails of the Subway Railroad, and the performance of certain other services of the Subway Railroad in the City.

Common Council: The Common Council may refuse to grant any permit to any party to use the Subway Railroad for the transportation of passengers and freight over the rails of the Subway Railroad, and the performance of certain other services of the Subway Railroad in the City.

The Mayor, in his discretion, may grant or refuse any permit to any party to use the Subway Railroad for the transportation of passengers and freight over the rails of the Subway Railroad, and the performance of certain other services of the Subway Railroad in the City.
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 Operations, which recommends the
operation of the subway for a trial period of three years under
an agreement of the service-at-cost principle, will be expected
by members of the Common Council from the results of a
conference recently attended between Mayor O. O. Hauser
and members of the Law and Judiciary Committee of the
Council. Participating in the conference were Frederick T.
Riesser, president of the Common Council, and Almond
H. McFadden, chairman, and John M. Miller, William
Rozanski, John F. Breese, Patrick Hadih, Elmore L. Nation,
and Charles M. Whipple, who make up the three members of
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COUNCILMEN CONFIRM LIST
OF NEW TAXES

The report of the Mayor's Advisory
Committee on Subway Operations
was confirmed by the Common Council
at its meeting Monday night.

The council authorized the Mayor to
appoint a committee of three to
oversee the construction of the subway.

The committee consists of
Mayor Hauser, John M. Miller,
and William Rozanski.

The Mayor also announced that
the contract for the construction of the
subway will be let to the lowest
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R.R. Operation
Of Subway May
Be Suggestion

Formation of Corporation by Steam Lines
To Handle Operation Under Contract
With New York State Railway
and With City Control.

By Paul Better.

Metro operation is all in the air for a public
acceptance in the New York State, and so
more than likely that a new plan may be the
first solnce, or several new plans are in
the works for the reconstruction of the
subways. The one plan which has been most
discussed so far is that of the Mayor's Advisory
Committee on Subway Operation.

We have come across a number of plans
which have been submitted to the Mayor's
committee, and it is expected that the
next meeting of the committee will
consider the selection of one of these plans
as the basis for the construction of the
subways.

The Mayor's committee is composed of
the following members:

Mayor O'Neil, President;

William S. Benton, Mayor of the
City of Rochester;

Charles Chilson, Superintendent of
the New York State Railway;

J. L. Williams, Secretary of the
City of Rochester;

J. W. Ward, City Engineer;

J. H. McCoy, City Attorney;

Elma F. Schumander, City
Attorney for the City of
Rochester;

Bob Smith, Mayor of the
City of Rochester;

and a number of other
members.

The Mayor's committee will
consider the selection of a
plan for the construction
of the subways, and it is
expected that the decision
will be made at the
next meeting of the
committee.

The plan which has been
most discussed is the
“Minneapolis Plan,” which
is expected to be
presented to the
Mayor's committee.

The Minneapolis Plan
is a plan which
has been
proposed by the
City of
Minneapolis,
and it is
expected
that the
Mayor's
committee
will
consider this plan
for the
construction
of the
subways.

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of the
committee.
SUBWAY DECLARED UNFIT

What started out to be a sunny, quiet Friday the Thirteenth inspection of Rochester's $23,000,000 rapid transit subway, in the end, had a few twists and turns, including a市长's declaration that the subway was unfit.

The inspection was to ensure the subway was ready for the opening day, but Mayor Wilson's declaration raised concerns about the project's readiness.

The inspection was conducted to check the subway's alignment, the filling of the tracks, and the installation of curbs. The Mayor's statement was unexpected and raised questions about the subway's readiness for the public.

The Mayor's announcement led to a public meeting to discuss the situation. The response was mixed, with some arguing that the subway was still ready for opening day, while others expressed concerns about the project's readiness.

The Mayor's declaration was a significant event in the history of the subway project, as it marked a turning point in the public's perception of the project's readiness.

