

Subway Scrapbook

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ROCHESTER

Watch Ordered for Subway

RWF Subway Boys Blamed For Crash Injuring One

"Until police protection is provided," the Department of Commerce today planned establishing temporary watchmen at strategic points along the city's subway route to guard against recurrence of accidents such as nearly claimed the life of a motorman yesterday.

Injured when a high-speed subway car, travelling at 40 miles an hour, left the rails near Ravine Avenue, Edward Dwyer, 6 Rand St., Pittsford, veteran motorman, was reported in only fair condition in General Hospital today with severe head and hip injuries.

Pushing investigation in the accident today, Commerce Commissioner Harold S. W. MacFarlin, exhibited a stone which he said caused the car to leave the rails and crash into a concrete trolley wire tower. He blamed boys for putting the stone on the track.

MacFarlin said today he would shift men from the department's building department for special subway guard duty. He pointed out to newspapermen and city officials in a personal inspection of the subway route today, several places where pedestrians and children have worn paths across the subway right of way to cross the tracks. Such places, he said, must be blocked.

He Blames Stone for Crash



HAROLD S. W. MAC FARLIN

The stone, being held by Commerce Commissioner MacFarlin, was, according to the commissioner, responsible for the crash of a subway car near Ravine Avenue yesterday. MacFarlin points to a groove in the stone, made by the car as it passed over it. He thinks the stone was placed on the track by children.

32 RWF Subways
**CITY OFFICIALS
TOLD SUBWAY'S
PATROL NEEDS
D. & C. DEC 27 1938
Available Funds
Held Inadequate
For Service**

With men from the Building Department serving as temporary patrolmen, Department of Commerce Commissioner Harold S. W. MacFarlin yesterday conducted a group of city officials over the subway line, giving his opinion why permanent policing is necessary to prevent further accidents such as that which resulted in critical injury to a motorman Tuesday.

MacFarlin, who is preparing a report of the subway car crash for City Manager Harold Baker, said the "accident points out a need. We must have police protection and we must have more than \$1,000 a year to conduct a \$13,000,000 business."

Police protection, he pointed out, will prevent people from crossing the subway, endangering their own lives. It will also put an end to the practice of using the subway for a garbage and rubbish dump, and, especially, keep children from piling rocks and debris on the tracks. Under the present circumstances, he added, \$1,000 a year is not even sufficient to keep the bridges in repair.

Quoting figures that show an upswing in subway patronage within the last two months, MacFarlin declared "united co-operation from every city department will make a complete success of the subway—success which, despite traditional indifference, is being achieved gradually."

He indicated the plan to start running two-car trains in November is going ahead "because we see the subway is ready for it."

Condition of Motorman Edward Dwyer, 62, of 6 Rand St., injured in the crash said to have been caused by a stone on a rail, last night was reported "fair" in St. Mary's Hospital.

Times-Union OCT 27 1938
Vandalism at Its Worst

Vandalism has made the subway a target from the time of its opening. Windows of stairways have been smashed, even when the heaviest type of wiremeshed glass was used. Hence the desired protection from rain and wintry blasts has been largely nullified.

At more than one station, heavy planks have been pried or sawed from benches.

Now, as a climax, comes derailment of a subway car near Ravine Avenue the other day as result of placing a stone on the track. The car was wrecked and the motorman badly hurt.

No wonder Commerce Commissioner MacFarlin demands policing of the subway!

If unchecked, this sort of thing goes from bad to worse.

But perhaps it would not be necessary to maintain a constant patrol, which the commissioner estimates would require about seven men.

Let the police get after these vandals. When they are nabbed, let the judges before whom such offenders may be brought treat the charges with the seriousness they deserve.

Those who take satisfaction in vandalism and interference with public property are always pests. This accident shows they can become a menace.

D. & C. NOV 16 1938
Subway Gains Steadily

Steady gains in passenger traffic carried on the subway in the last three months are reported by Commerce Commissioner Harold S. W. MacFarlin. The report is especially interesting in view of the continued decline in traffic carried on surface lines.

For a number of reasons it appears that the subway ought logically to increase in importance as a traffic artery through the heart of the city. Population is expanding rapidly into suburban areas, particularly east of the city, and the General Motors plant is a forerunner of possible industrial development on the subway's western end.

The subway offers quick transportation between the two and should contribute to the development of both. At the same time the subway offers reasonably convenient access to the business center of the city.

This will be made more convenient if the Commerce Commissioner's plans of re-routing buses to make them convenient feeders to and from the retail center to the subway can be worked out in time.

The subway has been familiarly known as the city's white elephant for some time. There are rapidly increasing signs that it soon may become an active and important factor in the city's development.

Progress already made shows what a little imagination and merchandising, to be frank, a little sound advertising, will do.

RWF Subways
**NEW SERVICE
OUTLINED ON
SUBWAY LINE
D. & C. DEC 7 1938
Four Fast Trains
To Be Added
Monday**

Booming subway business caused Railways Commissioner Harold S. W. MacFarlin to add to the line's service last night.

Two more morning trains will go in service Monday from City Hall Station and a like number of afternoon rush hour trains. The two new morning trains will be on a two-minute headway, one to leave City Hall at 7:32, the second at 7:34, both to run west.

Added afternoon trains, one to run east and the other west, will leave City Hall Station at 5:07 and 5:37 respectively.

The new morning service, on the two-minute headway, indicates an early two-car train service, but this is still in the future, the commissioner said. All added trains will be of the high speed type. Westbound trains take nine minutes to reach the General Motors loop, western terminus, while the eastbound trip, from City Hall to Rowlands, in Brighton, takes only 12 minutes.

Another additional train will run from Driving Park Station east at 6:55 a. m., but will go only to Court Street Station.

Addition of the 7:32 and 5:07 trains, MacFarlin said, was due largely to a considerable pickup in business at the Lyell Avenue Station. Also noted was an increased transfer traffic at Main Street West. The Meigs-Goodman Station likewise has shown a heavy increase in traffic as has the transfer business to the Monroe line.

Subway trains make 13 regular stops between Rowlands and General Motors loop, plus two flag stops. The running time is 21 minutes.

Asked if he had matured plans for rerouting bus lines and adding service on certain surface lines admittedly overcrowded, MacFarlin said he would do nothing in that respect until a new agreement had been reached with the Rochester Transit Corporation of an extension of the service-at-cost contract.

RWF Subways
Subway and Fares

Two more morning trains will go in service Monday from City Hall Station and a like number of afternoon rush hour trains.

Commenting on this, Railways Commissioner Harold S. W. MacFarlin says there has been considerable increase of traffic at the Lyell Avenue and Meigs-Goodman stations.

That looks as if some folks had decided to abandon driving downtown, with its parking worries, and take the subway for these relatively short runs. The faster running time introduced with the new cars helps.

Also, a more frequent schedule will encourage still more patronage.

But of more interest than the subway just now, of course, is the new transit contract with the city.

Latest report is that the added revenue which the transit company says it must have on the service-at-cost basis will come either from abolishing the token selling at six for 50 cents or increasing charge for the weekly pass by 10 or 15 cents.

Whether the former plan will raise the revenue sought may be open to question. If such action should drive former token users to the dime fare, well and good—for the transit company. But those who ride at least 12 times a week would find it economical to buy a dollar pass, on which the cost per ride averages a little over four cents. Pass owners use them freely.

But if the transit company will be satisfied to take this gamble, the public may not grumble too much.

The dollar pass, on the other hand, is so cherished that any interference with it will be decidedly unpopular.

Rochester Free Press
**Woods Relieves
MacFarlin of
Subway Policing**

Out of a war of words between Brighton and city authorities over subway railroad fares and operations, police responsibility was developed today.

Safety Commissioner Thomas C. Woods announced he would take policing the subway out of Railways Commissioner Harold S. W. MacFarlin's hands, to end a controversy between MacFarlin and Supervisor Samuel A. Cooper of Brighton.

Woods said he could not attempt to have a policeman at every subway railroad station, but would work out a system of contacting the stations well in rush hours and after dark.

This placated Cooper somewhat, although he said it did not alter his conviction that MacFarlin is strictly a "buck passer," nor would it prevent pressing for a ten-cent fare for Brighton, on a par with city fare.

Cooper said MacFarlin's statement that he was no railways commissioner of Brighton was "a typical runout" reply.

"It is not so long ago that MacFarlin was ready to extend the trolley service in Brighton beyond Rowlands to develop business for the subway railroad," Cooper said. "I suppose then he was just a Four Corners commissioner?"

Cooper said MacFarlin could use his influence to extend bus service into Brighton, and at least could take time to "answer his mail."

D. & C. DEC 9 1938
Police at Subway

Police protection will be given to the subway, beginning Monday, Public Safety Commissioner Thomas C. Woods announced yesterday.

Acting on a report filed with him by Railways Commissioner Harold S. W. MacFarlin, giving in detail evidence of law-breaking within the right-of-way of the city-owned railroad, Woods said police would be on duty 24 hours a day hereafter.

MacFarlin has been urging better police protection in the subway since he took office as railways commissioner in September. A recent derailment, MacFarlin said, was due to a stone placed on the track by youths.

D. & C. DEC 10 1938
**Policing Promised
For Entire Subway**

Police surveillance of the subway railroad will extend to Brighton, Safety Commissioner Woods said today.

"The city owns the subway all the way to Rowlands and I plan to provide police protection for car riders the whole length of the railroad," Woods said.

D. & C. DEC 11 1938
**'OWL' SERVICE
FOR SUBWAY**

Improved "owl" service in the Subway was announced yesterday by Railways Commissioner MacFarlin.

Beginning tomorrow night, a car will be put in service, to leave the General Motors loop, western terminus, at 1:33 a. m. This will reach City Hall station at 1:44 and Winton Road at 1:50.

Returning westward, the car will arrive at City Hall Station at 1:58. This car will not run to Rowlands' loop in Brighton. MacFarlin said the new train is so timed that it will make good connections with owl cars on intersecting surface lines.

D. & C. DEC 29 1938
**SUBWAY GAIN
CITED IN TALK**

ills of Rochester's subway over the years were traced to inattention yesterday.

In a radio address, concluding the first phase of the series, "A Day in City Hall," Deputy Commerce Commissioner Jack Burgan, speaking for Commissioner Harold S. W. MacFarlin, who is ill, brought that point home.

Asked by WREG Announcer Bill Despard about the subway, Burgan told of the promotional work the department was doing to boost the underground, such as renovating stations, reorganizing the subway corps, and working for installation of new cars.

"We believed then (when the program was launched) and we believe now that nobody ever took enough pains with it to find out whether it would pay or not," Burgan said. "So we got our new schedules . . . and started a campaign to call the public's attention to its merits."

"Has this helped at all?" asked Despard.

"Well, if it hasn't helped then some other mysterious force must be at work. Since this campaign began in August the subway has increased its business every month in comparison to 1937. At the same time the street car and bus business has been falling off each month. Up to the time we began promotion, the subway's business was also falling off. So we feel justified in saying that the upturn followed the promotion campaign."

Burgan also described work of the department in handling the city's real estate, zoning problems, public markets, port and airport. He stressed importance of the Division of Municipal Relations in correlating mutual problems of municipal government and business and in seeking to induce industries to locate in Rochester as part of a community betterment program.

SUBWAY GAIN CITED IN TALK
D. & C. DEC 29 1936
RWF Subways

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D. & C. JAN 9 1939
TER DEMOCRAT AND CH
RWF Subways
Two-car Subway Trains

The elation with which the management announced the operation of a "two-car train" on the Subway, for the first time in its history, might puzzle those metropolitan centers where the problem is not to attract riders to the subways but to take care of all who wish to ride. Rochester's Subway, however, never has made big-city pretensions; it has had its own way to make against a somewhat skeptical public.

If it is now getting attention from many who have overlooked it in the past, it will be good news to all who like to feel that the city is growing up. Patronage has increased steadily in the recent months in which systematic efforts have been made to make the Subway advantages known to a larger public. This increase is the more surprising in view of the decline in patronage on surface transportation.

Use of the Subway, especially in non-rush hours, still is not precisely on the scale of the New York or London underground routes. But the more the cars and schedules are improved, the more attractive it becomes to a larger number of riders. One might almost suppose that many patrons are finding a favorable comparison between the Subway service and the surface buses, which were supposed to be the answer to the strap-hanger's prayer.

CHRONICLE FEB 10 1939
RWF Subways
Increases RWF Subways

The subway was used by 22,118 more passengers last month than in January, 1938, and produced an increase of \$1,525.66 in revenue, according to a report today by Railways Commissioner Harold S. W. MacFarlin.

The subway transported 105,510 passengers last month in comparison to 83,422 in January last year and the passenger revenue was \$6,183.42 as against \$4,657.76 in 1938.

CITY BOOSTS SUBWAY USE FOR FREIGHT
D. & C. JAN 10 1939
RWF Subways
MacFarlin Notes Siding Start At Rowlands

With his plans for passenger development of the Subway now in effect, Commissioner of Commerce MacFarlin yesterday announced initiation of a drive to promote freight traffic.

At Rowlands, eastern terminus of the underground, work began yesterday on a freight siding and loading platform for trucks. From this new siding, MacFarlin said, arrangements already have been made to haul all supplies and freight needed for the new Brighton High School, to include the use of about 100 freight cars.

For the new freight siding, a portion of the abandoned track of the old Rochester & Eastern Interurban is being utilized. This is connected with the Subway at Rowlands and electric overhead wires already have been installed.

Other Plans Afoot

A loading platform for trucks will be established where the iron bridge formerly carried the Rochester & Eastern over the canal. All property utilized for this purpose is owned by the city, MacFarlin said.

Similar plans for freight development in the western end of the Subway are under way, the commissioner added.

The Tomczak Corporation has been induced to locate on the Subway at a point where the Baltimore & Ohio Railroad crosses the underground near Lexington Avenue. This firm, a contracting outfit, is building a siding on its property which will be available for its own use as well as that of other team truck operators in the Lexington Avenue area.

City Workers Used

Work in both eastern and western ends is being done with city workers and materials, except insofar as Tomczak uses its own facilities, at no additional cost to the city, MacFarlin declared.

Completion of the siding and loading platform at Rowlands will open the eastern branch of the subway, easterly from Winton Road, to freight traffic for the first time since the Subway went into operation.

D. & C. MAR 28 1939
RWF Subways
Subway Cards Ask Passengers To Offer Service Suggestions

Commerce and Railways Commissioner Harold S. W. MacFarlin last night undertook a "sampling" experiment to determine passenger reaction to the subway.

Questionnaire cards were distributed by attendants at City Hall, Main Street West and Court Street stations asking riders to note any recommendations they have for improving service.

The questionnaire is in line with a policy used by MacFarlin at the Public Market and the Airport, he said. In both cases, service improvements were made on the basis of the wishes of the majority.

"Inasmuch as all of the investment in the subway is that of the taxpayers," MacFarlin wrote on the questionnaire, "it is definitely your advantage to co-operate with this department to bring this utility to its greatest possible advancement."

He urged riders to fill out the card and to "carry the message of the advantages of the subway to those not now using it."

The card, proclaiming that the "Fast Way is the Subway," asks how frequently the passenger uses the rapid transit, if other members of his family use it, if he transfers and to and from what line, if he uses a weekly pass, what trains he rides, what improvements he would suggest and finally his reason for riding the underground.

The Commerce Department yesterday also erected a new "hoisting" sign at Winton Road

12 P.M. MAR 8 1939
SUBWAY BILL WOULD WIDEN CITY'S POWER
D. & C. MAR 8 1939
Possible Operation Of Line Included In Provisions

Municipal operation of the subway will become legal and possible if legislation now in Albany for extension of the under-surface road becomes law.

A provision of the bill, introduced yesterday, not only would allow the city to extend subway tracks to Monroe Avenue, Brighton, but also would change drastically the original subway construction law under the city gained power only to make agreements with other parties for subway operation.

Commenting on this proposed departure in city policy, Commerce

Commissioner Harold S. W. MacFarlin, proponent of the subway-extension bill, said:

"The power to operate is an essential protection to the city. For a private corporation entrusted with such operation because of the time that would be left with a \$13,000,000 investment on its hands and no way to use it.

Factories Interested

"This would affect freight service as well as passenger service. General Motors established its new plant on the subway because of the subway connection and other plants have done and will do the same. It appears better to give the city right to operate the subway, either temporarily or permanently, so the city will not be left out on a limb in any emergency."

MacFarlin pointed out that the legislation cannot be acted on by the Legislature, under provisions of the new home rule amendment to the Constitution, until City Council has given its approval. Such approval is not called for until the bill has been introduced and referred to committee.

But former Mayor Lester B. Rapp gave notice yesterday that the new legislation would not meet with unanimous Council approval in any case.

"Commissioner MacFarlin," he said, "in advocating this new bill appears to be urging better transportation facilities for residents of suburban areas who pay no city taxes and who live in the suburbs so that they can dodge city taxes."

Sees Powers Exceeded

"Commissioner MacFarlin has exceeded his powers in advancing this bill. I question his authority to press legislation that would alter the law governing Rochester. Such matters are the prerogative of the city manager and city council, the properly constituted persons for the guidance of city policy. Who has given MacFarlin power that he has taken?"

"At next Tuesday night's Council meeting, I will ask these questions of Mr. MacFarlin personally. I will attempt to find out just where his power begins and where it ends."

At present the subway is operated by the Rochester Transit Corporation under the service-at-cost contract. There was agitation for a city referendum several years ago, when Democrats controlled City Council, that would have allowed the city to take over and operate the city street railway system, but nothing came of it.

D. & C. MAR 22 1939
LOCAL SUBWAY MEASURE GETS ASSEMBLY OK
RWF Subways
Bill on Extending Line Advances To Senate

Albany Bureau Democrat and Chronicle

Albany—A city administration bill, which would give permission to Rochester to extend the subway from Rowland's Loop to Monroe Avenue, Brighton, passed the Assembly without opposition yesterday and was advanced to order of passage in the Senate under similar favor. It is sponsored by Assemblyman Patrick Provenzano and Senator Rodney B. James.

This bill not only provides for the extension but gives the city a power not now held, to operate the subway in its entirety. The proposed extension, for 1,200 feet, would be over city-owned land but in Brighton Township. According to Commerce Commissioner Harold S. W. MacFarlin, an estimate of cost submitted to him for the work by steam railroad officials calls for a \$25,000 expenditure.

Senator Karl Bechtold's bill to authorize a county police force in Monroe County was advanced to order of passage over Democratic opposition. It previously passed the Assembly unanimously. Senator Dunnington, calling for an explanation of the "entire bill," denounced it as an attempt to "freeze" Republican deputy sheriffs into their jobs.

"This is one of a set of six political bills sent here by the Republican boss of Monroe County," he charged, "and all six of them are 100 per cent political."

Bechtold explained that the bill was permissive, both on county and towns. It would assign sheriff's deputies engaged in criminal work to the county police force headed by the sheriff. The bill will be passed and sent to the Governor early next week.

Subway Action Still Distant

The City of Rochester contemplates no immediate action to extend the subway or take over its operation under powers granted in a bill signed yesterday by Governor Lehman.

So Commerce Commissioner Harold S. W. MacFarlin, sponsor of the measure, advised today. He explained that the purpose of the legislation was to correct faults in the original, loosely-drawn subway bill.

Cost of extending the line from its present terminus in a meadow at Rowland's Loop, to Monroe Avenue, a distance of 1,200 feet, is estimated at \$25,000. Eventually, if and when WPA funds are available, the extension may be built, Mr. MacFarlin advised, with the expectation that additional patronage would result if the line is linked to a major trunk highway.

Power to operate the subway in its entirety will be exercised only in case the present service-at-cost contract with the Rochester Transit Corporation is ended, MacFarlin said.

Subway Shows Revenue Gain During 1938

Annual report of Rochester's transportation system today showed that passenger revenues gained on the subway in 1938 but dropped for the surface lines.

The report was submitted to the City Council last night by Harold S. W. MacFarlin as railways commissioner, who said:

"If it had been possible to operate rail surface lines for a cost per vehicle mile comparable with the buses it is probable there would have been no service-at-cost deficit."

Passenger revenues for the entire system declined \$134,500 from 1937 to 1938. Profits for 1938 were \$100,769, against \$381,244 for 1937.

Subway passenger revenues increased from \$54,286 in 1937 to \$56,102 in 1938.

The service-at-cost deficit—that is, the difference between profits and the amount the Rochester Transit Corporation is allowed before a fare reduction is required under the contract with the city—was \$280,940.

Subway Kiosk Gets Repairs

Broken windows that let in wind, snow and rain on passengers waiting for subway cars were replaced with new panes in the Winton Road South subway station today as city workmen completed the first stop in a repair program at stations all along the route.

The kiosk has been cleaned and painted, and repairs made. New schedules and signs have been put in place, Commerce Commissioner Harold S. W. MacFarlin reports.

The Winton Road repair project is an experiment to encourage use of outlying subway stations and to learn whether the newly repaired property will suffer from vandals, as in the past.

New means of eliminating ragweed, bane of hayfever sufferers, in the subway are being studied. The weeds were burned last year.

SUBWAY GAINS 129,379 RIDERS OVER '38 MARK
D. & C. JUN 23 1939
530,742 Used Line In 5 Months Of 1939

Rochester's municipally-owned and privately-operated subway gained 129,379 passengers in the first five months of 1939, Commissioner of Commerce Harold S. W. MacFarlin announced last night.

The sub-surface railroad carried 530,742 passengers from Jan. 1 to May 31, as compared with 401,363 in the corresponding period last year, MacFarlin said. During the year, thus far, it has dropped below 100,000 passengers only in one month whereas in 1938 it failed to reach the 100,000-mark in any of the first five months of the year.

Up to June 14, the subway was running 49 per cent ahead of the same month last year. At the same time the whole transportation system was registering only a 5 per cent gain, he pointed out.

Due to shrinkage of freight hauling, freight revenues in the subway in the first four months of the year dropped \$3,070.60, Commissioner MacFarlin said.

The largest passenger gain during the year was made in February when the subway remained on schedule despite the severest blizzards of the winter and carried 105,819 passengers as compared with 75,612 in the corresponding month of 1938, MacFarlin said.

The 1939 gains give the subway a record of 10 consecutive months of gains in passenger travel since the promotion of the municipal railroad by the Department of Commerce began with inauguration of new high speed cars Aug. 10, 1938, he said.

Subway Gains

Rochester's municipally-owned subway, operated as part of the local transit system, carried 129,379 more passengers in the first five months of 1939 than during the same period in 1938. Totals given out by Harold S. W. MacFarlin, commissioner of commerce and also of railroads, are 401,363 in 1938, 530,742 for the same five months in 1939.

That is encouraging. It shows the public is appreciating the speed with which subway cars traverse the city from east to west by the unimpeded subsurface route.

If traffic continues to increase, it should be feasible to give more frequent service, which in turn would stimulate further gains. Nothing succeeds like success.

SUBWAY GOES ON NEW TIME AFTER JULY 4
D. & C. JUN 29 1939
Summer Schedule To Apply Except During Rush

Geared, amid much ballyhoo last year to high speed and frequent service, Rochester's subway will slip back to a 22-minute headway during non-rush-hour periods, it was announced last night.

Commerce and Railways Commissioner Harold S. W. MacFarlin announced that beginning July 4 a summer schedule of 22-minute service will be in effect from 9 a. m. to 3 p. m. and from 6:30 p. m. until the last car completes its run. The present headway is 15 minutes.

Sundays the Subway will operate on a 22-minute schedule all day. Service will stop at 10 p. m. instead of midnight.

Rush hour schedules, morning and evenings, provide for trains every five and seven minutes, MacFarlin said.

New Subway Time To Start Saturday

Summer schedules on the subway will become effective Saturday when non-rush hour service will be on a 22 instead of a 15-minute headway.

Previously, it was announced the slower service would begin yesterday but the transit company's dispatcher said the change would not be made for a few more days. Sunday and holiday schedules have called for a 22-minute headway over the past year anyway.

With the slower service, subway trains will stop running at 10 p. m. instead of at midnight as at present. Non-rush hour service runs from 9 a. m. to 3 p. m. and from 6:30 p. m. to the nightly end of service.

SUBWAY OPENS WINTER RUNS

First steps toward changing the subway from summer to winter schedule will be taken today when a two-car train service will be re-established for the evening rush hour.

Both the eastbound train leaving City Hall at 5:09 and the westbound train leaving that station at 5:26 will be of two cars, Railways Commissioner Harold S. W. MacFarlin announced last night. Two-car trains for rush hour service were inaugurated last February, but dropped during the summer months when business fell off.

MacFarlin said a material pickup in business warranted resumption of the train service. Other changes in schedule to care for added winter travel will be announced in a few days, he said.

Warning signs in all subway stations, designed to prevent loitering or trespassing on or damage to subway property will give way today to a more stringent measure, MacFarlin said.

New signs will be posted in all stations offering a \$25 reward for information leading to the arrest and conviction of any person guilty of such offenses. The reward, first of the kind ever to be offered by the city is strictly within municipal powers, MacFarlin said, after getting an opinion from the corporation counsel's office.

Subway Car Jumps Tracks

A subway car was back in service today after being only slightly damaged when it jumped tracks near Edgerton Park Station late yesterday during the rush hour.

Officials reported several passengers, workers from northside plants, were tossed from their seats but uninjured. The car, bound east, jumped the rails where a switch joins the track to a branch track.

Aubrey D. Austin, conductor, and Charles P. Enos, motorman, supervised the transfer of passengers to surface cars and buses.

SUBWAY WALKS TO BE REBUILT

Crumbling sidewalks on subway bridges will be repaired under a WPA project that starts tomorrow. Robert G. Hoffman, district WPA director, said last night.

The work will be virtually the first done on the subway super-ground project was finished more than a decade ago.

Bridges to be repaired are Emerson, Lexington, Glenwood, Felix, Smith, Jay, Meigs, Averill and Goodman streets. The project will cost WPA an estimated \$5,365 and the city an estimated \$3,723.

Attention also is being directed by WPA crews to completing a number of county roads that were held up during work interruptions in August, Hoffman said. On the program for this week are Herman Road and Vosburg Road, Webster, West Parkway, Greece, and South Road, Wheatland. In addition, WPA will complete operations in the west river wall at Court Street and the Mt. Hope Cemetery wall in River Boulevard. Both projects were held up.

The final stages of the extensive county parks projects will be tackled this week when 21 men are transferred from Brockport Central High School to Churchville Park for grading and seeding operations extending over 26 acres, Hoffman said. The work is slated to begin Thursday.

SUBWAY HITS NEW HIGH ON ITS BIRTHDAY

Riders Increased By 210,000 Over Ten Months

With the best outlook in its history, the Rochester subway today marks its 12th birthday boasting a record of new highs in passengers and passenger revenue.

Commerce and Railways Commissioner Harold S. W. MacFarlin, who has devoted the last 15 months to propagandizing the city-owned, privately-operated underground, announced a 10-month increase in business of 210,000 passengers and more than \$15,700 in revenues.

From January to October, he said, the subway carried 1,017,986 passengers, compared with 807,849 in the same period in 1938 and 784,905 for the first 10 months of 1937.

Keeping pace, revenues moved up to \$97,761.43 in the 10-month period, as compared with \$82,018.37 in a comparable time in 1938. Each month has shown a decisive gain in revenues, MacFarlin said.

Continuance of the present trend will mean a record passenger total for the year, according to MacFarlin. The Christmas shopping rush is expected to swell earlier figures. October was the heaviest 1939 month in the survey with 115,196 passengers and January, February, March, May and June were in the more than 100,000 class.

"The gain has been piled up continuously since August, 1938, when the Department of Commerce began its promotion program in the subway by installation of new cars, refurbishing of stations and publicizing the subway," said MacFarlin.

"The subway thus celebrates the 12th anniversary of the date of its opening for passenger travel in a new era of hope and prosperity. For the first time since the interurban cars were removed from the railway, it appears to be on the way to its rightful role of a useful utility."

"The fact that the gains resulted after promotion of the subway is only evidence of the contention that all the subway required was some concentrated attention by the city government. After its values were pointed out to the people, riders began using it in larger numbers."

Sees Future For Subway If Developed Usefulness for All Suburbs Visualized

Would Push Street Widening & C. DEC 20 1939 Editor Democrat and Chronicle

For nearly quarter of a century there has been more or less talk of parallel streets to Main Street for the purpose of correcting the very trouble that is now brewing at the corner of Main and Clinton Avenue, but for some reason yet unexplained, Mr. and Mrs. Taxpayer have been gyped out of something; otherwise such departments as city engineer, planning board, etc., instead of hibernating would have provided these necessary improvements before it was too late.

For example, look at the N. Y. C. depot, the Postoffice, the corner at Allen and State; then the Library, the corner of East Avenue and Union Street, etc.—all obstacles that now prevent widening and extending the two most ideal thoroughfares, in which to route traffic from Main Street East to Main Street West via Court Street and Central Avenue.

While on the subject of streets, here is something worth thinking about before it is too late: Why not begin right now to plan the widening and extension of as many streets as possible from boundary to boundary? The first important one is Dewey Avenue and Genesee Street, making almost a straight line from the Airport to Lake Ontario; then Emerson Street and Clifford Avenue, etc., etc.

For further proof of negligence in certain city departments take a look at the subway with its unlimited possibilities, when by mere forethought it could have been the city's A No. 1 bread-winner as far as revenue is concerned, besides adding immensely to its popularity and usefulness for rapid transit, eliminating surface hazards, etc., in congested traffic.

Take for example its terminals as they should be: One at southwest, the Airport via Penna. R. R. from Main West; at the west end, Lincoln Park; at the northwest end, Dewey Avenue, near the lake; at the southeast, Iola, hospitals, park, and University campus, via Mount Hope and South Avenue, under Clarissa Street bridge; at the east, town of Pittsford; at the northeast, Sea Breeze, via Winton Road North and the abandoned Glen Haven Railroad bed.

This, with auxiliary service at all terminals, would give Rochester a subway worth crowing about and thousands of auto owners would boast of its service as our economic feature in going to and from office and business and home without mishaps and parking worries, finally ending up with hundreds of real estate agents pointing to their thousands of clients the advisability of locating at or near one of these subway stations, stating that it is only so many minutes to downtown.

Get the idea, and you'll get the habit of boosting for a greater and more prosperous Rochester. GEORGE (TAXWISE) TOOTHILL, Rochester, N. Y.

Subway Proves Its Worth

Rapid increase in subway patronage following efforts to popularize that means of transportation, appears to put an end to doubts as to the value of Rochester's subway system. The ease with which Commissioner Harold S. W. MacFarlin attained his objective seems to indicate that Rochesterians were merely waiting to be invited to ride on subway cars.

Rochester is expanding rapidly in nearly all directions, as any person who takes the trouble to investigate may see for himself. Large areas formerly open country are sprouting modern houses at a rate that promises to fill all nearby farm and garden land within a few years.

Congestion of radial streets at traffic rush hours, as suburban residents compete with city folk in their efforts to get in or out of the central wards, seems to call for some means of swift transportation that can by-pass the street traffic jams. The subway furnishes the required solution for extensive areas northwest and southeast of the city's center.

In obtaining greater patronage and revenues for the subway system, Commissioner MacFarlin also has demonstrated once more the power of advertising to create both new business and consumer satisfaction.

City Ordines 18 1939 Subway Shelters

Four all-steel shelters, seven feet by six and costing \$65 each, are planned for the subway, according to Harold S. W. MacFarlin, railways commissioner.

The first shelter has been built at Sunset Drive, Brighton. The others will be at Elmwood Avenue, Brighton Exchange on Winton Road and at Driving Park Avenue. Older stations will be repaired.

Subways 23 P.C. INCREASE IN PASSENGERS FOR YEAR CITED

Rise Continues in 1940, Figures Reveal

Under the spur of a publicity campaign, subway operations, both in freight and passengers, showed an upward trend last year. Railways Commissioner Harold S. W. MacFarlin announced yesterday, Passenger traffic jumped about 23 per cent in 1939 as compared with 1938. Figures on number of passengers carried over a three-year period are:

Table with 2 columns: Year, Passengers. 1937: 952,000; 1938: 1,009,000; 1939: 1,232,500

Financially, the subway last year showed an improvement of \$17,600 over 1938, ending the year with a deficit of only \$2,200, as compared with the previous year's deficit of \$19,800.

Freight Handling Up In freight transportation the subway last year handled 6,244 cars, against 5,483 for 1938, an increase of 761 cars. Increases both in passenger and freight business came at a time when the passenger traffic on surface rail lines was dwindling, MacFarlin pointed out.

Taking the first two months of this year, in comparison with 1937, 1938 and 1939, MacFarlin gave these comparative figures on passengers carried for January and February:

Table with 2 columns: Year, Passengers. 1937: 145,900; 1938: 159,000; 1939: 211,400; 1940: 241,600

For the same two months the number of freight cars transported showed a 30 per cent increase this year over 1939, the figures showing 1,090 cars last year and 1,365 this.

Improvement Continues Turning to the fiscal side of the picture, MacFarlin gave figures indicating that the subway was on the way to getting out of the red. In January and February of 1939, he said, the underground showed a deficit of \$3,330.64 with all operations represented. But for the same months of 1940 the deficit was turned into a profit of \$2,700.

This was a gross gain of \$6,030 over January and February of 1939. MacFarlin pointed out that the subway lines will not be included in the proposed removal of street cars from surface lines of the city. Fast transportation and a service that is constantly being improved, he forecast, will mean a continued gain in subway passenger operations with consequent improvement of its financial position.

Subway lines are operated by the Rochester Transit Corporation under an extension of the service-at-cost contract with the city. MacFarlin's figures were drawn from his annual report as commissioner of railways, shortly to be issued in full.

Subway Shows \$2,700 Profit

Rochester's subway showed a profit of \$2,700 for January and February, 1940, compared with a deficit of \$3,330 in the same two months of 1939, the report of Harold S. W. MacFarlin as railways commissioner shows.

For the entire year 1939 the subway carried 1,232,500 passengers, against 1,009,000 in 1938, MacFarlin reported.

The subway also transported 6,244 freight cars last year, against 5,483 in 1938, but despite the gain in freight and passengers, showed an upward trend last year. Freight a deficit of \$2,200 was reported. This compared with a \$19,800 deficit the previous year.

Passengers carried in January and February, 1940, totaled 241,600 against 211,400 in the same period of 1939. Freight cars on the below-surface line in the first two months increased from 1,090 in 1939 to 1,365 in 1940, MacFarlin's figures revealed.

Straight 10-Cent Fare Asked By Town for Subway Okay

The Town of Brighton's approval of a proposal to extend the subway railroad beyond the present terminal at Rowlands yesterday appeared to hinge on the town's success in getting a flat 10-cent subway fare, with no extra 5-cent fare now charged for the ride beyond the city line.

The proposal to have the city fare include the Brighton trackage was made to John F. Uffert, general manager of the Rochester Transit Corporation, by Brighton Supervisor Samuel A. Cooper. Cooper said that if the corporation would discontinue the extra nickel fare in Brighton the town would approve a special legislative bill providing for the subway extension.

The bill has been passed by the Legislature and the Governor is prepared to sign it if the town gives its approval, Cooper said.

Transit Corporation officials were noncommittal on the proposal.

Heavy Gains Predicted In Patronage

Improvements already under way and projects for future development point the way to a bustling future for Rochester's subway when it becomes the city's last remaining trolley line, Commerce Commissioner Harold S. W. MacFarlin revealed today.

Installation of heating in some of the stations, and repairs to windows, doors and concrete in others, together with the addition of four more guards to patrol the line day and night in the near future, are being pushed to have the subway in condition to accommodate the expected increase in patronage.

Results obtained by promotion and the "slight" improvements already made justify an ambitious program to develop the subway, MacFarlin said.

Extensions Planned With detailed plans already prepared, he will push for action by the City Council on several other phases of the development as WPA projects:

1—More pedestrians were killed Rowlands loop at the eastern terminus to Monroe Avenue, Brighton, a distance of 1,200 feet; similar extension at the western terminus of electrification from the General Motors plant to a proposed new station at Mt. Road Boulevard.

2—Building of additional stations to provide further connections with bus lines.

3—Repairs to existing concrete structures, exclusive of the portion used for bridges and streets.

Increase In Business

These requests are warranted by the increased business in the last 18 months, which has risen 27 per cent, the commission said. He pointed out that in that time, the old-fashioned one-car trains have given way to three-car high-speed trains during rush hours.

Voluntary petitions for the extension of the subway have been signed by some 2,000 suburbanites, with prospects for greatly increased patronage, he stated. Two real estate developments in Brighton, he said, are being held up pending the extension.

He emphasized that he is not prepared at this time to ask for the project except under WPA. It is significant, in his opinion, that the only rail extensions being made in cities today are on subway lines, including those in New York, Boston, Philadelphia and Chicago.

WPA Funds Sought for Project

Governor Lehman today cleared the way for extension of the subway in Brighton when he signed State Senator Rodney B. James' bill to extend the City of Rochester's boundaries to include past of old, Erie Canal lands in Brighton.

At present, the subway ends at Rowlands. If and when WPA funds become available, according to Commerce Commissioner Harold S. W. MacFarlin, the rapid transit line will be extended easterly from the present loop to Monroe Avenue.

Demands 10-Cent Fare Supervisor Samuel A. Cooper has placed a demand for a flat 10-cent subway fare to eliminate the extra nickel now charged from the city line to Rowlands, if the subway is extended.

His request was made to John F. Uffert, general manager of the Rochester Transit Company. He pointed out that the subway is operated under a contract with the city and is part of the service-at-cost contract, and said he could see no reason for the extra five-cent fare from the city line to Rowlands.

Contract Has Year to Run Last year the Governor signed the Provenzano bill giving the city full power to operate its own subway, independent of the RTC.

Importance of municipal operation of the subway, MacFarlin explained at that time, is that if a private corporation entrusted with such operation should discontinue that work for any reason, the city would be left with a \$13,000,000 investment on its hands and no way to use it.

The city's present contract with the RTC to operate the subway has one more year to go.

Subway Gains

Subway passenger traffic increased about 23 per cent in 1939 as compared with 1938.

In freight transportation the subway last year handled 6,244 cars, against 5,483, an increase of 761 cars, or about 14 per cent.

These advance figures on the subway from Railways Commissioner MacFarlin's forthcoming annual report are encouraging.

With them goes a statement showing that financially the subway railway is close to the point where it will no longer show an operating loss. It closed last year with a operating deficit of only \$2,200, as compared with \$19,800 for 1938.

Nor does it appear the change is due simply to the fact that 1939 was a rather better year for general business than 1938. For in busy 1937 passenger traffic was 952,000. It increased to 1,009,000 in 1938 despite the general business drop.

Also, figures for the first two months of 1940 show both passenger and freight traffic still increasing.

Faster service and better publicizing have helped.

If and when increased traffic warrants more frequent subway service, that will help a lot more.

In this field nothing succeeds like success.

Subway Shows \$7.050 Net

REPORT NOTES REVENUE RISE IN ALL FIELDS D. & C. MAY 11 1940 Council to Receive M'Farlin Study On Tuesday

Subway operations in the first quarter of this year made their best showing since interurban service was abandoned on Jun. 30, 1931. Railways Commissioner Harold S. W. MacFarlin announced last night.

Presenting figures to appear in his quarterly report, to be filed with City Council Tuesday night, MacFarlin said the subway carried 338,000 passengers in January-February-March, compared with 224,000 in the same quarter of 1939 and 242,000 in 1938.

Passenger revenues for the quarter reached \$20,000, against \$18,900 for the same period of last year, while freight revenues of \$16,600 this year compared with \$13,600 last.

Notes 1939 Deficit
"The report will show further," MacFarlin said, "that the subway made a profit of \$4,450 from operations in the first quarter of 1940 against a deficit of \$2,450 in the first quarter of 1939. This is a net increase in operating revenues of \$6,900."

"It will also show that the first quarter of 1939 resulted in a deficit in the allowed return on base value, under the service-at-cost contract of \$2,450 whereas the same quarter of 1940 showed a surplus of \$3,300 over the allowable return. This made a net gain in the return on base value of \$7,050."

Other figures dealing with various phases of surface and subway operations for the quarter were in course of preparation, pending filing of the report.

Sees Chance of Drop
"These subway accomplishments are pointed to in detail to emphasize that it is the firm opinion of the undersigned that these rates of increases in use and revenue cannot be expected to continue, but rather will decrease, unless certain definite and immediate steps are taken to maintain the present and extend the future usefulness of this municipally-owned utility."

Such steps include extension of the subway on the east to Monroe Avenue, Brighton, and on the west to Mt. Read Boulevard; also the repair of crumbling bridges and retaining walls, rehabilitation of pres-

ent stations and erection of some new ones, all to be done, under MacFarlin's recommendations, as WPA projects. The only WPA money spent to date on the subway was for minor painting projects some years ago.

Robert G. Hoffman, WPA director, said last night that while no application had been made by the city administration to WPA for the projects mentioned by MacFarlin, they were in his estimation well adapted to WPA purposes. MacFarlin's proposal for extension of the subway to the east includes a large parking station, municipally operated, at the eastern terminus as proposed, near Monroe Avenue. On the west end, trucks have been laid in the subway from the General Motors plant at Mt. Read Boulevard but the line has not been electrified over that stretch.

Patrol Formed For Subway

A quartet of uniformed and armed men was formed into a patrol squad and installed in the subway today by Railways Commissioner Harold S. W. MacFarlin. The men, who will work out of City Hall station, covering all of the subway system, east and west, will wage a campaign against trespassers and loiterers in all of the subway stations and against persons throwing refuse and stones along the underground rail system. The four men were appointed by MacFarlin to positions as laborers created by City Manager Baker at the commissioner's request. Money required to meet their salaries has been saved by MacFarlin through the abolition of several other positions in the Department of Commerce.

Drive Opens to Oust Loiterers from Subway

A campaign to rid the subway of loiterers and trespassers will be launched Monday by Railways Commissioner Harold S. W. MacFarlin.

Four men will be employed to patrol the subway, east and west, during the hours cars are in operation, two men being assigned to each section, and working eight hours a day. Between the time the last car passes over the line at night and the first car starts in the morning entrances to stations will be locked.

Arrest Threatened

MacFarlin will aim his drive not only against loiterers and trespassers, but also against persons who throw refuse into the subway. Boys who trespass and throw stones at cars will be reported to their parents and, if necessary, arrested.

The patrol squad already has been appointed. Employment of the four men will entail no additional expense to the city, MacFarlin said.

"This patrol and guard of the subway has long been needed and I am certain it will have the approval of patrons and residents," MacFarlin said.

Painting Planned

Another step planned by MacFarlin will be the painting of all stations and installation of heaters similar to one placed in the Monroe station at Field Street.

MacFarlin said today that during the first four months of 1940 the subway has shown a profit of \$8,000 in comparison with a \$2,000 profit during the same period in 1939.

D. & C. MAY 3 1940

SUBWAY PLAN OUTLINE TOLD

Commerce Commissioner Harold S. W. MacFarlin last night pondered a three-stage development of the subway.

With aid of WPA, he said, he would extend the eastern terminal from Rowlands Station to Monroe Avenue, Brighton, and the western end from the General Motors plant to Mt. Read Boulevard.

Secondly, he would erect additional stations within the city proper to provide better bus connections, and, thirdly, would continue the work of repairing existing subway structures, except bridges, which are under control of the Department of Public Works.

The program is merely in the offing, MacFarlin said. Although he believes it is justified by increased

use of the high-speed underground, he said final decision to launch the program has not been reached. The need for the improvements, in his judgment, will be accentuated when the line becomes the only trolley system in the city late next summer after buses replace the last of the surface lines.

PROFIT FIGURE DEFENDED FOR CITY'S SUBWAY D. & C. JUL 4 1940 MacFarlin Scouts Implication of Deficit

Railways Commissioner Harold S. W. MacFarlin last night challenged implications given during a Public Service Commission hearing that the subway lost rather than made money last year.

"The profit in the subway," he declared, "remains as an actual cash fact."

During cross-examination of Robert Nicholson, Syracuse, acting comptroller of Rochester Transit Corporation, testifying Tuesday at the hearing on application of RTC to substitute buses for the last four Rochester trolley lines, the PSC attorney brought out that under a PSC method of calculating depreciation, subway returns would show a deficit rather than a profit.

The city last year figured depreciation at \$1,200, giving the underground a profit of slightly more than \$1,200 for the first time in its existence. Nicholson admitted that under another system of calculation the depreciation would have been \$10,000, thus wiping out the profit.

"When the examiner for the Public Service Commission attempted to turn a 1939 subway profit of \$1,200 into a loss of \$8,800 if the PSC accounting methods were used," MacFarlin said, "the amount that should be accumulated from subway revenues for depreciation. As a matter of fact, the Public Service Commission itself on Aug. 2, 1938, set the figures of \$3,393.24 as its opinion of the correct figure for depreciation."

"Furthermore, the Public Service Commission said the value of Transit Corporation properties in the subway was \$172,000. Its \$3,393 figure is based on that."

"The Commissioner of Railways does not agree with it, and has reduced that value to \$89,000, and upon that figure allows the company \$1,200 a year depreciation from subway revenue."

"The first difference of opinion is value of equipment used in the subway. The Public Service Commission would permit the railway to earn twice as much in the subway as the city of Rochester allows. The second difference is a discrepancy between the commission's figure of \$3,400 in August, 1938, and \$10,000 in July, 1940."

"The profit in the subway remains as an actual cash fact."

2C

4 Inspect GROUP TRAINED TO BEGIN JOB THIS MORNING D. & C. JULY 7 1940 Officers to Keep Off Loiterers, Vandals

For the first time in its history, the city-owned subway will be policed throughout the day and night running schedule, beginning today. Commerce Commissioner Harold S. W. MacFarlin announced yesterday.

Four inspectors, who have been familiarized with subway property and their new duties in a course of training over the last two weeks, have been organized into a policing squad. They are Floyd J. Green, 367 Selye Terrace; Samuel J. Lauricella, 144 Verona St.; Stephen A. Streb, 166½ Reynolds St., and William R. Wilder, 174 S. Fitzhugh St.

Garbed in trim blue uniform, the first inspector will swing aboard the morning car at City Hall Station early this morning. Hours of the four inspectors have been arranged so that one will be on duty from 6 a. m. to 1 a. m. every week day and from 9 a. m. to 1 a. m. on holidays and Sundays.

To Watch Roadbed
MacFarlin said the inspectors had the combined duty of protecting subway equipment from vandalism and keeping stations and roadbed in good condition.

"This method of policing," he declared, "will give protection to passengers throughout the length of the subway. Uniformed men will be on duty at night so that loiterers and nuisances will be kept out of stations. By this method, we will be able to eliminate some complaints of passengers suffering annoyances at night in outlying stations."

Inspectors have been assigned to stop at all stations, clean up and walk the right of way between all stations and to bring legal action against persons throwing rubbish

BUS HEARINGS CITE SUBWAY

A side squabble between the Public Service Commission and Commerce Commissioner Harold S. W. MacFarlin, over depreciation figures in operation of the subway, cropped up again yesterday at the bus substitution hearing in the Courthouse.

Although MacFarlin, who challenged PSC figures last month after J. Herbert Gilroy, counsel, drew from a witness an admission that a subway profit last year should have been a deficit, was not mentioned by name, an exhibit presented by Edward F. Jannot, PSC senior accountant, sharply contrasted the depreciation methods used by the two.

The exhibit, a comparative consolidated net income sheet, giving effect to PSC valuation bureau annual depreciation figures, disclosed that under PSC methods the subway showed a net loss since 1935, except for 1938. Last year, when MacFarlin reported a profit, the PSC contended a \$5,263.11 red figure existed.

The difference rested in the fact the PSC charged \$7,750 more depreciation than the railway commissioner.

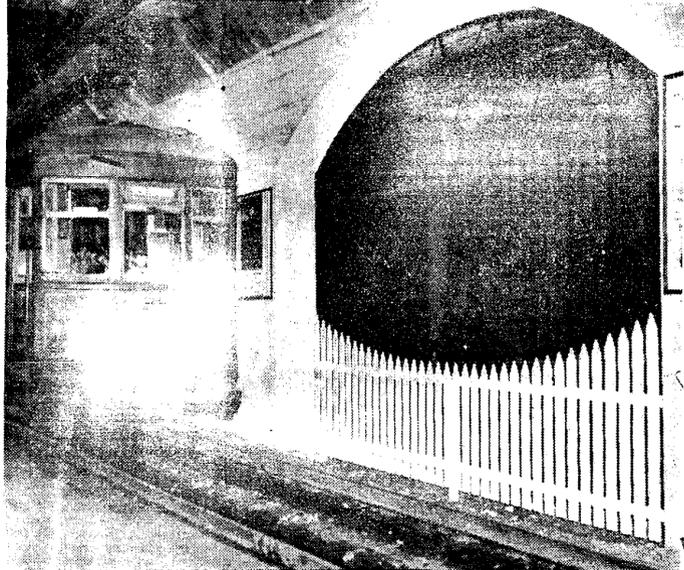
Jannot testified that no depreciation was charged to the subway account for service cars and shop equipment although "the subway has use for them and should carry the depreciation." Jannot said later that additional equipment should be charged against the underground when buses replace trolleys and the subway remains the only rail line.

into or otherwise damaging subway property. They will be charged further with the duty of removing weeds and rubbish from the neighborhood of subway stations and preventing any use of the underground by pedestrians.

Warnings Proposed
Householders detected throwing refuse into the subway will be warned on the first offense, MacFarlin said, and arrested and brought into court for succeeding violations.

Appointment of the inspectors is the culmination of MacFarlin's three-year fight against wanton destruction of subway property. Over the last two years, he has been engaged in a move to modernize and improve stations and the appointment of inspectors is designed in part to assure protection to such improvements.

Nifty, Eh? This is New Scenic 'Panorama' on Subway



Here is one of the 10 sections of the new ornamental picket fencing now installed in the City Hall Subway Station. Idea is to make underground area more attractive.

**Beauty, Safety Combined
In Subway Station Fence**

Another touch in the MacFarlin-Plan-to-Make-the-Subway-Attractive yesterday drew approving glances from subway patrons who use the City Hall station, which extends under Broad Street from Exchange to South Fitzhugh.

Something Commerce Commissioner Harold S. W. MacFarlin decided long ago, was too gloomy about the huge concrete archways that extend the length of the station between the north tracks, used for passenger trains, and the southside tracks, used for freight movements. The southside was dark and gloomy and the arches lacked any particular architectural beauty. Then, too, there was considerable danger for subway users who occasionally wandered across the tracks and through the arches to see what was in the gloomy depths beyond.

MacFarlin and his Department of Commerce staff solved both the safety and eye-appeal problems, and yesterday the last of 10 sections of ornamental convex picket fencing went into place. The fences, placed across the archways, effectively add a note of coziness to the subway station (a good trick in any repertoire) and keep stray passengers out of the freight car area.

The fencing hasn't been painted yet, but it will be. Reports were yesterday that a cream or pale blue would form the color scheme.

**Subway Shows \$4,972 Profit;
New Improvements Charted**

A healthy gain in passenger and freight revenues brought a net profit for Rochester's subway of \$4,972 last year, a net difference of \$24,093 over the \$19,821 deficit in 1938, reports Railways Commissioner Harold S. W. MacFarlin.

The 1940 profit figure took into about \$20,000 had to be taken from account depreciation, return on surface lines revenues to keep the base value and all other factors entering into costs, he declared.

Long a "white elephant," the subway has ceased to be a drain on the surface lines, MacFarlin said. He attributed gain to a promotion campaign begun in August, 1939; the addition of two and 3-car trains during rush hours, cleaning and painting of stations and heating of those most used, and the employment of four uniformed guards on patrol duty in the subway night and day. In 1938, he reminded,

Passenger revenues rose from \$56,000 in 1938 to \$75,000 last year, while freight revenues increased from \$46,000 to \$66,000. In 1939, the subway operated at a loss of \$2,000. Further improvements are contemplated and efforts will be made to increase freight business. When the last surface rail line is discontinued about Apr. 1, MacFarlin points out, the subway will be the fastest-moving transportation system left in the city.

**Extension Asked
For Subway Line
In Brighton Area**

Council Proposal Would Run Line To Monroe and Westfall, Using Old State Canal Bed

Rochester's subway will have a terminal facility directly on Monroe Avenue, Brighton, heaviest traveled artery into the city, under an ordinance fathered by the city administration and Republican organization and introduced at last night's Council meeting.

An extension of the sub-surface railroad for a distance of about 1,800 feet is contemplated with the work done by WPA at a total cost of \$57,788.

Long the dream of Railways Commissioner Harold S. W. MacFarlin, the extension was made possible last winter when the legislature approved annexation to the city of the old Erie Canal bed, occupied by the subway, from Rowland's Loop, present eastern terminal, to Monroe Avenue. The city already held title to the property.

Parking Facilities
Rowland's Loop, at the end of Orchard Drive, is some distance from Monroe Avenue. As proposed, the lengthened subway will meet Monroe where Allen's Creek and Westfall Roads cross. The ordinance, which proposes that the city's share of total cost shall be \$37,205, has provision for an extensive parking station as well as waiting shed and other facilities in Monroe Avenue.