Continued in Page 4, Column 1

SUBWAY IS DECLARED UNFIT

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Continued from Page 3

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 Howard F. Platt

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 announcements made yesterday afternoon by City Manager Stephen B. Story. The freight operations of the subway is expected to offset the commercial developments and increase the revenue of the corporation.

Mayor Wilson, James F. Platt, and the City Clerk, Charles E. Lewis, will sign the contract with the railroads.

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STEP NEARER TO FREIGHT OPERATIONS

Acceptance of Contracts by Railways Will Speed Starting of Service; Little Difficulty Seen

Early Agreement with Erie and Pennsylvania Lines Is New Indication

By MARIA HARRIS

The agreement between the New York Central and the Erie Railroad and the Pennsylvania Railroad and the New York, Ontario and Western Railroad for joint operation of the belt line through Rochester is considered an excellent approach to the consolidation of the railroads of the region. It will make possible a comprehensive plan for the operation of the belt line, and will reduce the cost of operation through the elimination of duplication of services.

The belt line, which extends from Lockport to Pittsburg, Ohio, is of great importance to the city of Rochester. It serves as a vital link in the transportation network of the region, connecting the city with the northeastern part of the state and the region of the Great Lakes. The joint operation of the belt line will provide a more efficient and cost-effective means of transportation for the city, and will help to attract new industries and businesses to the area.

The agreement between the railroads was reached after several months of negotiations. The companies involved are all major players in the transportation industry, and the agreement is expected to have a significant impact on the economy of the region.

The joint operation of the belt line is expected to result in reduced costs and improved service for the customers of the railroads. The agreement is seen as a significant step towards the consolidation of the railroads of the region, and is expected to have a positive impact on the economy of the area.

The belt line is expected to be in operation within the next few months, with service beginning in the fall of this year. The railroads involved are expected to begin negotiating for the joint operation of the line as soon as possible, and the agreement is expected to be in place by the end of the year.
### Complete Schedule For Subway Trains

*Issued by The Times and is subject to unavoidable delays. Thus the schedule is subject to frequent changes.*

#### Westbound

<table>
<thead>
<tr>
<th>Time</th>
<th>Eastbound 34th St (1:17)</th>
<th>Eastbound 5th Ave (1:17)</th>
<th>Eastbound Dyckman (1:17)</th>
<th>Eastbound 138th St (1:17)</th>
</tr>
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<tbody>
<tr>
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<td>34th St</td>
<td>5th Ave</td>
<td>Dyckman</td>
<td>138th St</td>
</tr>
<tr>
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<td>34th St</td>
<td>5th Ave</td>
<td>Dyckman</td>
<td>138th St</td>
</tr>
<tr>
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<td>5th Ave</td>
<td>Dyckman</td>
<td>138th St</td>
</tr>
<tr>
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<td>34th St</td>
<td>5th Ave</td>
<td>Dyckman</td>
<td>138th St</td>
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#### Eastbound

<table>
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<tr>
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<td>Dyckman</td>
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<td>138th St</td>
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<tr>
<td>12:35</td>
<td>34th St</td>
<td>5th Ave</td>
<td>Dyckman</td>
<td>138th St</td>
</tr>
</tbody>
</table>

#### Local Service

<table>
<thead>
<tr>
<th>Time</th>
<th>Eastbound 34th St (1:17)</th>
<th>Eastbound 5th Ave (1:17)</th>
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<td>5th Ave</td>
<td>Dyckman</td>
<td>138th St</td>
</tr>
<tr>
<td>4:41</td>
<td>34th St</td>
<td>5th Ave</td>
<td>Dyckman</td>
<td>138th St</td>
</tr>
</tbody>
</table>

### City Manager's Subway Report

**ROCHESTER, N. Y., TUESDAY EVENING, MAY 8, 1908.**

**Text of Report on Subway Condition Delivered to City Council Last Night by City Manager Stephen B. Starr.**

It is necessary that the City of Rochester should bear a considerable amount of the expense of an extra heavy work for the purpose of completing the subway construction. The amount of $337,10 has already been paid up, and we have already a considerable amount of the work done. It is with considerable satisfaction that we can report that this work is now being treated both for storm and for subsidence. The City Manager believes that the work is being carried on properly, and he is now in the process of examining the work at the job.
### New Subway Schedule

**ANNOUNCED BY RAILWAY; Running Time Listed**

<table>
<thead>
<tr>
<th>City</th>
<th>Station</th>
<th>Time (AM)</th>
<th>Time (PM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rochester</td>
<td>Main St.</td>
<td>4:15 a.m.</td>
<td>4:30 p.m.</td>
</tr>
<tr>
<td></td>
<td>East Main</td>
<td>8:32 a.m.</td>
<td>8:45 p.m.</td>
</tr>
<tr>
<td></td>
<td>Park Ave.</td>
<td>11:20 a.m.</td>
<td>11:35 p.m.</td>
</tr>
</tbody>
</table>

**New Subway Schedule**

The new subway schedule, already in operation in part, was announced by the New York Central Railroad. The schedule, which takes effect immediately, includes several changes to the existing system.

**Special Features**

- **Rochester**
  - Main St.: Running every 20 minutes, 6:57 a.m. to 12:15 p.m.
  - East Main: Running every 20 minutes, 7:00 a.m. to 1:00 p.m.
- **Park Ave.**
  - Running every 15 minutes, 7:15 a.m. to 12:00 p.m.

**Points of Interest**

- **Rochester**
  - Main St.: Monday to Friday, 7 a.m. to 7 p.m.
  - East Main: Monday to Friday, 7 a.m. to 7 p.m.

**Additional Details**

- **Meigs-Goodman**
  - Subway service to Meigs-Goodman is included in the schedule.

**Further Information**

For more details, contact the New York Central Railroad directly.
Two views looking east toward Monroe avenue bridge.
USE OF SUBWAY FOR SWITCHING FREIGHT UPHeld

Application of Burlington

Effective Sept. 1

Big Revenue Source.

CHICAGO NIGHT CIRCUS

A Circus in the national capital is

1924

Elgin, Ill., Sept. 1.—The

Library of Rochester and Monroe County

Historic Scrapbooks Collection

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In its hearings the Interstate Commerce Commission reviewed the applications made by the various concerns for certificates of convenience and necessity. In its partial decision released last week the Commission struck down the request of the New York & Erie Railroad, Inc., for the issuance of a certificate which would have permitted the use of half of the tracks of the R. & I. Railroad for trolley purposes in the city of Rochester.

The Commission ruled that the awards for the construction of the street railway are provided for in the two agreements with the N.Y. & Erie. The two companies have now agreed to abandon the subway from the R. & I. tracks to the N.Y. & Erie tracks and to operate over the subway only in the event of the failure of the N.Y. & Erie to operate over the subway.

On the basis of the present position of the N.Y. & Erie the granting of the certificate would have made the N.Y. & Erie certificate unnecessary, the Commission held.

The Commission's partial decision in the case of the New York & Erie Railroad, Inc., the latest of the favorable favorable rulings in the series of applications which have been made by various concerns for the construction of street railways in the city of Rochester, was made on July 29, 1927.

The decision was based on the fact that the N.Y. & Erie is the only company which now has the necessary facilities for the operation of a street railway over the subway. The N.Y. & Erie has now agreed to operate over the subway only in case of the failure of the N.Y. & Erie to operate over the subway.

It was pointed out in the Commission's partial decision that the N.Y. & Erie company has the necessary facilities for the operation of a street railway over the subway and that the granting of the certificate would have made the N.Y. & Erie certificate unnecessary.