MacFarlin proposes that city-bound shoppers and workers shall have parking facilities at the subway terminus so that they may leave their cars there through the day or evening. This will lessen city congestion and at the same time aid subway traffic. The ordinance makes no comment on the proposed fare in the extension but the Rochester Transit Corporation now charges an extra nickel to or from the city line to Rowland's.

The extension will be the first made to the subway since 1936 when the line was built westerly to Mt. Read Boulevard to accommodate the new General Motors building. Last night's ordinance went to public works and engineering committees.

A big addition to the Municipal Hospital also was proposed at last night's Council meeting, as a WPA project.

Would Enlarge Corridor
The enabling ordinance calls for enlargement of the existing six-

**Tax League Raps
Subway Extension**

Danger that the proposed extension of the Subway into Brighton would run the wrong way, from a civic viewpoint, alarmed the Citizens Tax League yesterday. Robert J. Menzie, league secretary, challenged the theory that the extension and its adjacent parking areas would encourage shoppers to come to Rochester. Rather, he insisted, it would lead Rochesterians away from the city, increasing a tendency to decentralize "at a time when the city is struggling to keep the taxpayers it has and to add a few new ones."

corridor between Strong Memorial and Municipal Hospitals for the full six stories at a total cost of \$143,705. The city share would be \$66,330. The proposal was first advanced last winter but no ordinance introduced. When completed, the corridor will be wider by the width of a room on each side.

Other improvements authorized or initiated by Council last night included an ordinance for the repaving of Jefferson Avenue from Bronson to Plymouth by the city forces, which went to committee. Another ordinance directing pavement reconstruction this summer in these streets was adopted: Exchange Street, Main to Court; Franklin, from St. Paul to Main; Lowell from Clinton North to Martin; North from Main to Central; Ridgeway from Dewey to the New York Central tracks; Winton North from Main to Blossom.

An earlier ordinance calling for WPA construction of a new pavement in Oakman Street was adopted.

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**WPA Slash
Hits Subway
Extension**

Possible blocking of the proposed extension of the subway railroad in Brighton was feared today as a result of curtailment of the WPA and the announcement by Lester M. Herzog, state administrator, that all of the area offices, including Rochester, may be closed in the next few months.

A special Republican-sponsored bill for extension of the subway from the terminal at Rowlands to a point 1,800 feet to the east was approved by the Legislature in March. The City Council okayed the extension as a WPA project June 10.

The city must now get approval by the federal and state WPA administrations and it became questionable today, as a result of Herzog's statement, whether any new projects will be approved.

John F. Uffert, general manager of the Rochester Transit Corporation, which operates the subway, said today it is not a task of the company to put the extension through.

"We only operate it," Uffert said. "Extending the subway is up to the commissioner of railroads."

Harold S. W. MacFarlin, who holds that position, has stated the extension would be put through. Democrats are opposed to it as "a waste of city funds." Whether they will attempt to block WPA administration removal is a political question. MacFarlin was not available for comment today.

City Manager Louis B. Cartwright expressed confidence the extension will go through although he said: "I have nothing to do with it."

D+C Thru 11, 1947
NICLE. WEDNESD.

COUNCIL VOTES EXTENSION OF SUBWAY LINE

Favors Brighton Spur Project to Cost \$57,000

Extension of the Subway from Rowlands Station, Brighton, to Monroe Avenue, a city-WPA project costing \$57,000, was approved by City Council last night over heated Democratic opposition. The Republican-controlled body voted 6 to 2 to appropriate \$37,300 from city funds and to ask WPA for a \$20,483 grant to extend the underground along property the city recently acquired through annexation from Brighton.

See More Revenue

Councilman Lambiase defended the move against the attack of Democratic Councilman Silverstein by contending the extension would increase subway revenue and thus improve the revolving fund that determines the basic fare schedule for Rochester. To oppose it, he said, would be to stagnate in Rochester. He predicted expansion of the city into a metropolitan area in 20 to 25 years.

Silverstein rapped the extension as "another dream of Commissioner MacFarlin" and contended it would speed the exodus of residents from the city. He ridiculed the idea that shoppers from eastern towns would drive to the parking area to be provided at the Monroe terminus, leave their cars and enter the city through the sub-

way. He flayed MacFarlin generally and termed the extension "an unnecessary expenditure for the benefit of Brighton, Pittsford, Palmyra and towns east."

Lambiase charged Silverstein has animus against MacFarlin and that he "feeds it to that decadent organization that always attacks us." The Commerce Department was so good, he said, that the Democratic state administration, established one.

The vote on the ordinance to extend the Subway was 6 to 2.

Zoning Change Voted

By the same vote, the council approved the change of the zoning of two lots in Clinton Avenue North near the Hart Printing Company from residential to commercial. The voting not only precipitated another fight between Silverstein and Lambiase but drew in Joseph Rizzo, a property owner at 1710 Clinton N., who interrupted the proceedings to protest the action. He broke in several times until Mayor Dicker warned him against another outburst.

Silverstein charged Rizzo and his friends did not get favorable attention from the majority because they came without a lawyer and told their story "in simple language, although Mr. Rizzo speaks with difficulty." He also said the change was made because the land was in the Democratic 17th Ward, and maintained a similar change in the Republican 18th Ward never had been acted upon by the Council.

Lambiase accused Silverstein of appealing to prejudice and said most of the land around the two lots in question was occupied by industries. The good of the community must be considered, he declared.

City Council approval of the subway extension in Brighton is wise so far as the project itself is concerned. There is rough compensation for what city expenditure will be entailed, not large since it will be a WPA project, in the county's voluntary sharing of state-allotted road moneys. The need for more particular attention to metropolitan problems and to means for allocating costs of provision for them to the whole area still exists, but these two related actions indicate a commendable spirit of reciprocity.

REPAIR SHOPS PLANNED FOR SUBWAY CARS

D. & C. AUG. 1947 City Council to Weigh WPA Project

Because removal of car tracks has left damaged subway cars without a hospital, City Council tonight will sponsor an ordinance for a \$45,000 repair shed at Western Widewaters, to be built by WPA.

Formerly, when subway cars were disabled they were trundled over Main Street tracks to the Main Street East repair barns. The new shed will have full equipment of test pits but will be furnished and manned by the Rochester Transit Corporation. The city's share of the cost will be \$25,000.

Public Works Commissioner Roberts said the shed would be of steel frame one-story and tile or concrete wall blocks. There is a greasing barn on the site, owned by the city, at present.

Council tonight will hold a public hearing on Councilman Charles Lambiase's proposed local law giving the city power to sell its real estate on a part-payment basis and to list such property with real estate brokers. At present, city-owned property may be sold only for cash. Should no opposition develop, the local measure will be passed tonight, Lambiase said yesterday.

Lambiase's ordinance, recodifying all existing city ordinances, scheduled earlier for introduction tonight, will be put over, Lambiase said, as it is not in final shape. Deputy Corporation Counsel Honora Miller has been working on the recodification for a year and a half, with the assistance of a group of WPA white collar workers.

A contract was let three weeks ago for the printing of the 400-page work. Fifteen hundred copies will be printed and it will be made available to persons or firms wishing copies at cost.

PLANS PUSHED ON PITTSFORD SUBWAY SPUR

Monroe Extension Estimates to Be Ready in Week

Plans and estimates for the subway extension to Monroe Avenue, Pittsford, will be ready in a week, Public Works Commissioner William H. Roberts said yesterday.

Subject of many conferences and behind-the-scenes bickering in City Hall circles, the plans will provide for a 1,200-foot addition from Rowlands, Brighton, present eastern terminus of the line. So far as could be learned yesterday, there are no further plans for subway development now pending.

An ordinance providing for the extension will be submitted under present plans at the Oct. 13 meeting of the City Council. All legislative preliminaries otherwise have been complied with.

Some city engineers are doubtful that all materials required for the work will be forthcoming because of the war situation. However, since the extension is in the nature of a war measure, designed to relieve the passenger car situation east of the city, it is probable that priority orders may be obtained where needed.

So far as possible, it is planned to use materials in storage from tracks removed in the city.

Hearing Set On Subway

A hearing to determine whether employees of the subway division of the Rochester Transit Corporation should come under the jurisdiction of the Federal Railway Retirement Board will be held by the Interstate Commerce Commission Oct. 23 at the Hotel Seneca.

If it is decided the subway employees come under the Railways Retirement Board, it would mean that instead of applying to the state for retirement pensions and unemployment payments, they would apply to the federal board, according to Howard C. Woods, RTC attorney. Benefits to the employees would be about the same as now, he said, but the change would mean considerable extra bookkeeping for the transit firm in filing forms required by the Federal Government.

The question of federal jurisdiction arises over the fact that the subway is used for switching freight cars with electric engines. The RTC claims that it merely provides this service under an agreement with the city by which it operates the subway and the freight operations have no connection with the bulk of the RTC's activity, which consists of passenger bus operation.

TIME GRANTED FOR RTC BRIEF

Rochester Transit Corporation was given 60 days last night in which to file briefs upholding its contention that the subway should not come under the Interstate Commerce Commission and other federal agencies.

The permission was granted on request of RTC by H. W. Archer, ICC examiner, at a hearing in Hotel Seneca. The utility contended that the freight which was routed through the subway was a very small part of subway operations.

The issue at point is whether employees handling freight should come under the Railroad Retirement Board and be subject to the provisions of the Carriers Taxing Act. Howard M. Woods, attorney for the company, said financially the proposal would mean little to the company because of its present retirement and tax payments. The biggest objection, he said, would be the added, duplicate bookkeeping.

Woods put a half a dozen witnesses, mainly company experts, on the stand to detail the amount of freight and passenger business done on the subway.

EXTENSION OF SUBWAY TO GET OKAY

Action by Council Scheduled for Oct. 27

Extension of the subway from Rowlands Station to Monroe Avenue, Brighton, will be authorized by City Council at its Oct. 27 meeting.

Councilman Charles Lambiase, chairman of the Public Utilities and Commerce Committee, made that clear last night after a technicality forestalled action on an ordinance authorizing the extension.

"The Council has definitely determined to extend the subway from Rowlands to Monroe Avenue," Lambiase said as he emerged from a Council caucus, "and is now asking the Utilities and Commerce Committee to study and prepare the necessary estimates and legislation for the next meeting."

The extension, Lambiase said, will be a single track affair, for a distance of 1,200 feet. A loop and parking area will be provided.

"No new materials, with the possible exception of a few ties, will be required for the extension," Lambiase said. "We have all the material in the subway now, such as rails, switching points, signals and the like. We may have to acquire a few hundred feet of wire, but that is all."

The measure is being pushed as a war emergency matter, the councilman explained. It is designed to relieve city bus congestion, enabling suburban buses to transfer passengers to the subway for speedy transit downtown.

A committee report was expected last night, but the delay was forced when a minor technicality was discovered in the ordinance.

ICC Opens Hearing On Subway Status

Two "dinky" little switching locomotives today hauled the Rochester Transit Corporation into the midst of a federal hearing.

The proceedings, conducted at Hotel Seneca by H. W. Archer, Interstate Commerce Commission examiner, were designed to determine if subway employees were to be considered under the jurisdiction of the Railroad Retirement Board and if the revenues were to be subject to the provisions of the Carriers Taxing Act.

More Bookkeeping Involved

While a positive finding would make little actual difference in tax or retirement payments, according to Attorney Howard M. Woods, the transit company is opposing the move brought by the Railroad Retirement Board because of the duplication of bookkeeping effort involved in the change.

It was indicated at the opening of the hearing that a measure of federal jurisdiction is sought because the occasional switching of freight cars through the subway either to industrial sidings or from railroad to railroad involves the subway in interstate commerce.

Woods sought to establish the fact that the freight movements form an insignificant part of the general business of carrying hundreds of thousands of passengers annually.

Subway History Traced

His first witness, Leon R. Brown, transit research engineer, traced the history of the subway and gave a description of its properties.

Because of its ownership of the land on which the subway operates and its roadbed and fixed installations, the city of Rochester was represented in the case by Charles Benjamin Forsyth, acting corporation counsel.

Agreement between the transit company, the city and five railroads for switching cars, and ordinances under which the subway operates were introduced in evidence.

Subway Cost Placed at 19 Million

By the time the city gets through paying for it in 1960, the subway will have cost the taxpayers \$19,240,425, in capital charges alone, the Municipal Bureau of Research revealed today.

In addition there have been operating losses of varying sums—\$10,381 in 1941. Of the total capital charge, approximately two-thirds already has been paid.

The city's only remaining rail line was financed by nine bond issues totalling \$13,596,000. The interest, paid in varying amounts from 1922 to 1960 comes to another \$7,644,425.

In 1930 the city fathers forked over the largest single annual payment—\$504,215. This year the payment was shaved to \$344,182. In 1950 it will be \$486,760 and the final 1960 installment will be a mere \$3,963.

Because of this huge investment and the operating losses, the bureau urged considering for any plan to increase use of the subway—"provided such use does not make it easier for more people to leave the city to live in Brighton or in Greece."

Could Move 'Mountain'

Editor Democrat and Chronicle:

When the mountain would not come to Mohammed, Mohammed came to it. If our modern Sultan, Mr. MacFarlin cannot bring the subway to Monroe Avenue, how about bringing Monroe Avenue to the subway?

It would be a comparatively easy matter to bring a stretch of highway to the present subway terminal on Monroe Avenue, and operate outlying bus routes to and from that terminal. But as long as the poor old subway has to be regarded as Rochester's Cinderella, probably little if anything will be done for it.

Pittsford, N. Y. COMMUTER.

Just in Passing

Extension of the subway some 1,200 feet to meet Monroe Avenue, in Brighton, seemed like a good idea at the time. Yet the proposal has not been making much headway with the City Council. For one thing, it seems likely to cost more than was at first estimated. A little job of this kind always costs more per foot than a big job. Also, the question has arisen whether, right here in Rochester, arrangements could not be made which would expand usefulness of the city-owned subway in meeting the local transit problem.

A Pittsford resident today repeats the suggestion made here some time ago on the problem of making the subway more convenient for use of commuters into town. He suggests a roadway from Monroe Avenue to the Rowlands terminus. Certainly less expensive than extending the subway itself, and might serve at least during the war. Even a footpath would help. Worth considering, until larger plans are feasible.

* * *

DEMOCRAT AND CHRONICLE LETTERS

Use Subway More

Editor Democrat and Chronicle:

May I add my bit to the controversy over the bus service which we have heard so much of late? First why is not the subway mentioned in any of the various letters and headlines which are in the paper nearly every day? The city in my opinion has a white elephant which can be turned into a great thing if the proper people would only do a little thinking instead of all the backbiting about the various government agencies.

We have one bus line which goes nearly parallel with the entire eastern and northern end of the same. Why?

Then there are other possible uses for the subway, why not have buses from the western section of the city have terminals at Broad and Main. Have service in subway to take care of these buses, also have Lake Avenue buses meet subway at, say Emerson Street and the same with Dewey or better still let Dewey Avenue buses go to Lexington Avenue. I am not a traffic expert, let them work it out along some such line. And the same thing could apply to practically every stop on the subway. I know of several people on the north and west side of the city who work at the end of University Avenue.

If it were properly worked out to run buses across Culver Road to the Culver Road entrance of the subway could save plenty of minutes each day. The same thing applies going both ways, if we have to have all the buses going up and down Main Street meet the subway trains at Broad and South Avenue and take them around the block to State and Court Street. Please think this over and pass it along. I have several ideas along this line. This does not have to be published, I am only trying to help in a small way.

HENRY A. SHAFER,
108 Wetmore Park.

MacFarlin Plans Subway Buildup As Traffic Soars

OK's Clinton Ave. Station, Extension Of Route Eastward, More Cars, New Edgerton Park Service

Announcing passenger travel on the city's subway increased 75 per cent this month, Commissioner of Commerce Harold S. W. MacFarlin yesterday disclosed further development plans for the system.

These are in accord, the city official said, with Office of Defense Transportation demands to encourage trolley service to take the load off buses and the prohibition of the use of extra buses for carrying passengers to places of amusement or entertainment. They follow:

- 1—Proposal to construct a new subway station in Clinton Avenue South, near Griffith Street, at an estimated cost of \$17,500.
- 2—Pushing of plans to extend the subway from Rowlands to Monroe Avenue at the eastern terminal of the line.
- 3—Use of extra subway cars to carry spectators to and from the Arena in Edgerton Park, beginning Sunday.
- 4—Early placing of 13 additional cars into service on the line to take care of increased traffic.

Aid to Shopping Crowds

The new station, which, MacFarlin said, would be similar to existing stations, is 1,000 feet from Convention Hall and would give easier access to the subway from the theater and shopping districts.

The commissioner said his recommendation for the new station would be submitted to the City Council caucus tomorrow night by Councilman Lambiasi, chairman of the public utilities committee.

Night Travel Gains

For the first time in the subway's history, the commissioner said the system was beginning to feel the pressure of travel between 8:30 and 11 p. m. He could offer no reason for the increase during these nighttime hours.

The cars for carrying Arena spectators will be held at the western terminal at Rochester Products Corporation and run to the Bloss Street station in two minutes to handle departing crowds. The Bloss Street station is between 1,000 and 1,500 feet west of the Arena.

Disclosing also that two full freight crews were operating trains in the subway at the present time, MacFarlin said his report for 1942 would show nearly 2,500,000 passengers carried on the subway as compared with 1,998,000 in 1941.

The heaviest travel of war workers is to the two General Motors Corporation plants, Delco Appliance, Lyell Avenue, and Rochester Products, west of Lexington Avenue. Many two-car trains are being operated at rush hours, but three-car trains were found unadvisable because of the shortness of platforms.

Continued on Page Seventeen



H. S. W. MAC FARLIN

MacFarlin Plans Subway Buildup

Continued from Page Fifteen

Asked whether there were any plans to use existing steam railroad tracks for covering the southwest section of the city, the commissioner said it had been discussed. There were two factors that placed it "in the future." These are the impossibility to obtain steel and copper because of wartime needs, and the switching from electrified subway to railroad tracks would require use of Diesel engines to haul trains. To get to Brooks Avenue or the Scottsville Road section near the airport, either the Baltimore & Ohio or Pennsylvania Railroads' tracks would be used.

He admitted gasoline cars could be used on the subway and switched to these lines, or the New York Central Railroad or B. & O., to cover the Charlotte section.

Pointing out that Main Street West and Broad Street station was built originally as a central terminus for the subway and steam railroads, the commissioner said it was never developed as a switching point because of opposition of a steam railroad company.

Continued on Page Seventeen

Increased Subway Use Proposed

Jan 21 1943

Establishment of at least one and possibly three eastside crosstown lines to feed into the subway and relieve overcrowded bus facilities was reported under consideration today.

At the same time it was revealed that 13 additional cars have been reconditioned for subway use. When motormen are trained this will permit cutting the time between cars to five minutes throughout the day with the result passengers transferring from crosstown lines will have little or no waiting for connections.

Buses Wearing Out

With overburdened buses wearing out and no more in sight from the manufacturers, Commissioner of Commerce Harold S. W. MacFarlin also made public these plans to add to the convenience of subway travel:

1—A proposal for construction of a new station at Clinton Avenue near Griffith Street at a cost of \$17,500 will be submitted to the City Council tomorrow night.

This would give a direct connection with the South Clinton-Joseph Avenue line and provide another outlet for Convention Hall and the shopping district.

2—Allocation of extra cars for sports events at the Edgerton Park Arena which is but 1,000 feet from the Bloss Street subway station.

The Office of Defense Transportation has banned the use of extra buses for sports events to save gasoline and rubber but there is no objection to the use of electric cars.

Heading the list of crosstown lines for which surveys already have been made or are about to be is one along Culver Road from Irondequoit to Monroe Avenue, according to MacFarlin.

Links Nine Bus Lines

This would link nine bus lines with each other and with the subway.

Starting on the north at Culver and Empire Boulevard it would tap the northside Irondequoit-Ridgeway line and the Clifford-Plymouth. Moving south it would hit the Webster-Jefferson, Parsells-Thurston, Main East-Genesee Park Boulevard, University-Genesee, East Avenue, Pittsford, Park Avenue-Lake, the subway and Monroe-North Clinton.

Council Slated To Get Subway Plan Tonight

A proposal for construction of a new subway station under Clinton Avenue South near Griffith Street is expected to go before the City Council tonight.

The station is included in a program being pushed by Commerce Commissioner Harold S. W. MacFarlin to popularize use of the subway and ease the strain on overcrowded buses. Cost of the station is estimated at \$17,500.

Located under the bridge with a stairway coming up to the west sidewalk, the station would give the subway a connection with the Clinton-Joseph bus line, tap a well populated neighborhood and provide another outlet for the Convention Hall, theater and shopping district.

Under consideration, but not yet ready for submission to the Council, are revised, lower cost plans for extension of the subway eastward from Rowlands to Monroe Avenue and proposals for crosstown and subway feeder bus lines on Culver Road and possibly on Goodman and Winton.

Persons going to points short of downtown on any intersecting line could transfer directly while those going into town could make better time than at present by taking the subway which makes but two stops between Culver and the business district, it was pointed out.

Goodman Route Studied

Next in order of consideration as a crosstown line would be one starting at Main East near the armory and proceeding through Goodman to Elmwood and thence west across the river to Genesee Street.

In addition to linking the Main East and West lines with each other and the subway, this also would provide connections with South Clinton, Joseph, South-St. Clifford, Genesee-University and Genesee Park Boulevard-Main.

A third possibility was a Winton Road line which would carry passengers directly from five sections in the eastern outskirts directly to the Winton subway station. Sections benefiting would be Laurelton-Helendale, Farmington-Merchats Road, Browncroft, Blossom Road and possibly Highland-Claybourne, if the line were carried south to Twelve Corners.

Sound, Sensible

Common sense dictates more intensive use of the subway in the present situation which limits gasoline both for surface buses and for private cars. City Railways and Transportation Director MacFarlin has urged this ever since he took office; present difficulties emphasize the practicability of many of his suggestions.

The subway is run by electricity; there still are cars that can be used; it can be better connected with bus routes and provision can and should be made for better access to its outlying terminals and for parking of automobiles.

More crosstown lines not only will increase the subway's availability; they will save useless bus trips in and out of the business center; saving patrons' time and gasoline.

Such a useful asset as the subway should not be neglected in a time like this, as we have advocated and as many citizens have recognized.

The Commissioner's recommendations should be put into effect with the least possible delay.

To Aid Subway Traffic

Passenger travel on the city-owned subway has increased 75 per cent, as compared with the corresponding date last year, Harold S. W. MacFarlin, commissioner of commerce and railways, states in announcing an improvement program.

That certainly warrants the proposal to place 13 extra cars in service—and Mr. MacFarlin seems to know where to get them.

Extension of the line some 1,200 feet to join Monroe Avenue at its eastern end has evoked some rather exaggerated claims regarding its utility to suburbanites, on the one hand, and the unwisdom of paying out city money to stimulate movement out of Rochester, on the other.

If it will cost any \$90,000, to quote the top figure, it is not worth while. Decision should await the reliable engineering estimate which MacFarlin promises.

Most interesting proposal is to establish a station at where Clinton Avenue South crosses the subway.

There is little local population to be served. The merit of the plan depends upon whether patrons will transfer from the South Clinton bus to the subway at the new station.

Assuming the job is done quickly, this could also shed light on the feasibility of other proposals for linking subway and bus routes.

We should make the fullest possible use of this rapid transit route.

PARK'N-RIDE PLAN URGED FOR SUBWAY

More Crosstown Routes Studied As Bus Aid

A "park-and-ride" program for greater use of the city's subway and proposals for more crosstown bus routes to relieve congestion at the Main Street East bottleneck were advanced last night. They came on the heels of the announcement by Commissioner of Commerce Harold S. W. MacFarlin of the proposal to build another subway station in Clinton Avenue South, near Griffith Street, to connect with existing bus routes and to serve as an outlet to the shopping and theater districts.

Approval of the "park-and-ride" program, a modification of the metropolitan commuter plan, came from George O. Donahue, secretary of the Automobile Club of Rochester, which is now backing an OPA sponsored "share-the-ride" plan.

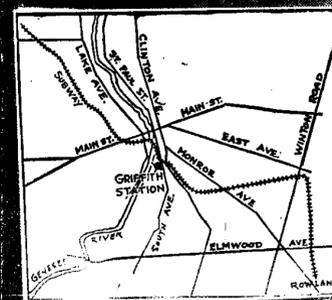
Relieve Congestion
In brief, the plan is to drive to subway stations, park cars and ride the subway downtown, or have a member of the family drive the business or professional man to the subway station as a means of saving gasoline and relieving the congestion on buses.

More crosstown routes, according to Commissioner MacFarlin, are being considered, but he was emphatic in declaring that their "establishment today will be considered only as a necessity and to cut mileage." He added:

"The principle of crosstown routes is different from what it was before gasoline rationing. Any new lines will be set up to short-cut traffic." At present there are four crosstown routes and the commissioner said the only new route under serious consideration was along South Goodman Street from Main Street to South Avenue past Highland Park.

The present four crosstown routes are: Driving Park-Emerson, Dewey, Ridge and Norton; Culver and Ridgeway, and University-Clifford. The last was established in 1942 before rationing to serve the industrial plants on the east side.

Philadelphia Plan
The "park-and-ride" plan was inaugurated in Philadelphia where parking stations were located at far terminals. In that city, there is a combination elevated and subway that goes underground in the downtown section, where two lines cross.



NO SNOW AND ICE—NO GAS PROBLEM—SUBWAY RUSH IS ON

Here's part of the subway rush hour crowd, which has increased 75 per cent since no-pleasure driving ban, jamming into trains

at City Hall Station. Above is an outline map of the subway system. Round spot indicates proposed station at Griffith Street.

Cleveland followed with a plan for its rapid transit system, with parking stations at terminals. Motorists drive to them from the county limits and then board the trolleys.

In Rochester, crosstown lines at city limits are losing propositions, according to MacFarlin, for lack of passengers. Admitting that the Main Street bottleneck caused by converging lines passing through the downtown section was a serious problem he said it was caused to a great degree by the desire of the public to reach points in the downtown area.

"Many existing bus lines cross or come near the present subway stations, and by transferring to the subway, the load on the buses could be relieved," he said.

"The educational program to ride the subway will feature the fact that passes, transfers and tokens when we begin to sell them again, Feb. 1, are good on the subway as well as buses. It is hard to get the public to realize this interchangeable use."

**Special Subway
Cars to Handle
Crowd at Arena**

TWO special cars will supplement regular service on the city's subway tomorrow night in carrying spectators to the Ebers-Akron Collegians basketball game at the Edgerton Park Arena.

The schedule of cars leaving the City Hall station, Exchange Street, Commissioner of Commerce Harold S. W. MacFarlin said last night, follows: 7:15, 7:40, 7:50, 8:05, 8:18 and 8:30. The 7:50 and 8:18 p. m. cars are extras.

The trip to the Bloss Street station, the commissioner said, takes about 7 minutes, compared with 12 minutes for runs by Dewey Avenue and Lake buses from the Four Corners. Distance of the Bloss Street station from the Arena is about 1,000 feet.

The extra cars will be available for the return trip downtown after the game, but the schedule was not fixed because the time the game ends is unknown. They will be kept at the terminus near Lexington Avenue and run to Bloss Street for the returning crowds.

MacFarlin also announced that folders were being printed for distribution to the Arena crowds, telling of the service on the city's subway and that passes and transfers were transferable for use on the subway.

A total of 5,000 are being prepared for publicizing the subway as a means of transportation because of gasoline rationing and the no-pleasure driving ban on automobiles.

**SUBWAY GIVES
ARENA SERVICE**

Approximately 120 persons used the city's subway to get to the Edgerton Park Arena basketball game last night when two special trains were run from the City Hall station for the first time.

This was estimated at 25 per cent of those who used either the subway or buses. The attendance at the game between the Ebers and Akron drew the smallest crowd of the season, between 500 and 600 fans.

According to Rochester Transit Corporation checkers, nine persons boarded one of the special cars and 19 the second. The remainder were carried on regular trains. The fans got off at the Bloss Street station and walked to the arena, a five-minute jaunt.

Because the crowd was small, the first experiment in running extra cars was considered hardly a fair test of the use of the subway, according to RTC officials.

Commissioner of Commerce Harold S. W. MacFarlin said that the 25 per cent who did use it indicated that, given a crowd of 2,500 or 3,000 this alternate means of transportation would pay.

An extra car was used to bring fans back downtown after the game.

That the younger folks take to the subway was shown by the large groups who boarded east-bound trains early last night to go to Cobbs Hill skating rink. When the ban on pleasure driving took effect, orders were issued to bus drivers to permit only half loads at the park so there would be room for passengers at stops on the way downtown.

**RULING 'SPLITS'
CITY SUBWAY**

An Interstate Commerce Commission examiner last night reached a "Solomon" decision on the status of the Rochester subway.

Directed to answer the poser whether the subway, which carries both passengers and freight, came under jurisdiction of the ICC, and thereby under various federal tax, retirement and unemployment insurance acts, H. W. Archer, the federal tax retirement and unemployment insurance acts, H. W. Archer, the examiner, proposed that the passenger side of the underground be exempt and freight business included.

The "cutting in two," if approved by the ICC, will the bulk of the subway business and the great majority of the employees, the decision said, outside of ICC jurisdiction and continue it under local and state control. Only four employees and much less than half of the total dollar business on the subway will fall under federal regulation, it was said.

Howard C. Woods appeared in the proceedings for Rochester Transit Corporation, which operates the subway. Charles B. Forsyth, corporation counsel, represented the city, and Harlan F. Calkins appeared for subway employees.

**Subway Flooded
By Drainage at
Rowland's Loop**

Swirling brown flood water yesterday turned the Rowland's Loop terminus of the subway into a temporary lake.

Cars making the turn to return downtown plowed through a 300-foot-square lake formed by surface waters draining into the loop basin.

Passengers, unable to negotiate the concrete platform, tottered precariously along a narrow catwalk to reach a jumping off place.

Men dispatched by the Rochester Transit Corporation cleared drains and restored a semblance of normalcy.



ROCHESTER, N. Y.
Subway Cars Plow Water--Loop Becomes Lake

At Rowlands loop early today, subway cars had to follow tracks flooded with surface water. Passengers were compelled to walk narrow catwalk to a dry place to board cars.

**Amphibian Subway Cars
Churn Water at Loop**

Subway cars, rounding the Rowlands loop at the eastern end of the line, like snips at sea, had a "bone in their teeth" today.

The loop was turned into a lake about 300 feet square by a torrent of surface water that flooded the big basin-like area after last night's quick freeze.

Tracks around the curve were under water. Although subway cars maintained schedules, their wheels ploughed up foaming white crests as they slid around the circle.

Passengers were unable to reach the concrete station platform, and boarded cars at the other side of the loop, being compelled to tramp a narrow "catwalk" along the gravel roadbed to reach a small dry spot.

The Rochester Transit Company, at 8:30 a. m., sent two men to clear out drains. The flood water also covered a long stretch of the old Erie Canal bed southeast of the track's end.

Keeping Subway Running Is Constant Task



The two rugged gentlemen at upper right are (left) Michael J. Madigan, 7 Coverly, and Michael J. Madigan, 92 Keehl. Workmen together for about 30 years, they are fast friends, but not related. Coverly Street Madigan is known to colleagues in the subway maintenance department as "Big Mike." Keehl Street Madigan as "Little Mike." At upper left, Cyrel Verhecke, another subway maintenance man, repairs car window. At lower left, "Big Mike" adjusts car brakes. In fourth picture, Nicholas Colucci turns car wheel on wheel lathe. To keep subway running safely to carry thousands of Rochester war workers, the maintenance crew has a man-sized job these days.

Users Build Own Station On Subway

A "good citizen" move has flowered into a new subway stop, Railways Commissioner Harold S. W. MacFarlin announced last night.



HAROLD S. W. MACFARLIN

Located between the Highland and Elmwood stops, the new station has been designated Ashburn Station and already is in use. It is the first new subway stop installed on the East Side since the subway opening, Dec. 1, 1927.

Serving a territory built up greatly over the last few years, Ashburn owes its existence largely to efforts of citizens in the neighborhood, headed by Thomas R. Boone and Winthrop K. Howarth. MacFarlin said. The Rochester Transit Corporation's only expense will be the concrete platform and lights. While facilities are not elaborate, MacFarlin said, they are adequate and cars already are using the stop.

City Fights Subway Move

Plans by the Interstate Commerce Commission to place the freight business of the city's subway railroad under its jurisdiction will be opposed by Corporation Counsel Charles B. Forsyth and Howard M. Woods, attorney for the Rochester Transit Corporation.

Forsyth and Woods will leave tonight for Washington where a hearing is scheduled tomorrow on the plan, recommended in a report by Examiner H. W. Archer as the result of a hearing held here last Oct. 22.

Forsyth and Woods will contend that the subway primarily is devoted to the handling of passenger traffic, which is not subject to ICC control.

FIGHT MAPPED TO DEFEAT ICC SUBWAY RULE
City, Transit Aides To Attend Capital Quiz Tuesday

Interstate Commerce Commission plans to take jurisdiction over freight operations on the subway will come under city attack Tuesday.

Corporation Counsel Charles B. Forsyth and Howard M. Woods, attorney for the Rochester Transit Corporation, appearing before the ICC at Washington, will argue that the subway primarily is devoted to the handling of passenger business not subject to ICC control, Forsyth announced last night.

Hearing Held Last Fall
ICC plans to assume jurisdiction became known with the filing of a report by ICC Examiner H. W. Archer following a hearing in Rochester last Oct. 23.

In the event that Archer's recommendation is followed, Forsyth said, the city will be put to much added expense and inconvenience. The ICC requires the setting up of an elaborate special system of uniform accounts, filing of schedules, monthly reports of various sorts, operation under the federal hours of safety act, the installation of special safety appliances, certain federal retirement allowances and a compliance with the federal ash pan act, so called, which lays down detailed rules for disposition of ashes and cinders.

Engaged in freight operations on the subway, Forsyth said, are only four employees. Hearings have disclosed, he declared, that less than 2 per cent of the subway's revenues accrue from freight operations.

Cites Local Setup
"The Commission should take notice," Forsyth said, "of the fact that the railroads serving the city are interconnected, independent of the subway, and that the physical features of the overhead construction of the subway not only would render it impractical, but undesirable to interchange freight along its single track."

Forsyth branded as erroneous a statement credited to counsel for the Railroad Retirement Board that no physical connections exist between the subway railroad and surface lines. Long concrete ramps exist at different points, he said, which lead into the subway from the street surface. The location of these ramps, he said, establishes that the subway was designed to be a part of, not only subway operation, but surface passenger operation, but surface passenger operation with the rest of the city's transportation system.

Forsyth and Woods will leave for Washington tomorrow night.

Subway Placed Under ICC

A ruling by the Interstate Commerce Commission, just received by Corporation Counsel Charles B. Forsyth, places the subway railroad, both passenger and freight service, under the jurisdiction of the ICC.

The city contended the passenger branch of the subway was an integral part of the surface transportation system and not subject to ICC jurisdiction. The commission ruled that abandonment of surface railway lines made the subway an independent passenger-carrying road.

Effect of the decision, in the opinion of Howard M. Woods, attorney for the Rochester Transit Corporation, will be to place employees of the subway under the Railroad Retirement Board, which handles the equivalent of Social Security for railroad men. Subway workers previously had asked that they be taken under the RRB.

Workers Start Action

Woods revealed that the ICC decision, with the preliminary investigations and hearings, were a result of action originally taken by subway employees, who asked that they be taken under the RRB. The retirement board, in turn, asked ICC to hold a hearing with a view to determining if the subway was part of the land transportation system of the nation.

Whether the ICC decision would give the federal body jurisdiction over subway fares was doubtful, Woods said, but he added that "we do not yet know the full import of the decision." It is certain that federal inspection rules, switching charges and freight tariffs will be put in force, he said.

There are four employees in the subway freight service and 53 on the passenger service. Although city-owned, the subway is operated by RTC under terms of the city-RTC service-at-cost contract.

Following a Rochester hearing last fall, ICC Examiner H. W. Archer recommended that freight traffic alone be subject to ICC jurisdiction. The city appealed, arguing that neither freight or passenger services were so subject, and ICC held a hearing at Washington a month ago on the appeal.

System Separates

It was following this hearing that ICC, in the ruling made public yesterday, held that it took jurisdiction over the subway several years ago when railroads serving Rochester made application to ICC for use of the subway tracks.

ICC refused to follow Archer's recommendation on the ground that the surface lines and subway passenger tracks became separate systems of transportation when buses replaced electric cars. ICC also held that freight switches, cross passenger tracks and that this constitutes a use of passenger tracks for the freight service.

The city and RTC contended at the Washington hearing that freight handling is only an incidental use of the city's transportation system. Forsyth held that the subway passenger line is clearly part of the city transportation system and that such systems are not subject to ICC control.

The decision announced yesterday was made by a division of the ICC and an appeal is possible, officials said, to the ICC as a whole. A further appeal is possible to the United States Supreme Court, but whether any appeal will be taken, Forsyth said, will depend on a result of the study of effects of the decision now being made.

CITY PONDERES EFFECT OF ICC SUBWAY RULE
Decision Reverses Stand Taken By City

Both passenger and freight branches of the city's subway property are under jurisdiction of the Interstate Commerce Commission, according to a ruling of that body made public by Corporation Counsel Charles B. Forsyth yesterday.

Reversing its own examiner, the ICC refused to uphold the city's contention that the subway passenger service was an integral part of the surface transportation system and so not subject to its jurisdiction. Abandonment of electric surface lines made the subway an independent, passenger-carrying railroad, according to the ICC decision.

Just what effect the decision will have must be made a matter of much study, Howard M. Woods, attorney for the RTC, said last night. For one thing, he said, it brings the subway employees under the U. S. Railroad Retirement Board, which handles the equivalent of social security for railroad men. This will mean dual reports to the RRB and to the Social Security Board which handles social security for surface employees, he said.

Totals Run Well Above '42 Figures

May 12 1943
An unprecedented number of passengers was carried on Rochester bus and subway lines during the first three months of 1943, according to a report today by Railways Commissioner Harold S. W. MacFarlin.

Fare-paying passengers numbered 29,357,267 during the quarter, an increase of 7,702,946 over the total number of passengers transported during the first three months of 1942.

110,000,000 Figure Sighted

A record number of passengers, 95,954,090, was carried by the Rochester Transit Company on its lines in 1942. Calculated on the basis of transportation figures for the first three months of this year, the total for 1943 should run around 110,000,000, MacFarlin says.

Sales of weekly passes during the first 1943 quarter showed increases revenue of \$371,222 over the first quarter in 1942. Total increase in the company's revenue amounted to \$502,265. Charged against this were expenditures of \$304,276, because of an increase in taxes of \$145,000 and in maintenance and operation of \$253,054.

A total of 679,954 more passengers were carried on suburban lines than during the corresponding quarter in 1942, the increase in revenue on the suburban lines amounting to \$49,597.

Control Fund Mounts

The sum of \$29,751 was added to the fare-control fund at the end of the quarter, this amount representing the excess after the following deductions were made from the total revenues:

Allowable return to company, \$103,336; taxes, \$337,893; renewals and replacements, \$186,000; maintenance and operation, \$1,175,026.

The total of the fare-control fund now amounts to \$291,593, the amount as of Dec. 31, 1942, having been \$261,840.

RTC TRAFFIC SETS RECORD FOR QUARTER

Dec 12 1943
Total for Subway, Buses in Period Tops 29 Million

Traffic on the city's transportation system soared to unprecedented levels in the first three months of 1943.

Buses and subway cars transported 29,357,267 fare-paying passengers, an increase of 7,702,946 over the comparable months of 1942, Railways Commissioner Harold S. W. MacFarlin's quarterly report, filed with City Council, disclosed last night.

The total transportation figure averages approximately the city's population of 325,000 daily, MacFarlin said.

110 Million Seen for Year

On the basis of the first quarter figures, the total for 1943 will run around 110,000,000. An all-time record for the Rochester lines was established last year with 95,954,090 passengers carried. Previously, the biggest year was 1923 when approximately 75,000,000 fare-paying passengers were carried.

Bus traffic runs heavier in the first and fourth quarters of the year, falls off in summer months, MacFarlin said.

Revenues from sale of weekly passes increased \$371,222.15 over the comparable 1942 period while the Rochester Transit Corporation's total revenues showed an increase of \$502,265.33. Against this was shown an increase in expenditures of 504,276.99 so that there was an actual decrease in net revenue of \$2,011.66.

Reason for this jump in costs, MacFarlin said, was an increase in taxes of \$145,000 in the quarter, compared with the first quarter of 1942, and in maintenance and operation of \$253,054.74.

The average fare for the quarter was shown as 6.15 cents. RTC had 825 buses in operation over the quarter. An interesting sidelight in the report, as reflecting restrictions on motor traffic, were figures showing 679,954 more persons were carried on suburban lines than last year, with a consequent increase in revenue of \$49,597.84. Suburban lines are those which ply across the city line.

Continued on Page Sixteen

RTC Traffic Hits Quarter Record

Continued from Page Fifteen

Over the first quarter of this year \$29,751.09 was added to the fare-control fund, this sum representing the excess after these deductions from total revenues: Allowable return to company, \$103,336.26; taxes, \$337,893.47; renewals and replacements, \$186,000; maintenance and operation, \$1,175,026.

As of Dec. 31, 1942, the fare-control fund stood at \$261,842.90 so that the first 1943 quarterly increment made it \$291,593.99. Under a provision of the contract between city and RTC, a new rate of the fare structure went into effect Feb. 1, providing for the sale of 12 tokens for \$1. On May 1 this was amended to 6 tokens for 50 cents.



USE YOUR SUBWAY?—THEY SURE WILL
Remember when the Commerce Department was pleading with people to use facilities of the subway? Picture above shows part of throng which tried to board a subway car an hour after yesterday's parade. Chances are that long idle subway cars will be put into use in near future, according to officials who viewed bus transportation jam.

ADDED SERVICE TO BE PROVIDED WITH TROLLEYS
D & C JUN 1 1943
Far Apart Stations Main Trouble on Underground

The much-maligned Subway stood out last night as the only ray of light in the critical transportation picture for Rochester.

While the haughty surface lines were being curtailed by Washington order, the subway was being prepared to give added service.

Where it had been neglected for years in favor of the fast buses that carried patrons exactly to their destination, it was playing to standing room only on many runs, and the grateful riders were not objecting to a few blocks walk.

Extra Service Set
John F. Uffert, vicepresident and general manager of Rochester Transit Corporation, and Railways

Commissioner Harold S. W. MacFarlin, after a study of conditions in the underground, announced extra service would be instituted this morning. The headway will be cut in mid-day from 17 minutes to about 12 minutes. Rush hour service is much faster, they explained. Number of trips in each direction daily has been increased from 74 to 84.

The underground, thanks to the foresight of RTC and city officials, has a backlog of 12 trolleys that can be pressed into service if need be. Ten of the cars, all formerly in suburban service during the days of surface rail travel, have overhauled motors and wheels and are ready to go at the turn of a controller, Uffert said.

Too Few Stations
The motors have been stepped up and the trolleys will keep pace with the fast, all-steel cars now in use.

Too few stations is the major trouble with the subway, Uffert declared. He pointed out that some stations are as much as a mile apart, and the line passes through some heavily populated districts.

Plans for adding stations have been sidetracked in the past for various and frequently unannounced reasons. One such proposal would have placed a station at Clinton Avenue South, within a few minutes of the theater and shopping area, it was recalled.

Subway Offers Bus Cut Relief

Times-Union MAY 27 1943

Increased use of the subway, possibly through use of bus lines to feed the underground railway service at each end with passengers for transportation downtown, was forecast by some observers today even before the use of buses on passenger routes was ordered curtailed 20 per cent by the Office of Defense Transportation.

Before today's 20 per cent curtailment order, although he declined to comment on these suggestions, Transportation Commissioner Harold S. W. MacFarlin said that the ODT's earlier 10 per cent curtailment order "would compel greater use of the equipment of the subway."

He pointed out that ODT already had urged increased use of rail transport wherever possible.

Cut of 68,000 Miles a Week

The Rochester Transit Corporation had submitted in February to ODT separate plans, one dealing with a possible 10 per cent cut, another for 20 per cent, another for 30 per cent.

Under the 20 per cent plan, the RTC stated its mileage would be cut by 68,000 miles a week. A 30 per cent reduction would mean a cut of 102,000 miles a week.

ODT Permission Asked

MacFarlin said he wired the ODT last night, asking permission, when a cut is ordered, to put the 10 per cent first "to permit people and businesses to adjust themselves to a reduction" and add:

he was confident the request would be granted.

He suggested the 10 per cent cut be kept in effect for three days, before any further cut is instituted and that any additional cuts be put on the three-day basis before further cuts are put in.

Delivery Curb Starts

Meanwhile, the ODT ban on retail delivery of luxury goods went into effect.

Starting today there will be no more retail deliveries of 15 commodities, including soft drinks, alcoholic beverages and ice cream. Wholesale deliveries are also drastically curtailed.

Also, all Sunday deliveries are banned—both wholesale and retail—with the exception of ice, fresh milk and cream, newspapers, certain mine products and explosives, medicines, telegrams and mail.

Samuel V. Gianniny, executive secretary of the State Associated Trucking Industry, after consultation with Albert J. Monroe, district ODT manager, said truckers were preparing to put into effect the ordered 40 per cent reduction in gasoline use and that "there is no argument about it—we understand the seriousness of the situation."

Exceptions Sought

The industry will ask for some exceptions from the order in the cases of carriers trucking vital war materials, including petroleum products.

Truckers who run out of gasoline by July 1 and who are not able to show they have done their best to comply with the order, he said, will get no consideration in obtaining more gasoline.

In progress, he said, is the mapping of routes and schedules required by the ODT, to be completed by June 3.

City and county officials were compiling lists of all motor vehicles owned by the two governments to determine which would have to be taken out of service to meet the emergency.

The Rochester Dairy Council, representing six major milk companies, announced it would halt all Sunday wholesale deliveries.

Rochester Floral Trades Association will meet tonight at 47 Ely to discuss effects upon their business of the ODT order, which prohibits retail delivery of cut flowers, except for funerals.

Fun Driving Ban Booms Bus Use

OFFICE of Price Administration's current pleasure driving ban told its story in the collection boxes of Rochester buses last week, the total of tickets soaring to 99,000 from 92,706 tallied the week previous.

A decided rise was noticed Thursday, first day of the ban, with 15,817 tokens being collected. Saturday, popular shopping day and "date" night, collection figures rose to 17,798. It was the third full week that the tokens have been sold at six for 20 cents.

Sale of bus passes remained on a steady keel with 80,441 being sold last week as compared with 80,739 the week before.

Sole Transit Relief Lies In Subway, Says Official

By BRUCE MANN JUN 7 1943

With a potential passenger-carrying capacity of 8 million persons a year, Rochester's subway is being used only to a third of its capacity, and the sole hope for any relief from Rochester's critical transportation problems rests with the underground route.

Thus did Harold S. W. MacFarlin, city railways commissioner, outline the subway's position today when interviewed by a Times-Union reporter. The commissioner was questioned as he prepared an advertising campaign designed to bring home to Rochesterians the necessity of using the subway to its fullest extent.

Sufficient high-speed cars are available to carry increased loads, sufficient personnel is prepared to operate them, MacFarlin claimed. Ten of the 13 cars now parked at the City Hall Station are in repair and ready to be shunted to subway operation, if traffic warrants.

Dark green interurban cars now being used once were on the Geneva, Syracuse and Sodus Point runs, before these lines were abandoned. Reserve cars are a part of those operated to Summerville and Sea Breeze and have sufficient power to carry out the schedules now in effect.

MacFarlin points out that the subway carried only 500,000 persons in 1933, rose to 2,500,000 in 1942 and expects to handle over 3,000,000 this year.

Adding steps to the present subway system, to make it more readily available to potential riders, would tend to discourage passengers, MacFarlin believes, for the main purpose of the subway is to supply faster transportation. With the exception of an additional stop at Clinton Avenue South and the extension of the eastern end of the route from Rowlands, he is not prepared to offer any recommendations for additional stops.

Under MacFarlin's proposals, Rochester's industry will be offered a complete, detailed plan for the promotion of subway use, and employers will be asked to utilize the information to its fullest extent in their plants. In addition, other ways for promotional use of the subway will be suggested to manufacturers.

"It is up to the manufacturer," MacFarlin says, "to aid us in this subway campaign, for after all it is his employes whom we are trying to get to work on time so there will be no slackening in the war effort."

"Feeder lines to the subway?" MacFarlin pointed out that some consideration had been

lines can take care of any inbound traffic from the subway to the center of the city. "Besides it would add to our mileage," he adds.

Criticism against the city for permitting so many bus lines to operate through Main Street brought this reply from MacFarlin:

"By our surveys we have found that buses today go through Main Street from 20 to 25 per cent faster than did the old trolleys. Not only is this bus service faster but it also has proven more economical, for the straight haul up the street has enabled us to save considerable miles.

"By-pass routes would only add to mileage and would result in no saving of time—and this is contrary to all ODT edicts. What the ODT wants today is mileage cuts, not speed."

"Then," MacFarlin was asked, "a bus rider must make preparations to spend more time on the buses than in the past?"

"There is no alternative," he answered, "even if he has to see three and four buses pass him up."

What about a service linking

the subway at Culver Road through to University, where there are large war plants? MacFarlin was asked.

"There again you are running up against ODT opposition," he answered. "We can't do it, for it would just add to our mileage again."

Asked why buses are permitted to run to the end of the line with only a few passengers, instead of being turned around at intermediate points, MacFarlin pointed out that the transit lines were already operating on such schedules, especially on the heavier traveled industrial lines.

"If the public would only walk three or four blocks to the subway station it would be saved considerable time," MacFarlin declared. "For instance, a five-minute walk to the Field Street station would permit the subway passenger to save five minutes on his trip downtown in addition to relieving the already crowded buses. It is here that we must convince the public that it is to their own advantage to use the subway, even though they have to walk a short extra distance."



Here, parked on sidings at the City Hall Station, are shown some of the subway cars which are held in reserve, ready to help ease the transit situation, if subway patronage necessitates.

Times-Union JUN 7 1943

Stub Bus 'FEEDER' PLAN PI USED FOR SUBWAY USERS D. & C. JUN 8 1943 Struckmar Route Congestion Held Curable

By ROY ELLIOTT
Until Rochester is granted much needed moderation of the ODT's order restricting bus operations, the city's immediate problem is not its supply of buses, but how best to utilize the mileage allotted to its buses.

Ordered to cut its mileage per week 20 per cent under the mileage used during the week ending May 22, the Rochester Transit Corporation has worked out the problem by eliminating all use of extra buses and cutting service during non-rush hours. Rush hour service and schedules taking war workers to and from their plants have not been cut.

Too heavy loading of buses during both the rush hours and at many times other than regular rush hours has been experienced. Bus service to and from the downtown area has not been satisfactory and lack of buses, through lack of available mileage under the ODT order, has inflicted hardships, especially on shopping nights, some lines without undue interference with necessary service, presumably that mileage could be used on other lines where needed and when needed to care for shortage in service that now exists.

Stub Lines Proposed
One way that could be attempted would be to provide greater use of the city's subway by institution of stub bus lines, and by use of stub lines in other areas to discourage round-trip pleasure riding, which still exists to a considerable degree. This perhaps might be regarded by the users of the stub lines as an

inconvenience because of having to change, but on the other hand it would guarantee them transportation from the downtown area readily, something they have not been getting during the last week. Struckmar route residents have complained they have been unable to get on buses because the Struckmar buses have been filled by persons riding only to points on Park Avenue. If the Struckmar bus route was a stub line beginning at the Winton Road station on the subway, its users would have the buses all to themselves, and many probably would be surprised at the time saved getting downtown by transferring to the subway, and time also saved by using the subway and the stub line to get home. The important thing is that much of the load on the Park Avenue line would be transferred to the subway, which possibly would mean the use of fewer buses, and thus provide extra bus mileage which could be used when it is badly needed on other routes. Similar savings could be made by stubbing the Emerson line at the Emerson Street subway station, the Lyell Avenue, at Lyell and Broad and possibly others.

Monroe Ave. Problem
If the city could have the subway system extended from the present Rowlands loop along the old canal bed to Monroe Avenue, the necessity of operating all Pittsford buses the entire length of Monroe Avenue would be eliminated. That would mean more miles saved for use of bus mileage elsewhere.

The ODT has frowned on any extension of bus lines beyond present routes, but if the comparatively new Culver Road line into Irondequoit were to be extended from its present terminus at Culver and University Avenue to the Culver Road subway station, the decreased traffic on the University Avenue and other lines from Culver Road downtown now used by passengers on the Culver Road bus probably would more than compensate.

Many present users of bus lines probably could use the subway if they would walk to their nearest subway station instead of to the nearest bus stop. It might be a bit further, but in all probability considerable time would be saved. The important thing is that the strain on the bus system would be decreased and more satisfactory service for everybody concerned made possible.

Use Railroads, Subway

Times-Union JUN 9 1943
Rochesterians can see for themselves that the best hope of relieving the pressure on the buses lies in the subway. Commissioner MacFarlin says that the subway has equipment to handle eight million passengers a year. At present only a third of its capacity is in use.

There are a number of reasons why the subway is not used more than it is, but few of the reasons hold water in a period of stress like the present. Thousands of persons, as Commissioner MacFarlin says, could use this rapid transit system if they were willing to walk a few blocks at one end or the other. Such persons ought to realize that they cannot expect to step into a bus at their front door and step out at their exact destination. The fact is that Rochester is unusually fortunate to have this second string to its transportation bow. It is not only equipped to handle heavy loads but it is a genuine time saver—an unusual asset indeed in these times. Many suggestions have been made for increasing the usefulness of the subway and for educating more persons to its use. The subway is no longer a poor step-child of the city. It is a first line reserve that may solve an otherwise insoluble problem.

A further suggestion is made today by Edward Hungertford, nationally known expert and writer on railroad topics. The suggestion that lines of the New York Central to the lake, the Auburn, Lehigh and Erie to the south and east, could be used for local traffic is sound on its face. Whatever difficulties of arrangement exist would not seem to be insuperable in face of the war situation.

Point is Rochester can meet its traffic crisis by a little extra vision and daring, without complete reliance on gas-line-operated buses. What buses can be used no doubt could be rerouted to synchronize better with subway use and railroad use.

5,000 More Subway Users Sought

Times-Union JUN 9 1943
This is the first of a series of articles on Rochester's subway and how its added use can relieve the city's vital transportation problem.

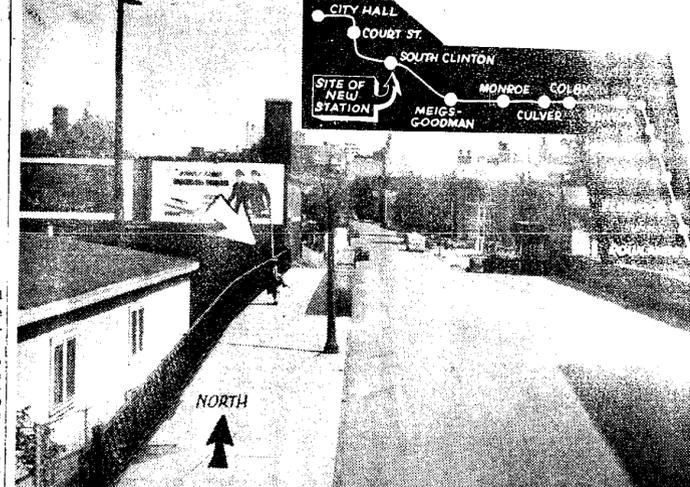
By BRUCE MANN
IF 5,000 more Rochesterians would use the subway weekdays there would be no transportation mileage problem in Rochester. What's more, there would be no crowding, no waiting and service would be speeded up so that persons could get to their business, to shopping and their homes more rapidly and easily. But, the whole problem is how to get those extra 5,000 to see the advantages offered by the subway system which is definitely on the way to setting new traffic records this year.

Boom on the Way
A boom is developing in the subway, Harold S. W. MacFarlin, city commissioner of railroads, will tell you, pointing with pride to the traffic record set up in the first quarter this year. In this three-month period the subway carried 717,606 passengers as compared with 428,212 in the corresponding months of 1942, or an increase of 75 per cent.

This was before the 20 per cent cut in bus traffic was ordered by the Office of Defense Transportation. Since then there has been an added growth in subway traffic, MacFarlin adds, which leads him to increase an earlier 3,000,000 passenger prediction for 1943 to the 4,000,000 mark, which is only about half of the potential subway capacity.

Five thousand additional persons daily means 10,000 passengers, and over a period of a month this would mean 250,000 passengers a month removed from the surface lines on "business days. In a month's time 5,000 bus runs could be removed from surface transportation, or added to existing facilities to give better service. Bringing it down to a daily basis, it would mean the elimination of 200 bus runs daily, or transfer to lines not served near the subway.

New Station Stop Mapped for Subway Line



A new subway station at Clinton Avenue South to cost \$18,000 has been authorized by City Council to help relieve the transportation tangle and for added convenience of south side subway travelers. Picture shows where station will be located in Clinton, just north of Byron Street, while map shows its location in relation to other stations and stops from Rowlands to City Hall.

Subway Station Plans Rushed by City Engineers

Times-Union JUN 9 1943
First step toward increasing passenger traffic in Rochester's subway was launched today as city engineers rushed to completion plans for an added subway station in Clinton Avenue South, a short distance north of Byron Street.

Long agitated as one means of relieving the city's congested bus traffic, the City Council last night authorized an appropriation of \$18,000 to cover construction costs. Funds will be supplied from an old WPA fund. Materials for the project will be ordered immediately, city officials said.

Advantages of the new subway station were pointed out by Harold S. W. MacFarlin, city commissioner of railroads, who cited the station as a necessary link in the transportation system to serve downtown shoppers.

"The new station will be only five minutes walk from the central shopping district," he said, "but if necessary passengers can change to either a Clinton or Joseph bus to cover the remaining distance. If shoppers will use the subway now it not only will speed their

**NEW STATION
AUTHORIZED
FOR SUBWAY**
D. & C. JUN 9 1943
**\$18,000 Cost Set
By Council for
Construction**

South side travelers soon will have an added Subway station for their convenience.

City Council last night authorized a station in Clinton Avenue South, a short distance north of Byron Street, to cost \$18,000. Money for the improvement will come from the old WPA fund and work will begin as soon as materials can be provided.

This will be the first major Subway improvement since a short extension and station were built to serve the Rochester Products plant in Lexington Avenue eight years ago. It is the first new station to be constructed since the Subway was built in 1927, other than the Rochester Products station which merely displaced the Driving Park station and a makeshift constructed by Subways users in the Highland Avenue section, Public Works Commissioner Roberts said.

Considerable Section
The Clinton South Station will serve a considerable industrial section, and will be a recognition of the vastly increased use of the Subway since OPA imposed the 20 per cent cut in bus service.

Council took no action on the bus service cut nor was the matter of enlarging the Municipal Airport under discussion in any fashion despite pre-session reports.

Council received a new application for a permit to use city streets from the Hornell Motor Coach Company in connection with its, Hornell-Rochester service. Councilman Lambase introduced an ordinance for the permit and a public hearing was ordered on June 22. Council previously rejected a similar application without disturbing operations since the company is operating under a State War Council permit.

Tower Lease Renewed
Renewal of an existing lease with the Lincoln-Alliance Bank Building was authorized for continuance of the city's smoke tower, for a two-year period at \$1,200 a year, same as under the present lease. Council authorized payment of \$2,450 to Reed, Hoyt and Washburn, New York City, for work on the recent \$3,000,000 city bond issue.

As part of the city's survey for new water sources in the Hemlock-Canadice watershed, Council authorized purchase of easements for exploratory drillings. No figure was specified.

An old battle was ended when Council decreed closing a portion of Oren Street for the purposes of the Burke Steel Company. Stiff opposition developed when the proposition first came before Council a year ago, but at that time it was proposed also to close Coates Street which connects with Oren. As provided last night, the Oren Street closing leaves access to Maple Street for the only residential property on the street, Mayor Dicker said.

City owned properties were sold as follows: Lawrence Amenda, Henrietta Street, \$1,025; Burdett Batty, Morville Drive, \$200; Joseph Mesolella, Granby Street, \$100; Giovanni Longionotti, Hickory Street, \$300.

Take Subway
Union JUN 10 1943
**Increased Service
Promised If
Use Rises**

(This is the second of a series of articles on Rochester's subway and how it can help solve the bus problem).

By BRUCE MANN
PROVIDED patronage warrants it, Rochester's subway can be run on a two or three-minute headway during the rush hours.

There are enough cars, enough men and enough electricity to operate the subway 24 hours a day—only more patrons are needed.

"As soon as we see more traffic developing we will increase current schedules," Harold S. W. MacFarlin, street railway commissioner, explains. "It may be a day or so before we are able to adjust ourselves, but passengers can be definitely assured that all needs will be taken care of."

At present the subway is being operated on a stepped-up schedule

**Subway Project
Skips Priorities**

REGARDLESS of priorities, Rochester is going ahead with the building of its new subway in Clinton Avenue South—for the simple reason it can get along without priorities, Harold S. W. MacFarlin, street railway commissioner, explained today.

"The only possible thing we would need priorities for," he explained, "is a few iron handrails, and if necessary we can use wooden rails for the duration." Most of the new station will be of concrete and wooden construction, he added.

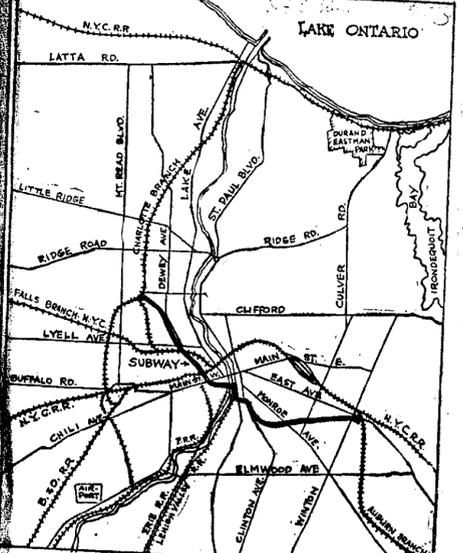
inaugurated since the bus curtailment with a 12-minute schedule in the "off-hours" and a five to nine-minute headway during rush hours. In some instances special trains are being injected to provide one and two-minute service during peak periods.

As a result of the increase in subway traffic it now is possible to operate trains the entire 24 hours in an emergency. There will be no delays such as was experienced last winter when snow-bound Rochester Products Corporation workers were held up half the night because service on the subway had suspended for the night.

An all-night crew is prepared to send out a train at any hour. Regular service is provided, however, from 5:35 a. m. to 1:45 a. m.



"Use YOUR subway," reads the pamphlets being handed to bus riders by James B. Ingram, employe of the Rochester Department of Commerce. Thousands were distributed.



Solid line represents subway. Identified are railroad lines which Edward Hungerford, railroad analyst, suggests should be used to take some of the burden away from the bus lines.

**OPINIONS SPLIT
ON PROPOSAL TO
USE RAILROADS**
D. & C. JUN 10 1943
**Pamphlets Advise
Of Advantages of
Underground**

By ROY ELLIOTT
Use YOUR Subway.
That was the theme of a concerted move launched yesterday to divert more of the city's present bus traffic to the Subway in those localities where it could be so diverted.

As an opening move in a long range campaign, uniformed employes of the Rochester Department of Commerce yesterday appeared on each of the Four Corners at Main and State Streets during the 5 o'clock rush hour traffic jam with pamphlets urging use of the subway which they handed bus users.

**Wrestling Fans Use
Subway for Return**

The Subway won its first battle last night.

So Railways Commissioner Harold S. W. MacFarlin gleefully reported at midnight after four carloads of Subway passengers had been brought back from the wrestling matches at Edgerton Park.

A checkup showed the increased load on the Subway was exactly equivalent of the passengers who went to the Arena by bus.

Service Pointed Out
The circular also pointed out that from the City Hall Station the subway offered rapid service eastward to Meigs and Goodman, Monroe and Field, Winton and East Avenue, Highland Avenue, at Struckman, and Rowlands in Monroe Avenue. Westward it listed the rapid service to Lyell Avenue, (Delco), Edgerton Park, Emerson St., Glenwood Avenue, Lexington Avenue, and Driving Park Avenue. (General Motors).

Distributors of the circulars also were provided with Subway timetables to give to those persons interested. Some conversions of Main and State bus patrons was reported yesterday.

At the same time, the possibility of using available steam railroad lines to lighten the burden on some bus lines, as proposed in a letter from Edward Hungerford, of Pittsford, railroad analyst, in yesterday's Democrat and Chronicle, drew considerable discussion. Hungerford proposed re-establishing passenger service on such steam lines as the Charlotte branch of the New York Central, the Falls branch, the Auburn line and others.

Some Criticism
Critics of the proposal declared there were no engines available to put such a plan into effect because of the war transportation burden on the railroads. Proponents declared the engines could be made available without disruption of present railroad facilities.

The move to convert present bus users to the Subway wherever possible through use of pamphlets and other means will be expanded, Commerce Commissioner Harold S. W. MacFarlin said last night. Merchants and business houses within areas of Subway stations will be asked to distribute similar literature to their customers and ask them to use the Subway, and office buildings downtown will be canvassed.

"In this emergency use your Subway," read the circulars distributed yesterday at the Four Corners. "The City Hall Station is only one-half block from Main and State, at Broad and Exchange. Try it and see why 3,000,000 riders are now using it. Walk a few blocks and save many minutes."

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Distributors of the circulars also were provided with Subway timetables to give to those persons interested. Some conversions of Main and State bus patrons was reported yesterday.

Subway Safety Times-Union JUN 11 1943 Devices Cited To Protect Riders

This is the third article on Rochester's subway and how it can help solve the bus problem.

By BRUCE MANN

CITY officials point with pride to the safety record of the subway, declaring that interlocking signal systems and block signals make it the safest transportation available in Rochester.

Bus drivers are faced with a possible accident every time the bus moves, but the subway engineer has nothing to do but watch for his block signals, officials observe. Even if something should happen to a subway engineer, a "dead man's button"—as it is known in railway terms—operates to the safety of the passenger. The instant the engineer's hand is removed from the controls the train comes to an automatic stop.

In addition, to insure even greater safety, the tracks of the subway are patrolled daily and are guarded by uniformed guards to insure no tampering with switches and signals. On top of this, passenger trains in the subway are given right-of-way over all switching operations so that no train is delayed unless a freight switch engine breaks down.

Subway cars hit a speed as high as 55 and 60 miles an hour, whereas buses, with governors, are only geared to go 35 miles an hour, and must stop at many corners. Subway stops are reduced to a minimum.

That's one reason why the subway goes from one end of the city to the other in 23 minutes, whereas the same transportation on a bus takes as much as 60 or 70 minutes. In fact, city officials tell you that the subway provides service approximately four times as fast as surface lines.

That's why it pays to walk 5 minutes to the subway, they add, pointing out that the lost time will be more than made up by the subway's fast service.

As Harold S. W. MacFarlin, Railways Commissioner, puts it:

"The subway is the only railroad company in the nation that invites you to come and take a ride on your dollar pass these days. It is the only transportation that isn't curtailed."

Underground Traffic Times-Union JUN 11 1943 Jumps 15%

Rochester's subway traffic has jumped an estimated 15 per cent in the last two weeks and is continuing to increase daily. Service has been stepped up 25 per cent.

So Harold S. W. MacFarlin, city commissioner of railroads, reported today as he reviewed the effect of the 20 per cent bus mileage cut imposed by the Office of Defense Transportation.

"We are continuing to step up trains," MacFarlin added, "and as fast as traffic mounts we are prepared to meet the emergency."

More Trains Provided

Typical of the increase in service was the 12:24 a. m. train leaving the Rochester Products Corporation plant today, when the entire schedule was revamped. Two trains ordinarily leave the GM plant to take care of the mid-night shift, one running through to Rowlands and the other halting at City Hall station to permit passengers to transfer to surface routes.

The sharp increase in traffic from this plant has forced the transit company to send the second train through to the Winton Road station, and "we may be forced to extend it to Rowlands," MacFarlin said.

War workers thus are given an 18-minute schedule through to Winton Road.

People Willing to Walk

"We find that many of them are willing to walk 10 minutes to their homes," said MacFarlin, "rather than transfer to surface lines where bus service is spotty at that hour of the morning."

Transit officials will eye closely Rochester's resort transportation condition tomorrow, as a result of the mounting protests of residents along both the Sea Breeze and Ontario Beach Park runs. Extra inspectors have been assigned to these routes and some revision may be made.

One of the proposals under study on the Sea Breeze line is the turning of buses at either the Forest House or Point Pleasant Road. Turning at Point Pleasant, a mile from Sea Breeze, transit officials believe, would stem the flood of protests, for virtually 80 per cent of the regular passengers on this run would be served.

Other Changes Proposed

Another suggestion for the Ontario Beach run also is under study. One proposal is to turn the buses at Riverside Cemetery, thus giving passengers to both Holy Sepulchre and Riverside cemeteries a chance to visit graves. Last Sunday many cemetery visitors were forced to wait an hour or more before transportation could be obtained back to the city.

Also under study are moves to check the "double riders" on the Sea Breeze run. Resort-goers last week were taking Dewey buses to the end of the line and returning on the same bus to Sea Breeze. The result was that many regular Dewey passengers were unable to obtain bus accommodations downtown.

Further cuts were made in bus routes today as the Rochester Transit Corporation strove to meet the 20 per cent mileage cut by Tuesday. Full effect of the new 5 per cent curtailment, it was said, would not be felt until Monday.

D & C. JUN 11 1943 Subway Riders Save Time, Travel in Greater Comfort

By ROY ELLIOTT

So you could use the subway, but haven't even tried it yet, eh?

Subway converts are being made by the hundreds daily since the bus transportation crisis hit the city, but there's room to handle thousands more. And every diversion of passengers from the buses to the subway means that much more opportunity for the RTG to furnish essential bus service.

Roughly here are some of the things about the subway you may not have known, but might try out, even if you have to walk a little farther to make use of it.

The subway running time is approximately 25 per cent of the time required to go over the same route by bus.

From the City Hall to the Lyell Avenue Station at Broad Street, the subway requires four minutes. By bus it takes about 16 minutes. Twelve minutes is a lot of spare time.

Other Savings in Time

From the West Main subway station at Broad Street, the subway running time to Lyell Avenue is three minutes.

From the Monroe Avenue subway station at Field Street to the City Hall Station requires five minutes by subway. Taking buses that distance, including transfer to get to the Four Corners, about half a block from the City Hall subway station—would require about 16 to 20 minutes riding time, and probably in packed buses.

"As a general rule," Railways Commissioner Harold S. W. MacFarlin said yesterday, "the time required for point to point riding in the subway is about one-fourth of the time required to do that travel by buses. For instance, considering the overall trip on the subway, it takes 23 minutes to go from the Rowlands loop in Brighton to the Lexington Avenue loop at the General Motors plant near the town of Greece. That same trip by bus would require an hour or an hour and a quarter."

Facilities Ample

The subway still has ample facilities for passengers, MacFarlin said. There are more cars than can be put into service whenever the situation warrants, and he would like to have them put into service. Addition of an extra train to the evening schedule after the rush hour already is being considered because of increased patronage of the subway, he said.

Rochester could greatly improve its surface bus transportation efficiency if all persons living within walking distance of the subway stations would use it. Those who

Subway Safety Times-Union JUN 12 1943 Further Changes In Transit Sighted

This is the fourth article on Rochester's subway and how it can help solve the bus problem.

By BRUCE MANN

IF YOU live within a mile of transportation you can walk it with ease, and don't expect any transit company to supply you with service."

This is the sum and substance of the Office of Defense Transportation edict—which makes it logical for every person living within a half-mile radius of the subway to use it.

If you don't—well, one of these days there may be an ODT order with Public Service Commission approval telling city and transportation officials exactly what to do.

Officials admit that such an order is a possibility, and already are clearing the decks to meet the ODT halfway. In fact, they add, change in the city's whole transportation system is under consideration.

One change contemplated is virtual abolishment of the Monroe line, or drastic curtailment of its service. Another line which faces curtailment is Lyell, while the Joseph bus may be taken off entirely.

This doesn't mean that these actions are going to take place, but the ODT may bring them about.

Monroe is the most logical line to curtail at the present time because of its closeness to the subway. Virtually the entire avenue within the city is within a half mile of the subway. And city officials are advising people to walk that distance.

Abandonment of the East Avenue-Pittsford line within the city limits also is being considered. Passengers would take the subway to the East Avenue Station, near Winton, and transfer to the bus.

Some suburban service may be curtailed as well. Fewer Struckmar buses are being considered, "for we never pick up a full load out there," said one transit engineer.

Harold S. W. MacFarlin, city commissioner of railroads, estimates that nearly 50 per cent of those riding buses could use the subway, especially persons in the Monroe-Park area which is one of the most densely-populated in the city.

From the western end of the line it takes only nine minutes to get downtown. The fastest bus takes 25 minutes.

**Subway Aids
City Planning**
Speeded Up
In Comparison
With Buses

This is the sixth of a series of articles on Rochester's subway and how it can and will be used to ease the city's traffic problem.

By BRUCE MANN

ROCHESTER'S future depends much on the development of its subway and indications are that it will play a large role in post-war plans of the community. City planners envisage the subway as the connecting link between industry and home in the boom period expected to follow the war. The area at the eastern end of the line they say will be residential while that at the western will be industrial.

In no other large city of the country does that pattern hold true. Fast service, taking only 23 minutes from one end of the line to the other, with trains on a two-minute headway during the rush hours and five-minute headway during other hours, would link the two distinctive sections.

Most buses today consume 20 minutes or more from the end of their lines to the center of the city; a transfer is necessary for many workers, and fully an hour is consumed going and coming daily. This, of course, does not include the delays at transfer points.

Express Service Considered

In addition, there may be express service in the post-war era, a service that would enable workers to travel from one end to the other in as little as 12 or 13 minutes, with only one stop—downtown.

Buses operate, ordinarily, at eight miles an hour during the off-peak periods of the day, and this is reduced to about five or six during the peak periods. The subway is consistent in heavy or light traffic, maintaining a speed slightly in excess of 20 miles an hour, which is better than the individual motorist can do in city traffic.

City officials point to the experience of other cities in subway development. Note, they say, how elevated and surface railroads have been discontinued, with emphasis being placed on the extension of the subways. New York, Chicago, Philadelphia and Boston all have promoted subways.

The subway, at any time, can be speeded up but surface lines cannot. Bad weather conditions mean slower surface service but make little or no difference in subway operations. In winter when buses are taking 45 and 50 minutes to reach downtown, instead of the usual 20 minutes, the subway will still be rolling along on a 9 or 14 minute basis from the ends of the line to downtown.

Subway Record Emphasized

Harold S. W. MacFarlin, city railways commissioner, points with pride to the record made by the subway since 1938, with a steady growth of passengers year by year.

"Here," he says, "is sound evidence the subway is all right and will continue to give increasing service."

MacFarlin repeatedly hammers home to his listeners the theory that when a 20 per cent cut is ordered in bus transportation there must be a 20 per cent decrease in riders.

What the solution is to be in the northeast and southwest section of the city he doesn't know—nor does anyone else. But in the southeast and northwest sections he sees the subway as the salvation of Rochester's entire transportation problem—if people "will walk a half mile."

To Improve Subway

Editor, The Times-Union:
THE subway isn't too valuable as it now exists. A station at Brown St. could do more business with Kodak's Camera Works than one at South Clinton with Fanny Farmer and Lowenthal's.

You never see old folks using the subway. It's too inconvenient to climb up and down so far. Why descend so far then climb back up 3 or 4 feet to get into the cars? At the Meigs-Goodman station one needs a step-ladder to get up to the bottom car step. The top of the outer east bound rail is several inches above the platform level. Why aren't the station platforms raised to car floor level, now that surface cars no longer enter?

An ultimate solution for the whole subway problem is to ventilate the covered over portion, junk the electrification, and use diesels. Then a further raising of platforms and rails could be made equivalent to the height of the trolley pole plus catenary. Money would be saved by eliminating the super-structure maintenance.

With a "dieselized" subway, consider the variety of physical connections with the steam roads: Summer beach traffic could load at Beach Ave., run south over the subway at Driving Park. A through north to south train would ramp to the Lehigh after Court St. Station, stop at Clarissa, U. or R. river campus Elmwood (Strong Memorial Hosp.) and even touch the golf course at Genesee Valley Park. Canada steamship lines could be served by a boat train direct from City Hall Station. The R. W. & O route could even carry beach traffic up the East Side to State and Brown.
THEODORE CLEMENT,
Rochester.

**RTC SEEKS
TIEUP WITH
SUBWAY LINE**
M'Farlin Backs
Application for
Extension

First direct step by the Rochester Transit Corporation to meet ODT demands to utilize the city's Subway to its fullest extent was taken yesterday.

Railways Commissioner Harold S. W. MacFarlin last night said he had approved immediate application to the State War Transportation Committee for permission to extend the present Culver Road bus line from its present western terminus at University Avenue to the Culver Road Subway station just west of Harvard Street. The change would enable workers, bound for downtown or warplants in the northwest section served by the Subway to use its facilities instead of crowded bus lines through the downtown section.

When the ODT early in the month announced it would entertain a Rochester Transit Corporation appeal for restoration of half of the ODT-ordered 20 per cent cut in mileage, one of the requirements it laid down was that the bus company utilize the Subway to its fullest extent by feeding it from bus lines. The move to extend the Culver Road line, which was established largely for the transportation of industrial workers, is the first move in compliance with the ODT requirements.

At present, to reach downtown or war industries in the northwest section, users of the Culver Road bus line must change to other buses at the several points of contact with the Culver line, either the Webster, Parsells, Laurelton, Humboldt, or University Avenue routes. Many workers have been using the Parsells or University buses, resulting in heavy congestion on those lines.

Extension of the Culver line to the Subway, MacFarlin said, would relieve demands on the other lines to a marked extent, and would make possible savings in mileage on those lines that would more than compensate for the additional mileage used by the extension.

Continued on Page Fifteen

**RTC Seeks Tieup
With Subway Line**

Continued from Page Thirteen

While the Culver Road line now is operated during limited hours, MacFarlin said he believed the change eventually would result in more buses being added to the Culver Road run to bring residents in that area into direct contact with the Subway. By using the Subway from Culver Road to the downtown area, MacFarlin said, riders would cut their traveling time by about 50 per cent, and workers going to the northwest section plants served by the Subway would effect an even greater time saving. The congestion of those workers in the downtown area bus lines also would be eliminated, he said.

"As far as I know," MacFarlin commented last night, "this is the first step to be taken to make a tieup of this character to the Subway since it has been built. Bus lines of course have reached or crossed Subway points, but this is the first deliberate step to link up a bus line as a feeder to the Subway."

MacFarlin explained that the State War Transportation Committee has the authority to grant authorization for immediate extension of the Culver Road line. It eventually will be subject to Public Service Commission review. Other feeder lines to the Subway are in prospect, MacFarlin indicated, with the possibility that some present through lines will be stubbed at outlying subway stations.

**Step to Boost
Subway Use
Scheduled**

First step in an effort to increase traffic on the subway will be taken by the Rochester Transit Corporation tomorrow morning when the extended Culver Road bus service goes in operation.

Under authority granted by the State War Council, and subject to later revision by the Public Service Commission, the new line will operate as a feeder to the Culver Road station of the subway, which is expected to draw several hundreds of persons both on east and westbound trips.

Transit officials, urging increased use of the extended line, pointed out that war workers at University Avenue plants living on the west and north sides of the city would be able to take the subway to Culver Road, and then transfer to the bus with a saving in time of as much as 20 minutes. In the evening the reverse process would be employed.

10-Minute Schedule

Service will start at 6:25 a. m. and operate on a 10-minute schedule to 8:45 a. m. In the afternoon, service will be operated from 3:05 to 6:25 o'clock.

Transit officials expected another bid downtown crowd tonight with stores open until 9, but foresaw no great difficulties in handling traffic.

Since the Office of Defense Transportation added another 5,000 miles to local bus routes, the transit corporation has been able to throw in added buses for evening shoppers Mondays and Fridays, with a marked easing at downtown

**Police Help
War Reply to Protest**

William M. Foley, business agent for the Amalgamated Association of Street and Electric Railway Employees, today was awaiting a reply from the Public Service Commission in regard to the union's protest over the overloading of buses and asking for a clarification of the drivers' liability.

Ontario Beach line bore the brunt of traffic to the lakeside yesterday and crowded buses were the rule all day. However, there were few long waits such as were experienced two weeks ago when the last of the park's patrons did not clear until 12:30 a. m. Extra buses were placed in service.

Elsewhere traffic was light, according to Willkie F. Collins, chief engineer of the city railways commission.

**CHECKUP DUE
ON PUBLIC USE
OF NEW LINE
D. & C. JUL 13 1943
Crosstown Route
Aims at Relief
Of Congestion**

City Commerce Department employees will join with Rochester Transit Corporation inspectors today in viewing results of the new Culver Road crosstown bus connection with the Subway.

The new service will go into effect this morning. Railways Commissioner Harold S. W. MacFarlin pointed out. Persons living along the Culver crosstown route, from Empire Boulevard to Harvard Street, will have the opportunity to test the new connection.

The line will be extended from its present terminal at University Avenue to Harvard Street, where it will make a turn. A few hundred feet away is the Culver Road Subway Station, within six minutes' riding time of the City Hall Subway station.

MacFarlin said the city employees will make a check in preparation for the city's case when the Public Service Commission subsequently holds a hearing on making the extension permanent.

The new line is designed to take pressure off other bus routes. It crosses the ends of the Webster, Parsells, Clifford, Main East, Laurelton and University Avenue lines. Success of the new bus-subway connection, the first of its kind in the history of the Subway, will determine the future of other proposed connections, it was said.

Service to the Subway will be during the morning and evening rush hours.

**RIDERS EXCEED
EXPECTATIONS,
SAYS MFARLIN
D. & C. JUL 11 1943
But Culver Route
Patrons Object
To Long Walk**

The city's first bus feeder line to the subway went into operation yesterday when the Culver Road line, which operates during rush hours, was extended from its former western terminus at University Avenue to the Culver Road subway station.

"For the first day of operation," Railways Commissioner Harold S. W. MacFarlin said last night, "there was a reasonable response by the public to the new service, and in fact it was somewhat beyond my expectations. Use of the new service can be expected to increase."

Opinion of the riding public which used the service varied. There was a general complaint that the Culver Road bus line had not been extended to the subway station, but that passengers in charge were forced to walk several hundred feet from Harvard Street, where the buses are being turned, to the subway station. There also were some complaints about waits necessary at some times.

Foresees Extension

MacFarlin said last night he expected the Rochester Transit Corporation would run the buses over the bridge eventually and turn them either in Cobbs Hill Park or at the Culver Road Armory, instead of at Harvard and Culver. Either turn would require special permission, one from the Park Department, the other from the city.

MacFarlin added that if the buses were taken over the bridge, and public response was sufficient, he would take steps to erect a canopy over the subway entrance on Culver Road, so that persons waiting for buses would have shelter.

Start of the service gave the subway its first direct bus feeder line to be established since it was put into operation. While other bus lines contact the subway at various points, extension of the Culver Road line will mark the first time a bus line has been ended at a subway station. The change is expected to lift a considerable load from the University, Main, Parsells and other bus lines to which passengers on the Culver line now transfer.

Other Lines Planned

Other steps toward greater use of the subway by ending other lines at its stations appeared nearer yesterday. Looming as possibly first moves were stubbing of the present Emerson Street bus line at the Emerson Street subway station, and stubbing of the present Struckmar extension of the Park Avenue line at the Winton Road

**Subway Tieup
Hurts Culver
Bus Extension
D. & C. JUL 11 1943**

The extension of the Culver Road bus line to connect with the subway at the old Eastern Widewaters received "a sock in the nose"—to use the expression of one transit official—today because of the trailer accident tieup in the western end of the subway.

"Now we'll have to start all over again in building up patronage," Harold S. W. MacFarlin, city commissioner of railroads, said as he reviewed events. "People undoubtedly were disappointed when they were unable to go through the entire system to their work, and it will take added convincing now."

MacFarlin added that he was pleased with the first day's operations of the bus extension, although there were some complaints from people who had to walk 150 feet from the bus line to the subway station. It is possible that the turnabout may be extended to the Culver Road armory from the present Harvard Street turn.

Willkie F. Collins, city transit engineer, said patronage was about equally divided between west and east passengers. No figures on the number of passengers using the Culver station will be available for about 10 days.

Winton Road also is a possibility for a feeder line. The crosstown Lexington line also may be stubbed at the Lexington Avenue subway.

MacFarlin said yesterday patrons of many other lines which contact the subway could find its use faster and more comfortable than using buses for their entire trip. At present there are two difficulties in working out that idea, he said:

1. Subway schedules should be synchronized with the bus schedules so patrons would not have long waits at the subway stations.
 2. Considerable public education would be needed to get people to use the subway once the schedules had been synchronized.
- Real development of the subway lies, he added, in the ending of bus lines at the subway wherever possible, which would force its use and relieve the overloaded bus situation. More definite feeder lines to the subway are needed, he said.

**60 Per Cent
Traffic
Rise Noted
Times-Union AUG 11 1943**

Rochester's subway is showing an operating profit for the first time in history, because of the boom engendered by war industries as well as diversion of traffic from overcrowded bus lines.

This was revealed today by Harold S. W. MacFarlin, city commissioner of railroads, who pointed out that the 60 per cent increase in subway traffic in the first six months of this year enabled the underground to show an excess of \$7,000 over expenditures as compared with a deficit of \$18,000 in the corresponding period a year ago. Figures do not include interest on bonds issued at the time of the subway building.

The subway lines carried a total of 1,458,306 passengers in the first six months as compared with 921,460 in the first half of 1942, and MacFarlin expects to see the \$3 million mark passed by the end of the year.

Revenues at New Heights

In a report submitted to City Council last night, MacFarlin pointed out that the Rochester Transit Corporation's revenues soared to new heights in the quarter ended June 30, with an increase of 5,326,489 passengers carried. Monetary return to the company under the service-at-cost contract was \$118,912, as compared with \$79,518 in the June quarter a year ago, an increase of 50 per cent.

Total number of revenue passengers carried was 28,384,288 against 22,857,799 in the second quarter of 1942, while average fare was 5.83 cents as compared with 6.02.

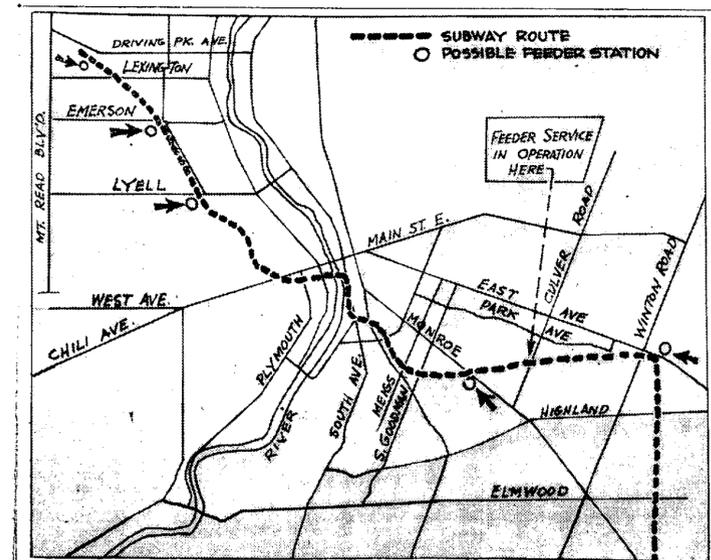
Fare Fund Rises

MacFarlin's report also revealed that the fare control fund, set up under the service-at-cost contract now has reached a total of \$334,545 of which \$31,545 reverts to the company, where it probably will be used for retirement of debt.

It also was revealed that the renewal and replacement fund had now reached a total of \$296,908, which will make it possible for the RTC to enter the market for new buses as soon as they are available and when present equipment is worn out. This fund is built up from revenues at the rate of 1 per cent of the base value each month.

Times-Union AUG 12 1943

If you thought you were having trouble with your eyes when you read yesterday that the Rochester subway showed a profit in operation for the first six months of the year, "for the first time in history," you had plenty of company. Then, if you looked closer, you noted that the computation of an operating profit did not take into account capital charges, such as interest on bonds. It would take one of New York City's subway lines, miraculously transported to Rochester, to make a profit on that basis. But it is something that our own little hole in the ground had income in excess of expenditures of \$7,000, as against a deficit of \$18,000 for the corresponding period last year.



SPOTS FOR 'FEEDER LINES' TO SUBWAY D. & C. JUL 11 1943
Map shows where first bus feeder line to Subway went into operation yesterday. Five other possible feeder station points on the line are indicated here by circles.

In the Black

For the first time since it began running, the city-owned transit line in the Subway shows an operating profit.

Figures for the first nine months of 1943, Railways Commissioner MacFarlin reports, show the line earned \$15,747 above expenses, under the operating agreement with the Rochester Transit Corporation.

The Subway carried a total of 2,774,292 revenue and transfer passengers in these nine months, as against 2,586,432 carried in the whole of 1942.

Like the big increase in bus line patronage, this is largely due to the heavy employment stimulated by war production activity. The Subway carries many workers to busy industrial plants, often at what would otherwise be "off" hours.

Yet it appears from figures Mr. MacFarlin sets forth, that the Subway route was gaining in patronage even before war production was well under way. Here is the record:

1937, 1,105,980; 1938, 1,266,448; 1939, 1,562,026; 1940, 1,749,466; 1941, 1,698,015; 1942, 2,586,432; 1943 (nine months), 2,774,292.

We have reason to hope, then, that even after the war emergency ends the Subway line will meet all expenses, and even contribute something toward the carrying costs of the entire Subway construction job.

Use of Steel Eliminated In Plans

Construction of an additional entrance to the subway, in Clinton Avenue South, today awaited approval by the War Production Board.

Plans for the new station, proposed by Railway Commissioner Harold S. W. MacFarlin for construction on the subway railway line at Byron Street, have been modified by the City Engineering Division under the direction of City Engineer Howe who said today that actual work on the new station cannot be undertaken until the government agency officially consented to the construction.

As originally proposed, the new station was to be constructed of wood and steel. That plan, according to City Engineer Howe, was turned down by the WPB. The engineering division then revised the plans so that steel, which was then listed as a "critical" product, was discarded, the new plans providing for concrete.

Since then wood has been listed by the government as "critical" material but the new plans have won the approval of the local WPB office and have been forwarded for the Washington agency's final OK.

Subway Operates At First Profit Since Inception

Passengers Carried in Nine Months Of '43 Exceed Highest Number For Any Previous Full Year

Rochester's Subway is coming above ground financially and in popular opinion, Railways Commissioner Harold S. W. MacFarlin disclosed last night.

For the first time since its inception in the '20's, the Subway has shown an operating profit and is carrying a record number of passengers, MacFarlin said.

Quoting figures for the first nine months of 1943, the commissioner declared that the underground was operating in the black to the extent of \$15,747.67. This compares with a deficit of \$11,363 for the entire year of 1942.

The Subway carried a total of 2,774,292 revenue and transfer passengers in the first nine months of this year, an increase over the 2,586,432 carried during all of 1942.

"It appears that 1943 will be the greatest and biggest year in its history," MacFarlin said of the subway, said many of the so-called "new riders" attracted by it will continue to use it, even after private transportation returns to normal.

MacFarlin cited a gradual increase in the use of the Subway since 1933, the year in which he became railways commissioner. He quoted these passenger figures:

1937, 1,105,980; 1938, 1,266,448; 1939, 1,562,026; 1940, 1,749,466; 1941, 1,698,015; 1942, 2,586,432; 1943 (nine months), 2,774,292.

"This increase in the use of the Subway becomes more significant when it is recalled that in 1933, just 10 years ago, only 500,000 passengers used it, and this year there will be about 3,000,000," MacFarlin said.

It was recalled that since he became railways and commerce commissioner MacFarlin consistently has promoted the Subway as a transportation medium for Rochesterians. Stations were refurbished, service increased and signs, directing attention of the traveling public to its facilities, were erected.

Profits from the Subway go into the fare control fund, the stabilizing account that guides the future of fares on Rochester Transit Corporation buses and the Subway, it was announced.

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Since then wood has been listed by the government as "critical" material but the new plans have won the approval of the local WPB office and have been forwarded for the Washington agency's final OK.

WPB Approves Use of Steel Eliminated In Plans

Construction of an additional entrance to the subway, in Clinton Avenue South, today awaited approval by the War Production Board.

Plans for the new station, proposed by Railway Commissioner Harold S. W. MacFarlin for construction on the subway railway line at Byron Street, have been modified by the City Engineering Division under the direction of City Engineer Howe who said today that actual work on the new station cannot be undertaken until the government agency officially consented to the construction.

As originally proposed, the new station was to be constructed of wood and steel. That plan, according to City Engineer Howe, was turned down by the WPB. The engineering division then revised the plans so that steel, which was then listed as a "critical" product, was discarded, the new plans providing for concrete.

Since then wood has been listed by the government as "critical" material but the new plans have won the approval of the local WPB office and have been forwarded for the Washington agency's final OK.

N. F. 1474-37
S. 1474-37
N. O.

SHELTER BUILT ON SUBWAY AT SUNSET DRIVE

Others Projected For Passengers Along Route

Winter's winds will have no terrors for subway patrons at the Sunset Drive stop in Brighton hereafter.

Sheltered in an all-steel structure of new type, seven feet wide and six long, they can await trains in modified comfort, according to Railways Commissioner Harold S. W. MacFarlin. The Sunset Drive shelter, just completed, is first of a series to include Elmwood Avenue, Brighton Interchange at Winton Road and Driving Park Avenue stops.

There are no shelters at those stops at present. All will be completed with a week or two at a cost of \$65.17 per shelter. They were designed and built by Rochester Transit Corporation engineers, MacFarlin said.

With the move to provide shelters where none previously existed, MacFarlin announced a program to rehabilitate older stations, some of which had become decidedly trowey through long neglect. He called attention with pride to the Winton Road station which has been rehabilitated, repainted and equipped with screen-protected windows.

The city's recent offer of \$25 reward for information leading to conviction of vandals destroying or damaging subway property, MacFarlin said, has been effective in reducing depredations in outlying stations.

Subway Traffic Hits Peak In 1943

Rochester's subway carried the greatest number of passengers in its history in 1943 and exceeded the expectations of city officials by more than 300,000 passengers.

Harold S. W. MacFarlin, city commissioner of railways, also reported today that the subway had an operating profit of \$3,194 last year as compared with a deficit of \$11,363.29 in 1942.

Total number of passengers carried last year amounted to 3,674,481 as compared with 2,586,432 in 1942; 1,698,015 in 1941; 1,749,466 in 1940, and 1,562,026 in 1939.

Growth Progressive
"The subway has shown a progressive growth in traffic ever since its promotional activities were started in 1935," MacFarlin explained. "This is apart from the increased traffic caused by war plant operations."

"The drop in 1941 from 1940 was occasioned solely by the fact that the Dewey line was taken out of the subway at that time, when buses were substituted. Subway passenger traffic actually gained in 1941 over 1940 when that is taken into consideration."

MacFarlin attributed the growth in subway traffic to various factors, aside from the war.

High-Speed Service
"Patrons have been given high-speed service, uniformed armed guards have been installed, while all stations have been cleaned up to present a more attractive appearance," he said.

"It is well to note that our railway line is definitely showing a growth in contrast to trolley lines in other cities, which are being torn up and abandoned. The subway certainly should play an important part in the future growth of the city, if we can judge by 1943 results."

Traffic in Subway Jumps by 1,088,059

Passenger traffic in the subway was up last year by 1,088,059 over 1942, Railways Commissioner Harold S. W. MacFarlin declared yesterday.

The total of passengers carried was 3,674,481 last year compared to 2,586,432 in 1942. MacFarlin asserted the subway showed an operating profit of \$3,194 last year against a \$11,363.29 deficit in the previous year.

SUBWAY MOVE FOUGHT BY RTC

The Rochester Transit Corporation has begun action to set aside a ruling placing the city subway under jurisdiction of the Interstate Commerce Commission, it was revealed yesterday.

A complaint on file in Federal Court at Buffalo seeks to show that the ICC acted without legal authority in placing the subway division of the transit corporation under its jurisdiction because railroads use subway tracks for freight hauling, according to Howard M. Woods, RTC attorney.

Bookkeeping of the company is complicated greatly by necessity of keeping separate accounts on subway employees, who now come under the federal Railroad Retirement Act, and surface transportation employees, covered by state laws, particularly when employees divide their time between the two transit divisions, Woods said.

The matter will be decided before a special "statutory" court consisting of two federal district judges and a judge of the Circuit Court of Appeals.

RTC Seeks to Void Subway Ruling

A move to set aside an Interstate Commerce Commission ruling placing the city's subway under jurisdiction of the ICC has been started by the Rochester Transit Corporation and will be heard before a special statutory court.

In a complaint filed with the Federal District Court in Buffalo, the RTC seeks to show that the ICC acted without legal authority.

Subway Traffic, Income Tops Six-Month Records

In contrast to declines shown by the city's bus lines, subway traffic and gross revenues mounted to record highs in the first six months of this year.

Harold S. W. MacFarlin, city commissioner of railways, reported today that 69,419 more passengers were carried on the subway in the first half of the year than in the corresponding period a year ago, while gross revenues were up \$10,989.01.

To take care of the increased traffic, subway cars operated 38,070 more miles than a year ago and "now are offering the best service that has ever been given passengers," he added.

In contrast to these figures MacFarlin previously had reported that the surface lines expected a decline of approximately 13 million passengers, or 3 per cent, this year, while gross operating revenues of the Rochester Transit Corporation were expected to fall \$758,000.

Despite the increase in both passenger and gross revenues (which include those from freight switching operations for railroads) the subway system's net income for 1944 is expected to fall below that of 1943, MacFarlin said. He attributed this to increased operating costs, greater mileage traveled by the trolleys, and lessened freight traffic. In 1943 the subway showed a net revenue of approximately \$18,000.

Total passengers carried by the subway in the first six months were 1,527,725 as compared with 1,458,906 in the corresponding period of 1943. Total revenues were \$93,525.35 as compared with \$82,536.34. Total miles traveled were 304,354 as compared with 266,284.

Lauds Newspaper Help

MacFarlin paid tribute to the Rochester newspapers in "selling" the subway, saying that an increase could not have been shown were it not for the fact that they pointed out its advantages for rapid transit.

"People more and more are beginning to realize the importance of the subway," MacFarlin said, "and it would not be surprising to me if subway traffic topped the four million mark this year, making it the best year since its completion."

With the city contemplating the expenditure of \$100,000 for repairs on subway walls and bridges, the funds to be taken from an old WPA bond issue which never was exhausted completely, the RTC announced that it would play along with the city, provided manpower can be obtained.

One of the main things to be done is the painting of the wire towers, said John F. Ufert, president of the RTC, and work will begin as soon as bids are received. Station painting also is contemplated.

Subway Use Rises; Bus Traffic Declines

Continued increase in subway passengers while bus traffic declined was noted today by Commerce Commissioner Harold S. W. MacFarlin in his first-quarter report on operations.

Revenue passengers rose from 717,606 in the first quarter of 1943 to 746,856 for the first three months of this year, MacFarlin said.

Passenger Revenue Increases

Passenger revenue increased by \$4,454 over last year's figure, but freight revenue dropped \$7,181 from the 1943 total, MacFarlin said.

He attributed the loss of freight revenues almost entirely to the coal shortage, pointing out that the subway customarily carries large amounts of coal for use in the city and between railroads.

Data Incomplete

Preliminary figures on bus traffic for the first quarter show a decline over last year, but final data is not yet available, the commissioner stated.

Loss of freight revenue threw the fare control fund for a loss. It ended the quarter \$5,660 in the red, against a quarter-end figure of \$1,277 in the black in 1943. The fare control fund is the controlling factor in the city's service-at-cost contract with the Rochester Transit Corporation, and is arrived at through a complicated formula involving revenues, operating expenses and valuations.

Subway Program

Editor Democrat and Chronicle

This will probably seem a bit premature to a great many people who are concerned mainly with the war, but I think it at least warrants consideration. A lot of talk is heard these days about the postwar period, and all the wonderful things we are supposed to have after victory.

One of the major arteries of public transport in this city is the Rochester Rapid Transit and Industrial Railway, otherwise known as the subway. Quite a lot has been said (but little done) about this or that improvement, but I can see only two improvements that have been made in it within the last ten years. They are: newer, larger cars, and a new barn that isn't even large enough to hold all the cars at one time.

Two or three times an article may appear in the newspapers about some enlargement of the airport, or new buses, and suddenly they appear. The City Fathers have frequently mentioned enlargements of the subway, but nothing has been done. Instead, we receive a recent reply from Harold S. W. MacFarlin stating that "nothing definite has been decided upon." Is it that they can't do anything, or don't they ever intend to?

It has been proved beyond a doubt that trolleys are the cheapest, most efficient form of mass transportation, whether they be urban, suburban, or interurban. So all they need is to get the crowds. I believe there was some mention of extending the subway to Monroe Avenue, Pittsford; where is that extension? Where is the station at South Clinton? In fact, lengthening the West end to Mount Road Boulevard would help increase patronage. The greatest advantage of that route is the speed with which the cars traverse the downtown section, in contrast to the buses, which all have to run very close to Main and Clinton. As long as that system exists, there will have to be some fast line in the business area.

The chief objection to the subway is, of course, that it does

not serve a very large area. Well, what one line does? The obvious answer is to arrange the bus lines so as to feed to the subway. In other words, the one remaining electric railway would be the main line, so to speak, and the buses, extensions, and feeders.

The people of Rochester, in looking forward to the future, should look around at the transportation system in this city, and realize that it can be improved by: (1) improving and extending our subway, (2) removal of some bus lines from Main Street, and (3) a more liberal attitude toward electric cars as a major mode of transportation in Rochester, as in progressive cities.

JOHN F. COLLINS, JR.
95 Devon Road.

Subway Use, Revenue Rise

Greater public appreciation of benefits of the Subway, Rochester's rapid transit system, is seen in increased passenger and revenue figures in the first half of 1944, Railways Commissioner Harold S. W. MacFarlin said yesterday.

Gross revenues for the period were \$10,989.01 above that period last year, he said, amounting to \$93,525.35. Revenue passengers jumped from 1,458,906 a year ago to 1,527,725 up to July, this year.

An extensive improvement program the city is preparing for the Subway, costing \$100,000, will be matched by Rochester Transit Corporation which will paint wire towers and stations, John F. Ufert, company president, said.

Subway Appreciated

Increased use of the Rochester subway in the first half of this year has resulted in a substantial rise in revenue from that branch of the city's transportation system, according to Harold S. W. MacFarlin, railways commissioner. Total revenue amounted to more than \$93,500, or nearly \$11,000 above the revenue for the first six months of 1943.

Express service through the subway is proving its value. From a point near Rowlands to the plant of the General Motors Corporation in Lexington Avenue the subway furnishes speedy transportation through the heart of the city, without interference by motor traffic or pedestrians. There are no dangerous intersections and few traffic signals. It is an all weather route that has certain definite advantages both winter and summer, and by means of surface buses at transfer points, it permits the passenger to reach any part of the city or suburbs.

If, as has been said, the subway was constructed in advance of the city's need of it, that fact now appears to have been most fortunate. As the city continues to spread into the suburbs and as the pace of urban activities is accelerated, the advantage of the subway's service will become increasingly apparent.

City Gets Subway Bids

Bids on the work of pressure-concreting underdecks of the subway, the first step in a \$100,000 improvement project, will be opened at 11 a. m. Tuesday by City Purchasing Agent Erath. The concreting job is estimated to cost \$30,000.

Bids Due Tuesday On Subway Repair

Bids on the first stage of improvement of the Subway will be opened Tuesday at 11 a. m. by Fred W. Erath, city purchasing agent, he announced last night.

The first bids will deal with work of pressure-concreting the underdecks of the Subway, engineers announced. Estimate of the work is put at \$30,000. Other extensive repairs to bridges and walls of the underground are included in the program which is expected to cost \$100,000. AUG 31 1944

City Studies Bids On Subway Job

City Purchasing Agent Fred W. Erath today was considering bids on rebuilding of deck slabs and beams of the subway railroad.

Lewis and McDowell Inc., New York contractors, were low bidders with an offer of \$27,028.50.

Thomas Holahan Company was low bidder for furnishing 5,000 tons of hot binder for asphalt and concrete pavements at \$6.50 a ton.

FIRM STARTS SUBWAY JOB

Work on repairing the Rochester Subway began yesterday, Public Works Commissioner August H. Wagener reported last night.

Lewis-MacDowell Construction Company of New York, contract holder by virtue of its low bid of \$27,000, began work on one phase of the \$100,000 project, repairing part of the understructure of the Subway at Oak Street, Wagener said the firm will work as long as weather permits. The bulk of the Subway work will be completed next spring, he said.

Work also was under way yesterday on repairs to the Clarissa Street Bridge, under a \$7,300 contract held by A. Friedrich & Sons, Wagener said.

Subway Repairs Started by Firm

Repairing of the understructure of the Rochester subway at Oak Street has been started as the first stage in the city's program to rehabilitate the underground. The work, part of a \$27,000 contract, is being done by Lewis-MacDowell Construction Company of New York. In all the city will spend \$100,000 on the project.

Public Works Commissioner August H. Wagener said the bulk of the work will be completed next spring.