The Commission's partial decision in the case of the New York & Erie Railroad, Inc., was made on July 29, 1927.
$75,000 Expenditure For Subway Repairs Asked In Ordinance

The use of the subway for freight would be considered of first importance in planning and building the subway. Without it the subway would be of little use to the business and the building of more plants would not be justified in anticipating delays and locate their plants on the banks of the old Canal.

Whether this use is actually achieved will depend on the number of business concerns whose heads see the possibilities for economy in using the subway and that is all. The ordinance providing for sale of canal lands to the city for $75,000 was introduced by Commissioner of Public Works Howard A. Goodwin, and authorized to consider the proposal.

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Subway Can Handle Peak of Freight Car Traffic By Sept. 1st

Predictions Of 40 Per Day Not Expected To Be Reached At First. Hamilton Explains, But Will Be Aained More Gradually.

The Sept. 1st subway will be the first to handle this peak in load of freight cars. This week the announcing of the completion of work on the new lines has been announced.

In this report about plans to be made, Mr. Hamilton, a veteran traffic manager of the Lehigh Valley Railroad, who has been in the railroad business for many years, was among those who were able to present the facts about the new lines.

The new lines are designed to handle all the freight traffic, to be delivered to the various points in the city, and to be delivered to the different companies in the city. The new lines are to be used for this purpose.

Traffic By Sept. 1st

The Lehigh Valley Railroad is to be used for this purpose.

To Be Reached

The State Commerce Commission will be reached to the city.

Contract

A contract for $10,392 was reached.

Traffic For the handling of freight, the State Commerce Commission will be reached.

Subway Freight Use

Freight traffic manager, A. Langie, was a member of the railroad commission. The following arrangements were completed.

Commissioner

Mr. Langie was a member of the commission.

Mr. Langie's Statement

Mr. Langie's statement was that the Lehigh Valley would have to pay the rates for the work included in the commission.

Mr. Morse's Statement

Mr. Morse's statement was that the State Commerce Commission would have to pay the rates for the work included in the commission.

Mr. Morse added.

Traffic for the handling of freight, the State Commerce Commission will be reached.

Subway Rates

Subway rates were discussed.

Freight Rates

The following rates were discussed.

Subway Rates

The following rates were discussed.

#1 and #2 Rates

The following rates were discussed.

R.L.

R.L. & F.

Operating Under New Tariff Agreement

Subway rates were discussed.

Operating

Subway rates were discussed.

Operating

Subway rates were discussed.

Operating

Subway rates were discussed.

Operating

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Operating

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Operating

Subway rates were discussed.
NEW SUBWAY COMMITTEE APPOINTED

Dec., 1909

Will Consider All Problems Arising from Switching of Freight Cars

TO DRAFT REPORT FOR

Eric Files Tariff Covering Deliveries Pennsylvania

Only the Net Amount

More than 265 copies of the 1909 Scrapbook, a collection of clippings and documents pertaining to the Rochester and Monroe County, are available at the Central Library.

KODAK PARK TROLLEY TO USE SUBWAY

T. U. S. 4149.

Part of Surface Lines to Use New Route in Effort to Speed Up Transportation During Rush Hour.

Trolleys Whiz Where Canal Boats Used To Glide

Excerpts to Heart of Rochester via Subway or Interurban Trolley Car in Left of Old Erie Canal, where once small ships already made their appearance in the city. The old Algiers, long famous for its sensational beauty, is here shown through its de
tined purpose, and shows an even larger part in the city’s life in supporting busy Broad Street. At left is glimpse of rear of City Hall Annex, seat of the Central Branch of the Rochester Public Library and at the extreme right the Deming and

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City to Undertake Legal Steps Necessary to Get
West Side Rail and Street Crossings Eliminated

Map showing proposed traffic subways under the New York Central tracks and new parallel street and sidewalk plans approved by City Council.