Subway Complaint

Editor, The Times-Union:

I REALIZE that conditions such as were created by the recent storm throw a heavy burden on local transit.

But one condition which prevailed both Friday and Saturday morning at the eastern end of the Subway puzzled me, and a lot of others.

Cars kept going eastward, past Monroe and Culver stations, for a long time, while persons waiting at those stations realized they would be later and later in getting to work. It began to look like a "road of no return."

Finally, after an interval of two or three times the usual wait, one car after another began to come west.

A friend of mine who lives at near the end of the line told me he saw five of the big subway cars at once at Rowlands. Maybe he was exaggerating a bit, but they certainly did pile up eastward, while we waited and waited.

I don't understand the operating technique which kept cars at the far eastern end of the line while passengers crowded the stations, looking for a chance to get downtown.

EASTSIDER.
Rochester.

Subway Bolsters Staff, Service

Wearry trolley operators were being called back on the job today after only a few hours rest to cope with the record traffic on the subway.

Some motormen and conductors have been on the job for 16 hours and longer in an effort to put through the trolleys, the Rochester Transit Corporation said, and two extra trains were added shortly before the noon hour.

No regular schedule is being followed because of the jam, said Herman Hicks, schedule chief of the RTC. By nightfall he said he hoped to have four more extra trains moving over the line which should ease the situation.

Idle cars, unused for years at City Hall Subway, were being pressed into service, but some will remain there because of lack of operators.

Subway trains are moving on a 10-minute schedule and it is expected a six-minute headway will be accomplished when sufficient manpower is available. Hicks explained that subway operations are unlike buses because each operator must pass a rigid state test before he is qualified to operate the cars. Sufficient men have been available for operations up until now.

1945 FEB 2 1945

City Subway Traffic Rises 41 Per Cent

Rochester subway traffic in the six weeks to Jan. 21 ran 41 per cent more than the corresponding period a year ago and was more than for the entire years of 1932, 1933 and 1944.

Harold S. W. MacFarlin, city transportation director, reported this today as he urged the extension of feeder lines to the subway, terming it "a life saver" in the current tieup of bus lines.

In the six-weeks' period, 714,661 passengers were carried as compared with 504,910 a year ago. Figures for December are even more significant, MacFarlin reported. December passengers amounted to 410,444 as compared with 296,513 in December, 1943, an increase of 113,931.

The total number of passengers carried for all of 1932 was 691,000; for 1933 was 694,000 and for 1934 was 731,000.

MacFarlin urged residents living along Culver Road, and at the end of such lines as Parsells, Webster and Clifford to use the subway, transferring at Culver to the Culver crosstown bus. Passengers have reported to him that from the Four Corners to Clifford and Culver, via subway, they have been able to reduce their home-going time by as much as 50 per cent. With improved crosstown service, MacFarlin estimated that a rider from downtown to Clifford could make the journey in less than 25 minutes, as compared with current time on buses of from 40 to 60 minutes.

"The traffic trend shows that Rochester should be built around the subway in the post-war era," MacFarlin said. "It can carry the load day in and day out without delay such as we have had on the bus lines."

TURDAY EVENING, SEP 8 1945

Sharp Gain Revealed in Subway Use

Nearly 2 million passengers, a sharp increase over the first half of 1944, were carried in Rochester's subway in the first six months of this year.

Figures disclosed today by Commissioner of Railways Harold S. W. MacFarlin showed a 430,784 gain in passengers for the half-year ended June 30.

A total of 1,958,509 passengers were reported as subway riders in the 1945 half against 1,527,725 in the comparable 1944 half.

First Quarter Sets Pace

The sharpest rise was recorded in the first quarter when 1,528,000 passengers were carried, compared with 746,852 in the first three months of 1944. In the second quarter this year the total was 957,931 against 780,873 for the like 1944 period, MacFarlin pointed out.

Revenues produced by the subway in the 1945 half-year amounted to \$128,592, MacFarlin said. Expenses of the Rochester Transit Corporation in subway operation were \$122,800. Added to the fare control fund was \$5,791.

Slight Decline Recently

MacFarlin noted that there has been a slight decline in passengers in the last two months, and especially since Surrender Day and the end of gasoline rationing.

However, the city foresees a bright future for the subway. MacFarlin predicted that when conditions permit the city will proceed with extension of the subway at both ends. The eastern end needs only 1,700 feet of track to connect with Monroe Avenue.

MacFarlin emphasized that hope for the city's industrial growth lies along the subway line, inasmuch as it offers freight service from all railroads with the exception of the Pennsylvania. Sidings can easily be arranged and there is sufficient land on the outskirts of the city to build new plants.

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CITY FATHERS MAKE SUBWAY NO. 2 PROJECT

Program to Wait Settlement of Housing Crisis

Extension of the subway to Father Rochester's Number 2 post-war project.

As soon as the city settles its seething housing problem, which seemingly will take some settling, it will take the necessary steps to extend the sub-surface line from the present eastern terminus at Rowland's, Brighton, to Monroe Avenue at Allyn's Creek.

Further extensions Pittsford-ward are in the cards but not for the near future. It is likely, however, the line will be extended on the west side from the present terminus at the Rochester Products plant near Driving Park Avenue to a point beyond Mt. Read Boulevard, a major north-south road on the western outskirts of the city.

New Clinton Station

Along with the extensions will go construction of the new Clinton Avenue South station. Legislative ways long have been cleared both for the eastern extension of the subway and the Clinton station. Lack of materials and labor prevented work in wartime but the city now is preparing to go ahead. Extensive parking facilities will be provided on city-owned property near the Monroe Avenue terminus. (The city owns old Erie Canal lands west of Monroe which can be utilized).

Incidentally the next two years will find a vigorous reappraisal of the present method of subway operation, as an extension of the service-at-cost contract, now invalidated. A city agent already is said to have been angling for terms more advantageous to the city for the operation of this 100 per cent city-owned utility.

Also in the planning stage are small auxiliary airports in or close to the city. With Bell Aircraft already mapping mass production of helicopters, the city fathers want Rochester to be in the forefront in fostering small-plane use. (Auxiliary airport facilities were a 1945 Republican platform promise).

Parking Situation

The Planning Commission and Council's planning committee also are looking into the subject of parking areas downtown. The need already is admittedly acute.

Along with these future developments is proposed an improved and modernized street plan. This will be worked out in conjunction with the state, which now is committed to paving and construction of major city streets, which are a continuation of state highways.

Subway Extensions in View

Extension of the subway to meet Monroe Avenue at Allyn's Creek Road is planned as soon as materials and labor are available without impeding housing construction.

The city already owns the right-of-way, cost will not be large and a charge is now made for carrying passengers beyond the city line.

Prior to the war ban on construction, the City Council had approved building a new Clinton Avenue South subway station. This, too, will be undertaken as soon as practicable. Extension of the west end of the subway to a point beyond Mt. Read Boulevard is also under consideration. This would be on city property and in city territory.

A much more far-reaching suggestion for the western sector of the subway was made by Edward Hungerford several years ago. He proposed an arrangement with the New York Central for trackage rights over the railroad's Charlotte branch.

This would give rapid local transit not only to the lake but also for a considerable area in the 10th and 23rd wards now remote from bus lines.

As Mr. Hungerford is a writer on railroad topics and a former New York Central vice-president we may assume that no technical or legal obstacle would block this plan if the city took it up.

Perhaps it will some day.

NEW PEAK HIT IN SUBWAY USE

Subway traffic soared to a new high in the August-September-October quarter of last year. Commerce Commissioner Harold S. W. MacFarlin announced yesterday.

A total of 1,150,833 passengers carried compared with 934,150 in the corresponding period of 1944, an increase of 216,703. The first nine months of last year also showed an increase, MacFarlin reported, from 2,811,515 to 3,528,129. Pending improvements to the subway, to include extensions on east and west ends and construction of the Clinton Avenue South station, will increase the city-owned line's usefulness still further, MacFarlin pointed out. The work has been approved by City Council but actual construction deferred because of the war.

Subway Service Halted by Mishaps

Combination of a power break and two crippled cars held up subway service from 6:03 to 7:20 a. m. yesterday.

Rochester Transit Corporation officials said the power break was at Averill Avenue, that a car was broken down at the Court Street Station and another car derailed east of Winton Road. Hundreds deserted the subway for buses during the break in service.

Power Break, Crippled Cars Delay Subway

If you waited in a crowded subway station this morning for a car that never came (at least never so far as you were concerned), here's the reason.

A power break and two crippled cars held up the subway's usually on-the-dot service from 6:03 a. m. to 7:20 a. m.

Rochester Transit Corporation officials said three separate accidents combined to disrupt the schedules. A break in the power line at Averill Avenue stopped traffic passing that point; a car broken down at the Court Street station blocked the way there, and a derailed car east of Winton Road held up westbound cars. No details as to the cause of the breakdowns were available.

RTC men reported that buses passing the subway stations were filled with crowds of workers who tired of waiting for the cars.

Subway Traffic Sets New Record

Passenger traffic on the city's subway set a new high record in the third quarter of 1945, and even after V-J Day continued well above a year ago, Harold S. W. MacFarlin, city commissioner of railroads, reported today.

Total number of passengers in the third quarter was 1,150,833 as compared with 934,150 in the corresponding period a year ago, an increase of 216,703. The increase continued after V-J Day, when many local war plants laid off workers.

Nine-Month Peak

Figures for the first nine months of 1945 also showed a new peak, MacFarlin added, with 3,528,129 passengers being carried as compared with 2,811,515 in the corresponding period a year ago, an increase of 766,619.

Traffic officials said that subway passengers might have shown an even greater expansion had three proposed moves by MacFarlin been put into effect. They recall that as far back as 1938 MacFarlin had suggested the extension of the subway on both the eastern and western ends, and the creation of a stop at Clinton Ave. S.

The City Council has appropriated money for this in the amount of \$101,000, but city authorities never have gone through with it because of wartime restrictions on manpower and materials.

Hope to Start Work

Hope was expressed by some traffic officials that the proposed improvements can be started now so that when industry goes into full post-war production the city's transportation system will be able to handle the expected rush.

Extension of the eastern end of the subway would contribute numerous additional passengers each day, they added, and would result in some relief from the crowded buses on the Monroe-Pittsford line. Also, it was pointed out that with establishment of a Clinton South stop a new area would be opened for passengers.



B. C. JAN 27 1946

CITY OFFICIALS STUDY SUBWAY, AIR EXPANSION

Emerson, M'Farlin Attend Hearings In Philadelphia

Better subway service. Better air service. Those are twin aims of Corporation Counsel William H. Emerson and Commerce Commissioner Harold S. W. MacFarlin, who will be in Philadelphia tomorrow, Tuesday and Wednesday.

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REPORT HINTED FROM M'FARLIN ON 2 UTILITIES

Commerce Head Studies Subway, Air Expansion

By JOSEPH R. MALONE The city's air and underground facilities will be under official study this week.

Plans Undisclosed

MacFarlin already has given much attention to the city's aviation development but whether he has any plan afoot for auxiliary airport facilities, as pledged in the 1945 Republican Party platform, was not disclosed last night.

Group Discusses Subway Lighting

The possibility of having more lights placed at the Rochester Transit Corporation's Winton Road South subway was discussed last night at a meeting of the East Avenue-Winton Business Men's Association in the East Avenue Hotel.

Subway Station Night South

A request that a floodlight be installed at the Winton Road South subway station was sent to the Rochester Transit Corporation last night by the East Avenue-Winton Business Men's Association, meeting in East Avenue Hotel.

Bill in Congress Factor

Another feature of the aviation situation is a bill now before Congress allocating millions of dollars for the development of community efforts. It has passed both houses and now only awaits a conference decision as to whether the funds should be given directly to the communities by the federal government or through the states.

City Asks Bids on Subway Station

First steps toward enlarging facilities of the Rochester subway were made today by the city when it advertised for bids on the construction of a new station at Clinton Avenue South near Byron Street.

Plans have been completed, announced Harold S. W. MacFarlin, city commissioner of railroads, and construction will start this spring unless bids "are all out of proportion to the city's estimates."

In addition, MacFarlin announced that city and transit officials have met within the last few days with a view to constructing the last 1,500 feet to Monroe Avenue on the eastern end of the subway.

Traffic At New High MacFarlin was unable to state when plans for the subway extension will be completed. Two years ago plans were made for the installation of a Clinton Avenue South stop but stringency of materials during the war balked this

Rerouting Awaits New RTC Buses

IN RESPONSE to pleas to take buses off Main Street to expedite traffic, Harold S. W. MacFarlin, city commissioner of railroads, said today that it will be impossible to do this until new buses arrive in quantity.

MacFarlin said temporary schedules and routes had been drawn up with Rochester Transit Corporation officials, to be put into effect when a number of new buses arrive. First of these is expected late this month.

Subway passenger traffic set a new all time high last year, despite the decline which set in after V-J Day when many factories along the route laid off thousands of workers. A total of 4,814,537 passengers were carried as contrasted with 3,833,323 in the previous year. This was the seventh consecutive

Borealis Blameless, Lights Traced To Fallen Subway Tension Wire

Old Aurora Borealis got a lot of blame last night for a display of pyrotechnics set off by the city's subway system.

Shortly after 10:30 p. m. and up until 11 o'clock police and this newspaper office received scores of telephone calls from citizens who wanted to know about "those lights flashing in the sky."

It turned out to be the subway, too, but not because of ice forming on the trolley wires. In the subway near the Clinton Avenue South bridge a high tension power wire had fallen. It caused plenty of bright flashes which lit up the

low hanging clouds and could be seen for long distances. A fire company and police were sent to the scene, but could do nothing until arrival of a Rochester Transit Company wire crew. At the RTC offices, it was said the break would be repaired shortly after midnight. Service in the subway was not interrupted by the break.

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117,871,773 were revenue passengers and the balance transfer passengers. January, May and December were the greatest passenger carrying months. Park-Lake continued to be the most used line, followed by Portland-Dewey, East Main-Genesee Park Boulevard.

Sees Lower Income "It is evident from the decline in passenger revenues and the increase in deductions from revenues, that there will be a drastic decline in the return to the company, and the amounts creditable to the fare control account and the fare control reserve."

The increase in bus accidents also was noted by MacFarlin, who said there were 4,876 during the year as compared with 4,135 in 1944. Collisions with autos and trucks rose from 1,800 to 2,434 and passengers injured from 585 to 671. (Other council news on Page 2A)

Subway More Useful

Usefulness of the subway is increasing. Railways Commissioner Harold S. W. MacFarlin said in his annual statement to the City Council Tuesday night. It showed a slight profit on its own last year, instead of a deficit in 1944. Its value will increase as more industries are developed at its western end and service on the eastern end is made more available to the developing residence section there. Eastern extension and a spur at the western end to serve a new factory are planned or under way. In addition, a new station at Clinton Avenue South will be constructed unless bids are far out of line.

The transit system as a whole failed to make its allowable return. In 1945 it earned \$283,183 as against an allowable return under the contract of \$498,183.

New buses are expected to arrive soon, and when they have arrived in sufficient numbers, new routings will be announced and put in effect. While there has been some discussion of these, they are not believed to be definitely set. Eventually, in addition to by-passing congested streets during rush hours, routes definitely planned to make more direct connections with the subway should be planned.

Transit costs in Rochester are not as

high as they are in New York. The average fare paid here last year was 5.38 cents, and it produced full costs plus a profit. In New York last year under the fixed 5-cent fare, costs went to between 6 and 7 cents per rider. There the city foots the deficit to the tune of some 50 million dollars annually.

Once legal technicalities over the contract are ironed out, and when the new buses arrive, Rochester's transit service can be developed rapidly. If the dollar pass can be retained, losses from increased use of automobiles will not be as great as they might be.

Friederich Enters Only Subway Bid

A. Friederich & Sons Company, contractors, today were sole bidders on a contract to construct a new subway station at Clinton Avenue near Byron, City Purchasing Agent Fred W. Ereth announced today.

The bid was \$17,373. The company stipulated that if rock is encountered \$20 a cubic yard additional will be charged. The bid will be sent to the City Engineer's Office for checking before the contract is awarded, Ereth said.

Construction of the new station is a part of the plan to enlarge the facilities of the subway.

Two years ago plans were made for the installation of the Clinton Avenue South stop but lack of materials during the war halted the construction.

Genesee Stations Inc. and Colonial Beacon Oil Company were tied for a low bid to furnish 200,000 gallons of gasoline for the Department of Public Works, with offers of \$15,200 each.

D. & C. Car Jumps Rail, Disrupts Subway

Traffic on the subway west of Oak Street was disrupted yesterday shortly before 9 a. m. when a trolley car jumped the track at the Driving Park Avenue loop.

Buses were put into service to fill in the gap while the subway cars were not running. Most of the passengers at the time—none of whom was on the car that was derailed—were employees of Rochester Products Division of the General Motors Company.

D. C. C. MAR 20 1946

Y. MARCH 20, 1946

SUBWAY GETS BETTER LIGHTS TO AID SAFETY

New and more powerful lights have been installed in subway stations between and including Winston Road and Rowlands. Railways Commissioner Harold S. W. MacFarlin announced last night.

If the lights prove suitable, they will replace existing bulbs through the entire subway, MacFarlin said. Complaints have been received of marauders in the east end stations, and the new lights are one of several measures MacFarlin has taken to assure safety to waiting passengers. Installation of lights was directed by Deputy Commissioner of Commerce Joseph A. Biel and Subway Superintendent George Cassidy.

A. Friederich & Sons Company was sole bidder yesterday on a contract for a new station in Clinton Avenue South near Byron Street at \$17,373. City Purchasing Agent Fred W. Ereth announced.

The company stipulated an additional charge of \$20 a cubic yard if rock is encountered. Construction of the station has been held up two years by lack of materials. Genesee Stations Inc. and Colonial Beacon Oil Company were tied on a contract to furnish 200,000 gallons of gasoline to the Public Works Department. Both bid \$15,200.

Subway Traffic in 1946 Hit New High

Subway passenger traffic in 1946 set a new all-time high, Harold S. W. MacFarlin, city commissioner of railroads, announced today.

In his annual report on subway operations, MacFarlin declared that the system carried a total of 5,192,072 passengers, as contrasted with 4,814,537 in 1945 and 3,833,328 in 1944.

And in carrying the record number of passengers, subway trains operated fewer miles than in the last two years. Trains traveled 585,135 miles during the year, with an average per mile passenger revenue of 6.84 cents. This contrasted with 593,215 miles and 6.59 cents, respectively, in the previous year and 594,288 miles and 5.24 cents in 1944.

Although traffic and revenues set new peaks, the subway reported an operating deficit of \$481 during the year as contrasted with a net income of \$1,400 in 1945. This, MacFarlin said, was due to the sharp jump in operation costs which rose from \$115,676.68 to \$131,172.01, due mainly to the increase of labor and materials. MacFarlin pointed out that the subway carried more passengers with one-third the mileage than the combined total of the 15 suburban bus lines operated by the Rochester Transit Corporation.

For comparative purposes, MacFarlin pointed out that the 15 suburban lines carried 5,154,385 passengers, 38,000 fewer than the subway, while miles traveled were 1,434,350.

Value Cited

"These figures," MacFarlin commented, "show the value of the subway system to the city. It is affording quick, rapid service for passengers as well as fulfilling a need for freight shifts to Rochester industries."

"With the establishment of a new public market which will be served by all railroads it promises to become still more valuable and should attract additional industries to Rochester. The subway offers an attractive opportunity to industry inasmuch as it gives access to most of the railroads entering the city. Eventually further subway improvements will be made so that the extension of Rochester's manufacturing area can be accomplished."

More Than Ever B. & C. Shows Increase

Rochester's subway was more useful to more people in 1946 than it was in 1945 and in 1944.

In 1946 it carried 5,192,072 passengers; in 1945 it carried 4,814,537, and in 1944 3,833,328.

Its revenue in 1946 averaged 6.84 cents per mile per passenger, slightly higher than the 1945 revenue of 6.59 cents and the 1944 revenue of 5.24 cents.

Higher operation costs produced a deficit of \$481, instead of a favorable balance of \$1,400.

We have not examined the detailed figures on which deficit and net income are figured, but neither is sufficiently large to be important.

The important fact to us, is that the subway is serving more people; and further that with the new market plan, and with plans for extending subway operations into Kodak Park, and perhaps farther, its potential usefulness is beginning to be realized.

The proposed new market, which the subway will make it possible to be served by all railroads entering the city; the new street plans now under discussion; all give promise of further industrial development in the northwest section.

The subway, with its quick connection with developing residential areas south-east of the city, is a two-way developer keyed to developing both wage-paying industries and character-building homes.

We can't sell it short any more. Some of us never did.

Subway Freight Traffic Shows Increase

Rochester industrial operations, as measured in a report by the Rochester Transit Corporation on subway operations, have assumed a new post-war high.

In figures made public today, switching operations from one railroad to another through the city-owned subway showed an increase of approximately 20 per cent in the first eight months this year, a new all time high. For this period the company reported total switching revenues of \$48,909 as compared with \$40,183 in the corresponding period a year ago.

The increase shown in August was the largest, percentage wise, for any one month this year. In August total revenues were \$6,135 as compared with \$4,546 a year ago, an increase of 33 per cent. In every month this year, with the exception of March, subway freight business has run ahead of a year ago. March revenues were down \$598.

The increased volume in freight traffic brought only an increase of 2,519 miles covered by the electric engines, an increase of 16 per cent over a year ago. This, company officials said, indicates more efficient use of equipment in switching operations.

Passenger revenues have declined in the last three months, however, in line with the decline reported for buses in the RTC's report to the Public Service Commission at a rate hearing last week. Eight months' passenger revenues were up \$2,629, but this was all accomplished in the first five months of this year.

In June, passenger revenues dropped \$37.65 from a year ago, in July the decline was \$167.76 and in August the drop was \$736.64. Miles traveled by the subway cars in the first eight months ran 6,241 over the corresponding period of 1946, but operations were reduced in line with traffic in August when a reduction of 880 miles was reported.

The subway is carrying fewer passengers this year than in 1946, the report also shows. During the eight-month period a decline of 33,338 passengers was noted, all months showing a decline with the exceptions of January and May. Greatest loss was suffered in August when passenger traffic dropped 15,760.

The transit corporation revealed that it had reduced its long-term debt \$298,200 in the first eight months of this year by reducing its outstanding bond issues from \$2,847,200 to \$2,549,000.

Subway Traffic Halted When Car Jumps Track

ALL subway traffic from Oak Street west was temporarily suspended when a subway car sideswiped another and jumped the track as it entered the Driving Park Avenue loop about 8:45 a. m. today. There were no passengers on either car.

A warning was sent to all subway patrons east of Oak Street and bus service provided paralleling the subway right of way as near as possible.

An emergency crew was rushed to the scene to jack the car back on the tracks and sub-

way officials said service would be restored in time to handle the homeward bound traffic from Rochester Products Division.

Abraham Leenhouts, motor-man of the car, and Abraham De Hond, the conductor, were uninjured.

Times-Union SEP 12 1946

GROUP URGES SUBWAY USE AS HIGHWAY

SEP 29 1947
Engineering Unit
Holds Trolleys
Obsolete

Use of the city-owned subway as a motorway, and eastward extension of Broad Street from South Avenue to Clinton, with a vehicular subway branch following beneath and ramping up into Elm Street, were recommended yesterday to city planners.

The recommendations came from the Rochester Engineering Society's Traffic Committee, headed by Leon R. Brown, as part of the report of its 21st annual traffic survey.

The committee points out that it has had no chance to study official plans of city and state on

the proposed multi-million dollar arterial street program but notes that both plans, while relieving congestion in outlying sections, "also invite vehicles to enter an already congested central business district without taking steps to care for such traffic."

Buses for Subway

In its suggestion for use of the subway as a motorway, the committee declares that "the use of trolley cars is already obsolete and their abandonment in the subway and the substitution of buses might save the city millions of dollars in construction costs and avoid the destruction of hundreds of homes and commercial buildings."

"If the subway is used for vehicular traffic," the report continues, "we recommend the consideration of a plan to extend Broad Street with a vehicular subway underneath, eastward from South Avenue to Clinton Avenue South, and bringing the subway to the surface near East Avenue, Elm and Main streets. This would provide a bypass for Main Street traffic and the equivalent of a parallel Main Street."

The subway ramp, it was further explained, would discharge traffic into Elm Street and the whole setup would involve construction of a traffic circle, linking Franklin and North streets.

Old Autos Noted

In another recommendation, the committee notes "the number of very old automobiles observed on the streets" and declares that "because of reports that all these cars are not in safe operating condition and are both a hazard and impediment to traffic, it is suggested that laws requiring second-hand car dealers to grant 'certificates of adequacy' and guarantee cars to be in safe operating condition be enforced."

"We have definite proof that the law is not enforced," the report adds.

Highlights of the committee's analysis of the traffic survey made last June 24, by Boy Scouts of the Otletiana Council follow:

Bridge Traffic Up

Vehicular traffic over the 12 bridges crossing the Genesee River in the city was 11 per cent greater than in 1946.

Traffic in the downtown business district was 4 per cent greater but still under the 1941 peak. North Street showed a large increase and East Avenue a sharp decrease.

Traffic at Main and Clinton showed a combined traffic decrease of 4 per cent.

Greatest concentration of pedestrian traffic was counted on Main Street near Stone Street and on Main Street near Cortland.

Subway Use as Motorway Urged by Engineers

Use of the city-owned subway as a motorway and extension of Broad Street underground to the east are recommended by the Rochester Engineering Society's Traffic Committee to relieve downtown traffic snarls.

The recommendations were made to city planners yesterday as part of the committee's 21st annual traffic survey.

Pointing out that it had not had a chance to thoroughly study city and state plans for a highway system within the city, the group declared that it would favor elimination of trolley cars in the subway and substitution of bus service in any highway plan.

"The use of trolley cars is already obsolete and their abandon-

ment in the subway and the substitution of buses might save the city millions of dollars in construction costs and avoid the destruction of hundreds of homes and commercial buildings," the report stated.

"If the subway is used for vehicular traffic," the report continued, "we would recommend the consideration of a plan to extend Broad Street with a vehicular subway underneath, eastward from South Avenue to Clinton Avenue, bringing the subway to the surface near East Avenue, Elm and Main Streets."

The subway ramp, it was further explained, would discharge traffic into Elm Street and the

whole setup would involve construction of a traffic circle, linking Franklin and North Streets.

In another recommendation, the committee urged enforcement of laws requiring second-hand car dealers to grant "certificates of adequacy" and guarantee cars to be in safe operating condition.

The suggestion was made, in the light of "the number of very old automobiles on the streets" which "are both a hazard and impediment to traffic," it was pointed out.

"We have definite proof that the law is not enforced," the report added.

Highlights of the committee's analysis of the traffic survey, made

TIMES UNION SEP 29 1947

Subway Loop Around Business Section Logical, But Trolley Cars, Not Buses, Should Run

The Engineering Society's Traffic Committee says in its annual traffic survey that "the use of trolley cars is obsolete."

This is an incident to its suggestion that electric subway operation be abandoned, and that buses be used on a street to be built in the Subway bed.

The committee also suggests an extension of the Subway bed under Broad street as extended to Clinton; ramping up to Elm street.

Unfortunately for any expectation that the Democrat and Chronicle might indorse such an absurd suggestion as abandonment of electric car operation, the Editor has just returned from Washington where trolley cars are anything but obsolete.

And we regret that the Engineering Society committee has joined those short-sighted persons and groups who are too ready to sell the Subway short.

It ought to know better; it ought to have better imagination and engineering knowledge, about the still unused possibilities of the Subway.

It ought to know better than to suggest that buses on any right of way could be operated, with safety, as swiftly and as comfortably as trolley cars of the Washington type in a properly managed subway.

Let's remind of the Subway's possible use:

First, extend it into Kodak Park. This will relieve the overcrowded Park-Lake bus line.

Then to Ontario Beach. This will further relieve the Lake avenue line

in the summer.

These two extensions will provide smoother, swifter, more dependable, all-weather transportation for Kodak Park workers and the summer crowds to Ontario Beach.

The Subway also will bring more crowds, more swiftly and conveniently to the new War Memorial auditorium, and to Edgerton Park.

Broad street should be extended, to be sure.

And the Society's suggestion of a Subway spur underneath over into Elm street is good, as far as it goes.

But this is a piecemeal, incomplete suggestion.

The Subway should be extended, but with electric cars operating in it.

And the loop should go further than Elm street. It should circle the business section; going on under Main street to Andrews; thence, possibly on the surface, down to State, and back into the subway.

This is a suggestion made by Edward Hungerford. And it's good.

Such a core of rapid, electric-car transportation would relieve surface street congestion, and make the business section more accessible from all directions.

If we are going to make suggestion about traffic, let's have complete suggestions that visualize whole problems.

We don't think the Engineering Society's report does this.

If the Transit Corporation is unwilling to continue Subway operation enthusiastically, let the city take it over.

D. & C. SEP 30 1947

Subway Extension Feasible, Feasible
Editor, Democrat and Chronicle

I heartily endorse your stand regarding the Subway. The Rochester Engineering Society displayed amazing ignorance when they stated trolleys were obsolete. Are they unaware of the modern trolleys that operate in Boston, Philadelphia, Washington, Toronto, Cleveland, Chicago, Minneapolis and Johnstown to mention a few? These cities have proved that the new type cars can provide better service than buses. These new type cars are superior to buses in all these important respects: 1, acceleration; 2, breaking power; 3, running speed; 4, passenger capacity; 5, seat comfort; 6, ventilation; 7, riding qualities; 8, silence of operation; 9, economy. The transportation system of nearby Toronto is considered one of the finest on the continent. Modern cars are used extensively there. The statement that trolleys are obsolete would get the horse laugh in Toronto.

The Society also seems to be ignorant of the plans of Toronto, Cleveland, Chicago, Boston and other cities for new or extended rail rapid transit systems by means of elevated, subway or surface off-street rail lines to make public transportation independent of vehicular traffic. The introduction of automobiles and busses to the Subway would serve the opposite purpose since busses, impeded by autos, could not possibly make the high average speed now made by Subway cars (35 miles per hour or 24 minutes for the nine-mile run). This is over twice the speed of Rochester bus lines. Gas fumes would be a health menace in the underground portions of the line and it would be difficult to ventilate.

And what of the industries that depend on the Subway's car-load freight service? This interchange service is vital to these industries because heavy commodities cannot be transported economically by highway. Such irresponsible talk can frighten these industries and perhaps even cause them to leave the city.

There exists an excellent right of way for the 2-mile Kodak extension. There is sufficient room between the B & O and N Y C parallel belt lines for a double electric railway track. Also the space south of Kodak's railroad is unoccupied. The new line would turn off near the General Motors end of the line, parallel the NYC belt and Kodak's railroad, underpassing Doney Ave. and Ridge Rd. and terminate in the center of Kodak Park. Construction costs would be low because only two or three buildings

would have to be razed on the whole route.

Starting at a new station to be built under the East Broad St. extension between Clinton Ave. and South Ave., with exits onto these streets, trains would reach Kodak in about eight minutes, stopping only at City Hall and W. Main St. station. Needless to say, the same trip now takes 30 minutes in rush hours, and is anything but pleasant.

The Subway could carry any load that could be imposed upon it. An eight lane super highway can carry a maximum of 1,000 persons in one direction per hour. The Subway, using single car trains as at present could carry a maximum of 2,000 passengers in one direction per hour. By running cars in trains, this capacity can be multiplied.

If good trolley service reached the most important parts of Rochester, people would leave their automobiles at home. They would prefer to ride the modern electric cars and save money. The Subway cost originally almost \$12 million. Extension would cost a fraction of that. A system of fantastically expensive arterial highways for central Rochester would become unnecessary.

BRUCE R. HOLCOMB
 16 Birch Crescent.

Keep Subway Going
Editor, Democrat and Chronicle

Your editorial as regards the Subway and its possible extension is to be commended.

Perhaps if you continue to bring the subject into the open we will have eventually an electric subway trolley system Rochester may well be proud of.

I'd like to see the Subway extended to Monroe Avenue at Twelve Corners and additional use made of the Lehigh and Erie Railroad tracks, provided an agreement could be reached.

Also an underground extension from one end of Main Street to the other. If the Subway open cut were covered from end to end there would be no need to tear down many existing houses and factories in order to build a high-speed auto highway.

Let's back any move to extend the Subway system and fight all moves to do away with it.

The Rochester Transit Corporation could make money if they would ban the sale of weekly passes to school children and would do the public a service if the school passes were issued good only from 7:30 a. m. to 4 p. m.

As it is now, working people have to buck an unruly lot of school children both to and from work.

SUBWAY PATRON.

Engineers Seem Out of Step
Editor, Democrat and Chronicle

I read your editorial concerning a proposal to shift from rail to bus operation in the Rochester Subway with immediate interest and hasten to commend your paper for its stand regarding this matter.

To label truly up-to-date surface or Subway trolley car operation as "obsolete" is an assertion which brands the asserters unqualified to make even a layman's judgment on the matter, much less an expert's statement, as the Engineering Society has rashly attempted to do.

The opinion of most well known transit experts is that Pittsburgh, Washington, the Twin Cities, and Philadelphia, to name but four, have, operationally and financially, about the most efficient city transit systems in North America.

And with each of these systems, street cars not only have played but will continue to play indefinitely the major part in hauling people. All of these lines operate large fleets of really modern street cars.

The Engineering Society is most certainly proceeding on the thinnest kind of ice. Where do they find precedent for the enormous cost of changing over an already efficient subway into a paved bus line? Has the Engineering Society considered that the Subway plays a much more important role than merely that of carrying passengers? Rochester's Subway is, and will have to be in the future, the city's number one artery for freight traffic and the development of new industrial sites in this vicinity.

The view of the Society, so completely out of accord with general opinion in transit matters, does bear some resemblance to rational thinking on its fringes. The suggestion of various important Subway extensions, particularly one which would bring the Subway into the immediate downtown area, is most logical. It is also apparent that at least the Engineering Society recognizes the advantage which Rochester has in possessing a rapid-transit right-of-way.

But to foist such an unwarranted major premise—as that of converting the Subway to bus operation—on the people of this city, testifies to an almost complete disregard for the factors which make up good transportation policy.

It is extremely unfortunate that a supposedly authoritative group have made such unacceptable recommendations.

D. & C. QUINBY, INC.
 New Haven, Conn.

Buses Eyed For Use in Subway 1947
Editor, Democrat and Chronicle

Regarding Mr. Quinby's letter concerning proper use of the Subway which appeared in today's Democrat and Chronicle, modern street car systems are certainly convenient, comfortable, and effective means of passenger transportation in large, crowded cities. Where the rolling stock has sufficient acceleration so that it does not snarl up vehicular traffic, where it is quiet in operation, and where it is available in sufficient quantities to provide reasonable schedules, trolleys are equal or superior to the best that the modern bus can offer. No one who has used the Washington, D. C. street car system or who has had the opportunity of driving in heavy traffic where these new cars are used could say that they are obsolete in any way. Riding on buses, especially during rush hours, or battling lines of them with an auto in traffic leaves them in a very unfavorable light compared to up-to-date trolleys.

However, with the exception of the Subway, we have been committed to bus transportation for some time to come because of the removal of tracks. The opportunity of using the Subway right of way for vehicular traffic cannot be overlooked. It is a "natural" for this purpose, being in a key location for relieving much of the traffic troubles of our city. Also, it is in accord with most of the thoroughway connection plans recently announced. Express buses could run easily on such a roadway. If they were properly designed, operated and routed, they would be a satisfactory substitute for high speed street cars. With this kind of use both groups—those using public transportation and automobile riders—would be served adequately. Now, only street car passengers derive benefit from this well-placed traffic artery.

Mr. Quinby's principal objection, that of cutting off industries from railway freight connections, is easily answered. Freight switching could be done late at night, say between 1 a. m. and 4 a. m. over a single track left in the pavement. The Subway would be closed to vehicular traffic during that time at no great inconvenience to the autoist. It is easy to drive through the city early in the morning.

W. S. LITTLE,
 Civil Engineer,
 Rochester.

Agrees on Subway
Editor, Democrat and Chronicle

Your recent editorial opposing the removal of electric cars from the subway was well done. I agree that, if properly run and with the addition of streamlined trolleys, the subway would be a success and an asset to the city.

It is high time that the people of Rochester be given adequate transportation. The change-over to buses eliminated the possibility of streamliners for surface transportation, but with the subway left, the city still could be given a break.

The purchase of, say, eight or ten streamlined trolleys, replacing the antiquated derelicts now in use, would help the subway a lot. More people would be encouraged to ride it, for one thing.

Not every city, very few in fact, can boast of having a subway. So, since it is already there, why not improve it?

I have lived off and on in Washington, D. C., for 13 years, and am in a position to give opinions on both bus and streetcar transportation. Since the advent of streamliners here, service has improved by leaps and bounds. People in a city like Rochester that has all buses cannot imagine how the streetcar has come back and taken its place in the transit systems of the nation.

Your suggestions to extend the subway into Kodak Park and down to the lake are most practical. Too bad your newspaper did not take the opportunity to do so.

A MARYLAND READER
 Former Rochesterian

Subway Use Is Well Understood 1947
Editor, Democrat and Chronicle

The Board of Commissioners stands against substituting motor buses for electric cars in the Subway is gratifying.

They come from plain citizens, from persons who have some expert knowledge of modern transportation.

The remark made in a report of the Engineering Society's traffic committee, that trolleys are obsolete, has been derided by those who know where modern trolley cars are being used efficiently and effectively.

We understand that the Engineering Society itself has taken no position on the matter. We should hope that it has members better informed on modern electric transportation, with more perspective on Rochester's over-all transportation system, and with better vision about the uses of the Subway.

* * *

The core of rapid transit a few modest extensions of the Subway would provide is essential to any transportation plan that will meet present and future needs.

Surface bus lines are inadequate for peak crowds. Just why the simple steps necessary to extend the Subway into Kodak Park have not been taken we do not know.

Just why the transit corporation hasn't had the imagination, the vision, the enterprise to co-operate with the city in making the Subway more useful we do not know.

If it persists in its attitude, the city itself should take a vigorous hand; perhaps even extend and operate the Subway itself.

* * *

Don't let any pseudo expert tell us it can't be operated at a profit if it is used as it could be.

It is essential now to take part of the peak crowds on the most-traveled bus lines; it is needed to develop the northwestern industrial section and the southeastern residential section; and the Memorial auditorium might as well not be built if the Subway isn't available to take crowds to and from, and if street and parking facilities in its vicinity are not reorganized and planned.

NOVEMBER 30, 1947
D. & C. NOV 30 1947

City Subway Will Observe 20th Birthday

Without fanfare, the Rochester Subway tomorrow will observe its 20th anniversary.

The first passenger car pulled over the underground on a regular run Dec. 1, 1927.

And in the two-score years that followed, the underground has remained a center of stormy controversy.

"White elephant" and "Rochester's greatest asset" are the essence of the charges and the defense that is heard when the Subway is discussed. Some have arraigned it on charges that "it doesn't go anywhere" and others have stoutly maintained that with a few extensions it would really come into its own as the core of the city's transportation system.

Many Changes Suggested

Many have suggested changes and enlargements but never were able to push plans to the accomplishment stage. When trolleys were operating on the streets, John F. Uffert, then general manager of Rochester Lines, New York State Railways, now president of Rochester Transit Corporation, had a complete plan for high speed transportation, but City Hall cold-shouldered it, according to reports.

The Hall, from the first city manager administration down, took a dim view toward the subway prospects until Harold S. W. MacFarlin went in as commerce and railways commissioner in 1928. He instantly organized a Subway promotion campaign that had some success in drawing attention to the service.

10 Millions in Bonds

The city floated nearly 10 million dollars in 20-year bonds to cover cost of construction. The last of those will be retired in 1960, and today more than 3 million dollars still is due. In 1937, the city invested another \$100,000, via bonds, that matured this year, to build the addition at the Rochester Products Division plant.

In addition to high speed trolley service, the Subway supplies freight service to a number of industrial firms along its route. Financially it never has been on the bright side, although in the war years it earned a slight profit.

Greater Use Of Subway Advised

Editor, Democrat and Chronicle:
Next month, our subway will complete 20 years of service to the City of Rochester.

To the casual observer, this last remaining rail line would seem unimportant to the overall transit picture, and hardly worth publicizing. However, a closer examination of the facts will show that despite its neglected condition it has carried the brunt of war-time loads on two outstanding occasions—the breakdown of surface transit in June, 1943, and the hard winter of 1944-45. The Rochester Transit Corporation apparently has little or no interest in developing the subway to its fullest, even though it could very well operate on a profitable basis. Commerce Commissioner McFarlin and the Democrat and Chronicle are to be commended for their long-range view in urging its extension to new areas.

Recently, there appeared a statement by an official of the Rochester Engineering Society to the effect that "trolleys are obsolete" and that buses should be operated in the subway. This is another variation of that old worn-out argument of buses versus trolleys regardless of the circumstances. While service on the surface lines was speeded by substitution of buses, there is hardly any need or logical reason for such a move in this case. The primary advantage of the subway is the fact that it neither slows traffic, nor is slowed by traffic. So why tear out a portion of the city's best and most efficient rail line in favor of slower, less efficient vehicles? Because trolleys are "obsolete"? If they run the Thruway into the subway, the bus service would be slower than ever. A free-wheeling vehicle would never be as safe as rail cars on the sharp curves between the supports in the covered section.

It doesn't seem possible that there are any persons in Rochester who have never heard of a streamlined trolley, but in case there are, let us examine the advantages of these cars. If the line is ever extended to Kodak Park on the west and Pittsford on the east end, there will definitely be a need for additional cars of a modern type. Their design is somewhat similar to a bus, though much larger. Basically they are built on the same principles as older cars, with a great many improvements in riding qualities through the use of rubber mounted springs. They are quiet and free from vibration and the other unpleasant features long associated with old-type street cars. Modern tubular frame seats, glareless lighting, windows that can be opened without a crowbar—all contribute to the passengers' comfort. In fact, the ride is far more pleasant than in even the newest of our buses here.

The writer speaks from experience, having ridden the modern cars in six cities, including Toronto and Los Angeles. Although built for surface lines, they are fast enough to handle service on our subway, with a balancing speed of 42 MPH and a maximum of 50 MPH. Acceleration is the fastest yet achieved—almost twice that of the present cars and greater than on the newest automatic shift-buses. The standard model seats 59, and the largest built so far accommodates 62. In October, 1946, there were 4400 of these cars in service throughout the United States and Canada in 22 cities, proving their worth.

If the city of Rochester will take steps to modernize, extend and utilize the subway to its maximum capacity, then and only then will it have the transit system that is the envy of other cities.

JOHN F. COLLINS Jr.
95 Devon Road.

D & C JAN. 24, 1948

COUNCIL PLANS SUBWAY STUDY BEFORE ACTING

New Griffith St. Station Plan To Wait

Subway extension plans were marked "For Future Reference" in City Councilmen's notebooks yesterday.

No action on Railways Commissioner MacFarlin's proposed new Griffith Street station was scheduled for Tuesday night's meeting and councilmen doubted strongly that there would be any prior to the session.

At the regular pre-session caucus Friday night, the subject came up only incidentally. Both Mayor Dickler and Councilman Fred J. Ruppel were absent. Councilmen present said the plan "might or might not be a good one, but we are going to give it more study" before we taken any action.

Whether MacFarlin's newest development move would join the earlier plan for extension of the subway to Monroe Avenue, Brighton, was not revealed. Business interests vetoed this move because of the expense involved and the wartime difficulty of obtaining materials and labor, although city officials said it was assured of ultimate consummation.

MacFarlin estimated cost of the new Griffith Street station at \$17,000.

More Subway Ideas

Editor, Democrat and Chronicle
Much has been said and less than nothing has been accomplished concerning the great possibilities of the Rochester subway.

There are many available N. Y. Central tracks that are little used which could and should be electrified so that electric trolleys could be put into service, serving Charlotte, the amusement center at Sea Breeze, etc.

There is the Lehigh, Erie and Pennsylvania tracks that could no doubt be utilized by trolley service. These railroads have nothing to lose by agreeing to a use of their tracks for trolley lines.

A tunnel could be built from the Oak Street station to connect with the Pennsylvania tracks on West Main. A large residential area could be thus served and the present down at the heels area around West Main from Broad to Canal street would stand an excellent chance of becoming greatly improved in appearance.

The use of the Lehigh or Erie tracks would tend to ease over-taxed buses on the Plymouth line at all seasons of the year.

Direct trolley service to Geneva Valley Park would be provided, also trolley service to River Campus. None of these trolley lines would be on the streets and thus would eliminate any selfish objections by car owners who object to trolley lines.

To obtain this service is a fight which must be shared by the public and the local press. Not a haphazard once in a while editorial or once a month demand by irate bus riders, but a daily reminder in our daily press and continual pressure by civic minded organizations as well as individuals.

S. SWIFT.
183 Champlain - 2 10-1046.

Says, Extend Subway

Editor, Democrat and Chronicle:

Your editorial of February 6 reflects back more than eight years ago when a situation existed that was of more than paramount interest in the minds of a multitude of prominent citizens concerning the future of the subway.

In these columns dated Dec. 26, 1939, was an article with headlines of your own selection, "Sees Future for Subway if Developed", also many other news items, editorials and a report of the Commerce Department; also the following contributions from readers from June 23, 1939, to Dec. 24, 1945; to wit, Wm. H. Becker, Edward Huntington, Paul F. Mahoney, Thomas R. Boone, John F. Collins Jr., and Dr. Chas. T. Lunsford.

All worth while are these young men whom you mention as having what they think are great ideas, but probably not one of them ever saw or rode in any of the trolleys that made the trip to Ontario Beach for the first time on Oct. 18, 1890, or have the knowledge that experience and actual happenings have taught the older men of today.

As to the RTC being interested in making the Subway more attractive or more valuable, who in this day and age can remember when anybody or body of men ever cared about what becomes of what; so it behooves somebody to sit up and take heed to that old saying, "If you want anything done, do it yourself," which means Mr. and Mrs. Taxpayer. Why be amazed or astonished at ignorance of engineers who do not represent the public?

Your suggestion of using NYCRR to Ontario Beach is not so good as that B&O just west of Lake Avenue, where cross streets make ideal stops for West Siders, including part of Greece and the Tenth Ward in the vicinity of Kodak Park.

This coming December will be the Subway's 20th birthday. Why not make it worth remembering and worth improving?
GEORGE TOOTHILL
Rochester.

Extend the Subway, Make Buses Feed It Better, Young Reader Urges, Has Plan

D. G. FEB 6 1948

I WISH to point out the advantages of the City-owned Subway and present a comprehensive transit improvement plan before the Rochester Transit Corporation's short-sighted policies result in abandonment of the Subway service and thereby dash out permanently all hope for real transit improvement.

Just what is a good transit system? It is a system that can handle the most people, with comfort, speed, safety, and economy. Every bus-rider knows that the present bus system falls altogether to do that. But the Subway, with a 22 M. P. H. average speed, is more than twice as fast as surface buses are even under good conditions.

The Subway, if it had proper car equipment, could operate three and four-car trains on close headway, and carry more passengers than busses now handle on Main St., yet do it with good comfort and speed. It is well known that modern electric cars are roomy, fast, and can transport large crowds more economically than busses can.

Yet this bit of knowledge seems not to have penetrated the executive offices of the R. T. C. The company plans nothing constructive in the way of improvement and thinks instead that the public should bear with its present inconveniences indefinitely without complaint. But the recent fare rise and proposed construction of new arterial highways will cause people to forsake R. T. C.'s poor bus service.

The company ignores the advantages of the high speed Subway, ignores the possibility of feeding bus passengers into the existing Subway stations with a single exception, and routes its buses instead to take passengers away from the Subway. The R. T. C. neglects the Subway cars, the track, and the overhead wire.

Last fall, the R. T. C. knew that some of the trolley contact wire was worn and needed replacement. They knew that with the coming of cold weather that it would shrink and snap. Two

feet of new wire were on hand for the replacement. Yet the work was not done. With the coming of cold weather the wire broke twice within two weeks, and emergency repairs had to be made. Even with present patronage the twelve present high-speed cars are insufficient, but the company has made no move to purchase additional cars, although second-hand high-speed cars are available, as well as new cars of superior design.

The height of indignity was reached last fall, when the Traffic Committee of the Rochester Engineering Society, headed by an important Transit Corporation official, suggested destruction of this fine Subway and substitution of an inferior motor vehicle highway, which would end the possibility of good transit forever.

I now wish to present a comprehensive plan for making the Subway the backbone of the City's transportation system, to provide not only for present urgent needs, but also for future expansion and growth. Most of the following ideas are not original with me, but have been suggested before by Commissioner MacFarlin, the D. & C., and Edward Hungerford, outstanding railroad authority and writer. This plan would also make Rochester less dependent on critically scarce petroleum, which scarcity was partially brought about by indiscriminate sabotage of electric transportation facilities and bus substitution. The plan follows:

1—Extension of the Subway to Kodak Park. Construct a ramp to connect the Subway to the N. Y. C. belt line near General Motors, lease trackage rights over and electrify the double track belt line from here to its intersection with the Kodak R. R., swing right with new track paralleling the south side of the Kodak R. R. over presently unused ground, underpass Dewey Ave., continuing to parallel Kodak R. R. and terminate with a loop and station at Ridge Rd. in the heart of Kodak Park. Much existing trackage could be

used, thus doing away with the necessity of acquiring costly property for a private right of way. In this way construction costs could be kept to a minimum. A second station could be constructed at the Dewey Ave. underpass. Freight traffic over the belt is not so heavy that passenger runs would be delayed; however if trackage rights over neither the N. Y. C. nor the B. & O. belt lines could be obtained there is sufficient room between the two for separate Subway trackage.

2—New downtown shopping district station. The Subway is now at a disadvantage because it does not reach into the main shopping district. That is partly the cause of light midday patronage. For the benefit of surface vehicular traffic, Broad St. should be extended eastward from South Ave. to the intersection of

James and Chestnut, the south side of James and Court Sts. being widened to link up with East Ave. The Subway should then be extended eastward under the new street to a station and loop between Clinton Ave. and South Ave.; escalators would lead from the station platform to these streets. The Subway would then be within 500 feet of the average shopper's destination, yet only three minutes would be added to the Subway's running time! Court and South Ave. station could be eliminated since it would be close to the South Ave. entrance of the new station and therefore not needed. All trains, both Eastbound and Westbound, would then loop around the new station. This would be made possible by a "Wye" arrangement of special trackwork at the junction of the new line with the old.

3—Extension from Rowlands along the canal bed to the intersection of Monroe Ave. and Allens Creek Rd. to enable Monroe-Pittsford buses to feed the Subway. This 1,500-foot extension was promised as a definite certainty by Mr. MacFarlin during the war. Inertia should be overcome, and this inexpensive, but useful project should be begun as soon as possible.

Continued

4—Repairs and Maintenance to present line. Most of the Subway stations are the victims of vandalism and neglect. They should all be completely repainted and renovated. More brilliant lighting and better patronage would reduce vandalism; leaky roofs and broken glass should be repaired. Heat for outlying stations would be desirable. Escalators would be a great convenience to patrons; they should be installed in City Hall and W. Main and Oak stations as well as in the new downtown station. Salt has been damaging the concrete and steelwork in the Subway's roof. Some solution should be found to this problem of seepage before grave damage is done and costly repairs necessitated. Track over the entire line ought to be better maintained.

5—New cars. Even now there is a shortage of high speed cars. Bargains in good second hand interurban type cars can be obtained now. Put new cars of the streamlined P. C. C. type equipped for train operation should be obtained as soon as possible. This type of equipment should be familiar to everyone, being used in most large cities, and represents a most astounding advance in design over the older cars. It is roomy, silent, smooth-riding and has fast acceleration and braking. A speeded-up, modified version of this type streetcar would be well suited to service on the Subway. At least 25 of these beauties should be purchased. The older cars should be overhauled, modernized, and generally be made much more attractive.

6—Rerouting of buses to feed into the Subway. This is something that should be done promptly. It would cost nothing except for the additional cars required in the Subway, yet it would offer immediate service improvement and traffic relief. The Lyell and Dewey bus lines should be stubbed at Lyell and Emerson St. Subway stations respectively. Land is available for loops at these points, and shelters should be constructed

for transferees at these and other bus feeder points, with a roof connecting the Subway platform and the bus platform directly if possible, so that patrons need not get out in the weather to transfer. The Emerson-Driving Park-Crosstown line would be rerouted from downtown via N. Plymouth, Verona, Saratoga, Bloss, Otis, and back onto its present route at Santee St. in order to serve several portions of the Dewey and Lyell lines. A loop for buses would be built adjacent to the new Kodak station, Charlotte and Beach Ave. buses from downtown would run only as far as Kodak. The Dewey-Ridge-Norson and Ironloquet-Ridgeway lines would also feed the Subway. Some bus lines, such as Park-Lake and Plymouth-Clifford might be rerouted by the new Broad St. extension.

On the East side, extensive reroutings should be made also. The new S. Goodman line should not run downtown, but should be strictly a Subway feeder, looping via Clinton, Moors, Richard, and back onto Goodman. The Clinton St. to Meadowbrook reaches its destination by a very crooked route. It should be discontinued and the Culver Crosstown be extended south via Culver, Monroe, Southern Parkway, Fonthill Pk., Elmwood Ave. and looping as at present. Discontinue the Main-Wyand Cres., University-Merchants Rd., and Park-Struckmar extensions. In their place operate a Winton Rd. Crosstown line which would feed the Subway. It would make the Struckmar loop on the south and loop on the north end by the present University and Wyand Cres. loops. The Monroe-Pittsford buses will exchange passengers with the Subway at the new Monroe-Allen Creek station; Sodus buses likely should be stubbed at Winton station; East Ave.-Pittsford buses should likely be looped at the East Ave. Subway stop, and Greyhound's Fairport buses likewise.

7—For the convenience of motorists who could use the Subway for part of their journey, parking lots should be established at Monroe & Allen Creek, Winton, Culver, Driving Park, and Dewey-

Kodak stations. This would relieve downtown traffic congestion.

8—Subway Service. On account of greatly increased patronage, cars and trains should operate on very frequent headways all day long. During midday, trains would operate from Kodak & Ridge Road station, via the new downtown station to Monroe and Allen Creek Road station. In rush hours two routes would be operated, one from downtown station express to Kodak, stopping only at City Hall, W. Main, Dewey-Kodak, Ridge Road and Kodak, making the whole run in about nine minutes. The other route would be General Motors to Monroe and Allen Creek via the downtown station, 25 minutes, one way. Some of the East side runs would be express as far as Winton Road.

This by no means exhausts the possibilities of the Subway. Other extensions should be actively considered. If the state-proposed CHH Expressway is built, rails should by all means be laid in its center parkway and connected with the Subway under W. Broad Street. Stations would be built at important street intersections and feeder buses run from these points. Such a rapid transit line could give wonderful service to the entire southwest section. Also the electrification of the N.Y.C. belt on to Charlotte and the Auburn Road to Pittsford should be considered. When the Memorial Auditorium is built a tunnel under it should be provided for a direct freight connection of the Subway to the Erie R. R.

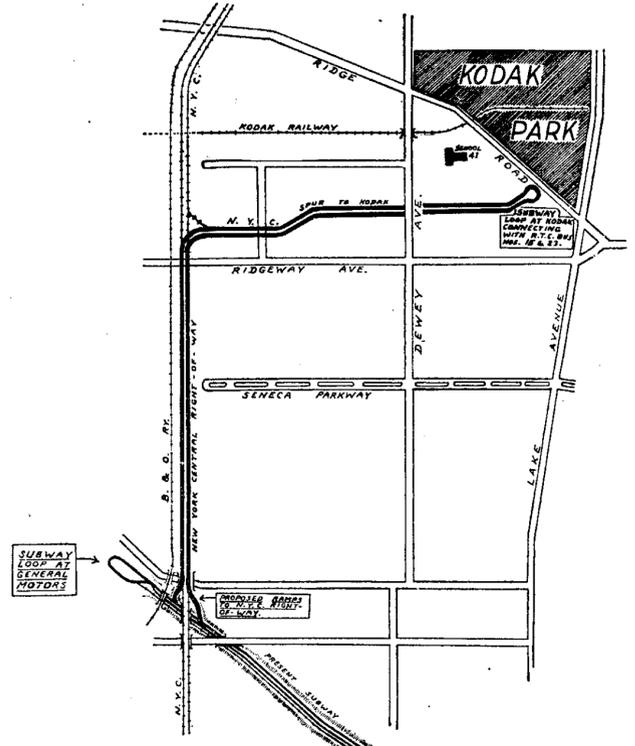
The Subway gives Rochester the opportunity to have the finest transit system in the state. Its high-speed route opens new vistas in the future development of this city. Vision and foresight in its management are essential. For without that the city's growth will be prevented, choked off by poor transportation.

BRUCE R. HOLCOMB,
76 Locust St.

CHRONICLE, FRIDAY, FEBRUARY 13, 1948, FEB 13 1948

How Subway Could Be Run to Kodak Park

Map and Details by BRUCE R. HOLCOMB



Plan showing route of proposed subway extension from General Motors to Kodak Park via N.Y.C. trackage and new right-of-way parallel to Kodak Ry.

A ramp should be constructed to connect the Subway to the New York Central belt line at a point near the General Motors plant. From here, northward one mile, the double-track belt line would be leased for use by the Subway cars and electrified. The cost would be moderate.

A New York Central spur branches from the belt line north of Ridgeway Avenue and runs eastward, crossing Dewey Avenue and terminating at Ridge Road directly opposite a main Kodak plant gate. This spur would be double-tracked, electrified, and would have a terminal and loop constructed at Ridge Road.

The cost of the whole project would be low, because, except for the Subway-New York Central connecting ramp, it would use existing trackage its entire length; thus doing away with the necessity of obtaining costly rights of way. The extension's value would be enormous. Kodak's thousands of workers and residents of

Charlotte and the northwest section would ride in comfort on an express subway from the Ridge Road terminal in as short a time as 9 minutes.

The station would have a roof arranged to cover both the station platform and an adjacent bus-loading platform. From here feeder buses would operate on the existing crosstown routes, Irondequoit, Ridgeway and Dewey, Ridge-Norton.

In addition, all Charlotte buses would be stubbed here to feed the Subway. Lake Avenue buses from downtown would run only as far as Kodak.

Thus a well coordinated Subway-feeder bus service would remove some buses from Main Street, materially reducing congestion.

Next week a map will be published showing possible construction, some time in the future, of a business-section Subway loop to take Subway passengers closer to the shopping center.

As Newcomer Sees Subway's Possibilities

Editor, Democrat and Chronicle:
I WAS much interested in the lengthy and detailed plan for transit improvement that respondent Bruce Holcomb in the pages of your paper dated Friday, Feb. 7, 1948. I have not been a resident of Rochester long enough to be able to comment expertly on all phases of his plan, but like Mr. Holcomb, I am keenly interested in all forms of public transportation, and have made a close study of the modern developments in electric railway equipment as a means of swift and highly competent urban rapid transit.

I would unhesitatingly say that young Mr. Holcomb decidedly

"knows his onions" and his criticisms of the present system of transportation in Rochester are timely and well placed, but in my opinion are far too mild.

What surprised me most was the fact that I had been almost a week in Rochester before I even knew there was such a thing as a subway. I had been engaging in daily battles with massed commuters on street corners waiting for buses which never seemed to come, and when they did I had to endure the agonizing punishment of having my six feet jammed and squashed into the spaceless interiors by sheer weight of numbers behind me, finally being ejected like toothpaste at what I hoped was the right corner. I could never be sure of my destination because it was impossible to move an inch, let alone bend over almost double as required in order to look out a window to see where I was.

After several days of this I began to hear rumors of a subway, but on asking people about it all I could get was a vague answer in hushed tones. I am sure a couple of people crossed themselves when I mentioned it. I soon conjured up terrifying visions of dark and horrible subterranean caverns networked underneath the city through which roared the unhappy ghosts of Rochester's departed trolley cars crammed with skeletons of long dead commuters.

Taking my courage in my hands one day I armed myself with a large city map and a compass which pointed in all directions but north and instituted a one-man search for this unholy region. After a long and diligent search I at last found myself facing a covered stone stairway which descended into a yawning pit and over which gazed the fateful word Subway. Not a soul was in sight and I tremblingly inched my way down the steps to emerge in a cold and dreary crypt of huge dimensions down the length of which ran two very solid-looking sets of rails with a long flat cement platform between.

There was no sound to break the eerie stillness, and not another soul came down those steps to join me in my lonely vigil. Finally after some wait, I heard a distant rumble which rapidly increased to a roar, and out of the blackness beyond a huge green monster bore down the track and ground to a stop where I was standing.

A door opened in the rear of the monster and I bravely hoisted myself aboard. I nearly needed a step ladder to get up to the level of the first step, but I managed it with a little acrobatic dexterity. Once inside my terrors vanished, for I found that my Green Monster was nothing more nor less than a large electric car, and that the fearsome world into which I had descended was indeed a real subway and a highly efficient one at that.

Since my discovery I have used the Subway as often as possible, and I have many times wondered why this system is so badly neglected and under-

licized. Right here, already built and functioning is the very type of rapid transit that the Canadian city of Toronto (which already has no mean system) is only now planning at a cost of 15 million dollars.

The difficulty now seems to be, as Mr. Holcomb points out, that the Subway does not reach vital points of the city as it should, and that the surface bus operators are bound and determined to see that it never will.

For a city the size of Rochester the surface transportation is the worst I have ever encountered. The buses are small, overcrowded most of the time, and the running schedules are absurd. I am not trying to advocate a return a street railways to the downtown area. The chief objection (and in view of modern electric car equipment the only objection) to street cars has always been the crowding of downtown streets. Bus substitution is hardly an alleviation of this difficulty, and I deplore the lack of foresight in public officials who give the order to clear out street cars in order to substitute a less adequate and inferior mode of public transportation.

Rochester, however, has suffered under an additional weight of pig-headedness, for not only was an inferior substitution made on the streets, but transport officials have completely ignored the very means already in existence by which a logical and improved replacement of street railways in the downtown areas could be carried out.

The Subway right now is in deplorable condition, and serves a ridiculously small proportion of Rochester's pedestrian traffic. Less than one million dollars, properly spent, could transform the Subway into the chief lifeline of city transit and at the same time give Rochester a modern, high-speed system second to none in the United States.

More power to young Mr. Holcomb and his excellent project.

GLEN S. MORLEY,
278 Pearl St.

Should Cooperate

Editor, Democrat and Chronicle:
During the past week you have published an editorial and several Letters to the Editor stressing the continuance and extension of the Subway. The major question seems to be whether or not the Subway will be saved. I take it for granted because I take it for granted that the Subway is necessary to Rochester. The major question, in my opinion, is how can the Subway be improved to help solve the city's transporta-

tion problems.

Two courses of action seem required to answer this question, one political and one economic. Politically, the city government holds the whip hand since it grants the franchise for operating the Subway. City officials, therefore, should do a stronger job to enforce the terms of the franchise and insure proper service. Economically, the Rochester Transit Corporation is entitled to make a profit on its operations just like any private corporation.

These two steps require cooperation between city officials and the RTC. With this cooperation, both the city officials and the RTC could work with various planners to make Subway service in Rochester the kind of service people want.

LYNN H. FARMEN,
214 Harding Rd.

LETTERS
Some Questions on
Subway Plan

Editor, Democrat and Chronicle:
The suggested improvements to the Subway with the exception of the escalators have been mentioned for years such as, a station at S. Clinton at the Subway, extension eastward from Rowlands to a point on Monroe Avenue and extensions westward to the railroad rights of way to the Kodak. If Broad St. is ever extended eastward, Mr. Holcomb also suggests extending the Subway under it to a point between South Ave. and Clinton.
These improvements would involve a huge sum of money and the question arises, are the taxpayers ready to shoulder this heavy burden when taxes are already too heavy?
There are two other important questions to be answered. Has the railroad been consulted about using its right of way and have the Kodak officials been consulted about using their right of way? Inasmuch as the Subway is owned by the city, these matters are strictly up to the city to handle and I fail to see where the RTC can be accused of a short sighted policy in regard to them.
As to the rerouting of buses Mr. Holcomb says only one line now feeds the Subway and I presume he means the Culver Crosstown. There are two others in case he has forgotten them, the Struckmar bus at Winton station and the Dewey bus at Emerson St. If he will stand at either one of these points he will find that very few people leave the buses for the Subway at these points. Why? Because by staying on the bus they will only have to transfer once whereas if they took the Subway it might mean transferring twice more.
This is an important point that also seems to be lost sight of, namely, that the Subway does not take fully 90 per cent of the people to their destination. There are downtown stations handy to the shopping district which would be all right for the shoppers and people who work downtown but there are plenty who work at places that are not on the Subway or even near to it.
This scheme for rerouting buses seems to me to be fantastic. Whether they like it or not Mr. Holcomb desires to force the people from Struckmar, Meadowbrook, Lyell Ave. and its suburbs, Dewey Ave. and Charlotte into the Subway. His definition of a good transit system was comfort, speed, safety and economy. He forgot the word convenience which is important to the riders. Years ago when buses began to appear on the scene they func-

tioned as feeders for city lines, in other words they were stubs. By circulating petitions the people on these lines finally got through service to the city with one exception, the Dewey-Ridge Crosstown and now he wants them to go back to stub lines again.
He wants to break up the Lake Avenue line, one of the heaviest in the city, suggesting that buses go from Main St. to Kodak only and buses run from Charlotte to Kodak only and at this point they could transfer from one bus to another or to the Subway. What a mess this would be especially in the summer time when thousands of people use this line to go to the lake. Imagine them all transferring at Kodak.
Is that comfort or convenience? And how would you people from Charlotte like this plan? He, Mr. Holcomb, wants to stub another heavy line, Dewey Ave., between Ridge Rd. and Emerson St. I have already mentioned that very few people transfer here now but he is going to make them all transfer whether they want to or not. And how about Lyell Ave., supposing I work on State St., how am I going to get there, walk from Lyell and Broad?
You Mr. Editor became enthusiastic about this plan and in an editorial praised young men with bright ideas. Well I think they have a lot to learn yet. In your editorial you suggested that the city demand to know from the RTC, whether they wanted to run the Subway or not. Yes or no, you said. If no you suggested that the city operate it or some other company. That would mean two separate fares for the people because the RTC would not honor passes or transfers from this company, neither would the independent company honor RTC passes or transfers.
In closing just a few words about short-sightedness and also the suburban pass. Years ago when buses first appeared the company was called short-sighted because they did not speed up the junking of street cars in favor of buses, and now that we have the buses the cry is for the return of street cars, modern, streamlined affairs. Can we ever be satisfied?
People are complaining about paying \$1.60 for a suburban pass, and some have suggested the return of the jitneys. Where can you get a taxicab or a jitney to take you to and from work for \$1.60 a week? I have two friends in Pittsford and one in Sea Breeze who pay neighbors \$1.50 a week just to ride five days. If people in these areas make one round trip a day, for six days it amounts to \$2.40 a week. They are saving 80c or the equivalent of two days free riding. What more do they want?
LLOYD BUCKLEY
264 Avis St.

Stubbing Not Vital

Mr. Lloyd Buckley of Avis Street yesterday raised some objections to the Subway-bus plan urged by Kenneth Holcomb. Some of Mr. Buckley's questions are pertinent; though they do not touch the desirability of extending the Subway to Kodak Park, and farther north.
His chief objection seems to be to the proposal to stub Lake Avenue buses at Kodak Park both ways and require all passengers to transfer either to the continuing bus or to the Subway.
We do not think the stubbing suggestion is necessary, or would it be desirable for all Lake Avenue buses. A considerable number of passengers from the city might find it convenient in the summer to take the Subway from downtown and transfer to Ontario Beach buses, however. Just as many East Avenue and Park-Struckmar bus passengers now transfer to and from the Subway at Winton Road.

On Mr. Buckley's argument that no great proportion of public-transportation passengers use the Subway, there is of course a very practical answer: As Mr. Holcomb pointed out in his previous article, several bus lines do not run conveniently to the Subway and no definite effort has been made to make them do so.
The Subway already helps at rush hours and in bad weather. It could take more passengers off the surface buses if transfer was made more convenient at certain points.

The Subway will not substitute for all surface buses. It can help handle passengers more conveniently than they now are being handled. That is why its development and operation should be closely synchronized with bus transport and operation.

That is why the Transit Corporation, with its board of Rochesterians should take the lead in working out the practical details.

We have had some intimations in the last day or two that they may do just that. Perhaps if they showed an alert, constructive community interest even the Public Service Commission would go along.

More Subway Questions

Having spent many years with a railroad in various capacities and since transportation is a hobby of mine, I feel qualified to reply to a young man with the same hobby.

I have read his expansive plan with great interest and while some of his suggestions may have merit, they do not pass the test of practicability.

Let's look at the recommendation by the young man as to new cars, extension of the Subway, new stations with escalators, etc. While I am not an engineer, my guess would be that the cost for these improvements would be more than the original capital outlay for the entire Subway.

We have therefore Question Number 1, Where is the money coming from? Question Number 2, How can enough money be earned to pay the interest on the amount borrowed to purchase the improvements?

The extension to Kodak Park was in use a number of years when the trolleys were operating and if memory serves correct, except for a few cars that were operated during the morning from 7 to 9, and during the afternoon from 4 to 6, very few people patronized that extension.

While it is true that more people work at Kodak Park, the vast majority either live in Greece or Irondequoit.

A new Subway extension to Kodak Park might be feasible but the probable cost of construction would not compensate the city to go through with it.

The extension of Broad Street as planned should ease surface traffic, but the cost of excavating for the creation of a Subway loop or "Y" would be enormous and even then the larger stores would be too far away because Rochester people want to be taken right to the doors.

Extension of the line beyond Rowlands is recommended. It would not encourage Pittsford folks to change, for if they wanted to change to the Subway, they can do that now at the Field Street Station.

Improvements, repairs and maintenance should be covered by a contract with the R.T.C. I do not believe traffic would warrant installation of escalators, as the cost would be excessive.

Twenty-five new cars would cost three-quarters of a million dollars. For this amount the R.T.C. could purchase 65 new buses.

Sixteen bus lines cross the Subway at present. These lines, if used as the young man suggests, should be feeders to the Subway. The suggestion that some of the lines be stubbed to the subway, leaves us with the question, What happens to the patron whose destination is half way between the Subway and center of the city?
The suggestion that parking lots be provided at both ends of the Subway has merit. People living in the suburbs could make good use of them. New industries along the Subway, while desirable, do not contribute much to the Subway's income. The industry benefits more by the fact of having its freight brought and taken from its door.

I do not believe the population sufficient to support such an elaborate Subway system as suggested to make the young man's dream come true, and according to the report rendered by the economic planners a short time ago, population growth will be very slow during the next 50 years. So, my friend, buses, and more buses are the answer to transportation problems in this sprawling community.

C. C. ROBERTSON,
1216 Empire Blvd.

Freight Service Vital

The Subway's freight service is an extremely vital matter. The Subway has track connections with the New York Central, Lehigh Valley and B&O railroads, and indirect connection with the Pennsylvania and Erie. Between these railroads and industries on the Subway line, a sizable interchange of carload freight is operated. Industries have located along the line because heavy goods can be carried economically on land only by rail. Therefore any heavy industry must have a site on railroad trackage.

The only such sites now available in Rochester for new industry are along the Subway, sites along the steam railroads having been used up long ago.

Therefore the Subway constitutes the main artery of the city's future industrial development.
One important matter which the Memorial Auditorium Committee should not neglect is the provision of tunnels through the basement of the new Auditorium for a direct track connection of the Subway to the Erie RR. Space should be provided not only for a single freight track, but also for two passenger tracks to allow for the future electrification of the Erie southward for the use of electric cars. A freight connection would be mutually beneficial to the Subway, the Erie, and the Auditorium.

BRUCE R. HOLCOMB,
Rochester.

FEB 17 1948
D. & C. FEB 17 1948

RTC, City To Talk Pact On Subway

City and Rochester Transit Corporation representatives will meet later in the week to work out an agreement for operation of the subway.
Whether it will cover other matters was not determined by a meeting of the board of directors of RTC yesterday. President John F. Uffert would say only: "We'll meet and see what can be worked out."

It was learned from another source that the directors discussed only the possibility of a contract for operation of the subway. The present arrangement ends Feb. 29. Vice-mayor Frank Van Lare, chairman of City Council's public utilities committee with which the RTC group will meet, said the date of the meeting would be arranged today.

The city seeks an extension of the present contract which covers not only subway operation but continuance of the office and powers of railway commissioner. Service and fares are at present entirely in the jurisdiction of the Public Service Commission.

The committee of RTC directors which will meet with Van Lare's group is composed of Uffert, Leonard G. Toomey, treasurer and comptroller; Walter H. Baumer and Howard M. Woods, attorney. This same group negotiated the extension of the existing contract from Dec. 31 to Feb. 29.

**PARLEY LISTED
TOMORROW ON
SUBWAY PACT**
D. & C. FEB 13 1948
**Present Contract
Due to Expire
On Feb. 29**

City and Rochester Transit Corporation officials will meet in City Manager Louis B. Cartwright's office tomorrow at 3:30 p. m. to discuss a subway operation contract and other matters.

Making this known last night, Vicemayor Frank Van Lare, chairman of Council's Public Utilities Committee, said Railways Commissioner Harold S. W. McFarlin and Cartwright would take part as will Corporation Counsel William H. Emerson. Van Lare's committee includes Councilmen William A. Doane and Gregory F. Mills. RTC will be represented by President John F. Uffert, Leonard C. Toomey, comptroller and treasurer; Walter H. Baumer, a director, and Counsel Howard M. Woods.

Foreseen as probable point at issue is the city's desire to continue the existing contract, expiring Feb. 29, for a six-month or year period and RTC's desire to confine future contractual relations to subway operations.

Uffert announced yesterday that the sale of weekly passes for the first full week of the new fare schedule was \$3,443, divided into 59,337 city and 3,906 suburban. In the previous week, the total sold was 73,488, or 68,115 city and 5,373 suburban. This represented a drop of 10,045.

Replies on Subway
D. & C. FEB 13 1948

Editor, Democrat and Chronicle:

Your endeavors to focus attention on the importance of the municipal subway as the key to local transportation of the coming years are highly commendable.

After reading a lot of half thought out ideas and some wild statements I have decided to make a list of points rather than "a letter to the editor."

Re Lloyd Buckley letter (Feb. 13). Isn't he with RTC?

So the city's millions invested should be discarded because a possible million needs to be expended on repairs and minor extensions that would increase patronage to a profitable point for the transit company!

What bus line takes most of its riders to their destination without any transfers? What line services more than 10 per cent of the riding public? "Important point" (No. 11) very poor—that is true of each individual bus line—doesn't make sense.

He scorns the Holcomb ideas pointed at lessening bus traffic downtown by feeding more lines to subway stations. Granted this party has not thought through on some points—others have merit.

He points to the non-use of the subway by Struckmar residents as a squelcher to the idea of a Winton Rd. bus line! Yes, abandon the Clinton Ave.-Meadowbrook line (also the long, long run of the Struckmar-Beach Ave. line). Instead loop Meadowbrook across Twelve Corners, through Struckmar and Bel Air to not only the Subway but the Park, then through the Colby St. extension (proposed) to University then Blossom Rd. and Humboldt St. down Culver Rd., etc., as suggested. (For the present Winton Rd. or Probert St. to Blossom Rd.) Saves excessive runs for duplicating buses yet gives riders from this territory five transfer points to downtown without carting more buses through crowded streets. Monroe Ave., Subway, Park, Winton (Main) Culver (Main).

The suburban pass comment is terrible. Six round trips at 15 cents come to \$1.80, the pass now costs \$1.60—where does the \$2.40 come in? No large number of riders would use jitneys. He knows it!

W. J. D.
Rochester.

Explains His View

Editor, Democrat and Chronicle:

If you feel that the subway is the key to local transportation of the future, certainly it is your duty and privilege to place this matter before the public in your news columns. In this respect, I offered no criticism and I did not make any objections to the subway, indeed I think that it is a splendid means of transportation for those who can use it.

W. J. D. wonders if I am an employe of the transit company. Of course I am, but anything that I say must not be construed as coming from them. I am writing of my own volition, as a taxpayer and citizen of Rochester and with 28 years' experience in bus transportation. I did not suggest that the millions invested by the city be discarded because of prospective additional expense to make improvements, but stated that this was a matter for the taxpayers of the city to decide.

I did not say W. J. D. that people using bus lines did not have to transfer. The point I tried to make was that most people have to transfer once but that if they were forced to use the subway they would have to transfer twice and that is the reason I believe for their staying out of the subway.

I did not scorn Mr. Holcomb's ideas for lessening downtown traffic. He deserves credit for trying and if through his efforts and those of the editor something is done to speed up downtown traffic I am sure the RTC and all the rest of us would be greatly pleased.

Proposed changes in east side crosstown lines are matters beyond my jurisdiction. I am only wondering whether or not the people of Meadowbrook and Struckmar would like the idea of being forced to transfer rather than to come straight downtown as they do now. These bus lines come through the center of the city anyway so I fail to see how the downtown load would be lessened.

Mr. W. J. D. doesn't understand this suburban pass angle. It costs 20 cents one way or 40 cents round trip per day to go beyond Long Pond Rd. to the Menitou Rd. on the Dewey-Ridge line, also to Summerville, Sea Breeze, Pittsford, Pixley Rd., Cole Ave. and Miramar Rd., and 6 times 40 is \$2.40. You spoke of the 15-cent fares but I was speaking of the 20-cent fares. So the suburban rider paying 20 cents one way on 6 round trips pays 80 cents; the 15-cent rider pays \$1.80 and saves 20 cents; the city rider, if he pays cash, of course pays \$1.20 and saves nothing. So what have the suburban riders got to complain about?

Thank you, Mr. Editor, for the space you gave me last week and for your friendly comments on your editorial page the following day.

LLOYD BUCKLEY
264 Ayis St.

Questions on Subway Proposals Answered
D. & C. FEB 23 1948

Editor, Democrat and Chronicle:

TWO letters have been published in the D. & C. recently criticizing the transit improvement program that I suggested. Herein follows a further explanation of my point of view. These men question both the value and the cost of Subway extensions and the feasibility of bus re-routings.

Mr. Buckley: "These improvements (Subway extensions) would involve a huge sum of money."

Mr. Robertson: "Let's look at the recommendation by the young man as to new cars, extensions of the Subway, new stations with escalators, etc. While I am not an engineer, my guess would be that the cost of these improvements would be more than the original capital outlay for the entire Subway."

A Subway extension to Kodak via N. Y. C. trackage would cost well under a million dollars and return many times that investment over the years. Since no new right-of-way would be needed the principal cost would be in connecting ramps, electrification, and rearrangement of trackage for a terminal. If these men think that is too much money, let them look back at the original cost of the Subway and accompanying Broad St. which was \$12,500,000, and the arterial highway system upon which it is proposed to spend \$10,000,000.

Rochester cannot afford NOT to have a Kodak Subway extension. It seems to me that the maintenance of the status quo in transportation for an extended period of time will result only in disaster. Decentralization will be hastened; more people will attempt to drive their automobiles, choking downtown traffic still further. In attempting to belittle the value of Kodak extension Mr. Robertson makes two errors. He says the "vast majority" of Kodak workers live in Greece and Irondequoit! If so where does the Lake and Dewey bus traffic come from?

Then he claims that a Kodak extension would not be heavily patronized because the former Dewey-Subway did not carry a heavy traffic. The Dewey-Subway line, after leaving the Subway, ran for two miles over street trackage, used slow speed cars, and still did not reach the heart of Kodak Park. It cannot be compared to a line via N. Y. C. trackage to the heart of Kodak Park that would make the City Hall-to-Kodak trip in as short a time as nine minutes, which would certainly carry the through Kodak-downtown traffic.

With the Subway as the main transit artery to Kodak the volume of transferences would necessitate stubbing of some buses in the Subway area; alternate buses can run through to care for short point riders. I did not intend for my stubbing suggestions to be taken as absolute; practical details can be worked out to fit needs. If crosstown lines are not practical why was the Culver crosstown placed on an all-day basis recently?

Escalators would be useful, but not vital.

Mr. Robertson claims to be a transportation hobbyist; but he

is certainly misinformed regarding the cost of transit equipment. A P. C. C. type electric railway car, he implies, costs \$30,000; a bus, \$11,500. The actual cost of the car is \$22,000 to \$25,000; R. T. C.'s newest buses, which have proven mechanically defective as well as uncomfortable cost over \$14,000. The better designed buses now cost even more.

Twenty-five new cars in the Subway would cost \$550,000, and, because of their larger capacity

counter suggestions.

Mr. Robertson's final comment that buses and more buses are the answer to the city's transportation problems is so absurd that it hardly deserves comment. Just where does he propose to put them? Main St. is saturated now with buses; any additional ones put on to relieve overcrowding will defeat their own purpose by making service even slower.

BRUCE R. HOLCOMB,
76 Locust.

**City Could Operate Subway Itself,
But Best Plan Would Be Cooperation
With Intelligent Transit Operation**

The fate of the city's Subway may be decided in contract negotiations now being conducted with the Rochester Transit Corporation.

Or will it? Somehow we can't believe that doubters either in the City Hall or outside will be able to convince more practical minds that a twenty-million-dollar investment which is just beginning to pay off in service should be thrown into the ash can.

The most desirable prospect would be a determination by the Rochesterians who run the transit corporation not only to continue to operate the Subway, but to work with the city to develop it so that it can be more useful.

But if short-sighted bus management hasn't sense enough to see the Subway's possibilities, the City can and should operate it itself. We've been asking some questions and we get these answers:

The city has the power under the law to do so, a special law enacted soon after the system was constructed.

The transit corporation is required to transfer passengers to and from the Subway.

The city can get from one or two of the railroads served by the Subway non-electric motive power to continue its operation.

So the transit corporation does not exactly have the whip hand.

And its reluctance to continue Subway operation might be influenced a bit by the possibility that successful public Subway operation might set a precedent that eventually would affect the bus system as well.

Neither the city nor the transit corporation can afford to scrap the Subway.

Just how useful is it anyway? Here are two tables showing how its passenger and freight service have increased since 1936:

YEAR	PASSENGERS CARRIED	FREIGHT CARS LOCAL		INTERRURINE
		LOCAL	INTERRURINE	
1936	998,123	2,178	3,558	
1937	1,195,980	3,131	3,652	
1938	1,266,448	2,923	2,590	
1939	1,592,026	3,180	3,064	
1940	1,749,466	4,357	3,625	
1941	1,696,015	4,056	5,065	
1942	2,586,432	4,835	4,337	
1943	3,671,481	4,823	4,627	
1944	3,833,328	2,053	4,238	
1945	4,811,537	3,033	4,110	
1946	5,092,072	3,050	4,612	
1947	5,112,596	4,953	4,494	

Five million passengers is a lot of people. We wonder just how they would get to and from the places they wish to go if Subway service suddenly was discontinued?

Could the bus company handle them?

We have heard one disturbing rumor in the last few days. That is that when the War Memorial is built, the race will be left as it is.

We understood the city already had promised the Erie railroad that a Subway spur, connecting with the Erie would be incorporated into the Memorial plan.

Many persons have been enthusiastic about the Memorial's location on the Subway, because it could bring in heavy machinery for machine-tool exhibitions, etc. The Erie spur would bring freight cars right into the building itself.

We also can see possibilities in a direct Erie connection for extending Subway service to Genesee Valley Park, near to the Airport, etc.

We hope this practical part of the War Memorial plan will not have to be abandoned.

Subway Report Shows Business Gain in 1947

The growing importance of the subway in Rochester's commercial life was emphasized today in the 1947 report of Railways Commissioner Harold S. W. MacFarlin, which was in the hands of the City Council.

The subway carried a total of 5,112,596 passengers last year as contrasted with 5,092,072 in the previous year. Freight business showed an increase in the number of cars handled from 3,050 to 4,953. Total revenues from subway passengers amounted to \$202,312 as compared with \$200,945 in 1946. Subway freight revenues were \$77,848 as compared with \$59,735 in 1946.

Revenues Composed

At the same time the report revealed revenues from bus lines amounted to 41.5 cents a mile, as compared with 34.07 cents in the subway. Dollar return per hour on the buses was \$1.39 as compared with \$6.42 on the subway. Buses traveled 15,711,000 miles during the year while the subway operated over 593,873 miles. Buses operated 1,486,283 hours and the subway 31,537 hours.

The report shows the company operated at a loss of \$66,982 last year as compared with a net income of \$181,211 a year ago. Responsible mostly for the loss was the increased cost of maintenance and operation, which rose from \$5,055,015 to \$5,727,266 and replacement costs which were up from \$398,562 to \$489,591.

Passenger Total Higher

A total of 121,585,555 passengers were carried by the transit firm last year as compared with 121,513,946 in the previous year, an increase of 66,619. However, the gain came in the first five months of the year. Since last June fewer passengers have been carried than in the comparable period of the previous year.

Revenue also followed a similar pattern. For the first five months of the year gross revenues were up approximately \$85,000, whereas in the second seven months they were down. However, gross revenues for the whole year ran \$16,969 ahead of 1946.

4,927 Accidents Listed

Number of accidents during the year totaled 4,927 as contrasted with 2,792 in 1946, of which 204 and 260 respectively, involved principally in the shops. Insurance and safety cost the company \$498,840 last year as compared with \$434,878 in the previous year.

A total of 84,605,554 or 69.53 per cent traveled on weekly passes during the year. Another 17,684,361 or 14.53 per cent paid 10-cent cash fares; 2,239,653 or 1.84 per cent paid 5-cent half fare; tokens accounted for 6,449,273 passengers or 5.3 per cent. Revenues from the shoppers' pass sales were \$3,663,264 or 3.01 per cent of total revenues, while 5,418,483 or 4.46 per cent of total paid suburban fare rates.

Of total passenger revenues last year, \$5,721,351, weekly pass sales accounted for \$3,710,763 or 55.20 per cent. The 10-cent cash fare yielded \$1,766,436 or 26.27 per cent and tokens \$196,166, or 7.35 per cent.

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Subway Can Be Made Backbone of Transit

WORD from negotiators of a new city-Rochester Transit Corporation contract is that the subway will be continued as a part of the transit system. This shoves an engineering society report recommending that the subway be converted into a roadway. It cancels a rumor heard when Aquinas Institute was seeking a stadium site that the subway would not be in operation in three years.

It does not answer, however, the question: "Will the subway ever start somewhere and go somewhere?"

That has been the deficiency of the subway which could be made the backbone of public transportation in Rochester.

Former plans for streets paralleling Main have evaporated. The city and state failed to compose their differences on designs for linking the Thruway to the heart of Rochester before the deadline for introducing new bills in the Legislature.

So at least another year must elapse while street plans lie dormant. Meanwhile, the RTC management can think of nothing better than jamming Main street with buses bumper to bumper during rush hours. And the State Public Service Commission says there is nowhere else but Main St. to put them.

So when the big shots keep saying "it can't be done" to everything proposed, the thinking of Bruce R. Holcomb is refreshing. Holcomb is a young man with a vision of high-speed, first class transportation for Rochester.

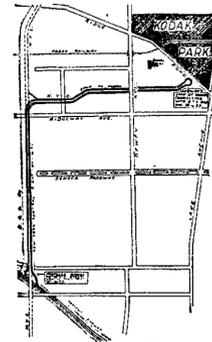
For months he has been writing letters to Rochester papers about the subway. A few weeks ago he came up with a complete plan for making the subway the central feature of Rochester transportation in a letter to the Democrat and Chronicle.

His main idea is to have the subway go somewhere and do something. One of the places he would have it go is to Kodak Park, by electrifying New York Central trackage.

He estimates this can be done for less than a million dollars—far less than the cost of the last 100 buses the RTC bought to clog the streets—and put fast transportation within reach of 40,000 workers in one operation. The diagram illustrates this one of many Holcomb proposals.

All the proposals deserve more than a brush-off. Now that the PSC has taken over bus fare making and limited the city to service stipulations in its contract with RTC, the city should assume the whip-hand and see that we get service.

The subway is about the only place left to look for bettering the system.



STUDY URGED ON EXTENDED SUBWAY USE

Junior Chamber Asks Report by City in Year

City fathers yesterday were called upon to make a thorough investigation of the possibilities of extending Rochester's Subway in an effort to solve the city's traffic congestion.

The Junior Chamber of Commerce placed the request before the public utilities committee of the City Council, composed of Vice-mayor Frank E. Van Lare and Councilmen William A. Doane and Gregory F. Mills, and received assurance that the matter would be relayed to the City Council Tuesday.

William J. Maxion, chairman of the Junior Chamber's civic improvement committee explained, that his group has formed no opinion on whether the Subway should be extended, but believes that it is the responsibility of the city to study possible routes, costs and the extent of benefits to be derived by serving a larger number of the city's workers who now flood the bus transportation facilities or drive their own cars.

Report Asked Within Year

In a resolution unanimously adopted by the Junior Chamber, members ask that the Council render a report on such an investigation "in the earliest possible time but not more than one year from date."

"Ever since the initial operation of the Subway in 1927, plans have been proposed for its more extensive use," the group pointed out to Van Lare in a letter signed by Thomas H. Hawks, president. "However, no concrete action has ever developed. In view of the present excessive congestion in the downtown area, we feel that the time has arrived to take specific action."

Maxion said the Junior Chamber has discussed the possibility of extension of the Subway on the eastern end from Rowlands to Monroe Ave., a distance of 1,500 feet, in order to connect with bus lines to Pittford and villages beyond, and extension of the western extremity from General Motors plant to Kodak Park, via existing railroad tracks. Members also have talked of advantages of extended subway use in connection with the new downtown civic auditorium, the Community War Memorial, where parking facilities necessarily will be limited.

Months of Study

The younger Chamber's subcommittee on traffic and transportation, headed by Peter Barry and Lynn H. Farnen, has devoted months to consideration of the city's traffic problems, and the climax was a conference with city

Subway Operation To Be Continued, Utility Tells City

By TED KLEE

Operation of Rochester's Subway as a rapid transit passenger service will be continued. The Rochester Transit Corporation has no intention of withdrawing the electrically-powered trolley cars that grind and twist over the winding one-time bed of the old Erie Canal.

This assurance was given to city officials at a conference in City Hall yesterday afternoon when preliminary talks paved the way for the drafting of a new operating agreement for both surface and underground lines.

No announcement of the conference proceedings, except that "no conclusions were reached," was made after the session. However, it also was learned unofficially that the office of commissioner of railroads, financed by the utility, will be continued in some form or another.

Speculation hitherto has been that the utility might ask for complete abolition of the office, which was set up originally in the old so-called service-cost contract. With the recent establishing of a new fare structure by the Public Service Commission, the main function of the old contract has been lost.

The new agreement, therefore, will involve service operations only and there was some speculation yesterday whether the office would be continued intact, how much its duties and powers would be modified, if any, and whether its functions would embrace both surface and Subway operations.

No date was set for the next session but Vice-mayor Frank Van Lare, chairman of the City Council's Public Utilities Committee, expressed the hope that an agreement might be reached by Feb. 28 following its approval at a meeting when the present agreement will expire officially unless extended.

City officials meanwhile will have the task of preparing the draft of a new agreement embodying ideas discussed.

Participating in the conference for the city yesterday, besides Van Lare were the two other members of his committee, Councilmen William A. Doane and Gregory F. Mills; City Manager Louis B. Cartwright; Mayor Samuel B. Dickerson; Railways Commissioner Harold S. W. MacFarlin; and Deputy City Manager

Louis B. Cartwright and Commerce Commissioner Harold S. W. MacFarlin. In consideration of the cost angle to extension of the Subway, the group insists that the project should be approached as a city service rather than a self-liquidating venture, Maxion explained. It's the responsibility of the city to provide the answers to the traffic problem and to decide whether the investment already tied up in the Subway is to be put to better use or abandoned, in the opinion of his committee.

Subway Operation Chief Remnant of Transit Contract; More Perspective On Its Possibilities Badly Needed

D. & C. FEB 27, 1948

What is left of a contract between the city of Rochester and the transit corporation is under negotiation, the results of which will be presented at a special meeting of the City Council tomorrow for approval.

So we read in the news columns. Apparently there is to be no opportunity for public discussion of the proposed contract's terms; but it is pretty definitely understood that continued operation of the Subway will be provided for.

The old contract, under which fares were regulated by a sliding scale; the company being allowed returns which as they rose or fell affected the fare; has been pretty well scuttled by the Public Service Commission and by the Transit Corporation.

Whether the corporation would have continued the contract if the Public Service Commission had not assumed its dog-in-the-manger legalistic attitude we do not know.

But it has been quite apparent that the Commission has not been enthusiastic about the contract, and that it used the technicality about its nonapproval to impose its control on the fare structure and on operations.

The Commission order issued on Feb. 8 referred thus to the few things a contract still might cover:

"The Court has decided definitely that the service and rates of R. T. C. are under jurisdiction of this Commission. However, this does not bar the city from imposing certain franchise conditions on the corporation, such as making monthly reports for example, and the supervision thereof, including the contract to operate the city subway, and entering into agreements requiring the corporation to pay such supervisory expenses. However, the present contract expires Dec. 31, 1947 and the record discloses no evidence that the parties contemplate entering into a new contract. Under the circumstances the \$24,120 expended during the 12 months ended June 30, 1947 should be disallowed in arriving at estimated expenses for a future year."

What kind of double talk is that? In one sentence the Commission says the city may require the corporation to pay supervisory expenses as part of a contract; in another it disallows the fund required to pay such expenses in the future.

The Subway will continue to be operated. Its 5 million passenger load still may be a small part of the 121 million total passenger load handled by the corporation; but the figures both for passengers

and freight carried by the Subway have gone up.

And it probably can be shown that Subway passengers pay the cost of operation they require.

We have been informed that the corporation does not object to operating the Subway; but we have inferred that it is not enthusiastic about it.

It does not believe travel would be increased materially if such proposed extensions as that into Kodak Park were carried out; and it has a feeling that electric car operation is obsolete, that buses could be operated in the Subway more flexibly than cars in connection with surface routes.

* * *

How many passengers would use the Subway if it was made more convenient to Kodak Park we do not know. Perhaps some sort of a poll of Kodak workers could be taken. On the surface, however, it would seem that a quick electric line connecting the northwest industrial area—the only area where there still are available convenient and accessible sites for new industries—with the rapidly growing good residential area in the southeastern city and suburban section should be popular.

In spite of what some engineers say off hand, we do not believe buses could be operated safely or swiftly under Broad Street where street supports make narrow lanes.

And in view of the present and probably long continuing oil and gasoline shortage, an electric-powered transit service would seem to be a wise precaution.

* * *

Some new Subway cars should be purchased; bus drivers should be briefed to indicate Subway connections to passengers inquiring about routes to their destinations.

Some slight rerouting may be desirable, but seventeen of the bus routes already either cross the Subway or go within a block of it.

What is needed, as we have said here several times, is a little more grasp by the transit corporation head of the advantages of an electric-car subway in real cooperation with surface bus lines; a little more imagination and perspective in some quarters in the City Hall in the same direction; and, if possible, some modification of the dog-in-the-manger policy of the Public Service Commission, which resents the idea that Rochester's transit situation is unique, requires unique arrangements, and cannot be regimented into the legalistic pattern the present Commission seeks to impose.

Junior Chamber Urges Council to Study Further Development of City's Subway

D. & C. FEB 27, 1948

Text of Letter Sent to Vice-mayor Frank VanLare, Who Heads Council's Public Utilities Committee

Mr. Frank E. VanLare, Chairman, Public Utilities Committee of the City Council, City Hall, Rochester 4, New York

Dear Mr. VanLare:

The Rochester Junior Chamber of Commerce urges that the City Council investigate the best method of more fully realizing the potential value of the Rochester Rapid Transit Subway.

This request is made pursuant to the following resolution unanimously approved by the Board of Directors of the Rochester Junior Chamber of Commerce:

Be It Resolved that the Junior Chamber of Commerce of Rochester, Inc. is on record as definitely favor-

ing the continuance of operation of the Rapid Transit Subway and its further extension as may be deemed advisable upon study of possible routes and costs and the extent of benefits thereby derived.

A further resolution was adopted unanimously by the members of the Rochester Junior Chamber of Commerce at a meeting of the organization on Wednesday, February 25, 1945.

Be It Resolved that the General Membership of the Rochester Junior Chamber of Commerce is on record that the Rochester City Council through proper channels should make a survey of the further extension of the subway as may be deemed advisable upon study of possi-

ble routes and costs and the extent of benefits derived thereby, and that such a survey include a study of integrating the Rochester surface bus lines into operation of the subway, and that such a report be rendered in the earliest possible time but not more than one year from date.

Ever since the initial operation of the subway in 1927, plans have been proposed for its more extensive use. However, no concrete action has ever developed. In view of the present excessive congestion in the downtown area, we feel the time has arrived to take specific action.

We therefore, heartily urge prompt attention by the Council to this matter.

THOMAS H. HAWKS, President, Junior Chamber of Commerce of Rochester, Inc.

Council Authorizes Subway Contract

The City Council this noon unanimously approved an ordinance authorizing the city manager to negotiate with the Rochester Transit Corporation for a new contract covering operation of the subway to the end of 1948.

Meanwhile, it is understood, the RTC will continue operation of the subway as at present. The new contract would serve to continue substantially the subway agreements existing under the present contract.

The existing contract, which covers operation of buses and subway expires tomorrow at midnight.

Bus Lines Unmentioned

No reference to city bus lines was contained in the ordinance, introduced by Vice-mayor Frank E. Van Lare and submitted as a compromise proposal by City Corporation Counsel William H. Emerson and Howard M. Woods, RTC chief counsel, after a morning-long conference.

By implication, the city thereby loses jurisdiction over bus lines operated by the RTC. In effect, the ordinance also eliminates the operations of the office of the commissioner of railways which, the RTC estimates, costs it \$24,000 a year, including \$7,500 paid to the

city treasury annually for the salary of the railway commissioner. Directors of the RTC have pointed out they thought it was "useless" to try to operate the bus lines under a contract because the Public Service Commission, supported by a Supreme Court decision, had sole jurisdiction over bus fares and operations.

Emerson Statement

Emerson said this noon: "During the past week, in pursuance to directions of the council and of the manager, I have had many conferences with the attorney for the Rochester Transit Corporation, as a result of which I prepared and submitted to him for submission by him to the company, a contract covering many phases relating to the operations of surface buses and the subway, in accordance with the decision of the council."

"It was with real shock and surprise that I was yesterday afternoon informed by the company's attorney that the company was unwilling to enter into any contract other than a naked one providing for the continuance of the operation of the subway by the company under the same conditions and contractual permissions as it has in the past been operated."

"Of course, public transportation must not be interrupted and the subway passenger and freight service is a very important factor therein as demonstrated by the great increase in the patronage of the subway services by the public in the last 10 years. Consequently, I am at this time submitting only an ordinance to continue the existing arrangement in relation to the subway operations."

In commenting on Emerson's statement, Woods said, "The RTC yesterday agreed to offer the city an operating contract for the whole system, including buses, if the city agreed to eliminate the Commissioner of Railways post."

Defeatist Attitude Needs Explaining

Is something not all it should be in the City Hall attitude on the transit situation?

We seem to detect an attitude of lassitude, a defeatist policy which acquiesces in anything the Transit Corporation and the Public Service Commission wish to impose.

The future of the Subway; even its current operation; is left in the air on a temporary basis.

Any suggestion that the city itself should have any control over surface bus fares and operation is met by the defeatist attitude that the courts seem to favor Public Service Commission control.

Surely the streets over which the buses operate belong to the city; their use by buses is a matter in which the city has a primary responsibility.

And what has become of the franchise, which the city not the Public Service Commission granted; even though the commission by law has some responsibilities for its interpretation?

If the transit corporation's right to operate stems from that franchise it surely is bound by some of its obligations.

The court, as we recall, invalidated the contract because it had not been approved by the Public Service Commission.

But the court did not say a contract was improper and the Commission, giving lip service to the idea of a contract, in its latest fare decision plainly indicated that a contract did not enter into its considerations.

In our opinion, the city should institute a carefully devised suit, to be carried to the Supreme Court of the United States if necessary, to reassert its right to control transit operations subject to Commission approval.

And unless the corporation, its president and directors, show a more active and cooperative interest in Subway development, steps should be taken to organize a corporation of persons really interested in the city's transportation future to take it over; possibly the bus corporation too in time.

For Subway Highway

The recent pillory of the Rochester Transit Corporation and the bus operators, by an outsider from Madison, Wis., I resent. I wish to challenge the statement by this man, that the operators are a bunch of discourteous fellows that treat the passengers like vassals. It is true that among the 800 employees of the Transit Company, you will find some that are discourteous at times and some that should be replaced. The replacement of this kind of operator is a duty that the company performs daily in an effort to establish a mutual friendship between the public and the bus company. The drivers wish to express their thanks to the general public for its kindness and consideration of the drivers while a passenger on the buses. They realize that 99 per cent of the riding public are kind and well meaning people that are forced to accept the crowded conditions of the buses that is caused by the congested traffic conditions of the main street area of our city. To compare these congested conditions with the city of Madison, Wis., whose population is 67,400, is like comparing an ordinary house cat with a tiger.

We who work and live with the problems of passenger transportation have our own ideas as to the usefulness of the Subway. Space in this paper does not allow for a minute explanation of proposals to better our present system, but those who are directly connected with the problem of passenger transportation, know that any large expenditures in extending the Subway and for new transportation equipment, will be both useless and impractical.

Rather than spend millions of the taxpayer's money, in a possible fruitless effort to entice the public to make use of the Subway cars, it would seem far more practical to take up the tracks and convert in into a highway that could serve to take care of the traffic that now has to use Lake Avenue and Dewey. If we were to invest in some new and improved trackless trolleys, they could be used both in the Subway and on the surface.

These sleek streamlined cars are capable of carrying as many passengers as the cars that run on tracks. They are equipped with auxiliary motors that permit them to operate for some distance on their own power, whenever necessary. By making the Subway into a highway, it can be used by buses, trackless trolleys and automobiles. Loads can be picked up at street levels and shunted into the Subway at various points, and without increasing the traffic conditions of Main Street.

On Subway's Future

Editor, Democrat and Chronicle:

The purpose in extending and improving the Subway is to give service to city and suburban areas not now reached by the rapid transit electric trolleys.

The addition of an underground loop in the downtown section, direct day and night service to Kodak Park Charlotte and Sea Breeze, the Twelve Corners, Genesee Valley Park, and other points where an agreement can be reached with the railroads would in my opinion lessen the load on our present inadequate bus system.

Other cities have two or more transportation lines serving them, street cars and buses, an arrangement can be made where transfers are honored by both lines in case the city decides to operate the city owned Subway.

Rochester is quite large enough to have a first rate subway system. Such a system serving all sections of our city would encourage more industries to Rochester and there is a chance that our present city leaders who can see no immediate rapid growth will soon be replaced with a group of younger more aggressive group of leaders who desire to see Rochester become a great progressive city with one of the finest subway and surface transportation lines in the country.

S. SWIFT,
133 Champlain St.
D. & C. MAR 10 1948

Let us not term counter proposals impertinence, because one man's brain-child does not receive the unanimous consent of the public. If we must spend millions of the taxpayers' money, let us spend only that part of it, on transportation, that will benefit the public 24 hours a day, rather than, only during the rush hours. The money saved could be put to use in improving the financial condition of the city's educational system, to the giving of real assistance to paralysis victims and the blind that are refused employment, to increasing the salaries of policemen and firemen, that protect our lives and our property at a wage that is less than that of a common laborer.

By all means, let us make use of the roadbed of the subway by converting it into a highway that can be used both by automobiles and for passenger transportation.

ALLEN MILES,
148 Bartlett.

Subway Highway Prohibitive in Cost, Impractical to Operate

Editor, Democrat and Chronicle:

Once again we hear proposals of turning the Subway into a highway. We know that the RTC has had this idea for some time. These proposals all contain the same faulty reasoning and the same ignorance of basic facts.

They all imply that rubber-tired transport is efficient, rail transport inefficient; that the Subway could be converted into a highway at little cost; that Subway rail extension would be prohibitively expensive; that a Subway highway could be operated more effectively than a rail Subway line.

To begin with, the railroad has several basic advantages over a highway. Number one is the extremely low coefficient of friction between steel wheels and steel rails. To move a weight of one ton on level track a force of four pounds or less is required. A force several times greater would be required to move the same weight on rubber tires. This factor permits rail vehicles to be constructed of such roomy size and weight that would be impossible in a highway vehicle. Steel rails permit perfect control of the direction of motion of a vehicle and thereby permit cars to run in trains of enormous capacity.

A Subway highway would be prohibitive in cost and thoroughly impractical in operation. Such reconstruction would cost more than the whole original Subway project because, to make any kind of a highway at all would involve complete reconstruction of the underground portion of the line. The Subway was designed through and through as a railroad. Operation is left hand with island platforms; in the underground portion concrete pillars separate the tracks from each other therefore making it impossible to see around the blind curves.

The electric cars can operate safely at high speed through these narrow confines because of the perfect control which the rails give them and because of the automatic block signals that tell the operator whether the track ahead is occupied or not. Therefore the motorman can proceed

with speed and assurance through the labyrinth of blind curves. If the motorman should faint at the helm, the dead man control device would stop the car immediately. There are no such safety devices to protect gas or electric buses. They would have to take curves extremely slowly and would be far more subject to human failures.

The purpose of a rapid-transit line such as the Subway is to keep public transportation away from the interference of private vehicles in order to expedite the movement of great masses of people; conversion to highway would defeat this purpose because autos would slow buses; a now efficient, fast rail line would become a very mediocre highway little better than the streets it is supposed to relieve.

The whole idea is impossible for these reasons and also because the freight service is absolutely essential and must stay.