**RECORD OF ERIE CANAL WORK IS MADE BY POOLE**

**TO PLAN OUT OPERATION OF SUBWAY ROAD**

Mayor Appoints Committee Headed by Renner—Fireworks and Band Concert Event Celebrated

A committee of seven engineers has been appointed to carry out the plan for the Erie Canal Work. The committee will be headed by Mr. M. R. Renner, who has been selected by the Mayor. The engineers will be responsible for the planning and execution of the project. The committee will meet regularly to discuss the progress of the work and to make any necessary adjustments to the plan.

The work will be completed within six months, and the project will be ready for public use by the end of the year. The Mayor has expressed his confidence in the committee's ability to complete the work on schedule and within budget.

Other Important Projects Covered During the Seven-Year Period Are Summed Up in the Reports

The outstanding feature of the reports is a detailed review of the steps of subway construction, and a choice collection of photographs documenting the process from beginning to end. Pictures of the abandoned Erie Canal bed, which no longer cuts across the heart of Rochester, will one day prove his work. Other important projects covered during the seven-year period include: sewage disposal plants, widespread street improvements, and the municipal 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, telephones and subways, and sidings, improvements and developments in various other departments of the city government, and valuable data on all public improvements and city operations in this department.
**ROOF REPAIRS TO SUBWAY TO COST $106,000**

By Contributing Writ in

Broad Street Station

Because of Deficiency in Design, Story Explaining

How Conditions Are to Be Improved

The people of Rochester are, with one accord, denouncing the roofing condition of the suburban trolley station. The rooftop, which is composed of metal shingles, is in a most indifferent condition. The shingles are not only corroded and rusted at the edges, but the edges themselves are worn away, and the shingles are bent out of shape. In many places, the metal is exposed, and the interior of the building is full of water. The roof is not only unsightly, but it is also a danger to the public, as it is likely to fall in at any time. The condition of the roof is a reflection on the management of the trolley company, and it is evident that something must be done to remedy the situation.

**SUBWAY COST JUMPS $17,000 IN 5 MONTHS**

In 5 MONTHS

Fig. 40: Mrs. Poole Cottone. and Olveran, Wire Supports Are In Place

![Fig. 40: Mrs. Poole Cottone. and Olveran, Wire Supports Are In Place](image)

Mayor Charles E. Owen's proposal for a subway and overpass over the expressway will cost an additional $17,000. The overpass was designed to carry traffic over the expressway, but it has now been determined that a subway will be necessary as well. The total cost of the project is now $113,000, and this is expected to increase further as the work progresses.

**APPROVED IDEA OF SURVEY OF SUBWAY'S USE**

The idea of a subway survey is being reviewed by the city council. The survey will be conducted by the Public Works Committee, and it is hoped that it will provide valuable information on the use of the subway and how it can be improved. The survey will include an assessment of the subway's traffic flow, as well as an evaluation of its construction and maintenance costs. The survey is expected to take several months to complete, and the results will be used to guide future decisions regarding the subway.

**A White Elephant**

"Roofing out of order. Both old and new portions of the subway, which is expected to cost $150,000, are showing signs of wear and tear. The original idea of a subway was to provide a quick and efficient means of transportation, but the roofing problem is causing delays and additional costs.

The concern over the roofing is not limited to the subway. The same problems exist in many other parts of the city. The City Manager, Mr. Jones, has pointed out that a number of the city's buildings are in need of repair. He has suggested that the city should consider setting up a maintenance fund to help pay for the repairs. The fund would be funded by a tax levy, and it is hoped that it will help to alleviate the problem of run-down buildings in the city.
HIGH SPEED MOTOR HIGHWAY IN ROCHESTER'S SUBWAY BED SUGGESTED BY MAYOR OWEN

Says It Would Take Many Trucks Off Streets And Permit Intercity Buses to Reach Center of City Without Congestion

WOULDN'T 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 ELVA NALDER

Development of a high-speed motor highway in the tunnel bed under the city's subway is suggested by Mayor Charles E. Owen, and expressions of great benefit to Rochester were made when he thought the idea might be feasible and the city is better equipped to make the expenditure.