So let's think constructively. As explained before, the Subway possesses great passenger capacity and speed. Let's use these assets by bringing it to Kodak, Ontario Beach and Monroe Ave. in Brighton, at moderate cost. And let's make repairs and attractive improvements to the physical property that would entice people to transfer and cause business to increase sharply.

The RTC faces a long sustained oil shortage. The Subway can certainly reduce Rochester's dependency on oil and be of great benefit in event of another national crisis.

Therefore the RTC should take the initiative in purchasing new Subway car equipment. If the company wants to see a demonstration before purchasing the new cars they can borrow one from the Boston Elevated which uses them to good advantage in rapid-transit service. The modern electric car is becoming the identifying feature of all progressive large-city transit systems. Why should Rochester be left behind?

BRUCE R. HOLCOMB,
76 Locust.

On Subway's Future

Editor, Democrat and Chronicle:

With reference to the present controversy about the future of the Subway in this fair city, might I make a suggestion, having in mind the potential growth during the next few years.

I would suggest that the Subway be extended west on Main St. to the Bulls Head and east on Main to a certain point, and then the passengers could transfer to the different buses to destinations.

This would eliminate the jammed condition of Main Street for all time. A line to Kodak way is a good idea and again have a connection for the buses on Lake Avenue.

No doubt S L & C would cooperate to the extent of a private operation such as in New York City. It's only a short walk to South Avenue subway for that crowd, and another short walk from Four Corners to Court.

It would cost money—sure—but we would at least have the satisfaction of walking along our main thoroughfare without getting all smeared up on a rainy day from bus-splashing, and also we would not be packed and shoved and squeezed into overcrowded buses to the harsh-toned hammering inspector's accompaniment.

Neither would valuable fur coats be ruined. Nor would we have to race up and down the side walks vainly endeavoring to get on the right bus.

PRO BONO PUBLICO.

Couldn't Be Rapid

Editor, Democrat and Chronicle:

Mr. Allen Miles in objecting to any expenditure in expanding and improving the Subway makes a number of statements and that about all.

The transportation system in Rochester is a farce and any sincere effort by the city management to improve it by expansion of the Subway which would carry even twenty-five million passengers a year would certainly tend to ease the congestion on Main Street.

Electric trolleys in our Subway or any extension of it which are unencumbered by passenger cars, trucks, or trackless trolleys is rapid transit.

Transform the Subway into a highway and let private care of all sorts compete with trackless trolleys and I'm of the opinion our present transportation system would be more tied up than ever.

If the Rochester Transit Co. wishes to purchase new streamlined trackless trolleys and thus provide Rochester with a semblance of the transportation a city the size of Rochester deserves let them do so. It will be private funds being used, but private funds paid in by a riding public.

This should in no manner interfere with the expansion of the Subway. The suggested Kodak Park, Charlotte, Sea Breeze, Genesee Valley Park, the Pennsylvania Railroad extension, can be worked out and at no great expense since tracks are already there. If necessary let the electric trolleys surface at the Exchange street ramp, thence to Andrews via State and over to Franklin Circle or Square.

From there to North Street, cross Main, down East Avenue to Court, and return into the Subway at Court and South Avenue. Cars to run in both directions.

In such a loop all main stores would then be within easy walking distance and very little interference would be created to automobile traffic.

S. SWIFT
Rochester 8, N.Y.
D. & C. MAR 5 1948

R. 10, 1948

MacFarlin Appointed to Subway Post

Commerce Commissioner Harold S. W. MacFarlin today was city subway supervising agent, under appointment by the City Council.

He was appointed to this new non-salary job by the council last night under provision of the new city-Rochester Transit Corporation contract calling for operation of the subway by the RTC. His duties will be to obtain information, records, data and reports issued by the corporation with regard to subway operations.

Condemnation Ordered

The council ordered condemnation proceedings against three parcels of property in the Canadice Lake watershed required for water supply expansion.

Owners and the prices they asked follow: E. O. and Mamie Beale, \$3,500; Harry Bondgren, \$12,000, and Hattie W. Sterner, \$10,000. A fourth piece of property owned by Clifford Mack was purchased for \$1,800.

Compensation for condemnation commissioners was increased. The rates fixed in 1936 provided \$20 for a full day, \$7 from 2 to 4 1/2 hours and \$3 for a session of less than 2 hours. New rates set last night are \$35 for a session of more than 4 hours, \$25 for 2 to 4 hours, \$15 for 1 to 2, and \$10 for 1 hour or less.

County-assigned public charge patients hereafter assigned to the Municipal Hospital will be charged for at increased rates.

Eagles' Gift Accepted

The regular rate will be \$9 a day, which is the same rate paid by the county in other city hospitals. Rates for contagious cases and psychiatric patients will be increased from \$8 and \$10 to \$10 and \$12.

A gift of \$850 was accepted from Aerie 52, Fraternal Order of Eagles, for use by the Police Athletic League and Youth Bureau.

A series of amendments to the city's building code was made. They include: Substitution of iron ladders instead of stairways to roofs of fireproof buildings of not more than three stories; require rooms in garages, used for greasing and oiling automobiles, to have exit doors directly to the outside, such as an access panel cut in an overhead door or a door separate from the one used for admittance to automobiles; penalties for violations to provide that, in the case of a continuing violation, every day shall be a separate offense.

Comptroller W. Raymond Whitley submitted his report for 1947. It showed that under the pay-as-you-go policy the city's bond-note debt was reduced \$5,131,500 in 1947.

The total debt as of Dec. 31 was \$37,281,260 compared with \$42,113,000 at the end of 1946. The city had a borrowing margin under state constitutional limitations of \$19,284,953 on Jan. 1, 1948. The report shows a surplus of \$563,033 and total expenditures of \$29,914,571.

NEW SUBWAY POST GIVEN MAC FARLIN

Made Supervising Agent by City Council

Other Story Page 18

Commerce Commissioner Harold S. W. MacFarlin was delegated as the city's subway supervising agent by City Council last night.

Appointed under a provision of the new contract between the city and Rochester Transit Corporation, providing for operation of the city-owned subway by RTC, MacFarlin will "secure and be furnished with" all the information, records, data, and reports issued by the corporation with regard to subway operations.

Pays No Salary

No salary is attached to MacFarlin's new duties but the appointment was significant in connection with his former duties as commissioner of railroads and the city's recently announced determination to fight for a renewal of direct contractual relations with the bus corporation, covering all phases of passenger transportation.

Since he first became railroads commissioner in 1938, MacFarlin has fought for expansion of subway services and the appointment to the new job was viewed at City Hall as notice that the city did not propose to let the subway lapse into innocuous desuetude.

Irritated by high prices asked for lands in Canadice Lake watershed, needed for the pending upland water supply expansion, Council directed condemnation proceedings against three parcels owned by B. O. and Mamie Beale, Harry Bondgren, and Hattie W. Sterner. Prices disapproved for the three parcels were \$3,500, \$12,000 and \$10,000. A fourth parcel, owned by Clifford Mack, was purchased for \$1,800.

Condemnation Pay

Compensation for condemnation commissioners also was increased. Rates last fixed in 1936 provided \$20 for a full day, \$7 from 2 to 4 1/2 hours and \$3 for a session of less than 2 hours. New rates call for \$35 for a more-than-four-hour session, \$25 for 2 to 4 hours, \$15 for 1 to 2 and \$10 for 1 hour or less.

Needs Active Attention

City departments appear to be newly alerted to do what is possible to make the Subway more convenient for patrons. Bridges are to be repaired, bids let for an extension to Monroe avenue, and the Clinton south station plan, for which an appropriation was made some time ago, reactivated. Police also are to be more alert for vandalism at the stations and to discourage dumping of refuse in the roadbed.

These are housekeeping measures. What is needed, as soon as practicable, is active cooperation of the city and the transit corporation to consider more important extensions.

One is to Kodak Park, and a more far-reaching idea is some arrangement with the New York Central, the Baltimore & Ohio, or both to make it possible for subway cars to carry some of the peak loads to Ontario Beach in the summer. The last extension, properly planned, might serve the developing residential sections between the north city line and the lake.

The physical planning, negotiations with the railroads, the financing all present major problems. But they could be met if those responsible went at them actively.

The subway is a priceless asset; a core of electric transportation serving two complementary sections of the metropolitan community. Its possible value is accentuated by the indications of a continuing oil and gasoline shortage which makes it prudent for the city not to depend entirely on gasoline-powered buses.

D. & C. APR 27 1948

DAY, APR. 26, 1948

City to Ask Bids on Subway Extension

The city within the next month or two will attempt to obtain bids from contractors to extend the subway in Monroe Ave., 1,500 feet, Commerce Commissioner Harold S. W. MacFarlin stated today.

He said bids also will be asked on the proposed new subway station at Clinton Ave. S.

MacFarlin stated plans for the subway extension have been drawn but it has been impossible to obtain materials. He asserted the same situation exists as far as the new subway station is concerned. An appropriation of \$25,000 has been made for the station, he said. During the war the city was turned down in its request for priorities for the station.

Link With Pittsford Buses

Extension of the subway would make a connecting link with the Pittsford buses. It also would

POLICE ASSIGN EXTRA GUARDS ALONG SUBWAY

Rochester's Subway was assured of added police protection yesterday.

Two extra plainclothesmen were detailed by Police Chief Henry T. Copenhagen to check wanton destruction and vandalism. They will reinforce two regular Subway patrols and four Commerce Department guards, Commerce Commissioner Harold S. W. MacFarlin announced.

Arrests for Older Group

The plainclothesmen were instructed to check on boys and young men who, it is charged, have been flinging missiles at passing cars and throwing rubbish into the roadbed. When the boys are under 16, the officers will carry reports of the misdeeds direct to the miscreants' parents and where they are older, arrests will be made.

Property owners along the right-of-way likewise will be warned against throwing debris into the roadbed.

In addition to taking measures to conserve the Subway property, MacFarlin held out hope of improvement and extension. Pointing out that \$34,000 has been earmarked by the city for the proposed Clinton Ave. S. station, he said the city proposes to ask bids on the job within a short time.

Further Problem Study

Impossibility of getting steel and other materials during the war and the refusal of contractors to bid within limits fixed by city engineers caused failure to construct the station previously, he said.

Meanwhile, city fathers continued their study of the whole Subway problem yesterday. It was indicated the Council's Public Utilities Committee would meet with city officials later in the week or early next week in a policy-making session. The Subway at present is operated by the Rochester Transit Corporation under a contract expiring Dec. 31.

case heavy traffic in Monroe Ave.

Work on cleaning up the roadbed will begin soon MacFarlin stated. Repairs on the bridges and walls are under the Department of Public Works. Commissioner Edward F. Nier asserted that this was part of the Summer's program of the DPW.

Extra Police Assigned

Commissioner Woods today assigned two extra plainclothesmen in addition to the two regular subway patrols to fight vandalism. The Commerce Department also has four guards patrolling the subway.

Special attention will be paid to property owners along the subway who have been throwing refuse into the roadbed, MacFarlin stated. Those found destroying property, throwing rubbish into the roadbed and youths caught throwing stones and missiles at cars will be arrested, MacFarlin declared.

948 N. O. 1948

HOT DEBATES SEEN AT HAND OVER SUBWAY

'Closed' Sessions By City Fathers To Decide Fate

By JOSEPH R. MALONE

What to do about the Subway. Of increasing concern to City Manager Cartwright and his department heads, the problem will be hotly debated behind closed doors over the Summer.

Reason is, that it is operated for a limited period (to Dec. 31) by the Rochester Transit Corporation which is unlikely to realize its potentialities so long as it remains city property, and some long term plan of operation must be worked out.

Becomes 'Dump'

Currently used as a dumping ground by residents along the right-of-way and playpot of vandals and hoodlums, according to charges made by Commerce Commissioner Harold S. W. MacFarlin yesterday, the Subway as a physical property has been allowed to deteriorate to a point where it approaches the definition of an eyesore.

Concrete walks have become stained and weather-beaten, metal work in the stations looks like something out of a junkyard and poles and other standing equipment are unpainted and rusted.

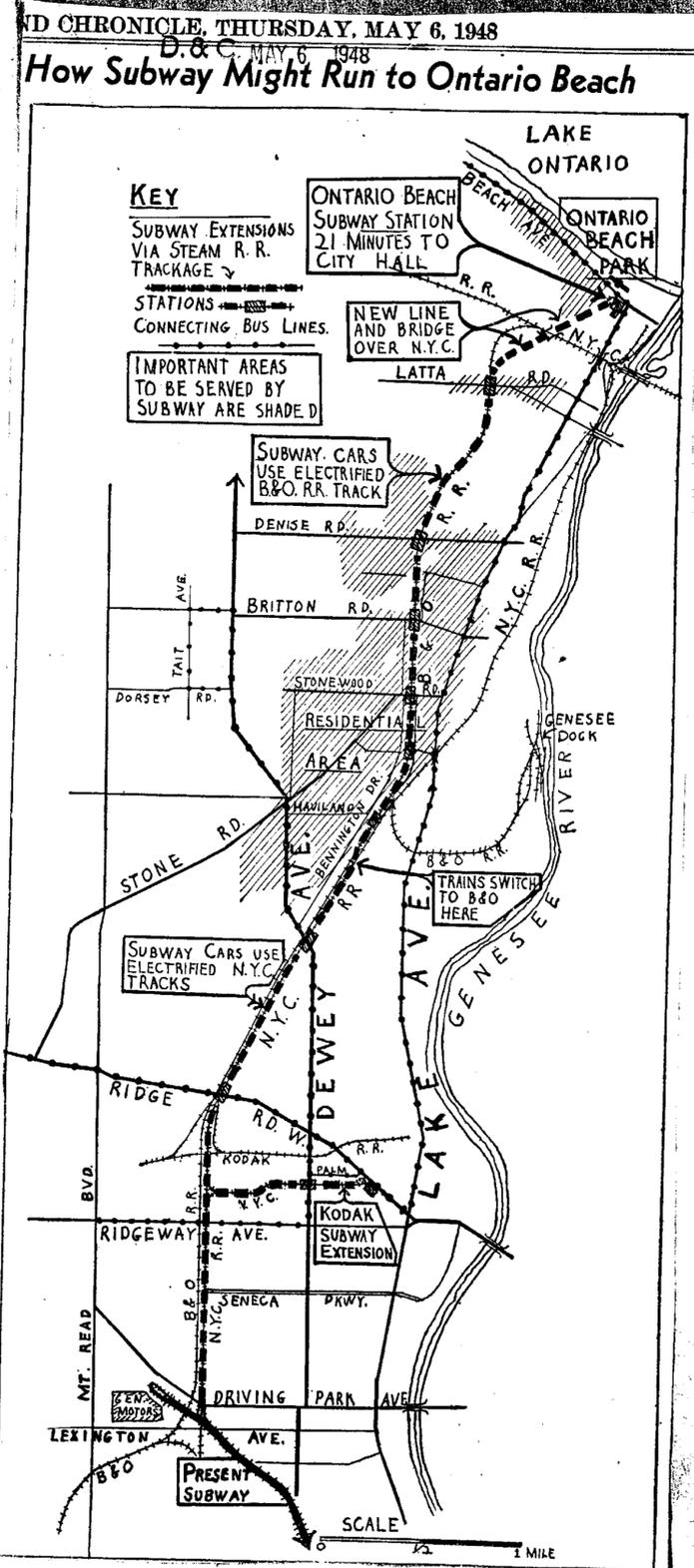
Despite the fact that Subway carried 5,112,000 passengers last year in the antediluvian cars fugitive from an abandoned interurban line, the Subway is an unwanted stepchild to the city administration, judging by its actions.

MacFarlin's efforts to build it up to its capacities have met with a wooden passivity which was excused by the war and its aftermath.

Station OK'd. But Not Built

Long ago, a new station was authorized at Clinton Ave. S., but it never was built. MacFarlin fought for extension of the Subway on the east to Monroe Ave., a logical and inexpensive improvement over city-owned property and City Hall agreed it was a fine idea. But nothing happened.

Over the next eight months, the old policy of let things drift will have to be altered.



Most frequently mentioned major extension of Subway service is an extension to Ontario Beach, travel to and from which in summer, overtakes the already heavily loaded Park-Lake bus line. Edward Hungerford and others suggested it several years ago; recalling that before automobiles were in general use the New York Central used to run excursions there from widely distant points. Kenneth Holcomb, who is a Subway enthusiast, as also is the Democrat and Chronicle, has studied the details of this possibility. He suggests use of the Central's Charlotte branch line north to the B & O spur to Genesee Docks, and the B & O line further to the lake. Naturally many things would have to be negotiated with the railroads, and financing for the equipment figured out. But physically, Holcomb believes, and so does the Democrat and Chronicle, it is possible.

By KENNETH HOLCOMB

IN ORDER to bring badly needed rapid-transit service to the large and growing residential district adjacent to the B&O Railroad track in Charlotte and to Ontario Beach Park, existing NYC and B&O trackage could be leased and electrified at moderate cost. The two railroads should prove cooperative because they would receive sizable rentals for the use of their track.

The value of such service is that it would almost cut traveling time in half and greatly increase comfort for northside residents, while relieving downtown traffic congestion. Also, electric trains can carry huge crowds, such as those which visit Ontario Beach in the summertime, with economy, speed and comfort.

* * *
 The proposed Subway extension, indicated by means of a heavy, broken line on the map, would be as follows:

The NYC belt line would be electrified, as previously explained, to Kodak Park. This electrification would be continued northward, as shown. Modern stations would be built at the Ridge Road and Dewey Avenue grade crossings. North of the Dewey station, Subway trains

would switch over to the B&O Railroad belt line, which would be double-tracked as well as electrified from there northward.

Stations would be built at Haviland Park, Worcester Road and Crest Street, Stonewood Road, Britton Road, Denise Road, Latta Road.

North of Latta Road, Subway trains would leave the B&O, once more swinging on to their own track, to be built upon now-vacant land for the remaining three-quarter-mile. The line would overpass the NYC "Hojack" line and terminate with a loop and station at the southwest corner of Lake and Beach avenues.

Ridge Road, Dewey-Britton and Beach Avenue buses would connect conveniently with the Subway.

To give an idea of the great advantages of this service, here are approximate running times:

- From City Hall Station to Ridge Road, 10 minutes.
- From City Hall Station to Dewey Avenue, 12 minutes.
- From City Hall Station to Haviland Park, 13 minutes.
- From City Hall Station to Worcester Road, 14 minutes.
- From City Hall Station to Stonewood Road, 15 minutes.
- From City Hall Station to Britton Road, 16 minutes.
- From City Hall Station to Denise Road, 17 minutes.
- From City Hall Station to Latta Road, 19 minutes.
- From City Hall Station to Ontario Beach, 21 minutes.

Needless to say, buses take 35-40 minutes for the Four Corners to Ontario Beach trip.

The most modern type of cars and equipment should be used on this line and all grade crossings protected by automatic flasher gates.

(In order to bring this service about, the people should use their democratic rights, and demand that their transportation needs be properly cared for. If people were to do this, instead of remaining silent, these fine improvements would likely come about).

26-A Editorials: As We See It

Great Possibilities in Expanded Subway Service

CONTRACTS will soon be let for a Clinton Ave. S. station on the subway, Commerce Commissioner Harold S. W. MacFarlin announced after conferring with other city officials. Small extensions at both east and west ends, plus parking lots, are also being planned.

This station, approved long ago but never carried through, should be useful. Yet it represents only a minor move toward developing the possibilities of subway rapid transit. Much wider in scope is the proposal for seeking trackage rights over not too busy rail lines for an extension to Kodak Park, or even further.

The subway could easily be connected with the rail lines where they cross it between Lexington Ave. and Driving Park Ave. West of the route running northward is much land lying within the city limits but little developed for residential purposes, largely because of poor transportation facilities.

Such development, unlike residential projects in the towns, would bring added tax revenue to the city treasury.

Eastman Kodak is Rochester's largest industrial enterprise. It is also one of the fastest growing enterprises of any size. In 1940, just before the war, employment at Kodak's Rochester plants averaged about 18,400. Today it is well over 30,000, with every prospect for continued expansion.

The line of growth must be mainly westward. Local transit facilities should be expanded. A subway extension to Kodak Park would give rapid local transit facilities for workers in existing or new western units of this great plant.

Has anything been done about obtaining the needed rights of way?

Here is a chance to help solve the traffic problem; to speed development of taxpaying property; to encourage expansion of a great Rochester plant; to offer quick transportation for thousands—in short, to make the city-owned subway a really big factor in serving the people and boosting Rochester's growth.

These possibilities are great. They should be looked into. Let us have some action along this line, and quickly.

CITY PUSHES NEW STATION

FOR SUBWAY

D. & C. MAY 1, 9, 1948

Modernized Type Due at Clinton South Stop

The proposed Clinton Ave. S. Subway station will be redesigned and the contract let shortly as first step in the rehabilitation of the Subway.

Commerce Commissioner Harold S. W. MacFarlin announced this following a meeting with other city officials yesterday.

Outcome of an inspection which he and Deputy Commerce Commissioner Joseph A. Biel made last week of the Shaker Heights Rapid Transit Railway connecting Cleveland with suburban Shaker Heights, the new design of the Clinton station will allow construction within an existing appropriation of \$38,000, MacFarlin said.

Materials Saving Seen Following a modernized type in use on the municipally-owned Shaker Heights road, a considerable saving of steel and concrete will be effected, he added. The \$38,000 appropriation was made several years ago and several efforts to let a contract failed for lack of bids. There will be no change in the size of the station from original plans, MacFarlin promised.

The Shaker Heights road, owned by the city of Cleveland, operates 13 miles of double track. The line is electrified and is all open cut except for 600 feet of subway. Cars enter Cleveland over Nickel Plate Railroad tracks.

Other Reports Pend Yesterday's meeting, followed by the decision to proceed at once with the new-type Clinton station, was preliminary to further reports bearing on subway operation, MacFarlin announced. He plans to meet with representatives of two other railroads not identified yesterday and will have material to lay before city fathers within a brief time bearing on parking facilities and similar matters.

MacFarlin said without hesitation that yesterday's meeting was the beginning of a general rehabilitation of the city's rapid transit facility.

Subway Line Extension Urged Now

Editor, Democrat and Chronicle: It would be a genuine service to the people of Rochester if Mr. MacFarlin would give out the facts as to what the present City Council told him regarding the future of the subway.

Hundreds of thousands of people go to Charlotte, Sea Breeze and Durand-Eastman Park each Summer to say nothing of other thousands who find the pleasant meadows of Genesee Valley Park a lovely spot to spend a Sunday or holiday picnicking.

These places and others are easily reached by electric cars using existing railroad tracks. But why wait years—let's expand the subway now—sure it'll cost money, but the city will get it back in increased patronage of the subway by passengers and freight.

If the City Council think they can satisfy the subway passengers by improving the City Hall station and adding one new station at Clinton Ave., then it's time we thought about electing a more progressive group of men to serve the community.

The Kodak Park spur line, Charlotte, Sea Breeze, Clinton Ave. N. to Ridge Road East, Genesee Valley Park, and Monroe Ave. expansions have been mentioned. It's about time for the people to demand and get these improvements.

And let's make it months, not years. Rochester is proud of its lilacs (justly so); let's be proud of our subway.

133 Champlain St. S. SWIPT.

City Studies Proposal For Subway Link to Surrounding Towns

A far-reaching plan to link surrounding communities with the Rochester subway system was being studied today by city officials.

Harold S. W. MacFarlin, commerce commissioner, revealed the city was exploring possibilities of using the tracks of four railroads as a means of easing downtown Rochester traffic conditions, "as well as providing faster transportation."

Railroads involved are the New York Central, the Baltimore & Ohio, the Lehigh Valley and the Erie, all of which have connections with the city-owned subway. Several informal conversations have been held by MacFarlin with railroad executives looking forward to this expansion on the subway service.

More Business Foreseen The conversations will be continued, MacFarlin said, and some railroad officials plan to come here to look over the situation. The commerce commissioner believes that through a railroad link with the subway more people from outlying districts would make more frequent visits to the city and faster service would be provided for persons who work here.

Yesterday, MacFarlin announced that the subway system would be extended eastward to Monroe Ave., Brighton, linking up with the Pittsford bus, and westward to Mt. Read Blvd. where new industrial plants are being erected.

MacFarlin today revealed still further plans for the extension of the western end of the subway. City officials and engineers now are exploring the possibilities of running subway cars through to Charlotte as well as to Kodak Park. No definite conclusion has been reached and may not be for some time, MacFarlin added, "but personally I am definitely sold on this extension almost to the lake."

Traffic Crisis Foreseen MacFarlin pointed out that the western side of the city was rapidly becoming more commercialized and that it "won't be too long before we will be faced with an acute traffic situation."

Extension of the subway system to the south along the Erie and Lehigh tracks "offers interesting possibilities," MacFarlin declared. On the Erie, he pointed out, subway cars could be run as far as Avon to entice commuters and trade to Rochester. This line now travels through an expanded area of population as a result of construction of new homes.

On the Lehigh, cars could be run through to Rochester Junction, about 14 miles from the city. This

FIRST SUBWAY PARKING FIELD TO BE LAID OUT D. & G. MAY 22 1948 Either Winton Rd. Or Highland Ave. To Be Picked

Commerce Department engineers will lay out the first Subway parking station Monday, adjacent either to the Winton Rd. or Highland Ave. stations, Commerce Commissioner Harold S. W. MacFarlin announced last night.

The city owns land near both stops, he said, and the final decision today where to locate the first station will depend on the comparative expense attendant on development at the two sites.

"A parking station at either stop would provide a facility for residents along East Ave. who desire to use the subway," he said.

These Subway parking stations, of which ultimately there will be several under MacFarlin's plans, will be free to subway users and will have no attendants or meters.

For Riders Only

"A study will have to be made," MacFarlin said, "to assure that the stations are used by Subway patrons only. Operation will be observed over a considerable period and measures taken, based on this, to assure the stations are kept free for subway users."

Good-sized city-owned areas are available both at Winton Loop station and at Highland, he declared.

MacFarlin has been deluged with suggestions as to possible uses of the Subway, engendered by Tuesday's announcement of the early construction of the Clinton South station and a general rehabilitation project.

Program Limited

He commented: "The number of suggestions reaching my desk is encouraging. Although I am happy to receive all suggestions, I must emphasize that the program for immediate action calls only for the construction of the Clinton station, the establishment of certain parking stations and the modernization of the City Hall and Broad St. stations."

One of the oddest suggestions to be advanced called for the extension of subway service to the airport, so that, as its sponsor suggested, "a passenger can get on the subway at the General Motors plant or anywhere in the city and book passage through to London."

MacFarlin Moves to Speed Subway Extension Action

The city moved today to expedite the eastward and westward extension of the subway system.

Commerce Commissioner Harold S. W. MacFarlin announced that the eastern end of the route will be extended to Monroe Ave. in Brighton, while the western end will go through to Mt. Read Blvd. Construction, however, depends upon city appropriations and cannot be started this year under the present financial setup.

MacFarlin reported that city officials have agreed that the extensions the "next on the list" and that he will request funds for this work in the 1949 budget. Meanwhile, an appropriation of \$45,000, allowed this year, will be used to construct a new station at Clinton Ave. S., to rehabilitate downtown stations, for the construction of a new type shelters and for the creation of parking lots.

Under the parking lot proposals, patrons of the subway can drive to the station, leave their autos

and then continue downtown by subway. This, MacFarlin points out, should ease the parking and traffic problems downtown. First parking lot is to be at Winton Rd., with others to follow. No parking meters will be installed at these parking lots, MacFarlin added.

As a result of his visit to Cleveland last week where he investigated the Shaker Heights rapid transit lines, MacFarlin said he has found ways and means to cut costs on subway improvements and extensions.

Instead of the \$38,000 originally appropriated for the Clinton Ave. S. stop, MacFarlin believes the entrance now can be built for about \$20,000, leaving \$18,000 for other work. Similar cost reductions are expected on the projected extensions. As a result of the Cleveland investigation, the city's plans on the extensions are being redrawn.

Rochester Subway: Hard Work Makes It Pay

By BRUCE MANN
Times-Union Financial Editor

ROCHESTER needs a super-salesman to promote the subway.

That remark was generally bruited around in the mid-1930s when the city's 11-million dollar "lemon"—as it was then called—was stagnant, or an orphan, if you want to call it that.

It was literally "kicked around." Few people rode it. Freight car exchanges were rare.

Into the picture in 1938 stepped Harold S. MacFarlin, who retired as a councilman to become director of the newly-organized Department of Commerce. MacFarlin "sold" the city on the new department, feeling that many of the city's activities could be incorporated into one official body that could explain the advantages of Rochester and its suburbs.

Among the jobs which MacFarlin inherited was commissioner of railways—described as a "bankers job." (The job, incidentally, was abolished last Feb.

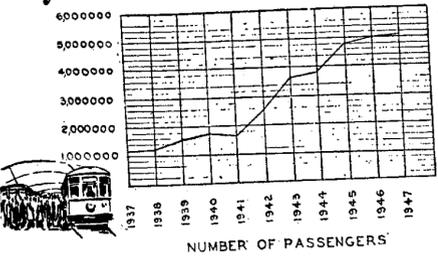
29 when the courts ruled that the Public Service Commission had sole jurisdiction over the operation of the city's transit lines. However, the City Council gave MacFarlin the title of "director of subway operations.")

MacFarlin, an advertising salesman before he entered politics, said "let's see what we can do with this white elephant." His first problem, however, was to sell the city officials on the subway—a job he has had to do continuously in the last 10 years. Only recently has he gained recognition of the subway as a vital artery in the city's transportation setup.

With MacFarlin, it was a case of figuratively spitting on his hands and saying "let's go to work."

Under his direction, in the first year of operations, the subway carried only 952,303 passengers, plus 248,677 transfer passengers, for a total of 1,198,980 riders. Cars travelled 364,938 miles that year. Total passenger revenues were \$54,286. And a big blob of red ink appeared on the books of the subway.

Then MacFarlin started to sell the subway to the passengers. It was slow, uphill work. Many types of promotion stunts were started—and, what's more—finished by MacFarlin. It was in 1941-42 that MacFarlin's efforts



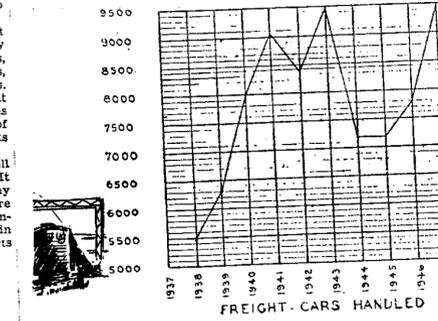
really showed some effect, for in those two years passengers jumped some 800,000, transfer passengers 150,000, for a gain of around 1,000,000 over the previous years.

DURING 1942 passengers riding the subway more than doubled those of 1937, revenues were up more 100 per cent. In accomplishing this 100 per cent improvement, miles traveled by subway cars only increased 70 per cent. The reason why this so-called "savings" in miles traveled in relation to passengers, can best be explained that more people were using the subway in 1942, whereas they ignored it in 1937.

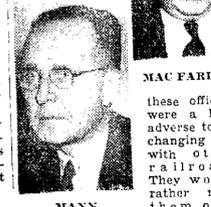
LOADS Averaged Bigger

Last year the subway (becoming more conscious in the eyes of the public) carried a total of 5,112,596 passengers as contrasted with the 1,198,980 in 1937 (see graphs and statistical charts). Revenues in 1947 were \$292,312, nearly four times the \$54,286 reported in 1937.

Because of continued higher operating costs, however, the subway in the last few years has barely broken even in its operations—but still in sharp contrast



MAC FARLIN



MANN

their own lines, even though they might have to travel another 30 or 40 miles to accomplish the same objectives that a 3 or 4-mile route would do.

There is still some tension between railroad officials, but apparently it is breaking down. The New York Central Railroad for years has enjoyed a virtual monopoly on freight and passengers entering Rochester. The other railroads only maintain "whistle" stops or branch lines. That has helped to keep down subway freight operations.

Now, however, MacFarlin is seeking to interest other railroads in Rochester. And one of his proposals is to locate a new public market on the west side of the city so that all railroads can have access to it, instead of one at present.

BACK in 1938 (see the chart below) the subway handled 5,483 freight cars with revenues of \$45,355. By the end of 1943 this had grown to 2,534 cars with a revenue of \$77,250.

Then something "mysterious" happened. No one can tell just what was behind the scenes, and the principals won't talk. For the following three years traffic faded, with a corresponding drop in revenues.

Suddenly, in 1947, came a new boom in freight traffic, with total freight cars handled during the year amounting to within 3 of the all-time record set in 1943, while revenues (\$77,848) set a new all-time high.

MacFarlin disclaims that he is a "super-salesman" for the subway. But he does remark: "The subway has been my chief headache. It should be used more. I realize, but there is a tremendous amount of selling to do. As I see it now location of new industries along the line is essential. Extensions, of course, will be needed if we are to tap the already rich industrial sections. Frankly, I don't know how long it will take before we find the subway a financial asset to the city. Extension of its facilities so as to reach more people, more industries can only solve our problems."

And, as MacFarlin says, "It's simply hard work."

TIMES UNION MAY 23 1948

ROCHESTER TIMES-UNION, SAT

Extension of East End of Subway Opens Door

By BRUCE MANN
Times-Union Financial Editor

If the city fathers who built the subway in the old Erie Canal bed back in the 1920s could have foreseen the day when rapid transit would become the necessity for Rochester that it is, terminals might be different than at present.

There would be no need for the construction of new trackage at either end of the line—to Monroe Ave. and Mt. Read Blvd.—for the subway should have run the lines through to a prominent intersection.

The lines would not have ended up "nowhere."

Besides, the tracks of the old Rochester and Eastern Railroad could have been purchased for the proverbial song when the electric railway went into receivership in the 1930s. Today, to build such tracks, costs will be "vastly higher."

Describes Terminal Troubles

These are the opinions of Harold S. W. MacFarlin, city commissioner of commerce, and former railways commissioner. The latter job was abolished when the city's service-at-cost contract with the Rochester Transit Corporation was ruled invalid by the courts in February.

But let MacFarlin do the talking:

"When the eastern terminal of the subway was established it wound up in an open field. That is about all that the Rowland's stop offers today. Entrance is gained to this terminal only through a narrow lane, off Meadow Dr.

"How any official could see this embarkation point is beyond me. The city owned the canal bed all the way through to Monroe Ave. It could have laid another 1,200 feet of track and come out at Monroe Ave.

"At Monroe there was ample room for parking, for those who wished to leave their cars there and come downtown without fighting their way through snarled city traffic. Besides, it must not be overlooked that Monroe Ave. is one of the most-traveled highways out of Rochester. There was no reason why buses could not have been stubbed at the end in order to carry passengers to Pittsford.

Stresses Value to Rochester

"Also, the city officials were at fault when they did not leave the tracks of the Rochester and Eastern Railway. Today extension of the subway over these tracks could provide service beyond scope to the important communities now going up in this area. It would mean not more than 20-minute service from Pittsford to the center of the city.

"That's water over the dam. We can't rectify that.

"There is no estimate as yet as to the cost of this extension to Monroe. What a shame when one figures what might have been done in the '20s.

"One needs only look ahead as to the value this extension will mean to Rochester. It means the addition of thousands of riders on the subway, thus eliminating many bus and private car riders.

"It means the opening up of vast fields for the establishment of new homes. Already there is a building boom in this area. But you can visualize another 1,000 homes when people find they can reach downtown Rochester within a matter of 15 to 20 minutes.

Would Bring People Downtown

"Visualize also a community center at the end of the line.

"People have complained to me that the extension of the subway will take people away from downtown Rochester, thus leading to a decline in retail business. In answer to this,

to Vast Area... Assures

Fast Run Downtown

Here's the Way Eastern End of
The air view of the eastern end of the Rochester subway will be changed materially when the extension to Monroe Ave. is completed. The dotted white line indicates how

the Subway Will Look When Tracks
the extension will use the bed of the old Erie Canal to meet the busy highway. The bare spot to the right of the proposed extension is the old towpath. Remnants of the old Rochester

Are Extended to Monroe Ave.
and Eastern Railway tracks are shown in the center. These never have been removed because of a land dispute. The picture was taken from the Gannett Newspapers helicopter.

let me say that the subway is not a 'one-way street.' It operates in both directions. To use a hackneyed phrase 'what comes in, must come out.'

"Extension of the eastern end means more business for downtown Rochester—not less. And these are the reasons: Fast, convenient, comfortable service to the downtown area. Except in the rush hours, there always is ample room on the subways for Mrs. Housewife and her numerous packages. She need not be afraid of having her bundles crushed, nor her toes trod upon. Besides, she won't have her clothes torn to pieces.

Proved Boon During Heavy Snow

"Also, it must be remembered that snowfall has little effect on the operations of the subway—except that it has to carry more passengers. Recall the winter of two years ago when many persons were practically stranded because of their inability to obtain buses or operate their own cars. Remember how the subway was jammed then?

"Just figure what the snowstorms of that year cost the city, cost the manufacturers in the slowing down of production, cost the wage earner. A million dollars would not have covered those losses. And the amount would have run into several hundred thousand dollars more had not the subway been in operation.

"Whatever the extension of the subway costs it will more than repay the city for the money spent."

(Another article soon will deal with the possibilities of the western end of the subway.)



ER TIMES-UNION, WEDNESDAY EVENING, JUNE 2, 1948

Idle Eastman Kodak Crowds

...riar expansion. Already sev-
located along Mt. Read, but f
Extension of the subway
undertaking that one might be
of the subway to Mt. Read
nearly a half mile. But—the
city fathers who originally s
let the western end of the s
lot, the same as on the easter

All that needs to be do
the west is electrification and
Read loop and a station. Per
no one as yet can predict wh
MacFarlin says the tracks
saving of at least 50 per cen

Use of Old Erie C

Many persons have suggested that the subway be
linked with either the New York Central or the Baltimore
& Ohio railroads just beyond the Lexington Ave. stop. On
paper the arrangement looks good, but MacFarlin has
other angles which are still to be explored.

Beyond Mt. Read Blvd. the old Erie Canal bed is
continued. The property is owned by the city. Why not,
asks MacFarlin, continue the line across Mt. Read and
then swing the line back to Kodak Park, through property
owned by the Eastman Kodak Company? Thus "we have
a great oval to speed transportation," he remarks.

True, it would involve travel of another two or three
miles, but the trip would be faster than one afforded over
the B. & O. or the Central tracks, MacFarlin claims. Be-
sides, such an oval would be double-tracked. Such a line
would use underpasses already established. There would
be but few grades. There would be no chance for freight
trains to hold up the subway cars on single tracks such as
prevail on the two railroads.

Kodak Right-of-Way Suggested

The Kodak right-of-way, of course, would have to be
negotiated with the company. But it is not the intention
of the commerce commissioner to go through with this
step until after the extension to Mt. Read Blvd. is com-
pleted. Only upon completion of new studies by the city
would Kodak be approached as to the feasibility of such
a loop into Kodak Park where some 15,000 or more per-
sons are engaged in work each day—with the possibility
of still further expansion.

At such a time MacFarlin proposes to discuss with
Kodak officials not only the route but the type of equip-
ment and methods of operation. The commissioner believes
that Kodak officials will agree that rapid transit is an
essential in the conduct of its business in that the subway
offers "all weather" transportation.

MacFarlin is frank to state that he doesn't feel that
the two railroads supply the utmost in efficiency in run-
ning the loop into Kodak. He's looking beyond a loop
simply into Kodak Park. He's looking at the industrial
possibilities that are available to the west of Mt. Read
Blvd., to the possibilities of further home development in
this area, to the fact that the state proposes to make Mt.
Read Blvd. an express highway under its billion-dollar
highway development program to be consummated over
the next few years.

Ontario Beach Trackage Cited

This super-highway promises more business for the
subway, MacFarlin points out. It means that autos will
deposit people from outlying sections. It means that trans-
port trucks can unload their merchandise into the subway
freight cars for delivery downtown without battering the
city streets which have taken a terrific licking from the
20-ton trucks in the last few years.

at Western End of Subway

TIMES-UNION JUN 2 1948

But—what about service to Ontario Beach Park?
Suggestions have been made that the subway be extended
to the lake via the railroads.

MacFarlin has the answer for that. Use the Central
tracks. Why? For two reasons: There is little traffic over
the Central tracks as compared with the B. & O. which
is cramped for space during the Summer months when
thousands of cars of coal leave the Genesee Docks; the
Central tracks run farther toward Charlotte, winding up
at the Port of Rochester.

Grade Crossings Might Impede Traffic

Jest west of Lexington Ave. run the Central tracks.
A loop from the main subway lines could be constructed.
But, MacFarlin believes, operations would not be so fast
as on the oval loop. Reason for this is that several grade
crossings must be negotiated which would slow down
operations, although traffic still would be much faster
than on the current bus lines, either Lake or Dewey Aves.

Frankly, MacFarlin admits that he hasn't had time
to study too much of the possibilities of the extension to
the lake. He wants, first, the extension to Mt. Read,
which he may get next year provided the City Council
appropriates sufficient money. And, second, he is most
desirous of the Kodak loop.

He believes that as the town of Greece "opens up"
still further to accommodate the ever-expanding forces of
Kodak Park, the "oval route" is a vital necessity. The
Charlotte extension should have these two objectives in
mind—but, he adds, it may be several years before the
Kodak loop can be constructed. Consequently, a direct run
to Charlotte over railroad tracks apparently is as far away
as eight or 10 years.

Money Lacking for Broad Expansion

There are other ideas in the back of MacFarlin's mind
for still further extending the use of the subway. He isn't

talking about these other possibilities—yet. Only when the
time is ripe will he make his intentions known.

"Why?" he was asked.

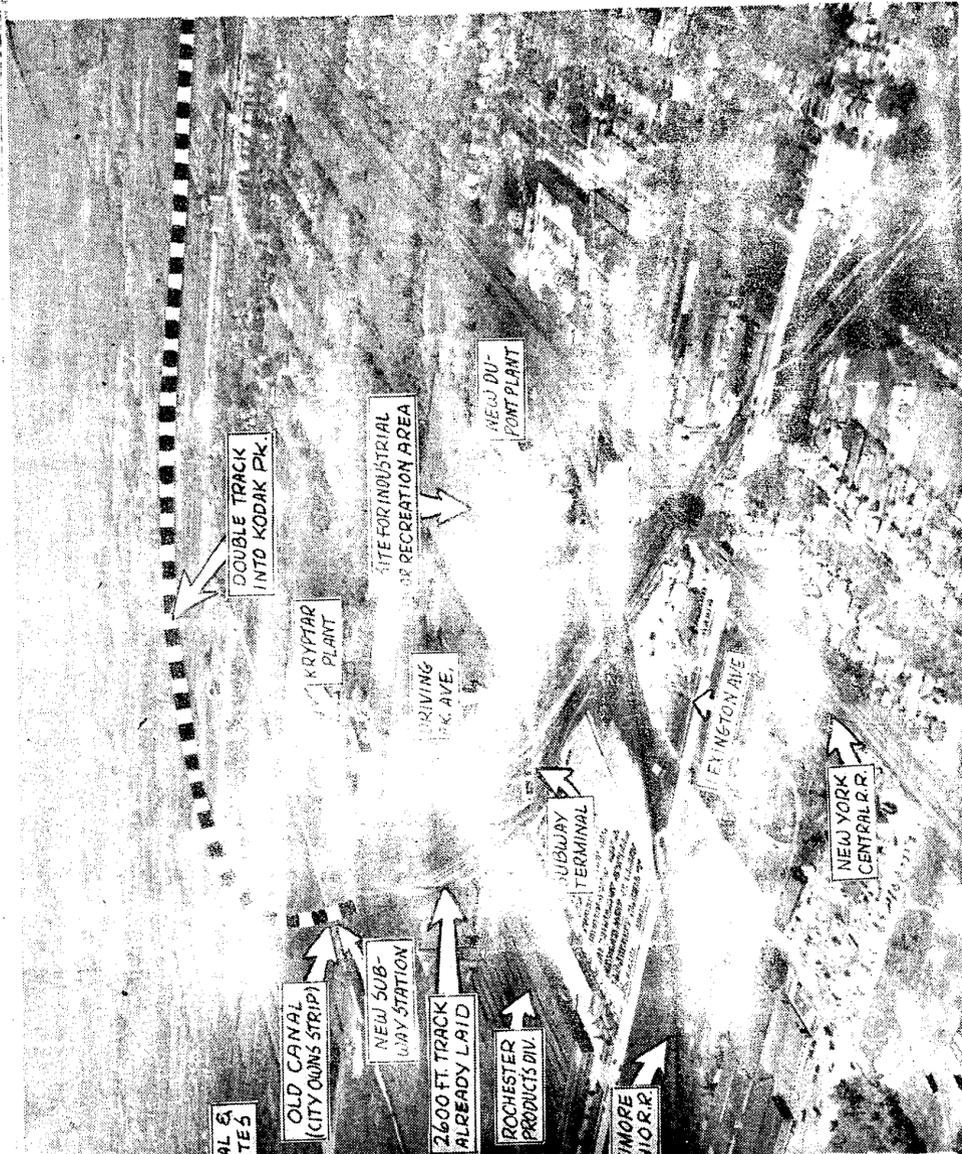
"Let's get going on the present proposals first," he
remarks. "Why try to do everything at once? It will take
years to bring Rochester back on a rapid transit schedule.
These things can't be done overnight. The money isn't
available. But, as the suburbs continue to expand, as they
have in the past, isn't it reasonable to suppose that rapid
transit will be more in demand than ever?"

"Don't you think," says MacFarlin, "that more indus-
tries will establish here when we have two factors, rapid
transportation and the skilled labor to supply industry?
It is not outside the realm of possibility that we eventually
will be drawing workers to the city from as far away as
10 or more miles. True, some make that trip by auto every
day, but imagine the hundreds more that would be avail-
able if they were assured of rapid transportation to down-
town points in 20 minutes or less—or from one end of the
subway to the other in as little as 30 minutes.

"Look at New York City. To cover the same distance,
it takes an hour or more to see a little green grass. If we
keep Rochester a city of homes it is essential that we give
our people rapid transit.

"So, let's look at the subway with a broader view.
What is it going to mean to the city 10, 20, 30 or even 50
years from now?"

(Last Saturday a description was given on the possi-
bilities of extending the subway on the eastern end.)



Wide Industrial Home Expansion

Some day you may be able to board a subway car at Monroe
Ave. on the edge of the town of Brighton . . . travel through
the city . . . loop through the town of Greece . . . thence
back to Kodak Park . . . a distance of approximately 12

Envisioned by Extension of Western End of Subway into Town of Greece

miles in less than a half hour (today's bus timing, 90
minutes). The dotted line above shows how Harold S. W.
MacFarlin, city commissioner of commerce, proposes to bring
the western end of the subway into Kodak Park. He terms it
"the great oval route." The "oval," he maintains will offer
better, faster transportation than by using existing railroad
lines. The picture was taken from the Gannett Newspapers
helicopter.

Times Union June 5, 1948

18-A Editorials: As We See It

MacFarlin Subway Plan Must Prove It's Faster

ON Page 14-B is another idea about how to get the subway into Kodak Park for fast transportation of employes. It has been suggested that the subway be extended by electrifying existing railroad tracks and building a spur into Kodak Park.

Now Harold S. W. MacFarlin, city commissioner of commerce, suggests an alternative route. He would electrify subway tracks now laid within 100 feet of Mt. Read Blvd., lay new track in the city-owned bed of the old Erie Canal in a wide loop to the West as far as Ridgeway, and then loop back into Kodak Park on Kodak property.

This route would be about two miles longer than the more direct line of existing railroads. MacFarlin believes it would be faster because it could be double-tracked and because subway traffic would not be entangled by railroad needs.

He also believes many future industries would be served by the oval route.

It is a fine thing that some thinking about making the subway the real backbone of the city's transit service is being done at City Hall. While it is altogether too early to pass judgment on a plan for which so many details are lacking, these things may be said of it now:

Rapid transit is the primary need. Faster running time of the oval route as against the more direct line would have to be assured. Unless it is attractive enough to woo Kodak employes from present services, it would fail.

Construction cost estimates are admittedly lacking. They could be prohibitive.

Added distance adds to operating costs. Its success also depends on whether Kodak would grant the city a right-of-way.

It is another step-by-step, long-term plan of which Rochester has many on file.

It involves the city again in alternative proposals, which is the point at which so many Rochester projects log down.

Finally, if all the new industries come to the West end of the line that MacFarlin visualizes—and we hope they do—the line's usefulness as rapid transit for Kodak Park would be destroyed by the sheer weight of subway traffic.

There is no obvious reason why both plans could not be followed. We need rapid transit to Kodak now. Getting it by electrifying existing railroads would not conflict with a western extension when the need for it becomes real. The two plans could supplement each other, as a study of the helicopter photo-map will show.

26-A Editorials: As We See It

Subway's Speed Offers Transit Opportunities

TIMES UNION JUN 10 1948

IN 1938 the Subway carried less than a million passengers. It was not generally regarded as an important line in the city's local transit setup. But in 1947 the Subway carried 5,112,596 passengers. These and other figures given in the article carried in another column on this page show people are awakening to the advantages the Subway offers.

What patrons of transit lines want most is speed. They do not regard riding on any bus or car as pleasure. The main desire of practically all patrons is to get where they are going as soon as possible. And what the subway offers is speed.

One reason for the five-fold gain in Subway patronage is that more and more riders are finding ways in which they can make better time by using the Subway in combination with the bus lines. They gain by using the Subway even if it does not take them all the way.

Already approved are an east end extension to Monroe Ave., with provision for parking; an extension at the western end to Mt. Read Blvd. which should lead to building on now vacant land within the city limits, and a new station at the Clinton Ave. S. crossing. These will all prove useful.

Much more far-reaching is the idea of a connection with Kodak Park. Eastman Kodak expansion still continues. Rochester plants of this big industry and number of employes have grown faster than the city as a whole. Expansion of Kodak Park must be westward. It should be encouraged by offering rapid transit to employes bound for the center of the city or beyond.

Two proposals have been made. One is to arrange with rail lines for joint use of their trackage. The other is a route running westward in the old canal bed and then looping back into the western end of Kodak property.

Neither plan involves costly land purchases. Either should bring development of land within the city in addition to outstanding transit improvement.

Can a rail route be leased on satisfactory terms? What would be the construction cost of the loop route? We need information. Possibilities are great. Prompt investigation should be made.

Make the Subway increasingly useful and valuable.

MacFarlin Plans to Ask Subway Fund

Commerce Commissioner Harold S. W. MacFarlin is preparing to go before the City Council this Fall to request an appropriation to extend the subway on both eastern and western ends of the lines.

While MacFarlin declined to elaborate on this move, it is understood his drive to put the subway on a better financial and traffic basis has put him on a more solid footing now that the Chamber of Commerce has backed his proposals.

Yesterday the board of trustees of the Chamber recommended a five-point program aimed directly at putting the subway to more extensive use.

Figures Sought

As yet no figures have been presented as to the cost of extending the subway, but it is understood that MacFarlin quietly has been obtaining figures. While the subway had an appropriation of approximately \$47,000 this year for rehabilitation work and the creation of a South Clinton stop, it is understood that MacFarlin will request close to \$100,000 for the line extensions, plus an undetermined amount for further rehabilitation.

If MacFarlin can get the green light from the City Council on an additional appropriation, work on the extensions could start when Winter breaks up, leading to the conclusion that the extensions could be in operation by late Spring or early Summer next year.

Extension of the western end of the subway involves construction of 2,600 feet of electric wiring and a Mt. Read Blvd. terminal. Tracks already have been laid. On the east end both tracks and power service would have to be put in to reach Monroe Ave., 1,200 feet away from the end of the line.

Trustees Accept Proposal

Trustees of the Chamber accepted a recommendation made by the Chamber's Civic Development Council, which can be summarized as:

- 1—The subway should be put in to tip-top condition immediately and assurance given that it will be maintained in the future.
- 2—Parking areas should be provided at outlying stations as soon as possible.
- 3—The subway should be extended to Monroe Ave. and Mt. Read Blvd. as quickly as possible.
- 4—The City Planning Commission should undertake an immediate study of the feasibility of using existing rail lines for further expansion of the system.
- 5—A satisfactory operating contract should be renegotiated with

the Rochester Transit Corporation as quickly as possible.

At the same time the trustees opposed paving of the subway to permit a rapid transit highway which would take traffic from the city streets. It pointed out that it would cost as much as 5 million dollars to inaugurate such a thoroughfare, and possibly 10 millions. Because of unknown factors in the proposed extension of the subway to Kodak Park and Charlotte, the trustees urged further study. Unknown factors include costs and acquisition of rights-of-way.

(See editorial on Page 26-A)

Chamber Backs Move to Extend Use of Subway

Editorial Comment on Page 16

The city Subway situation, subject of considerable speculation in recent weeks, seemed to stand on more solid soil yesterday.

The board of trustees of the Chamber of Commerce recommended a five-point program aimed directly at putting the Subway 1,200 feet to Monroe Ave. and 2,600 feet (on existing track) to Mt. Read Blvd. it would have terminals on two main, heavily traveled thoroughfares.