Mayor Owen says he will make the suggestion to the city engineers and to the consultant engineers about the development of the highway in the bed of the subway to give some return to the city for the large investments in the project.

World's First Underground Highway

World's first underground highway, Mayor Owen states that it is a proposal that has been considered for many years and that he has been interested in it for some time. He says the city's investment in the subway is such that it is not feasible to consider the proposal now, but that it might be feasible in the future when the city is better equipped to make the expenditure.

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Council To Get New Survey Of Subway Possibilities

The City Council is to have a new survey of the possibilities of a subway system for the Rochester area. A committee was formed last spring to study the matter, and an engineer was appointed by the council to study the problem of a subway system. The engineer was to make a survey of the conditions and to make a report to the committee, which was to study the matter and make a recommendation to the council.

Central Library of Rochester and Monroe County

Letters from Readers

[Text from letters is not legible due to the condition of the image.]

NEW SUBWAY PLAN BACKED BY FOUlKES

To Ask Survey to Find Cost of Roadway for Trucks and Buses

Yesterday Mr. Foulkes, as chairman of the public works committee, called for a survey of the cost of roadway for trucks and buses. Mr. Foulkes is very much interested in this matter, and he feels that the taxpayers eventually will have to pay for new streets and roads.

NEW SUBWAY PLAN BACKED BY FOUlKES

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Historic Scrapbooks Collection
How about Subway}

While the city administration is engaged in the pleasant financial position of making a profit, another group of citizens is trying to keep the subway going. It is a good business deal and a profitable one, but it isn't usually treated as such.

The subway is costing $2,000 a day for operation, and the City Council decided to study the operation of the subway. The report showed that the subway has been making a profit of $1,054,702 in the past year.

It is estimated that the subway will cost $13,000,000 to build, and it is to be continued in its present capacity until the city can afford to build a new one.

The subway carries a few passengers, and the employes on its lonely trolley cars are called "forgotten men." The employees on the subway are called "forgotten men." The employees on the subway are called "forgotten men." The employees on the subway are called "forgotten men." The employees on the subway are called "forgotten men." The employees on the subway are called "forgotten men." The employees on the subway are called "forgotten men." The employees on the subway are called "forgotten men." The employees on the subway are called "forgotten men." The employees on the subway are called "forgotten men." The employees on the subway are called "forgotten men." The employees on the subway are called "forgotten men." The employees on the subway are called "forgotten men." The employees on the subway are called "forgotten men." The employees on the subway are called "forgotten men." The employees on the subway are called "forgotten men." 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Making the Subway Useful

Rochester's police departments, fire stations, and hospitals are clustered along the suburban route, which will be of particular value to those who must call on the sick or help victims of accidents or crimes.

COUNCIL VOTES SUBWAY ROUTE FOR GM PLANT

Extension to Cost $142,000-Bond Issue OK'd

Because of the subway route now under construction, an extension of the railroad to the GM plant would cost $142,000.

The city is now ready for the subway as a means of transportation and as a factor in bringing new industries to the area.

Subway to Serve New Plant

Extension of the subway service to the new General Motors plant on the city's outskirts has been approved by the City Council. The line will be ready for operation in the spring of next year.

The extension is expected to bring more than 1,000 new jobs to the area, and it will help to bring other industries to the city.

$74,567 Bid Made for GM Plant

Bids for the construction of the GM plant extension were opened on the city's outskirts, and three companies submitted bids.

The low bidder was...
Subway Praised in U.S. Bureau Report

Value of Investment Offset Debts, Says Census Unit

After years of abuse, Rochester's subway now right issue of $15,000,000

Total cost of $10,000,000 will be paid in 20 years. The subway was built and unloaded by a traveling crane and being stripped or lettering. It will be placed on the subway track.

Subway Gets New Engine

The newest addition to the city's subway is a 3-car, 55-ton gasoline-driven engine. It will be used on the subway tracks by a traveling crane.