By its action the board—in the opinion of qualified observers—soundly scolded the death knell of any move to pave the Subway system to accommodate vehicular traffic and abandon trolley car service.

OK Recommendation

The Chamber trustees accepted a recommendation made yesterday by the Chamber's Civic Development Council, chairman of which is L. Dudley Field, endorsing a program which boils down to this:

1—The Subway should be put into tip-top condition immediately and assurance given that it will be maintained in the future.

2—Parking areas should be provided at outlying stations as soon as possible.

3—The Subway should be extended to Monroe Ave. and Mt. Read Blvd. as quickly as possible.

4—The City Planning Commission should undertake an immediate study of the feasibility of using existing rail lines for further expansion of the system.

5—A satisfactory operating contract should be renegotiated with the Rochester Transit Corporation as quickly as possible.

MacFarlin Gives Program

Harold S. W. MacFarlin, Commerce commissioner, speaking at a meeting of the Civic Development Council yesterday noon in the Chamber, outlined Subway plans and said the immediate steps should be the extension of the system to Monroe Ave. and Mt. Read Blvd., the providing of parking space at the two terminals, and the construction of a new station at Clinton Ave. S.

"That program would not involve a great deal of expense," MacFarlin said. "It would be a tremendous boon to the city and outlying communities."

At present, it was pointed out, the city Subway is the only railroad which "starts nowhere and ends nowhere." By extending it

Chamber Trustee Views

The Chamber trustees, in opposing paving of the subway, pointed out that neither the state nor city street plan calls for such a move. Also, the cost would be prohibitive—more than 5 millions—and possibly as much as 10 millions—and if either of the street plans are adopted "there would appear to be no particular advantage to the use of the Subway as an express thoroughfare."

Because of "unknown factors" in the proposed extension of the Subway over existing railroad lines to Kodak Park, Charlotte, Seneca, Park and Summerville, the trustees urged further study of the situation. The unknown factors are the question of right-of-way and the cost of new construction.

Chamber Backs Subway Expansion

Another sign of increasing public interest in getting maximum rapid transit service from the Subway is a statement issued by the trustees of the Chamber of Commerce. This sets forth a five-point program to expand Subway usefulness and patronage. It shows civic vision.

The program urges good maintenance, parking areas at outlying stations, extension to Monroe Ave. on the east and Mt. Read Blvd. on the west over land already owned by the city, negotiation of a satisfactory operating contract with the Rochester Transit Corporation at an early date.

These four points cover support by the Chamber of proposals already announced by Commerce Commissioner MacFarlin as having the backing of the city administration.

More far-reaching is a fifth recommendation which reads:

The City Planning Commission should undertake an immediate study of the feasibility of using existing rail lines for further expansion of the system.

This is the wise "next step" beyond what already has been definitely planned.

The City Planning Commission would naturally pass on any such proposal. So it may be the best agency to represent the city in the first place.

That, however, is not too important. What is important is to look into possible use of trackage for connection with the growing western part of Kodak Park—and incidentally encourage building on land with the city limits lying west of the tracks.

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Neglected Subway Keeps Plugging at Job

BY BRUCE MANN,
Times-Union Financial Editor

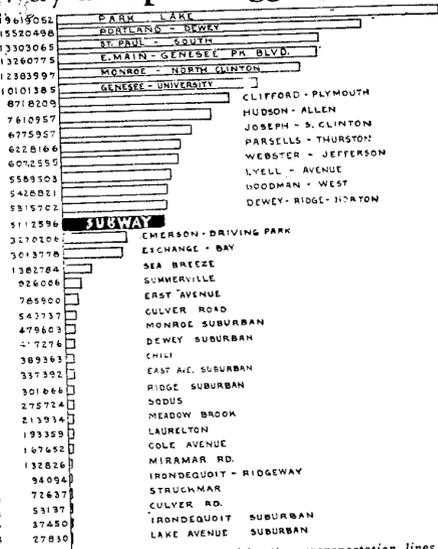
MANY PEOPLE cling to the idea that the city's subway is an orphan . . . that only a few people ride it . . . that it serves only a small portion of metropolitan Rochester's territory.

But if you want to review last year's figures, when the subway carried 5,112,596 passengers, you will find that it ranked well up among the various surface lines in the city.

While the Park-Lake line continued to lead all lines in the number of passengers carried (because of Kodak plants on one end and apartment houses on the other) you will find the subway ranked 15th out of the city's 36 transportation lines. You might lift the subway to 12th position, for there is little difference between the 12th and 15th positions in the number of passengers carried.

And the subway operates away from the center of downtown traffic, which continues to be Main St. E. and Clinton. Yet the subway carries a number of passengers comparable to such lines as Goodman-West and Lyell Ave.

If you will look back 10 years you will find that the subway traffic was scanty, that fewer than a million passengers used this route. If that were true today there probably would be no necessity for operating this system. But, when you have a growth to 5 million passengers an average increase of a half



How does the subway rank with other transportation lines in the number of passengers carried each year? The graph gives you an idea as to its importance. Note there is only a slight difference between the number of subway passengers and some of the lines which are believed to carry many more passengers.

million persons will use the subway each year. Or, if you take in Kodak Park, another one to two million passengers could be counted on.

Subway Seen as Magnet for New Rochester Industries

By BRUCE MANN
Times-Union Financial Editor

WHILE considerable discussion has taken place over the value of the city's subway from a passenger standpoint, let's take a look at the service it can render industry.

The subway originally was named the Rochester Rapid Transit and Industrial Railroad. Apparently, one aim of the city fathers of the early 1920s was to promote industrial expansion.

So far three important plants have been located on the subway. Another is to follow soon. But there still is space for widespread industrial expansion on the western end of the line.

Freight trains are operated on a special freight track running from the Rochester Products division of General Motors on the west to within a stone's throw of the Auburn branch of the New York Central on the east.

THIS ENABLES industry to come closer to rapid freight transportation than many plants that are located away from the railroads.

The Erie and the Lehigh Valley to the south are built up industrially as far as they can. The position of the University of Rochester, Mt. Hope Cemetery and similar points checks expansion within the city to the south. The same is true to a lesser

A Lift

Herby perceive we the love of God because He laid down His life for us; and we ought to lay down our lives for the brethren.—I John 3:16.

LET us ask ourselves the question: Are we living this day as the sons of God?

Our Father, in the midst of our security, may we remember those who are homeless and in need. May we do our utmost to serve them in whatsoever way Thou dost make possible.

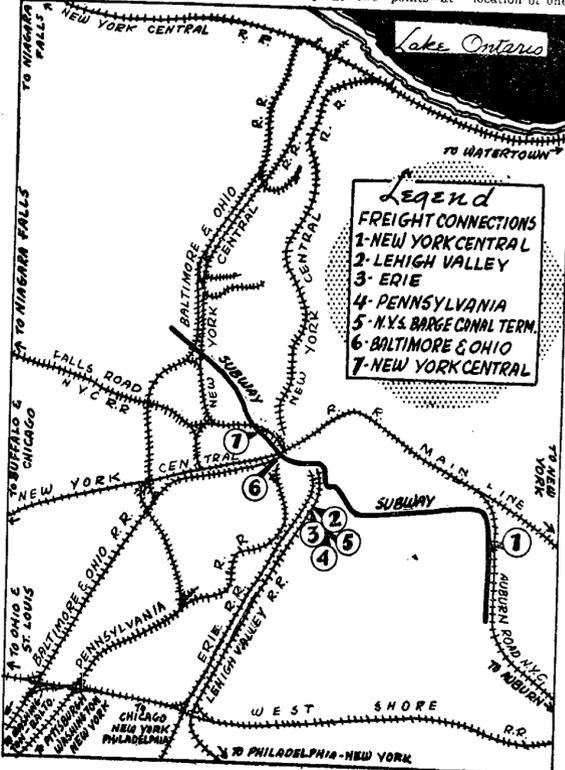
degree with the Pennsylvania which runs through a residential section as well as through a city park. The Baltimore & Ohio and New York Central can offer but few available industrial sites. The east end is primarily a residential section, but there are acres on the western end served by the subway which lie idle.

THE SUBWAY is connected with all five railroads entering the city. Pennsylvania freight is delivered over the Baltimore & Ohio tracks into the subway at Broad and Oak streets, the Erie can deliver freight over the Lehigh tracks at South Ave. The New York Central enters the subway at two points—at

Oak St. and at the Auburn Road, at Winton Rd. Besides there is a spur connected with the Barge Canal traffic.

Freight can be delivered by water directly into the heart of Rochester and thence on the subway.

That one advantage led to the location of one large food whole-



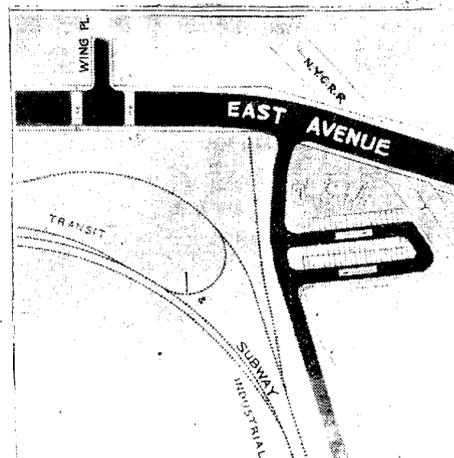
NOT ONLY railroad but water connections as well are served by Rochester's subway. There are seven entrance points to the subway system from the railroads and the Barge Canal. One thing of importance is that merchandise shipped from foreign points can be brought directly to downtown, with ocean-going ships stopping at the Port of Rochester and transferring their wares direct to freight or flat cars which can be shunted into the subway.

TIMES-UNION, JAN. 19, 1942

saler on the subway. He has products shipped in by canal, transferred to subway cars and thence to his warehouse.

The only way to attract new industries to Rochester is to advertise the subway from coast to coast, Harold S. W. MacFarlin, city commerce commissioner declares, adding that "an intensive promotional campaign is necessary to attract industries here. What's more the more industries we have here the higher the assessed valuations within the city, with a corresponding cut in

the tax levy." What's more, MacFarlin declares, the Department of Commerce has a list of available sidings and sites ready for immediate occupancy. And in some cases the city has prices on property adjacent to the subway system, he adds. "So, why not use the subway commercially? It's there to use. It's the answer to today's transportation problems. It's time Rochester woke up and extolled its virtues."



PARK AND RIDE STATION

The artist's sketch shows the location of the new East Ave. and Winton Rd. parking station, where Subway users will be able to park their cars before making the trip downtown.

New Subway Parking Station To Provide Space for 57 Cars

Spaces for 57 cars will be provided in the first Subway parking station near the Winton Loop station, Commerce Commissioner Harold S. W. MacFarlin announced yesterday.

Entrance to the station will be from East Ave., a short distance east of Wing Pl., the most easterly University Ave.-East Ave. connection. There is a gas station in front of the proposed parking lot and the city-owned entranceway, 25 feet wide, will be to the west of this station.

The Winton Loop station will be remodeled and modernized, MacFarlin said, to follow the plan of the stations on the Cleveland-Shaker Heights Railroad. The station is shown on the map as a small black quadrangle about in the middle of the Subway loop.

The station is designed for the use of motorists coming from villages to the East, Pittsford, East Rochester, Fairport, etc., MacFarlin said. Motorists approaching the city from close-in suburbs may use it, but it is designed more for the long-haul people. Patrons of the station will leave their cars and make the run into and out of the city by Subway. There will be no charge for use of the station.

Chamber Backs Subway Expansion

Another sign of increasing public interest in getting maximum rapid transit service from the Subway is a statement issued by the trustees of the Chamber of Commerce. This sets forth a five-point program to expand Subway usefulness and patronage. It shows civic vision.

The program urges good maintenance, parking areas at outlying stations, extension to Monroe Ave. on the east and Mt. Read Blvd. on the west over land already owned by the city, negotiation of a satisfactory operating contract with the Rochester Transit Corporation at an early date.

These four points cover support by the Chamber of proposals already announced by Commerce Commissioner MacFarlin as having the backing of the city administration. More far-reaching is a fifth recommendation which reads:

The City Planning Commission should undertake an immediate study of the feasibility of using existing rail lines for further expansion of the system.

This is the wise "next step" beyond what already has been definitely planned.

The City Planning Commission would naturally pass on any such proposal. So it may be the best agency to represent the city in the first place.

That, however, is not too important. What is important is to look into possible use of trackage for connection with the growing western part of Kodak Park—and incidentally encourage building on land with the city limits lying west of the tracks.

VAN LARE HINTS MEETING WITH RTC PRESIDENT

Suggests Parley Over Subway Operation

By JOSEPH R. MALONE

Vicemayor Frank Van Lare, viewing an olive branch tendered last week by Rochester Transit Corporation President John E. Uffert, promised yesterday "to get in touch with him pretty soon."

But just how cuddlesome the city and RTC can become is anybody's guess, in the light of RTC Counsel Howard M. Woods' contention that any future service-at-cost contract between city and company is made impossible by a recent court decision.

Van Lare suggested Subway operation will be the chief subject of discussion. Speaking as chairman of Council's public utilities committee, he added:

"I haven't got any cut and dried plan to offer. We'll have to arrange something by conference."

Contract Expires Dec. 31

Under the present arrangement, the RTC operates the Subway in return for revenues arising from such operation. Costs of maintaining the subway in operating condition are met by the company, Van Lare said. This contract expires Dec. 31.

Uffert's tender of an olive branch, made last week in the form of a statement expressing a willingness to meet the city on any question of transportation other than fares, was an obvious effort to halt the downward trend of city-RTC relations.

Uffert previously has not been in conciliatory mood, and the new policy probably is attributable to the astute William A. Lang, assistant to the president. RTC's victory in Supreme Court Justice William H. Murray's decision vesting fare-control matters in the Public Service Commission—and also, if Woods is correct, making impossible a resumption of contractual relations between city and company—will be appealed by the city.

1910-20 Feud Recalled

If Murray is upheld by the higher courts, the breach between city and company will be wide and deep and the city possibly could be expected to resume the policy of harassing the transportation company after the fashion of the 1910-1920 decade. It is this danger that Lang seeks to avoid.

But just what can be accomplished, other than a continuation of the status quo, is a puzzle.

The company already has ruled out a suggestion that Murray's decision does not prevent city and company from working out a fare schedule jointly and presenting it to the PSC for approval. The

Getting Subway Into Kodak

Editor, Democrat and Chronicle:

Several different routes have been suggested for bringing the subway into Kodak Park. I feel that the best way would be to lay track parallel to the B&O and NYC belt lines, either along LaGrange Ave. as it was originally proposed or between the tracks of the two steam railroads where there is ample space for them.

At a point below Ridgeway Ave. the subway track would turn right through an underpass of the steam railroad, trackage onto the NYC's Kodak spur, which would be double-tracked and electrified three-quarters of a mile to a terminal on Ridge Rd. opposite Kodak's Ridge Rd. gate.

Such a route would remove all objections of having N. Y. C. freight trains delaying subway passenger operations which might occur if N. Y. C. belt trackage were used. There is relatively little freight switching done on the 3/4-mile spur into Kodak Park. The City Hall Station to Kodak Park running time should be about 12 minutes or, if limited stop service is given, 9 or 10 minutes. Such a line would permit a subway connection with Kodak railroad track for interchange of freight.

The N. Y. C. belt line might be leased for subway operations instead of constructing separate parallel trackage if economic necessity dictates and if freight could be scheduled in such a way that rush-hour passenger operations would not be delayed. This would be far better than waiting many years for a Kodak extension to be built by another route.

Another widely differing route for bringing subway track into Kodak was suggested by Commissioner MacFarlin recently. It was to extend the subway north-westward from the General Motors terminus along the abandoned canal bed, bridging Mt. Read Blvd. underpassing Ridgeway Ave., connecting with Kodak Railroad trackage back of the new Mt. Read Blvd. plant of Distillation Products Co. and using this Kodak trackage into the heart of Kodak Park.

Such a line running along the canal bed to a terminal loop back of Distillation Products would develop new industry along Driving Park Ave. and Mt. Read Blvd. as well as new homes in Greece west of the track and providing this whole area with rapid transportation of unexcelled quality. New stations would be at Mt. Read Blvd., Ridgeway Ave., Distillation Products Co. The running time from City Hall Station to Distillation

Products should be less than 12 minutes.

However, the use of this route along with Kodak trackage to reach eastern Kodak Park would be greatly inferior to the more direct route by way of railroad rights of way. It is a mile longer and has more stops. The trip from City Hall Station to Kodak Park by this circuitous route would probably take around 16 minutes, which would remove most of the speed advantage over buses.

Increased speed and increased passenger capacity are the two most important purposes of extended subway service. Such a circuitous route would defeat the speed objective and would mean that the line would carry a heavy load only during rush hours. Midday passengers would find buses about as fast from the Kodak station downtown.

Moreover, the Kodak R.R. could not be easily provided with double track which is essential to successful rapid transit operation, because the Kodak Railroad underpasses are only wide enough for a single track. Freight switching would doubtless interfere with service and there would be a definite fire hazard due to the inflammable material in the manufacturing area.

Both these westward extensions (along Grange Ave. and/or railroad rights of way to Kodak; along the canal bed to Distillation Products) are needed. Two routes could be operated in the subway; Winton Rd. loop (or possibly Fairport) to Kodak; Rowlands (extended to Monroe) to Distillation Products.

This arrangement of extended subway facilities, I feel, would be very efficient, bringing new industry, homes and business to Rochester. The cost of rapid transit construction in Rochester is much lower than corresponding construction in other cities because Rochester is peculiarly fortunate in having good unoccupied rights of way available.

In other cities such construction would entail great expense in digging subways under streets or condemning costly buildings. Here, the cost is exceedingly small in proportion to the benefits to be obtained. Toronto must spend \$43,000,000 to build a rapid transit system comparable in extent to the Rochester subway system with its proposed enlargements. A small fraction of that sum would do the job well for Rochester. The need here is great and the potential benefits are enormous.
BRUCE R. HOLCOMB.

PSC, it was pointed out, sends its examiners to make a study, then holds public hearings, before fixing rate schedules.

And past performance does not point to a willing acceptance by the company of city interference in the important matter of bus routings. Harold S. W. MacFarlin, when railway commissioner under the old contract, worked out an elaborate plan to relieve Main St. of its burden of buses at the end of the war but the company ignored it.

Van Lare Awaits Word from RTC

Vicemayor Frank Van Lare yesterday awaited an invitation from the Rochester Transit Corporation to talk over the future of Subway operation.

"I haven't heard a word from them," he said. "We'll be glad to meet with them whenever they ask us."

The RTC presently operates the city-owned Subway under a contract expiring Dec. 31.

In another phase of the city-RTC relations, Corporation Counsel William H. Emerson yesterday notified Howard M. Woods, RTC counsel, of intention to appeal shortly from Supreme Court Justice William H. Murray's decision upholding PSC jurisdiction over fare-fixing in Rochester. The city contends an old franchise provision under which RTC operates fixes a maximum 5-cent fare.

Subway Will Serve It

Cooperation of the city, Commerce Department and Aquinas Institute authorities, we understand, is responsible for the decision to build the new Aquinas stadium in Mount Read boulevard near the western end of the Subway.

In every respect, it seems to us, this is a wise and appropriate decision.

Those who plan undertakings which are planned for use by large crowds; too often in the past have not had sufficient regard for transportation facilities.

Aquinas athletic events probably will attract crowds of 25,000; perhaps many more.

The new site should have ample areas for parking automobiles, but its convenience to the Subway gives it an additional facility of first importance.

The Subway, we judge from things we hear, no longer is in danger of abandonment. It will be used increasingly, and its facilities consequently will be improved.

Its extension into Kodak Park now is discussed as a practical project; connection with the Erie railroad now is feasible, thanks to the Commerce Department's successful negotiation with Erie officials.

Aquinas authorities, the Commerce Commissioner, the Planning Commission and the City Council are to be congratulated on their decision.

Cites Possibilities of Subway

Rochester's Subway can do a local transit field if the city gives it a chance, says Stephen D. Maguire in the October issue of Railroad, a trade magazine.

The writer evidently has taken pains to inform himself about the line. He refers to its uninterrupted service during the bad snow tie-up of 1944, the suggested extension to Kodak Park, and its industrial advantages in the connections with the railroads serving Rochester.

These possibilities, combined with the greater speed of the subway as compared with surface operation, do offer prospect of increasing usefulness.

WRITER LAUDS CITY SUBWAY'S POSSIBILITIES

Dr. C. O. SEP 21 1948

and well-equipped to do an immense job in the transportation field—if its owners give it a chance.

That appraisal of the 12 million dollar underground system was given in an analytical picture of the subway appearing in the October issue of Railroad, a trade magazine.

Written by Stephen D. Maguire, editor of the Electric Lines department of the magazine, the article sketches the history of the Subway and gives a complete picture of its equipment. It laments the failure of the city or Rochester Transit Corporation to make greater use of surface trolley lines during the days of trolleys, and speaks of plans to extend the Subway to the east and west, notably a proposal to connect with Kodak Park.

Sharply criticized is the "left-hand operation" in the Subway.

"Certainly no one in his sane mind would install left-handed operation in an American subway unless there was an important reason," the article said. With center-aisle station, the left-handed operation was mandated because of the "blind side" interurban trolleys imported by the old New York State Railways for Subway use. With doors only on one side, and with only front operation, they could be used in the Subway only with "left-hand operation," the author pointed out.

He had warm praise for the Subway in emergencies: "Few people living in Rochester will forget the winter of 1944 when the buses were locked up in their barns for several days while the electric cars ran along on schedule in spite of the heavy snowfall.

"Residents walked for miles to reach the subway in order to find transportation downtown. Though they had already seen 30 years of faithful service, the big steel interurbans proved the value of rail transportation when weather conditions brought bus service to a halt.

"Rochester's city planners, we hope, will remember this too . . . Perhaps before too long, the transportation demands of the city of Rochester will be met by full use of its potentially great rapid transit and industrial railway line."

The author gave credit to the Rochester Chapter of the model railway group for assistance in preparation of the article.

Subway Spur Possible

Included in the report of Arthur Ingle on the War Memorial status at the corporation's third annual meeting were two matters of significance in connection with Subway development and use.

One was that the Erie railroad has offered to build at no cost to the city a connection between its tracks and the Subway.

"Another was that the Erie would give to the city the old station site on the south side of Court Street, to provide some of the parking space the Memorial will require.

The offer to build the Subway connection can be accepted and used by the city when and if rights to the raceway which bisects the Memorial site can be obtained.

Water rights are possessed by the Gas and Electric Corporation, with which the city is expected to be able to negotiate a satisfactory transfer.

The race itself is the property of numerous Carroll & Fitzhugh heirs, and proceedings, we understand, are in process to clear the title.

What these details mean is that Subway freight facilities can bring heavy machinery for exhibits in the auditorium building, and, we presume, to take in and out considerable crowds.

These reports of course are incidental to the larger question of when the Memorial actually will be built, but the men behind it are capable and determined, and difficulties in the way will be ironed out eventually.

D. & C. AUG 25 1948

ROCHESTER, N. Y., THURSDAY, OCTOBER 14, 1948

MILL RACE STUDIED FOR RAIL SPUR

Directors of Erie Eye Link to Subway

By JOSEPH E. WHITCOMBE
Directors of the Erie Railroad, in the first meeting ever held in Rochester, yesterday got a view of the Fitzhugh-Carroll Race, bed of which the rail line would like to use for a direct connection with the subway.



From the observation car of a six-car special train in the Erie yards beside the race at Court St., directors viewed the swiftly-flowing waters and stepping from the train looked northward to where it goes under the subway bed of the old Erie Canal and Broad St., on the west side of the Genesee River.

During the meeting, directors were shown a sketch of the proposed connection.

Consult Cartwright
President Robert E. Woodruff said he talked with City Manager Louis B. Cartwright and Vice-Mayor Frank E. Van Lare regarding use of the Race's bed.

The Erie's president pointed out that provision was made, during construction of the subway, for a connection with the Erie's tracks into Rochester. The Erie now makes connections with the subway over Lehigh Valley Railroad tracks on the east side of the river. Switching is done from the Erie to the Lehigh south of the city near Elmwood Ave.

At present the city has a suit pending in County Court designed to take title to the bed of the Race along with nearly 3,000 other pieces of tax-delinquent property. The Rochester Gas & Electric Corporation owns the water rights in the Race and uses its flow to operate a small electric power plant near the foot of Aqueduct St.

Favored at City Hall
City Manager Cartwright said last night that the city officials viewed the proposed subway connection as mutually advantageous "if a deal could be worked out."

This would involve moving the RG&E plant to the east side of the river and diversion of water from the river on that side. The Erie

'HOW'S SHE DRAWING, ERNIE?'

Robert E. Woodruff, president of the Erie Railroad, center, stops to chat a moment with Engineer Ernst Hoffmeister of Alex-

and between sessions of the Erie board of directors, James H. Hagans, the freight agent in Rochester, is pictured at the left.

The party left for Jamestown at 2 p. m. to attend a dinner last night for shippers, and will go to Binghamton tonight for a celebration of the 100th anniversary of New York City. Hagerty, a native of Rochester, recalled he served with the old New York State Railways here from 1910 to 1915 before joining the staff of the Guaranty Trust Company of New York. He stayed here to visit relatives and in the party of Erie officials were Paul W. Johnston, executive vice-president; Harold D. Barber, H. W. Von Willer and Raymond C. Randall, vice-presidents, all of Cleveland; Milton C. McInnes, general manager, eastern division, Jersey City; Adolf E. Kriesien, general manager, western division, Youngstown, Ohio; Blair Blowers, chief engineer in charge of the maintenance and way department; Elmer J. Stubbs, transportation superintendent; and Carl S. Kimbach, superintendent of the Buffalo-Rochester division. Frank K. Corlett, division freight agent here, was in charge of arrangements for the local visit.

Sees Pay Rise Pattern
The Erie's chief expressed belief that the recent pay increases to two groups of railroad employees will set the pattern for other rail unions. The trainmen received a 10 cents-an-hour increase. The railways' petition to the Interstate Commerce Commission for a 13 per cent increase in freight rates is to take care of increased costs which have gone up 75 per cent against only 46 per cent rise in revenues, he said.

Of the 15-man board of directors three were unable to come here direct freight service to plants.

Rail Men Tour City
After the meeting, directors and Erie officials toured the city by automobile, viewing some of the principal industries, and then were entertained at a luncheon at the Genesee Valley Club by Raymond N. Ball, president of the Lincoln Rochester Trust Company. Nearly 50 industrial and civic leaders were present.

At the luncheon, the Erie's president mentioned the subway as an important advantage to many industries here because it affords

5-Point Subway Program Proposed by Lloyd Klos

Editor, The Times-Union:
IN YOUR editorial on Oct. 15, the entire subway problem was reviewed, together with the new idea of direct connection with the Erie Railroad for freight service. The Times-Union is to be commended for its stand on the vital issue of the Rochester subway.

It is always good policy to plan for the future. Therefore, if the city were to adopt the subway as a major transportation artery of the city, the following work must be accomplished:

- 1-The proposed extensions to Monroe Ave. and Mt. Read Blvd. should be made as soon as possible. The subway then will be able to reach transfer points for buses instead of ending up in open fields as is now the case. The cost of such construction will be relatively low, as the city owns the property over which the rails would be laid.
- 2-The Clinton Ave. S. station should be constructed. This has already been approved. We understand this station will be less expensive and easier to maintain than the type now used here.
- 3-A thorough repair of the tracks, wires, overheads, and rolling stock is necessary. Many placements. Alignment is bad in many places. On Oct. 14, we had more evidence of faulty wire causing a break, necessitating delay for people getting to work. And the cars! They are a disgrace to Rochester. One needs a step ladder to enter and a landing net to leave. A couple of modern PCC cars should be tried out here. The city should take the lead in this, as it seems that the RTC is opposed to anything which will make for better subway operation.
- 4-A plan for extending the subway into Kodak Park should be worked out. This is indeed a "must." The employees of Rochester's largest industry deserve modern, comfortable, high-speed transit service which the crowded Lake and Dewey buses can't provide. We feel that the officials of Kodak would be only too glad to confer with the city on such a plan to utilize the private railroad entering the Kodak area. The benefits to be derived would be enormous.
- 5-Cooperation with the railroads to extend and facilitate freight service to plants situated on the subway.

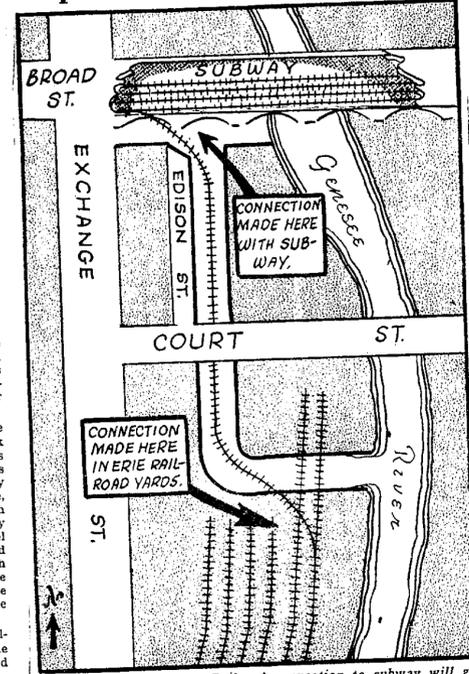
Execution of the above program will assure Rochester of a much better subway set-up than it now enjoys. Far-sighted subway enthusiasts can see lines running to Charlotte, Fairport, East Rochester, and even points south of Rochester.

Other cities, notably Toronto and Cleveland must spend tens of millions on subway construction and expansion. Rochester does not have to resort to huge financial expenditure. The city possesses natural assets which, if utilized to their fullest extent, can make its rapid transit artery the best of any city in Rochester's class.

LLOYD E. KLOS,
Rochester.

ROCHESTER, N. Y., WEDNESDAY, OCT. 20, 1948

Proposed Erie Link with Subway



Note how proposed Erie Railroad connection to subway will go through the Fitzhugh-Carroll Mill Race and connect through Edison St. to subway tracks.

Settlement of City Suit Over Mill Race Bed Near

Acquisition by the city of title to the bed of the Fitzhugh-Carroll mill race is expected next month, bringing nearer to realization the proposed direct rail connection between the Erie Railroad and the municipal subway.

Settlement of the tax foreclosure suit for title to the raceway is imminent, it was announced today at the office of the city corporation counsel.

The direct rail connection, which would speed shipment of freight and eventually lower the cost of shipments, was given new impetus last week when the project was reviewed at a conference of railroad executives and city officials. The conference was held in conjunction with the visit of the Erie's board of directors to this city board a special train.

Would Drain Race
The proposed project provides for draining the water from the mill race, which roughly parallels the west bank of the Genesee River, and building the rail tracks along the bed. This would involve dredging the bed of the raceway along its entire course. A clearance of 23 feet is required between the bed of the raceway and the underside of Court St. and the same clearance is desired at Broad St., where the new line would connect with a spur track of the subway.

The extent to which the raceway bed must be deepened probably varies at different points, the city engineer's office points out.

The route would be through the basement of the proposed Rochester-Monroe County War Memorial building.

Water Rights Involved
While the city's acquisition of title to the raceway will facilitate the project, arrangements must be made with Rochester Gas & Electric Corporation to relinquish its rights to the water power of the mill race. RG&E uses the power in the operation of a small electric power plant near the foot of Aqueduct St.

An official of the power company has stated that his company is willing to move its plant, if the utility is reimbursed.

The project could be put into operation next year if negotiations can be completed, a representative of the Erie reports. It would not have to wait construction of the War Memorial.

Extension of Subway Unlikely for Two Years

Action Then Not Sure Though Plans, Surveys Are Sketched; Council Cool to Project

By BRUCE MANN
Times-Union Financial Editor

It will be at least two years—probably more—before the city-owned subway is extended. And—maybe not then. Although plans have been sketched on paper and surveys made, it will be months before they are in shape so outside engineers and contracting companies could bid on them.

But before that day arises, the City Council must appropriate funds to carry out the eastern and western extensions of the subway—regarded as the first step toward making it more popular.

These were the opinions advanced today by city officials who have studied proposed plans for the subway.

And they asked: Has the city funds and is the city willing to incur any debt to extend the subway? Even though the city owns the land needed to extend the line to Monroe Ave. on the east and to Mt. Read Blvd. on the west, the city must spend some thousands of dollars for trackwork, grading, wires, clearings and all that goes with creation of a new roadbed.

Objects to Borrowing

City Manager Cartwright is known to be adverse to borrowing unless the city is in dire need. Even if city funds were available, the question arises, are the city fathers willing to back Commerce Commissioner Harold S. W. MacFarlin in his proposals?

Currently, it can be stated unqualifiedly, most councilmen are not behind MacFarlin's aims and look with askance at the proposed expenditures. There will have to be more convincing sales talks to the powers-that-be if their stand against capital expenditures is to be altered.

Some City Council members are refusing to have anything to do with subway extension plans. They reason thus: "Why should we extend the subway for the benefit of those who reside in Brighton or Pittsford? It is the city's money that would be spent for the extension. Spending the city's money for the benefit of outlying towns would bring an immediate protest from the city taxpayers. If the towns want this kind of service, let them spend the money for the extension on the east. We do not dare to."

They add: "Look into the city budget for next year. Do you find anything there that calls for any great expenditure on the subway for additional improvements, for extensions? No, you don't."

[The 1948 city budget called for a "repair" appropriation of \$29,262. The 1949 appropriation is set at \$32,350.]

What's more, asks one councilman. "Where will the subway fit in the proposed street plans of-

ferred by the state and the city." A cursory examination of the maps already drawn show that a big hunk will be taken out of the subway unless new plans are drawn. Where does the subway fit in the picture then?

In all fairness to MacFarlin he has endeavored to make the subway financially profitable to the city. But he is understood to have informed friends, "I can't seem to get the right backing."

Kodak Extension Ruled Out

As to the proposal to extend the subway through to Kodak Park by using the rights of way of either the New York Central or the Baltimore and Ohio railroads, that is "too remote to discuss," declared one city official who has had his hand in the transportation pie.

"We might envisage such a plan 10, 15 or 20 years from now, but there is nothing in the cards that would warrant such action within the next two or three years. Besides, how does Kodak feel about this proposed encroachment on its property. Has any one discussed this with Kodak officials?"

MacFarlin has not been available to answer the questions propounded by other city officials.

Accused of 'Popping Off'

Other city officials have accused MacFarlin of "popping off" about the subway before he consulted the powers that be. One pointed out that MacFarlin had not discussed the plans with the council's Utilities Committee—at least in recent months. Consequently, some council members feel they are being bypassed in MacFarlin's efforts to have the subway occupy a more prominent place in the city's expansion program.

HOW things can be stymied in the transportation picture can best be depicted by the long-ago announced and long-awailed S. Clinton Ave. stop on the subway. Proposals for the establishment of this stop, made four years ago, were stymied by the war. With the end of the war, the city engineers drew up proposals which eliminated steel in its construction, replacing it with wood. Those plans were completed a year ago, money was appropri-

What shall we do about Rochester's subway?

Let's talk and write about it. See Page 26-A.

ated by the council, but no action has been taken.

An inquiry to the city engineer's office as to the status of the S. Clinton stop today was: "Ask the Commerce Department about it. We don't know anything about it, except that we have the plans."

Under-officials of the Commerce Department say, "We don't know what the latest steps are for the Clinton construction. The commissioner is the one who can answer that."

Officials of the Commerce Department said surveys were conducted last Summer and early this Fall on the extension of the subway, east and west, but were yet to be put down on the drawing tables, that this would take another several months.

Aquinas Site Involved
It is understood that high city officials have given MacFarlin a "free hand" in his subway promotions and projections. They have not interfered with his efforts. MacFarlin has not asked for suggestions elsewhere, except in the case of some railroads now linked with the subway.

Sale of land at the western end of the subway to Aquinas Institute for a new stadium has put a crimp in MacFarlin's plans for creation of an industrial section beyond Lexington Ave. It was announced some months ago that this land would be reserved for industrial sites, but no offer has been made by industry for this land.

Du Pont Company, which owns a portion of this vacant land, has no intention of expanding its present property on the east of the railroad lines, except that "we may want to use it as a parking site some day," according to a company official.

Under the more ambitious plans of MacFarlin, based on a period over several years, the commissioner would use a great "oval route" on the western end of the subway. To accomplish this, he would carry the subway across Mt. Read Blvd., into the former Erie Canal bed in the town of Greece and then turn it around so that it would run through Eastman Kodak property to Kodak Park, to take care of workers from this ever-expanding industry.

Continued

Other plans proposing use of railroad tracks to Kodak Park have not met with favor by MacFarlin. His claim is that the tracks are crowded with coal cars at various times of the year, that switching operations would curtail subway operations to Kodak Park. Even though the oval route is longer, he contends, it would be faster, for the trolleys would have clear sailing.

Besides it is doubtful if MacFarlin could do business with the New York Central in the face of his moves over the last two years in connection with the commission house business at the Public Market in Rochester.

Merchants Object
MacFarlin is known to have "flirted" with the Erie Railroad to have that route carry fresh fruits and vegetables into Rochester by way of Corning or Avon. This has not set well with the commission-

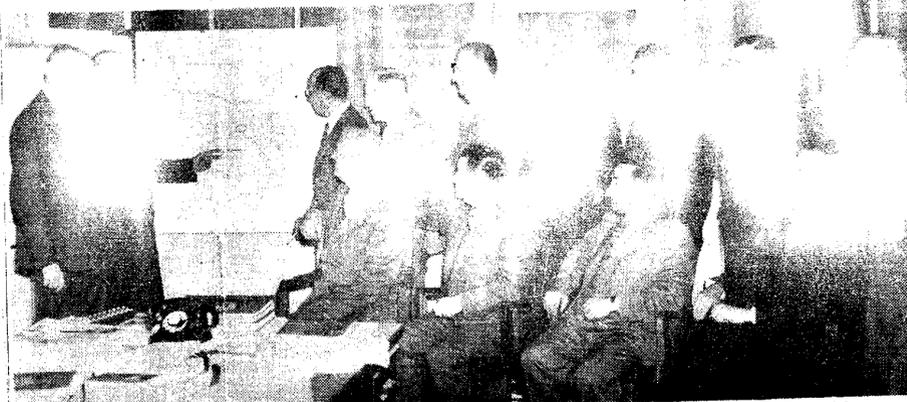
merchants nor the New York Central officials.
Commission merchants maintain they have had cordial relations with the NYC for years, that they are being given efficient service and there is no reason to change. Further, they say, the NYC operates the only fast freight into the city. If a west side market were inaugurated they would still be inclined to use NYC because it offers the only direct service from the West, the merchants say.

What's more, some city Council members maintain, the cost of the construction of a new Public Market on the western end would be almost prohibitive, even though the Public Market surplus fund now is around \$350,000. The market would be on a self-liquidating basis, but the city would be forced to incur a debt of several hundred thousands for its construction.

ROCHESTER, N. Y., FRIDAY, OCT. 22, 1948

1-B

When Agreement Was Just Around the Corner



Bertram D. Tallamy (pointing) is explaining modifications in the state's arterial street plan. At his side is William G. Kaelber, secretary of the commission; Fred Fish, arterial highway engineer for the state; Floyd F. Walkley, technical adviser to the commission. Seated: Howard Cather, vicechairman of the commission; Harry P. Ruppert and Harry Keys, members of the commission, and City Manager Cartwright. Other details of street plan progress will be found on Page 1-A.

New Lines, Cars, Service Can Popularize Subway

The following article, by Lloyd E. Klos, 104 Longacre Rd., supplements letters on the subway published last Friday:

BEING an avid subway enthusiast, I was naturally interested in the various reactions on how Rochester should utilize its subway as recorded on The Times-Union editorial page Oct. 29. Of the five letters published, four favored and one opposed the subway.

The suggestion that a thorough survey be made of the subway is commendable. Just as the arterial highway plans

needed surveys, so does the subway in order that the city and the RTC get a more comprehensive picture of the present assets and potentialities. This should be the first step in subway improvement.

I would recommend that officials of the Shaker Heights Rapid Transit of Cleveland be invited to Rochester to assist in this survey. Their suggestions for improvement would be most timely, because their setup is very much like Rochester's. Both are about the same length, both are mostly open-cut, and both use private rights-of-way.

The big difference in the two is that the Shaker Heights system is run by an alert, wide-awake management with the riding public's interest at heart, whereas the RTC has been operating the local subway with marked indifference.

THERE IS a suggestion, often heard, that buses be substituted for trolleys in the subway. It is my belief that this would defeat the idea of rapid transit which is the very essence of modern subway operations.

Two or three buses are needed to carry the same number of passengers carried by one modern trolley. More vehicles always cause tieups. Example: The bumper-to-bumper bus service on Main Street.

Then, too, buses operating in the subway would cause the air, especially in the downtown stations, to be blue with fumes, which by nature will gather in any low area such as this. Any ventilation would be inadequate. The fumes would escape to the surface to be added to present street odors—not a pleasant thought.

Compare any bus in Rochester with a modern PCC car of the type operating in Washington, Toronto, or St. Louis, and I know the trolley will prove overwhelmingly superior to the bus—in speed, riding comfort, passen-

ger-carrying capacity, economy of operation, and longevity of service. No, indeed; Buses are not the answer to faster service in the subway.

IN REVIEWING the letters, the big question seems to be, "Can the subway be made into a paying proposition?" Unhesitatingly, I say it can. How? First of all, there must be some incentive which will encourage more riders to use the subway.

I believe the greatest impetus would be to install some modern, comfortable PCC trolley cars. There are many people who won't travel the subway because of the antiquated cars now in use.

The local cars are noisy, their steps are too high, and their general appearance certainly doesn't instill confidence in prospective riders. The alignment of the tracks could stand improvement which would eliminate the continuous swaying from side to side of the cars.

Wire and other allied equipment need repair and replacement, thus preventing disruptions of service which have been frequent.

PROPOSED EXTENSIONS, if carried out, would bring thousands more riders to the subway. Think what a stub line into Kodak Park would mean!

I can understand the thoughts of those who believe that if the people in the towns bordering Rochester want such service, they should help bear the cost of this phase of subway development. That seems sensible. If enough people in these communities believe it to their best interests to ask for these extensions, perhaps a joint committee of town and city representatives could work out a compromise solution.

Certainly, one could not deny the increased business such extensions, particularly on the eastern end, would bring to Rochester. And, say in 10 or 15 years, if rapid transit should be extended to Fairport and East Rochester, not only Rochester would benefit, but so would these communities. People will live where speedy transportation can answer their needs.

THE EXPENSE involved in these improvements would be not great—indeed an insignificant factor, compared to benefits. When one learns that Toronto must spend \$43,000,000 for a subway system, Rochesterians can consider themselves fortunate in not having to spend huge sums for excavation and for condemnation of large buildings.

I am not of the belief that "the subway has, and apparently never will, pay for itself." That is a defeatist attitude. Certainly, America did not achieve its greatness through this plane of thought. We must recognize the fact that through improvement, Rochester can have a rapid transit artery which would be its pride and joy.

City Extends RTC Contract For Subway

Rochester Transit Corporation will continue to operate the city-owned subway through 1949.

City Council assured this last night when it extended the existing contract between city and utility for another year beginning Jan. 1, date of expiration of the present contract.

The extension carries on the existing arrangement unchanged. Under this, RTC operates the railway in exchange for passenger and freight revenues. Running or operational repairs are a RTC charge while the city must underwrite permanent requirements. Council's public utilities committee headed by Vice Mayor Frank Van Lere negotiated the extension with John F. Uffer, the RTC president.

D. & C. DEC 15 1948

Subway Spur to Main St. Favored

Editor, The Times-Union, NOV 11 1948

YOUR REQUEST for letters pertaining to subway improvements, brought diverse opinions but nothing that could be substantiated without a heavy cash outlay. Reports from the city treasury do not warrant expenditures on schemes or wildcat ideas. What they do warrant is a conservative expenditure of all available funds, and this in a direction that will benefit the majority.

Our first objective should be aimed at smoothing out traffic flow of our present available transit equipment. The recent paving of Main Street at Main and Clinton and Main at St. Paul, brought about a revelation in regards to speeding up the flow of buses in the business section. It was noted that by eliminating the stops at these congested corners by loading the buses at Stone St. and Water St., the flow of traffic on each change of light was better than doubled.

Often a whole line of buses are held up at these lights because of some late arrival. At the in-between-stops, the arrival of a late patron could be taken care of without holding up several buses and several hundred passengers. Why not benefit by this knowledge by placing the loading zones at these points?

In order to maintain a service convenient to our shopping district, all buses must traverse this district. Entrance to the subway from any point in the shopping district would be decidedly beneficial in encouraging the use of the subway, but outside of the shopping district construction of this type would not be used in proportion to the cost of construction.

Subways in other cities are a series of criss-crossing tunnels that service all parts of the city. Here in Rochester, we have a reconverted canal bed that was placed



Now Nature's a
Prodigal
Tossing away
A fortune in
Beauty
To us every day.
R.D.

at our disposal by the state. There is, however, one method of subway development that would give us authentic information for future development.

At present the subway is a block from Main St. throughout our business section. The Rochester public will not walk that block, but by constructing a spur from the present subway that will parallel Main St. from State to Clinton, it would be too convenient to be overlooked.

ALLEN W. MILES,
Rochester.

Speed, Plus Comfort

ROCHESTER NEVER HAD any modern trolley cars. When the buses were replacing street cars the comparison was with a type of car designed in 1916. Many of the cars were of still older vintages. It seems trolley cars never wear out, just are re-shopped.

On the same basis the trolley cars in the Subway, tagged as refugees from abandoned interurban lines, may be with us for a long time. Still, if Subway service is expanded, then more modern cars might appear, such as Lloyd E. Klos described in his letter published yesterday on this page.

However, what folks want most from a transit system is speed. Comfort is secondary.

The Subway does offer speed, as those situated so they can use it know. That's why its extension offers attractive possibilities. Speed plus more comfort should really draw patronage if a wider area is tapped.

Subway Extension Termed Vital

D. & C. DEC 19 1948

Editor, Democrat and Chronicle:

There must be men of vision living in Rochester who are capable of forcing our present "declining" city council and manager to some fast action on the subway system.

The Rochester subway with sensible extension and feeder lines could carry an enormous proportion of the passengers who must use the local bus system as a means of transportation.

Many worthwhile suggestions have been made as to possible extensions. Kodak Park, Charlotte, use of the old railroad bed to give fast trolley service to East Rochester and Fairport.

There are little-used railroad tracks running to Sea Breeze by way of Summerville that could with little effort be utilized by a speedy modern electric trolley service.

Avon, Brighton, and Brockport are other towns nearby that would benefit greatly by an extended trolley service bringing passengers into downtown Rochester on the present subway.

Sodus in my opinion is a dying community; it has a beautiful bay and lovely rolling hills fronting on Lake Ontario. Sodus Point has some excellent boat houses and could easily support a great many more persons than now live there. It too has an air of despair; much of the old trolley tracks still are intact and could be quickly repaired; aren't the Sodus people interested enough in their community to ask for the restoration of the trolley line to connect with the Rochester Subway? It would entice many more people to the beautiful Sodus Bay area.

If the people of Rochester aren't interested enough in their own welfare which means among many things, fast, cheap transportation for the suburbanites and its own centralized population then they will continue to receive the same present uncomfortable, overcrowded, and horse-drawn vehicle type of service the RTC now gives for many years to come.

Speed plus safety in public transportation can only be had in the subway or private right of ways for suburban trolley service. Buses are cumbersome, take up a huge amount of much needed private traffic space and are slower than the latest modern trolleys as is shown by their extended use in Chicago, Milwaukee, Cleveland, Toronto, to name a few cities with vision.

So let's have some action, not words or telephone company promises, to say nothing of the War Memorial Rochester may have some day.

S. M. SWIFT

JAN 18 1949
TIMES UNION

Subway Extension to Get Thorough Study

THE SUBWAY statement by Harry P. Ruppert is brief but meaty. It is highly encouraging to have the chairman of the City Planning Commission say plainly that the subway can be used in dealing with Rochester's greatest traffic problem—the present channeling of all the people through the downtown area. It can do this because it is fast, so a more roundabout course can still expedite rather than delay movement to and from jobs and homes.

Currently the City Planning Commission is engaged upon a study of possible advantages in extending the subway at its east and west ends. This study was undertaken under an informal directive of the City Council, with a request that it be expedited as much as possible. That word "expedited" suggests early action if the report is favorable.

Eastward extension over city-owned land to Monroe Ave. offers a promising prospect. By creating a parking station there a real test can be made of the possibility of luring suburbanites to leave their cars and take the subway into the city.

That would mean more subway patronage, less auto congestion on city streets. A suburban weekly pass could cover both subway rides and later movement about the city, if desired.

But the big opportunity for substantially increasing usefulness of the subway lies in extension to Kodak Park. This would offer rapid transit to many more persons. It would also relieve congestion on bus lines traversing the downtown district.

First of all, Mr. Ruppert says, the Planning Commission will "go into the question of using leased tracks of the New York Central or B&O, along lines that have been suggested."

Yet if this fails the city has another recourse for extension northward, which Mr. Ruppert points out. The city owns a tract acquired through tax foreclosure, running north from Driving Park Ave. near the railroad bridge to beyond Ridgeway Ave. That's a long stretch, though more land would be required to reach Kodak Park or Ridge Rd. West.

This statement by the City Planning Committee chairman promises study of subway extension along practical lines. It is to be hoped that the Commission's report may pave the way for action which will make subway rapid transit facilities serve the city effectively.

Subway Seen Able to Make 12-Minute Kodak Park Run

Editor, The Times-Union.
IT IS ENCOURAGING that the City Planning Commission under Mr. Ruppert is tackling the problem of subway extension for Rochester. Such an undertaking is a "must" to be solved if the city is to alleviate its traffic congestion. In addition, a large portion of the population would be furnished with speedy transportation.

Of the many extensions so often discussed, I believe the one which can be made into Kodak Park is the most important, and one which deserves the utmost consideration from every angle. There have been several ideas advanced as to the most practical method of this extension. A "great circle" route, utilizing the city-owned Erie Canal bed northwest of General Motors, and looping through Greece and back past Distillation Products was one.

A second plan involved leasing and electrifying existing railroad lines running northward near the western subway terminus. The third idea, mentioned recently, involves laying of a double track on city-owned land just west of the B&O tracks parallel to Ramona St., with a cut-over eastward along the 1/2 mile spur into Kodak Park terminating at the Ridge Rd. gate. It is my opinion that this plan is superior to the others.

THE "GREAT CIRCLE" route would defeat the idea of rapid transit, as far as Kodak Park workers are concerned, because it is approximately a mile longer and would have more stops. The running time from Distillation Products to City Hall Station would be about 15 minutes, which would be comparable to the present running time of buses.

The plan of leasing and electrifying the railroad tracks has some merit. But it is my belief that if it were adopted, the subway cars would face delays caused by freight switching. In the summer, long coal trains use the B & O tracks en route to Genesee Docks.

THE THIRD PLAN is best for several reasons. First, the subway cars would be operating on their own right of way with the exception of the small spur. Second, freight switching interference would be held to a minimum. Third, and most important, the running time from Kodak to City Hall station would be about 12 minutes, and if limited stop or "express" service were instituted during rush hours, the time could be considerably shortened.

It has been said that the real problem lies in getting the use



of the spur into Kodak Park. I think this problem is grossly exaggerated. This 1/2-mile stretch which is now partly double-tracked can be completely duplicated because the right of way is wide enough for that. At the end of the spur which is near Ridge Rd., there is a parking lot of ample area which could be utilized for construction of a loop and station.

This is one of the merits of the whole project. Workers from Rochester's largest industry need only cross Ridge Rd., board a high-speed trolley, and in 12 minutes or less, reach the downtown area. I doubt if the progressive Kodak officials would reject a plan which would give their workers speedy transportation to and from work.

That the subway needs extensions and improvements is not to be denied. For years, this rapid transit artery has been doing a faithful service to the community. Rochester must recognize the true values of subway transit and utilize them to their fullest extent.

LLOYD E. KLOS,
Rochester.

What Subway Needs

Editor, Democrat and Chronicle.

AS A PAST resident of Rochester I am still very much interested in the city and I have watched the developments in transportation (i.e., the subway) with great disgust.

Obviously, if the people of Rochester are to get a square deal the subway will have to be extended, new streamlined cars bought, at least three new stations built, various other improvements made and, most vital of all, a radical shake-up in all bus lines so as to feed passengers into the subway. Recently, Seattle, Wash., Cleveland, Ohio and nearby Schenectady have gotten RFC loans for transit modernization. I feel that a \$1 million loan from this organization would make the subway a first class paying proposition and give Rochester decent transit at last!

J. M. CARTER,
Huntington, W. Va.

Subway Extension to Kodak Park Feasible, Practical

Editor, Democrat and Chronicle:
It is encouraging to learn that the City Planning Commission under Mr. Ruppert is tackling the problem of subway extension for Rochester. Such an undertaking is a "must" to be solved if the city is to be alleviated of its traffic congestion. In addition, a large portion of the population would be furnished with speedy transportation.