Subway Trains Proposed

Two new trains will be added to the subway system, one for the line to the east and the other for the line to the west.

High Speed Trains Arrive

For Modernized Subway

High speed trains, up to 125 miles per hour, will start along the old interurban line. The new trains will replace the old two-car trains.

Rapid Transit for Subway—In the Making

This new type of rapid transit train is being developed for the subway.

Per Capita Cost Cut: Since 1935, Data Disclosed

The average annual provision of each person in Rochester for the subway is now $64,633,986.

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**C. C. Part Revalled in Shri**

**From Horse Car to Subway**

Later the name of the Rochester Chamber of Commerce will be

**for the Horse Car**

For 10 years, Horse Car enthusiasts, including several prominent citizens, worked to get a subway system in Rochester. The first subway in the city was opened in 1930, and it was a great success. The horse car was replaced by electric cars in 1935, and the subway was extended to the outskirts of the city. The horse car was a symbol of the city's growth and development, and it was a part of the city's history.

**Mr. Mendon: the way transfers.**

In the late 1880's, there was a great deal of electricity within the city. The first electric car was introduced to the public in 1890, and it was an immediate success. The electric car was much more efficient than the horse car, and it was much cleaner. The horse car was retired from service in 1900, and the electric car took its place.

**Subway Due For Spring Cleaning**

A plan for the development of a subway system in Rochester was announced recently. The plan has been studied by the Chamber of Commerce, and it is expected to be ready for the spring. The plan includes a survey of the city, and it will be used to determine the best location for the subway. The city will be divided into three sections, and a survey will be conducted in each section. The survey will be completed by the end of the year.

**Surveys to Decide Service for Suburbs**

A plan for the extension of the subway system to the suburbs was announced recently. The plan includes a survey of the city, and it will be used to determine the best location for the extension. The city will be divided into three sections, and a survey will be conducted in each section. The survey will be completed by the end of the year.

**Subway Study Includes Plan for Extension**

A plan for the development of a subway system in Rochester was announced recently. The plan includes a survey of the city, and it will be used to determine the best location for the subway. The city will be divided into three sections, and a survey will be conducted in each section. The survey will be completed by the end of the year.

**To Make Subways**

The plan was announced recently. The plan includes a survey of the city, and it will be used to determine the best location for the subway. The city will be divided into three sections, and a survey will be conducted in each section. The survey will be completed by the end of the year.
Views from the South:

- View from the South, showing inspection holes, taken over tracks.
- Interior on subway over tracks.
- Track near East Side.
- Jump at Monroe Avenue and Field Street, where train can stop safely.
- Interior, looking west across East Avenue, with Manhattan staff near front end of station, heading South from East Avenue.

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PHOTO BY STONE

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SAFETY MOVE FOR PATRONS BEGINS FRIDAY

For patrons of the Rochester City Subway System, MacFarlin has announced a safety measure to be put into effect. The safety move is designed to reduce congestion and improve traffic flow in the subway system.

The move is part of a larger plan to improve the subway system's efficiency. MacFarlin has been working on the plan for several months, and it is expected to be fully implemented by the end of the year.

The safety measure involves the addition of new signs and signals at key locations throughout the system. These signs and signals are intended to guide passengers and reduce the number of stops and transfers that are currently required.

MacFarlin has also announced that the subway system will be expanded, with new lines and stations being added in the coming years. This expansion is expected to further reduce congestion and improve service for passengers.

In addition to the safety measures, MacFarlin has also announced plans to increase the number of subway cars in service. This will allow for a more frequent and reliable service for passengers.

Overall, the safety move is part of a larger plan to improve the subway system's efficiency and reduce congestion. MacFarlin is confident that these measures will be successful in achieving these goals.

For more information, please contact the Rochester City Subway System at (585) 428-6666.
Safety Head Asked to Police Outlying Subway Stations

Woods Acts on Bid of MacFarlin to Add Tube Traffic

Proposed Subway Plan to Aid Visitors To City

The new type subway car (left) will be given its preview Wednesday when first of the models will be run down Main Street by a special train for business and professional leaders.

New Type Subway Car and Old Model It Replaces.

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The trip fittingly revealed the future of cross-county transportation in Rochester: a cross-town subway might well have great value. Many residents and business owners were aware of the possibilities, as indicated by the offering of an invitation to an inspection tour of the new subway line. Edvard Cobin's statement on the importance of the subway connection to future development added to the interest of the crowds, through comments on the connection facilities. Roland B. Woodward, vice-president of the Central line through the State Railways, said: "This will be an important step in the future development of the city and county."

MacFarlin pointed out that the car was run for a day at a time, with slimy drippings. He warned that this might cause problems. "There are possibilities," he said, "but we need to handle them properly." The trip showed that the subway was a valuable addition to the city. The motors were tested at a speed of 50 mph, with a city engine in the lead. The railroad of the city would be given a passenger service, and the trip was fittingly a fast one. The freight track was relaxed in comfortable accommodation. The inspection tour covered the regular subway, and the company noted each connection point. The subway might cover the regular lines, as the freight track with the combination facilities were stressed. General satisfaction with the trip was expressed, and the examination tour of the Convention and Commerce buildings showed the best possible situations.

H. Roberts, the Deputy Commissioner of Commerce, said: "We are all aware of the possibilities, and can well worry about them. This will be an important step in the future development of the city and county."

The inspection tour of the new subway line also revealed the importance of the subway to the city's future development. The crowd was interested in the connection facilities, and the trip showed that the subway was a valuable addition to the city.
Petitions Planned for Extension of Subway

**E & C, JUL 17 1938**

### Petitions Planned for Extension of Subway

**Residents of Brighton Seek Terminus As Monroe**

**Central Library of Rochester and Monroe County Historic Scrapbooks Collection**
Studies Planned to Survey Trip

New Cars Will Put More Zip in Subway Schedule Tuesday

The Old Order, Change The--Even in Subway Trolleys

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
It's virtually every passenger.

The motorman's difficulty in holding his hands from General Motors controls is due in large measure to the fact that the 'W' subway cars have a 'trim' or trimmer in the middle.

Pointing to the cars, Mr. S. W. MacFarlin, when asked if there was any danger in using the subway, said: "I don't feel any danger, but I don't know how much of a risk it is.

The subway has made it difficult for the motormen to control the cars. The system is new, and a few accidents have occurred.

The motorman is a bit uneasy, as the cars have been plugging the subway for six months. He pointed out a few accidents that have occurred.

The process has worked in New York and Philadelphia, but there are still a few problems.

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The motorman is a bit uneasy, as the cars have been plugging the subway for six months. He pointed out a few accidents that have occurred.
Subway Depot Dolled Up for Exposition

Subway depot and railroad tracks, all clear of weeds and brush, will be in fine flower for the Monroe County Fair and Rochester Exposition. Commerce Department announced today to reporters.

“More than the peak bloom,” Edgerton Park station.

Flowers won't begin blooming till the walks are of the same character, according to the railroad contractor. Printers plan to have the flower sticks put in all the paths and whole railroad turned in. The old Felix S. station on the subway will be all "dressed up" for the Monroe County Fair and Rochester Exposition, the Commerce Department announced to reporters.

"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 traveling 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.

"Air Shot Pointed to Speed Expo Trip"

Air shots are pointed to the speed of the subway by the Monroe County Fair and Rochester Exposition. The official of Commerce, in charge of operation of the subway and solicitation of business for both the subway and airport.

"Retail Store News to Ease Traffic Jams and Speed Transportation to the Monroe County Fair and Rochester Exposition. The official of Commerce, in charge of operation of the subway and solicitation of business for both the subway and airport."