Of the many extensions so often discussed, I believe the one which can be made into Kodak Park is the most important, and one which deserves the utmost consideration from every angle. There have been several ideas advanced as to the most practical method of this extension.

A "great circle" route, utilizing the city-owned Erie Canal bed northwest of General Motors, and looping through Greece and back past Distillation Products was one.

A second plan involved leasing and electrifying existing railroad lines running northward near the western subway terminus.

The third idea, and the one mentioned recently involves laying of a double track on city-owned land just west of the B&O tracks parallel to Ramona St. with a cut-over eastward along the 1/2 mile spur into Kodak Park terminating at the Ridge Road gate. It is my opinion that the latter plan is superior to the others.

* * *

The "great circle" route would defeat the idea of rapid transit, as far as Kodak workers are concerned, because it is approximately a mile longer and would have more stops. The running time from Distillation Products to City Hall Station would be about 16 minutes, which would be comparable to the present running time of buses.

A modification of this plan, however, would merit consideration when eastern Greece has been built into a greater community. A stub line could follow the canal bed northwestward as far as Welland Rd. and end with a loop. There is plenty of land available for a double-tracked roadbed.

The plan for leasing and electrifying the railroad tracks has

CITY TO OPEN CLINTON AVE. STATION BIDS

May Be Prelude To Big Subway Program

Bids will be opened Thursday for the long-deferred construction of a new Clinton Ave. S. subway station, City Purchasing Agent Fred W. Ereth announced yesterday.

Possible prelude to an extensive program of improvements, the Clinton Ave. job was initiated by City Council and City Manager Louis B. Cartwright. The cost is estimated at \$32,145.

Specifications call for completion of the work 90 days after the go-ahead signal is given by Public Works Commissioner Edward F. Nier.

Preliminary to construction, the Rochester Transit Corporation, which operates the subway, will be directed to make necessary changes in alignment of the tracks and the overhead, or catenary system. The estimated cost of this work, which must be completed prior to construction of the station proper, is from \$1,500 to \$1,800.

Plans for the new station are on a more elaborate basis than those originally contemplated by former Commerce Commissioner Harold S. W. MacFarlin, originator of the Clinton station idea. Whereas he proposed a gravel platform and a utility stop without canopy or roof over stairs or station, the present plan calls for a full-sized stop with concrete floor and roof.

Councilmen expect the station will be the means of taking some of the load off the east side bus lines. The presumption is that passengers bound for the downtown shopping center will patronize the subway because of its greater speed, transferring to and from Clinton South buses, running on a stepped-up schedule between the station and Main St.

Proposed in 1943
First proposed in 1943, the station was to have been built at that time for an estimated \$18,000. Wartime restrictions prevented the letting of a contract however. Twice thereafter, the \$18,000 originally appropriated was amplified, first in 1944 when it was increased to \$24,200 and again in 1946 when it became \$34,000.

LLOYD E. KLOS, Rochester.

Early Start on Subway Job Seen in Call to Open Bids

An early start on an extensive subway improvement program was seen today in the announcement by City Purchasing Agent Fred W. Ereth that bids would be opened Thursday on construction of a new Clinton S. subway station.

Specifications call for completion platform and a utility stop without of the work, estimated at \$32,145. The present plans call for 90 days after the contract is let, a full-sized stop with concrete floor and the catenary system. This tract, in 1944 the council increased work must be done prior to construction of the station. This cost \$18,000 to \$24,200 and in 1946 the estimated from \$18,000 to \$34,000.

CITY RECEIVES SUBWAY BIDS

Bids submitted yesterday for construction of a new subway station in Clinton Ave. S. between Byron and Griffith Sts. are scheduled for close scrutiny by the Department of Public Works and City Engineer's office, it was indicated.

Against an estimated \$32,145 cost for the job, Anthony Link Sons submitted a low bid of \$12,973 for the station construction and \$30 per yard for rock excavation. Other bids opened by City Purchasing Agent Fred W. Ereth on an ascending scale were: A. Friederich and Sons Company, \$15,305; George Kircher and Sons, \$18,028; LeChase Construction Corporation, \$31,648; and James Passero and Company, \$33,190. The latter concern also set \$40 as cost per yard of rock excavation.

The specifications call for completion of the work within 90 days after the go-ahead signal is given by Public Works Commissioner Edward F. Nier. Preliminary to the station construction, the Rochester Transit Corporation, which operates the subway, will be directed to make required changes in track alignment and the overhead wires for trolleys on subway cars. The estimated cost of this work is placed at between \$1,500 and \$1,800.

Call Renewed For Subway Extension

Harry P. Ruppert, chairman of the City Planning Commission, yesterday again came out strongly for proposed extension of the city-owned subway.

Ruppert, who is real estate adviser to the City of Rochester and a member of the Zoning Board of Appeals, spoke at a meeting of the Civic Improvement Committee of the Junior Chamber of Commerce.

He emphasized he was giving his personal opinion regarding the subway extension. He pointed out that the city already owns land necessary to extend the subway 1700 feet on the eastern end to Monroe Ave. in Brighton. He indicated this eastern extension could be accomplished without great difficulty.

On the western end, he said, it is desirable that the line be extended to Kodak Park. He said he is convinced an expanded subway system would pay the city dividends in rapid transportation.

Ruppert outlined the work of the City Planning Commission, and praised the Jaycees for its interest in community affairs. He told of successful efforts of the commission to increase minimum home-lot size in the city, and asserted the commission is doing its best to solve the downtown parking problem.

1-MAN CARS TO BE USED ON SUBWAY

Mounting Losses Dictate Move, Uffert Says

Rochester will see the last of its street car conductors when cars on the subway go into one-man operation on or about Mar. 1.

John F. Uffert, president and general manager of the Rochester Transit Corporation, announced yesterday that eliminating one man on each of the subway cars is a necessary arrangement to reduce mounting subway losses.

Earlier in the day the company revealed that it is cutting down on buses operating in the evening and non-rush hours because of a decline in passengers outside the rush periods. It is also increasing rush hour buses, officials said.

Lake-Park Service Cut
Already the service on the Lake-Park line has been cut from an every-six-minute schedule to a seven minute schedule during the evening hours and every five minutes instead of every four minutes during the non-rush daytime periods.

In announcing the change in subway operation, Uffert said the one-man system will enable the company to increase service during the non-rush hours. "We trust that there will be a corresponding increase in patronage during these hours," he said.

During 1948 the company sustained an actual operating loss on the subway of \$53,640.55, or more than \$1,000 a week, Uffert said. That loss, he added, does not include administrative, supervisory, clerical or other overhead charges.

Ready 1-Man Operation
Alterations are being made on the subway cars to permit one-man operation while maintaining safety standards, according to the company head.

Revisions in bus schedules reflect an increase in use during the rush off hours, as well as a decline in the use of the corporation, said yesterday.

Use of the bus pass has dropped about 50 per cent since the price was raised from \$1 to the present \$1.50 and observers see that as a major factor in the decline of the former between-rush riders, largely shoppers.

Hits One-Man Car
Beats For Subway

Editor, Democrat and Chronicle:
The announcement of one-man operation of the Rochester subway cars will come as unwelcome news to many regular riders of the subway.

The argument for one-man operation of the subway cars is, of course, the expected saving in expense of operation. But what are the disadvantages? More inconvenience to the public in getting on and off the cars, more crowding and jostling at the entrance (whereas those with passes may now get on either end), a longer time required in unloading and loading, with consequent probability of a slower operating schedule, and a greater risk of accidents because of the increased work and responsibility put on the shoulders of one man.

Some will point to the one-man operation of our present buses and of the old surface trolley cars before they were replaced by buses, and will say that one-man operation has worked out satisfactorily in those cases. But the situation is not comparable. We rightfully expect high speed operation of our subway. Speed is one of the great advantages of having a subway, as compared with surface transportation. The emphasis in subway operation should be on greater speed, rather than a slowing down of the schedule. And then, too, what will happen to the subway when some minor trouble or difficulty needs the combined efforts of two men to surmount it?

There is a distinct possibility that one-man operation of the subway cars may result in a loss of revenue which more than offsets the saving in cost of operation. Many of us who now ride the subway regularly, choose this transportation in preference to our own automobiles, because of the speed and convenience. But if subway riding is to be made more troublesome and inconvenient, and if the trip is to be somewhat slower, then the advantage of the subway over the private automobile becomes less and less, and perhaps for many of us it may pass the breakeven point so that we would find it more convenient to drive our automobiles to our offices instead of coming by subway.

Personally, I feel that up to the present time, the subway is worth an extra premium as compared with the surface buses which would justify a slightly higher fare on the subway if this is necessary to keep fast and efficient operation. There will probably be not enough people

agreeing with this view to make it worthy of serious consideration, but I for one would be willing to see everyone drop an extra penny in the fare box when boarding a subway car, over and above the regular fare represented by a pass or a transfer or a token. It is worth that much more to ride on the subway, if we can keep the subway going at top speed and with the greatest possible convenience to the passengers. Apparently such an extra fare plan is not politically feasible. But must we see our subway service deteriorate? Is there not some other solution?
CHARLES SHEPARD
Rochester

Work on Subway To Start by April

Weather permitting, construction of the new subway station in Clinton Ave. S., between Byron and Griffith Sts., is scheduled to start before Apr. 1. Commissioner of Public Works Edward F. Nier said last night.

His announcement followed award of the job to Anthony Link Sons Company on its low bid of \$12,973 plus \$30 a yard for rock excavation, by City Purchasing Agent Fred W. Breth. Specifications call for completion of the station within 90 days after Nier gives the word to begin work. Before this signal is given, the Rochester Transit Corporation must change location of tracks and overhead wires at the site, estimated to cost between \$1,500 and \$2,000. The station site is between the tracks which means realignment of rails at that point.

Work on New Subway Station Slated When Weather Permits

Construction of a new subway station in Clinton Ave. S. between Byron and Griffith streets will start as soon as weather permits. The Rochester Transit Corporation contract for its construction was let today by the city purchasing agent to Anthony Link Sons Co. at a cost of \$12,973, plus \$30 a cubic yard for rock removal, if necessary, Public Works Commissioner Edward Nier said immediately after the award that work would be pushed "and we will get on the job early in the Spring."

The Rochester Transit Corporation meanwhile will spend approximately \$15,000 to make required changes in track alignment and overhead wires for trolley cars. Specifications call for completion of the work within 90 days after the go-ahead signal by Commissioner Nier.

City-County Subway Rule Favored

Editor, The Times-Union:

FOR SOME TIME we have read of proposals to extend the city subway, but to date it has amounted to just talk and very little action. Is it going to end up just another planning dream? I for one would like to see something done about extending and improving this form of transportation.

I have a question or two that I would like to ask and hope someone can answer. "Just what is holding up the extension to Monroe Ave?" "Have Kodak officials been asked to discuss the extension to Kodak Park?"

Why not use the surface cars now in storage at Times Sq. station? They need cleaning and remodeling but would be easier to get off and on and perhaps more comfortable to ride on.

You have published some very good articles on this subject in the past few months. I hope you keep it up, for this definitely is one way of helping to solve a mean transportation problem.

If the RTC is not interested in the subway (and I doubt that they are) why should not city and county take over and really do a bang up job of development?"

A SUBWAY RIDER.

Rochester
UNION MAR 7 1949

Proper Subway Extension, Bus Rerouting Sought

Editor, Democrat and Chronicle:
During the past few weeks, we have been hearing of ways and means of alleviating the serious traffic congestion which is growing steadily in Rochester. Some of the ideas have been received in this column by interested persons. Among them, M. S. M. Swift has discussed the subway and bus angles in the future scheme of things.

Some of his suggestions have considerable merit—others are to be avoided. His saying that a reasonable management could extend and make the subway usable to more people is excellent. As I advocated in my letter of February 11, a transit commission is the answer to efficient, modern subway operation in Rochester. Of course, the antiquated 1907 estate law regulating street railways would have to be either amended or repealed to make the commission possible.

Mr. Swift goes on to say that extensions to Kodak Park, Twelve Corners, I presume he means Monroe Ave. via the canal bed and Mount Road Blvd. would ease downtown traffic jams. That is true, but when he suggests lines to Charlotte and Sea Breeze for this Summer, that is out of the question. The current city budget does not provide for any subway extensions, only a repair appropriation of \$23,500. A line to Charlotte would prove desirable and well-patronized, but the line to Sea Breeze via Durand Eastman Park would never pay its costly construction. That is the reason the Sea Breeze to Durand Park trolley line was abandoned years ago. Now with more people owning cars, it would be less patronized. I admonish against any grandiose schemes of subway expansion, but definitely encourage any extension which would prove beyond any reasonable doubt, that they would be a great asset and financially sound.

The suggestion of trackless trolleys is something to be avoided. There are only two advantages of a trackless trolley trolley car over gas buses—they are silent, and they are odorless. Beyond that, one can place them in the same classification as a gas bus. The most modern and the largest type of trolley coach is now being manufactured at the Twin Coach Buffalo plant. To describe them, just picture one of the RTC 1200 or 1300 class Twin Coaches with two trolley poles. Placing trolley coaches in service would therefore not cut down one iota the number of vehicles necessary to convey RTC's patrons. I think the mere mention of trackless trolleys will bring shudders to those of us who remember those monstrosities which piled the Driving Park-Crosstown run 20 years ago.

Rerouting of bus lines is a definite "must" for Rochester. The Park-Lake line should be run up Exchange St. to Court St. and so on to Park Ave. The Portland-Dewey line should, instead of entering Main St. turn into Central Ave. Those who must get downtown would

have plenty of lines to transfer onto. Of course, there are other lines which should be altered to get some buses off Main St. That the subway can be made a major artery of transportation to serve a greater percentage of the local urban population is not to be denied. The designers and planners of rapid transit must not advocate wild schemes which would prove millstones around the subway operators' necks. The pro-bus advocates have nothing to offer but to clog the main streets of Rochester with more buses when rerouting them plus subway expansion and modernization would prove to a large extent, the answers to the local traffic problem.
LLOYD E. KLOS.
194 Lone Ave. Rd.

1-Man Cars Start Monday

One-man operation of subway cars will begin tomorrow, James C. Moore, assistant general manager of the Rochester Transit Corporation announced last night.

Initial announcement of the RTC plan was made Feb. 10 by President John F. Uffert, who said it was dictated by a \$33,640 loss in operation of the subway during 1948. Completion of necessary alterations in the cars to permit their safe operation without a conductor aboard prepared the way for the switch to motorman control.

Platform men, Moore said, will be assigned to crowded stations during the rush hours to expedite traffic. The RTC plans to increase service in the non-rush hours through cutting down the time intervals between cars.

"The operation will be similar to that used for buses and on trolley cars before the buses replaced the cars on city streets," said Moore.

Subway Traffic Slowed One-Man Cars Cause Worker Delay

INAUGURATION of one-man cars to fill in when trains got too late, brought delays in early morning transportation in the subway today.

The Rochester Transit Corporation reported cars ran as much as 5 minutes late at the height of the rush hour.

The delays were caused by passengers who endeavored to enter the cars at the rear, according to James Moore, assistant general manager. Apparently, Moore said, persons believed they could enter at either end of the car.

Platform Men Downtown
This is possible at stations where there are platform men," Moore added, "but not at outlying stops. Persons with transfers and passes can enter either end of the cars at downtown points but all cash fares and tokens must go through the front door."

Platform men were stationed today at Field St., Court St. City Hall, Broad and Rochester Products station and will remain there during the rush hours for as long as necessary, Moore said. He expects the situation to iron out itself within a week.

Added to the confusion today, Moore said, was the fact that the combination motorman-conductors had to sell thousands of weekly passes and tokens.

Fill-in Train Provided
The RTC kept one extra train on duty at the Driving Pk. station

to Charlotte and Sea Breeze for this Summer, that is out of the question. The current city budget does not provide for any subway extensions, only a repair appropriation of \$23,500. A line to Charlotte would prove desirable and well-patronized, but the line to Sea Breeze via Durand Eastman Park would never pay its costly construction. That is the reason the Sea Breeze to Durand Park trolley line was abandoned years ago. Now with more people owning cars, it would be less patronized. I admonish against any grandiose schemes of subway expansion, but definitely encourage any extension which would prove beyond any reasonable doubt, that they would be a great asset and financially sound.

The suggestion of trackless trolleys is something to be avoided. There are only two advantages of a trackless trolley trolley car over gas buses—they are silent, and they are odorless. Beyond that, one can place them in the same classification as a gas bus. The most modern and the largest type of trolley coach is now being manufactured at the Twin Coach Buffalo plant. To describe them, just picture one of the RTC 1200 or 1300 class Twin Coaches with two trolley poles. Placing trolley coaches in service would therefore not cut down one iota the number of vehicles necessary to convey RTC's patrons. I think the mere mention of trackless trolleys will bring shudders to those of us who remember those monstrosities which piled the Driving Park-Crosstown run 20 years ago.

Rerouting of bus lines is a definite "must" for Rochester. The Park-Lake line should be run up Exchange St. to Court St. and so on to Park Ave. The Portland-Dewey line should, instead of entering Main St. turn into Central Ave. Those who must get downtown would

have plenty of lines to transfer onto. Of course, there are other lines which should be altered to get some buses off Main St. That the subway can be made a major artery of transportation to serve a greater percentage of the local urban population is not to be denied. The designers and planners of rapid transit must not advocate wild schemes which would prove millstones around the subway operators' necks. The pro-bus advocates have nothing to offer but to clog the main streets of Rochester with more buses when rerouting them plus subway expansion and modernization would prove to a large extent, the answers to the local traffic problem.
LLOYD E. KLOS.
194 Lone Ave. Rd.

ESTER, N. Y., TUESDAY, MARCH 8, 1949



PASSES AND TRANSFERS AT THE REAR DOOR
First duty of one-man operation on subway brought new system of cash customers at front door of car (top photo) while guard checks passes and transfers at rear door.

R. C. MAR 8 1949

^{Grand C. Mar. 7, 1949}
**Switch to 1-Man Subway Cars
Snarls Rush-Hour Traffic**

It takes time to teach old subway riders new tricks. That was brought out yesterday by the confusion accompanying the switchover from two to one-man cars. Especially during the morning and evening rush hours.

customers were seen struggling against currents of people to reach a door, only to be turned back by platform men who informed them they were pass holders, or "transfers" and that they must go to the other entrance.

Many passengers were a little late for work in the morning and went home to lukewarm suppers in the evening because subways were running as much as eight minutes late. Combination motorman-conductors, tired of telling passengers to leave by the rear door, let them battle their way out of front doors against swarms of entering customers.

Instructors Busy

Instructors in the new school of how-to-avoid-hard-knocks, are the platform men assigned to Broad St., Court St., Field St., City Hall and Rochester Products stations. At these points, passengers were advised to enter by the rear doors only if they had passes or transfers which are checked by the platform men; Persons with cash fares and tokens were sent to the front door, where they were handled by the motorman. At outlying stops, everyone had to enter by the front entrance.

Yesterday was more confusing than an average day will be, James Moore, assistant general manager of RTC, said, because operators had to sell thousands of weekly passes and tokens. Beginning next Monday, these sales will be handled by platform men.

RTC officials emphasized that it has become more important than ever for passengers to move to the rear of the cars and have the correct change ready.

Fill-In Cars Utilized

Fill-in cars and occasional use of the old two-man cars during the hours of heaviest traffic helped to speed operations yesterday. Moore said a few wrinkles need to be ironed out but he expects customers will learn the new procedure and the system will be operating smoothly within a week.

Elimination of the two-man cars was adopted because of a \$53,640 loss on subway operations in 1948. The drop in pass purchases, caused by recent raises in their price, was illustrated at the downtown stations where at least twice as many persons crowded around front entrances where cash fares and tokens were accepted, as used the rear doors, where only passes and transfers were collected.

Passengers going beyond the city limits will pay their extra fares when they get off. The inbound commuter pays the extra fare when he boards the car.

^{Grand C. Mar. 8, 1949}
**1-Man Subway Car Operation
Passes Early Rush-Hour Test**

Rochester's public and its subway system are rapidly getting readjusted to each other after two days of one-man car operation, it was indicated today.

The protests and bewilderment over a change of familiar habits thrus upon subway riders by the Rochester Transit Corporation, rather vocal on the first day, were less obvious today, even in the morning rush hour which is the supreme testing period for any transportation innovation.



Subway employe at rear of car—and on outside—checks passes and transfers under new "one-man" operation.

an experiment, RTC officials made plain today. They admitted that some kinks need to be ironed out, but insisted that some of the grumblings were expected and are due more to the idea of any change in living patterns than to discommoding of passengers.

One Car Added

Here are some net results from the change as claimed by the RTC:

1. One additional car has been added.
2. Morning and afternoon rush-hour schedules have been improved from a general 4-5 minute time

interval decrease from 12 or 13 minutes to 11 minutes.

3. RTC has not increased unemployment. All car conductors have been kept on duty, as platform men or in other capacities, except three who took this opportunity to retire and two others, currently off duty, who will not be recalled. (The company's financial savings, given as one reason for taking conductors off cars with a \$53,640 operating loss in 1948 cited, will be effected because total working hours of personnel will be reduced, it was stated.)

Old Cars Available

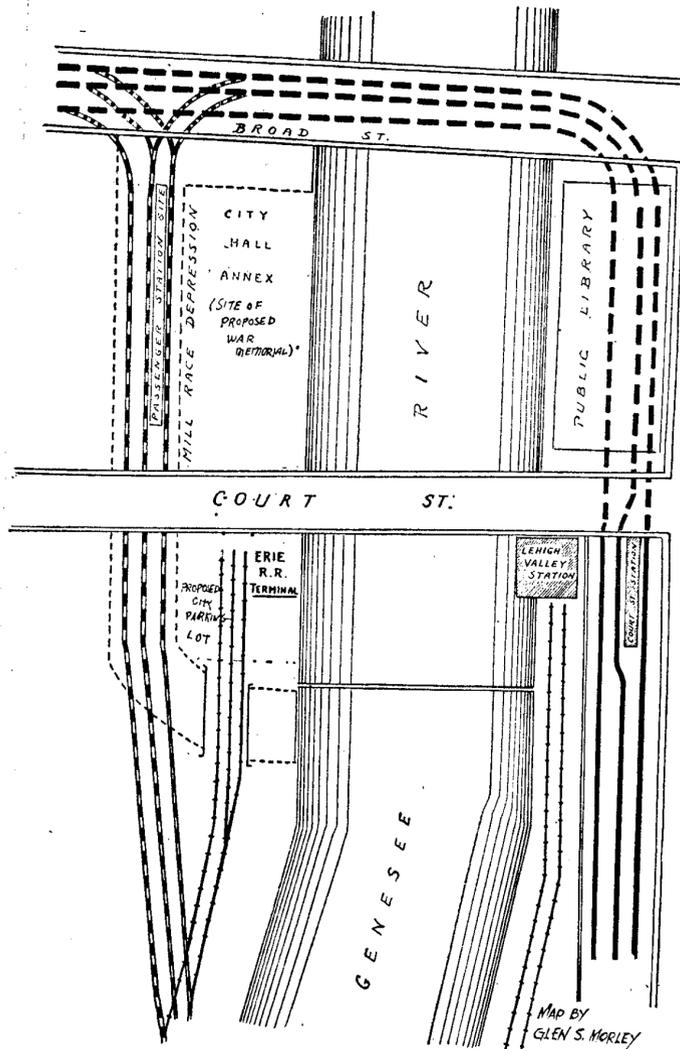
4. Two 2-man cars are still held available for emergency use—and one was used in last night's rush hour.

Said William A. Lang, RTC vicepresident: "We expected a little confusion, but still believe that within a week the system will be operating perfectly and the public will become accustomed to the one-man cars."

Said Joseph W. Hauser, assistant to James Moore, assistant general manager, who watched morning rush-hour operations in downtown stations: "The only possible difficulties are in morning rush hours, 6:30 to 9 a. m., and in the evening from 4 to 6 o'clock. The change will make no difference at other times."

CHRONICLE, WEDNESDAY, MARCH 23, 1949

Erie Subway Link by Raceway Would Cut Freight Switching, Connect to Airport



Times Union Mar 28, 1949

Conversion of Subway To Highway Proposed

Program Retains Freight Service

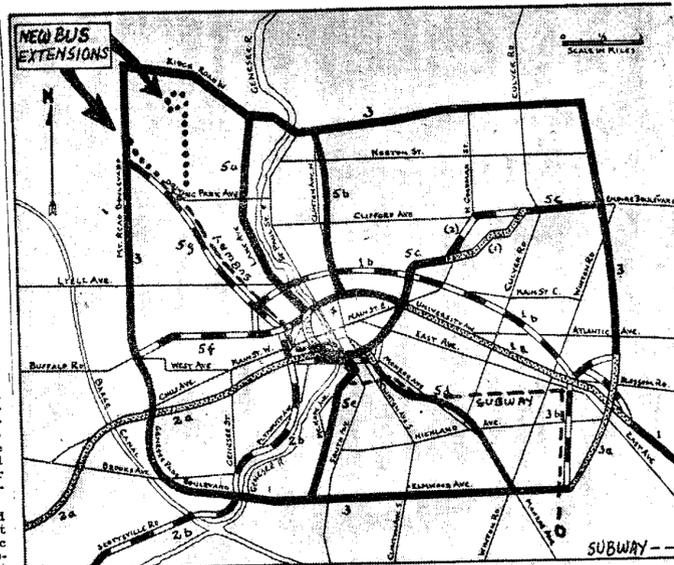
Conversion of the subway into a super-express highway, today was proposed by several state and city agencies.

Under such a program, which will be submitted to the City Planning Commission, the railroad freight tracks would be maintained. Buses would replace trolleys over the entire length of the subway. The proposal was made by city and state engineers engaged in ironing out the 40-million-dollar arterial highway program for Rochester.

The city aides said they favored the program as "one of the best ways to solve Rochester's traffic problems" because the subway provides a direct northwest-southeast route across the city.

Among proposals offered are:

- 1—Extension of the western end of the subway from its present terminus at the Rochester Products Division of General Motors Corporation through to Mt. Read Blvd.
- 2—Creation of a new highway just west of the Baltimore & Ohio and the New York Central railroad tracks to the southern edge of the Eastman Kodak property in Ridge Rd. A loop would be constructed opposite Rand St. Officials say Kodak might allow the new spur to cross Kodak property to Ridge Rd.
- 3—On the eastern end of the subway the state proposes to bring in a new highway over the abandoned Rochester, Syracuse & Eastern Electric Railway tracks. Just east of the subway at East Ave. the highway would be brought into the subway through use of a tunnel under East Ave.
- 4—What to do with the eastern end of the subway from East Ave. to Rowlands is still a problem.



Map shows how the proposed subway express highway would be linked to the state's arterial street plan. Buses would replace trolleys and the roadbed, except for freight service, would be turned over to vehicular traffic outside the downtown area, where only buses would operate. The program would make use of the subway from East Ave. through to Mt. Read Blvd. In addition, a spur would be constructed to the southern edge of Kodak's Ridge Rd. property.

The state maintains that there would be considerable traffic congestion at the subway point in East Ave. if the road were continued. City officials are inclined to favor paving the subway roadbed through to Monroe, thus providing another entry to the city.

Those who have approved the proposed plans include the city Department of Commerce, which controls subway operations; Harry P. Ruppert, head of the City Planning Commission, state and city engineers, the Municipal Bureau of Research, City Manager Cartwright, Mayor Dicker and Vice-mayor Van Lare. The City Council must take action before the plan can be put into effect.

Ruppert pointed out today that opening up of the western end of the subway would provide for industrial expansion on the west side where the city owns several hundred acres of land, some of which would be used for the spur to Kodak property. Also, he said that west of Mt. Read Blvd. there is a tremendous acreage which could be placed to good use if sewage problems could be solved.

In this property beyond Mt. Read, Ruppert pointed out, there is considerable rock and clay which complicate the drainage problem. "The express highway would provide an incentive for development of this area," he declared.

Dand C Mar 23 1949

Editor, Democrat and Chronicle:
OF THE many plans advocated during the past year for increasing the scope of operations of the Rochester Subway, the one which involves the use of the Carroll-Fitzhugh mill race as a freight spur connection with the Erie Railroad yards south of Court Street has seemingly passed into obscurity during recent months. In view of the coming referendum on the War Memorial Building this project is one of timely interest.

The Erie Railroad has for a long time desired a spur into the subway via the mill race, and is still very much interested in obtaining it. According to plans, illustrated by the map, the raceway would be drained, and the bed deepened to 23 feet to allow passage of large cars under Court street. An entrance to the subway at Broad Street would be cut, allowing cars to be switched in either direction onto the main subway freight tracks.

The Erie Railroad is prepared to underwrite the entire cost of this project, with the exception of reimbursing the Rochester Gas and Electric Corporation for moving a small generator using the race water at the foot of Aqueduct Street.

As the map further shows, a freight spur would underpass the proposed War Memorial Building. It is therefore imperative that if the Memorial is voted for, the mill race be drained and tracks constructed before building foundations are laid. This building situation is duplicated on the opposite side of the river where the Rundel Memorial Building straddles the tracks of the subway through the use of many reinforced concrete pillars and arches.

Even should the Memorial referendum be unfavorable towards building at this time, arrangements should be made which would give the Erie the green light on the freight spur. Not only would such a project eliminate 24-hour delays in car switching, which could mean increased revenue for subway operations, but several other possibilities are immediately unfolded.

Since the electric locomotives of the RTC probably would be used in switching operations on the spur, the line would be electrified, making it possible to construct a

passenger station in the basement of the Memorial Building. Subway cars could be backed onto the spur to help accommodate the patronage at sporting events and other affairs held in the building. Another possibility would be to electrify the main line running to Avon, in order to bring high-speed comfortable commuter service to residents south of Rochester.

Then, too, we must not overlook the possibility of direct connection with the ever-growing Rochester Airport. The Pennsylvania tracks enter a common roadbed with the Erie, parallel to Exchange Street at the foot of Valetta Street. High-speed trolleys could be switched onto the Pennsy and run over its tracks to a point opposite the airport on Scottsville Road. A spur would then underpass Scottsville Road and end with a loop within the Airport's gates.

Using the very latest smooth-running PCC cars, the

running time from the Airport to City Hall station should be approximately 12 minutes—a running time that buses and taxis are unable to match in the ever-growing downtown traffic today. In addition to serving the Airport in freight and passenger service, this line would tap the densely populated 19th Ward residential area.

Thus, through construction of a small length of track, another of the many possibilities for expansion of the Rochester subway can be realized. Besides the increased revenue which would result from freight-switching—the largest item of revenue to the subway—a new area can be served for high-speed passenger service. The project should partly answer the question, "Will the subway ever go somewhere?" Now is the time for Rochester to recognize the facilities available for increased rapid transit operations and utilize them to their utmost.

LOYD E. KLOS,
104 Long Acre Rd.

SUBWAY RUNS NEAR NORMAL

The city's subway riders, becoming rapidly accustomed to the new one-man car operation, apparently experienced few transportation difficulties yesterday.

By the same token, the subway system has adjusted itself to the new modus operandi without too much trouble, both riders and Rochester Transit Corporation officials said last night.

After two days of the one-man car setup, subway service was virtually back to normal, James C. Moore, assistant general manager, said yesterday. In the morning rush hour, "of the 12 trains operating, 10 were right on schedule and the delay in the other two was less than five minutes," Moore said. At the dinner time peak, most trains were either on time or a couple of minutes late.

Transit company officials, who emphasized that the one-man operation is here to stay, said that as a result of the change rush-hour schedules have been improved from a general 4-5 minute time interval between trains to 3-4 minute intervals, and the non-rush hour interval has been decreased from 12 or 13 minutes to 11 minutes. All car conductors have been kept on duty as platform men or in other capacities, except three who decided to retire and two others, currently off duty, who will not be recalled, Moore said.

Engineers Stand On Subway

The Rochester Engineering Society today washed its hands of a proposal to turn Rochester's subway into a super-express highway.

Two years ago the traffic committee of the city urged use of the subway as a motorway, adding



ANGEVINE, hundreds of homes and commercial buildings.

The report never was adopted by the society as a whole, said O. Laurence Angevine, executive secretary of the society, "because there was too much criticism heaped upon us for daring to make such a proposition. In the present case we want nothing to do with it."

Pondered by State

Angevine was referring specifically to a proposal for the use of the subway as a part of the state's 40-million dollar arterial highway system in Rochester. The proposal, announced yesterday, is being considered by state and city agencies. City officials generally hailed the proposal.

City Manager Cartwright declared, "I think that the use of buses would assure us of greater flexibility in our transportation

situation, inasmuch as they would tie in with the rest of the city's system. Running of street cars in the subway, I believe, is out of date."

The state's original plan for an arterial highway into downtown Rochester involved construction of a new highway which would run a short distance south of the subway on the eastern end. Through use of the subway, it was pointed out by city officials today, a saving of several millions of dollars would be effected.

2 Million Saving Cited

It was estimated that the cost of land and buildings necessary for the creation of a new arterial highway to the south of the subway would be about 4 million dollars, of which the city would pay half, the rest of the expense to be borne by the state. In addition to this 2 million saving the city would not lose revenues from assessments on properties condemned for the highway.

The Rochester Transit Corporation remained silent on the proposal except to say, "Any comment on our part must await a thorough study of the proposal."

Charles K. Flint, general manager of the Kodak Park plant of Eastman Kodak Company which would be affected by any move to construct a spur highway on the western end of the subway to land owned by Kodak, said he was not conversant with the situation.

Chamber Backs Trolley

"All I know of the proposal," he remarked, "is what I read in last night's Times-Union. I'd want a little more detail on the proposal to extend the highway through Eastman property before I would care to comment."

The official attitude of the Chamber of Commerce, as expressed last June when the chamber trustees approved a report of its Civic Development Council and reiterated today, is that "the proposal to abandon electric railway service and pave the subway system cannot be justified." Instead, the chamber urges that the subway system be improved and extended to Monroe Ave. and Mt. Read Blvd. "as quickly as possible" with further extensions also advocated. Meanwhile both state and city engineers were to put their heads together regarding estimated costs of the proposal. A report on costs of conversion was promised at a later date.

Has Difficulties

The subway and arterial streets bounded back into public attention yesterday when it was announced that city officials, including the chairman of the City Planning Commission, had agreed to a new version of the highway in the subway scheme:

Presumably this means abandonment of the rapid electric car service, which we have insisted all along no bus service could duplicate.

This abandonment may be inevitable. The time when the subway could have been made to go somewhere more usefully than it does now was before electric cars on the surface were abandoned. Then, as they did for a short time, electric cars could shoot up out of the subway on to the surface and continue to Kodak Park on Dewey avenue, or at Field street out Monroe.

The same transition with buses replacing electric cars in the subway seems to be contemplated.

The difficulty of running buses on a roadway under Broad street is recognized in the new scheme, we judge. Certainly that narrow stretch, with the pillars on the aqueduct and by the City Hall cannot be opened to general automobile traffic.

Subway freight service is to be continued, and this stretch supposedly used for that and for buses.

The proposal of bringing the eastern arterial highway into the city over the old Rochester, Syracuse and Eastern roadbed, which the county owns, presents some engineering difficulties. The hillside stretch north of Maplewood, for instance, will require extensive filling or cutting into a residential hill.

Possibly the subway under East avenue built for interurban cars will have to be enlarged to accommodate road traffic.

Using the subway instead of a route south of it for the stretch between Winton road and Union will save something on right of way costs, half of which the city must pay.

The subway for passenger service with electric cars has enormous possibilities. These exist only in sound imaginations, however. A new corporation adequately financed would be required to realize them.

State Aid Prospect Spurs Plan to Use Subway as Highway

Reconstruction of the subway as a motor highway took on new life with a prospect of state aid yesterday.

Viewed as practical at a preliminary conference of officials, the plan is to tie in the proposed below-surface highway with the state's arterial highway network for the Rochester urban area.

Present at the conference, which was held Mar. 10, it became known last night, were Mayor Dicker and Vice Mayor Van Lare who initiated it; Fred J. Fisch, chief of the bureau of arterial planning, State Public Works Department; Andrew R. Mulligan, Rochester district engineer, state DPW, in whose office the conference was held; Donald H. Foote, city director of planning; Floyd F. Walkley, chief of the City Planning Commission's technical staff, and Harry P. Ruppert, Planning Commission president.

Possibilities Seen

The state officials saw possibilities in the scheme, Mulligan said yesterday in pointing out that the original urban area report visualized the possibility of transforming part of the electric-railway subway into a motorway.

The proposal does not conceive of the roofing-over of any further sections of the subway. The motorway would replace the present electric car tracks but one track would remain for the continuance of freight movements.

Both Ruppert and Mulligan said the whole plan still is too early in infancy to warrant an estimate of cost of the transformation. But these economies were visualized:

- 1—A saving of between \$300,000 and \$500,000 would be effected by substituting the subway route for the Monroe Avenue expressway. (As originally planned, this expressway would follow a course parallel to the subway).
- 2—The city would avoid an expense possibly of another \$300,000 in replacing the electric wire support system which is badly worn and rusted.

Ruppert, strongly favoring the advantages of the motorway scheme, pointed out the obvious advantage of bus operation within and without the subway by means of ramps already in existence.

Open to All Traffic

The motorway, as conceived, would be open to general motor traffic, private and freight, as well

14 THE TIMES-UNION, TUESDAY, MAR. 29, 1949

Editorials: As We See It

Let's Not Throw Away 19 Millions Just Off-Hand

ROCHESTER now has another plan, this one to junk the subway and turn it into a subhighway. It is put forward without any cost estimates but with the suggestions that it might "save" some expenditure on right-of-way for the eastern link between the Thruway and the Inner Loop.

The city spent \$11,596,000 to construct the subway as an adjunct of our public transportation system.

By the time the last of these bonds is paid off in 1960, another \$7,644,425 in interest charges will have been added to the cost.

Which gives us an investment of \$19,240,425.

Before one rail is torn up, we ought to have the judgment of a disinterested and impartial study of our whole transit system. It ought to be made by a man who knows whether the subway could be modernized and extended to salvage our investment.

The subway should not be scrapped for what it has been but only after a clear case is made that it can never be anything else.

Conversion of Subway Opposed by Chamber; '10 Million' Cost Cited

Subway conversion to a motorway, favored by the city administration, ran headlong into Chamber of Commerce opposition yesterday.

The expense involved would be tremendous, Milton E. Loomis, executive vicepresident, warned in coming to the defense of the city's "last means of inexpensive mass transit."

In its initial stages alone, the conversion would cost 3 million dollars, the Chamber official declared, citing a study made by the Chamber's Civic Development Council a year ago. Removal of steel posts beneath 20 overpasses along the subway would necessitate the replacing of each of these bridges at about \$120,000 each, even before paving costs began, Loomis held.

Sees 10 Million Total

Eventual costs reaching as much as 10 million were estimated in the Chamber's year-old study.

The Chamber advocates expansion rather than elimination of the existing electric system in view of present congestion of traffic and parking facilities, Loomis explained. The modern trend is to discourage private automobile use in cities by providing better means of transportation, he added.

"Unless the authorities who propose this move to pave the subway have some new facts of which we are unaware, the Chamber is still opposed," he concluded.

The Chamber was the major force in the adoption of the subway idea as later carried out in the early '20s when the city was racked with the problem of disposing of the old canal bed within the city limits.

Opposed by Engineers

Another voice in what may prove to be a chorus of opposition to conversion of the subway came from the Rochester Engineering Society. O. Laurence Angevine, executive secretary of the society, pointed out that a report of its traffic committee two years ago, urging use of the subway as a motorway, never was adopted by the society as a whole. "In the present case," Angevine said, "we want nothing to do with it."

The Junior Chamber of Commerce stood by the Chamber's Civic Development Council report as reflecting its present attitude. City councilmen refused comment pending further developments but City Manager Cartwright declared bluntly that "running of street cars in the subway is out of date."

poration, declared that shipping facilities constituted a major reason for that plant's location.

Freight Value Cited

"The subway," he declared, "is a very important freight and passenger service for us. A large number of our employes use the subway exclusively for transportation between their homes and their work. Many of these selected home sites along the subway because of this convenience.

"The freight service must be maintained, as over half our freight is handled through subway facilities. I cannot pass on the merits of the proposal until more facts, particularly engineering details, are available."

Donald H. Foote, city commissioner of commerce, said work on reconverting the subway, if it is approved by state and city agencies, would be preceded by construction of the Mt. Read link and a portion of the inner loop. "This will take around five years to complete," he added.

Problems Considered

Loomis and Ginna pointed out that the local picture has changed during the last year, since the idea was first broached.

The plan to limit traffic in the mid-city underground portion of the subway system to buses was cited. Possibility that costs of paving the track bed may be lower than originally estimated also was mentioned.

One of the major questions involved, they said, would be the cost of removing arches and other obstructions to vehicular traffic, such as steel supports of 20 overpass bridges.

Loomis figured it would cost from two and a half to three million dollars before first vehicles could begin using the proposed express highway and that the ultimate cost might be much more. He said problems include ramps for ingress and egress; ventilation adequate for removing vehicle exhaust fumes; and bays for buses to use in taking on or discharging passengers.

Subway Highway Plan Faces Delay

Trolley cars will continue to operate in the subway for at least five years.

There will be no haste in converting it into a highway for buses and trucks, and everyone will have an opportunity to talk on the proposed conversion.

These statements were made today by city and state officials as plans advanced for the construction of a 40-million-dollar arterial highway project for Rochester.

Conversion of subway operations, as proposed, would not affect freight service.

Among the new developments today were:

1—A statement was made by the Bureau of Municipal Research that it will discuss the proposal at its next meeting, Apr. 18, provided plans are ready.

2—A. R. Mulligan, district state engineer, said engineers are preparing to undertake a survey of the east side and part of the north side of the inner loop.

3—The state will undertake a survey of the Mt. Read Blvd. possibly calling in outside engineers to help, in order to hasten the work.

4—Construction of an inner loop bridge across the Genesee at a point near Troup St. will be undertaken by the state as soon as site differences are ironed out with the city. The contract for the bridge may be let late this year.

5—The Rochester Transit Corporation sent its engineers into the downtown area of the subway to make a check on the ability of the buses to go through this area without delay.

6—The Chamber of Commerce announced it had not altered its position, taken last June, when it opposed conversion of the subway. However, Milton E. Loomis, executive vicepresident of the chamber, said new conditions may cause the chamber to reverse or modify its stand.

7—Robert E. Ginna, chairman of the chamber's Civic Development Council, said the proposal was discussed at a meeting of the council's executive committee yesterday and was referred for study to a sub-committee. These committees will prepare a joint report.

8—Thomas L. Lee, general manager of the Rochester Products division of General Motors Cor-

City Cost On Subway Road Seen 4 Million

City and state engineers today estimated that it would cost the city at least 4 million dollars to turn the city-owned subway into a super-highway.

They admitted they were just "guessing" at the figure but viewed it as a multi-million project to arrange new supports in the underground part of the system and to pave the roadbed through to the west end at Mt. Read Blvd. and create a spur highway to the southern edge of Eastman Kodak Company's property in Ridge Rd.

Meanwhile the state asked a meeting with members of the City Planning Commission to establish a western alignment of the proposed Howell-Troup St. bridge over the Genesee River. The meeting is scheduled for 3:30 p. m. tomorrow.

According to District Engineer A. R. Mulligan, the east end of the bridge will remain at Howell St. as originally planned. The question is where to bring in the west approach.

"We have a tentative setup we'll show the city," Mulligan said. "The purpose is to establish a spot where the least demolition of property will be necessary."

Economy and Feasibility

"We must view the project both from the standpoint of economy and engineering feasibility. We want to eliminate curves where possible but we also are trying to skirt expensive industrial plants and apartment houses."

Mulligan said the western terminus will not be far from the point originally planned but the final determination will depend on the outcome of the meeting. The state's original plan called for a western bridge approach in Plymouth Ave. S.

"We'll decide on a spot which will make possible either the state's original plan for the western leg of the inner loop or the city's proposed plan," Mulligan said. "The state's plan called for use of Plymouth as the western boundary of the loop but the city asked restudy with a view of using Oak and Ford Sts."

Say Yes or No

THE TIMES-UNION
MAR 31 1949

CITY and state ought to get together as quickly as possible to embrace or reject the plan to scrap the subway and put a subhighway in its place.

The plan was announced this week without cost estimates and evidently without even preliminary surveys of obstacles to traffic.

Then it developed that it would be five years before anything could be done in any case. Entrances and exits have to lead from and to something. And the something in this case is the arterial street system, construction of which will be spread over many years.

But in the meanwhile this plan floating around in midair is a perfect alibi for doing nothing at all about the subway as a part of the transit system. There is no inducement to improve or extend it or keep the tracks and stations in shape if it is all going to be scrapped in the end.

The final authority on this proposition ought to say yes or no, and quickly. We should resist getting progress all tangled up in plans.

Some hint of the cost of reconstructing the subway was given yesterday by the executive secretary of the Chamber of Commerce, Milton E. Loomis, who said the cost of removing arches and reconstructing bridges over the subway would run from 2½ to 3 million dollars. Engineers, however, placed the figure at upwards of 4 million dollars.

It was pointed out today that if the subway is rehabilitated for motor traffic the state would pay for the paving only on the eastern end from East Ave. and Winton Rd. through to the inner loop which is to be constructed at a point near Howell St.

Use of the subway bed on the eastern end would replace a highway proposed by the state. This highway was to run almost parallel to the subway and with the state assuming jurisdiction over this end of the subway, it would supply the paving costs. In some places, where the subway narrows down, the state would be forced to purchase some land. Cost of acquiring the additional land would be borne jointly by the city and state.

From Howell St. west, however, it would be purely a city project. The state has made no plans to use this portion of the subway as a traffic lane, consequently it will not supply funds for its construction.

It is possible, but not likely, that the city will be able to obtain ad-

ditional funds from the state for this purpose, but a bill would have to be enacted at Albany to obtain them. There is plenty of time for this, however, inasmuch as state engineers have estimated that it will be at least five years before they can tackle the subway job.

Engineers said that if the city is forced to place 4 million dollars in the project, plus another estimated 1½ million dollars by the state on the eastern end, it would be the most expensive highway project in history. This 5½ million dollars would boost the total cost of the subway-highway, including a spur to Kodak Park, to about 25 million dollars for a seven-mile road.

The original cost of the subway was \$11,896,000. By the time the last of the bonds are paid off in 1960 another \$7,644,425 will have been added to the cost, or a total of \$19,540,425.

An officer of the Rochester Engineering Society said today that he was in agreement with an editorial in The Times-Union Tuesday. The editorial urged that "we ought to have the judgment of a disinterested and impartial study of our whole transit system. It ought to be made by a man who knows whether the subway could be modernized and extended to salvage our investment."

He declined the use of his name, adding, "I'd probably only get knocked down for advocating such a study."

Letters: As Readers See It Subway Ownership Seen As 'Lever' for City

Editor, The Times-Union:

DURING the past few years the City of Rochester has gradually lost control of transportation facilities with resulting higher fares and poorer service. Undoubtedly the New York State Public Service Commission is doing its utmost to be fair but it apparently does not understand some of our local problems.

The Park Ave. bus service has become very unreliable (it is even worse beyond Culver Rd.). Many have had to depend on the subway for a number

of years because of the jamming of buses during rush hours. Even more buses do not help to any great extent because of the winding, narrow route on the Park line. For approximately five years the subway has carried me from Culver Rd. to City Hall in approximately 7 minutes; no other means of transportation could do this.

If the subway were turned into a highway it would mean only a limited roadway from Brighton to Clinton Ave. S. or at the most South Ave. The roadway could not be resumed until after Brown St. No traffic, not even buses, could wind through the underground section. It, therefore, would not be practical to assume that one could travel from the southeast to the northwest section of the city via the highway.

During the snowstorms several years ago when the buses were all stalled, the subway was running on schedule. By retaining the tracks and subway cars service can be given throughout the entire year and throughout the entire length of the subway. You probably have seen the subway cars during the rush hours. Each car will seat 55 persons and many times more than the allowable amount of standees are riding. No one minds standing in the subway, however, because one arrives so quickly.

The City of Rochester can obtain a leverage on the Rochester Transit Corporation if ownership of the subway is retained. It would only be necessary to ex-

tend the subway into Kodak Park, to Ontario Beach Park, and to Monroe Ave., Pittsford. The subway could be operated independently by the City of Rochester in competition with the buses. The original \$1 weekly pass could be restored and certainly the number of persons using the subway if only to go to Kodak Park and General Motors would more than offset the cost of operation. In order to operate, the Transit Company would find it necessary to have their buses meet the subway cars.

F. A. BUCKLAND JR.
Rochester.

Subway Suggestions

Q & A
OAK CARR 1949

For the love of Mike, has that problem, what to do with the subway, popped up again, when nearly everybody supposed it was settled some time ago by coming to the conclusion that the old Clinton Ditch was to become an honorary receptacle for jumbled and twisted up bones, iron, rubber, etc. by a bunch of speed demons in this neck of the woods.

But by the way letters from readers have been appearing in these columns of late, and the recent decision of the Chamber of Commerce, it begins to look as if perhaps it is about to become the proud possession of a new look. Anyway, this information will be twice welcome to Mr. John Q. Public, because it took quite a few thousand tax dollars to put

it where it is today, and is costing quite a few more than is necessary to keep it going under present management, believe it or not.

If Father Rochester would only indulge in a little more foresight and plenty of eyesight, by examining many of the valuable suggestions offered by numerous contributors, this paramount headache would soon be over and the several uncomplimentary remarks made so often by ex-residents and just visitors would be changed to that good old slogan "best governed city."

The greatest and most important asset to any city the size of or larger than Rochester is its transportation system. But the system here is positively one gigantic joke, because it is lacking in the right and proper management, operation, etc.

Anybody with a pair of ordinary eyes can plainly see that too, too many mistakes and blunders are occurring almost daily. To begin with, these ramps or connections from subway to surface lines should never have been discontinued, especially Lyall Ave. and Monroe Ave. (a lot of dough just gone to waste). Then, failure to provide proper connections at all stations and terminals is another proof of neglect. Also operating lines over other lines and running parallel with the subway is not needed any more than a cat needs two tails, causing losses where there should be a profit.

What is needed right now more than anything else, by heck, is economy, not higher rates or fares. By making one dollar do the work of two, this can be accomplished in a multitude of ways. First, issue monthly passes instead of weekly, and to limit use or abuse make them male and female. Also charge 1 cent for transfers. This is a small matter but counts up big in the long run. Then cut out making change for cash fares. Sell tokens so many for \$1, two extra for \$2 worth, and so on up.

There are 101 possibilities for the subway. Topmost one just now is that long promised extension. But do not delay because delays are dangerous. Do it now, not tomorrow, and while at it make it four, not one, as follows: to the Airport, the hospitals, to Sea Breeze and Charlotte.

RIDER.

Subway Street Absurd
D. & C. APR 3 1949
Editor, Democrat and Chronicle

It has taken me several days to recover from the shock of hearing the state's proposal for eliminating the subway as the last vestige of Rochester rapid transit, and to substitute a proven inferior means of public transportation in the subway bed.

Through the eyes of a rapid transit student, the above plan has so many faults that it would take reams of paper to elucidate them in detail. First, and the one which is most offensive, is the idea of bus substitution. After eight years of all-bus surface transportation, it must be fully evident to all of us that buses alone cannot handle the crowds of our metropolis with speed and efficiency. To do the job properly, modern, fast-running rail cars, operating on their own rights-of-way such as the Rochester subway provide the answer to how we should augment the surface buses. If the highway plan is adopted, I envision a thoroughfare with three buses for every trolley, tieups, delays due to breakdowns, fumes choking the waiting patrons at downtown stations, and traffic jams at the ramps, which would have to be considerably enlarged to accommodate more than one vehicle such as they are now situated.

Then we come to the financial picture. The nine-mile subway was built for approximately \$12,000,000. When the bonds on this investment are retired in 1960, another \$7,000,000 interest charges will have been added. Estimates of the highway plan show the city's contribution at a minimum of \$4,000,000. Thus we have a highway which will cost \$23,000,000 to the city, or \$2,600,000 per mile, and these figures don't include the millions the state would spend on the project. Furthermore, two miles of the road between Brown St. and South Ave. would be unavailable for vehicular traffic to the public. I understand that the columns and supports would have to be realigned in this part to permit bus operation - another costly aspect.

We are given to understand that the freight tracks would remain. How can a motor highway be laid within the subway where freight tracks cross from one side to the other? What kind of ventilation system, if any, would take care of the bus fumes in the covered area? Would the fumes be forced to the surface to be added to the other street odors? Also, wouldn't such a motor road cause more traffic to move toward the downtown area when studies are being made to eliminate much of this influx?

It seems rather incongruous to be thinking of abolishing a form of rapid transit when other cities

throughout North America are doing just the opposite—expanding and modernizing their forms of speedy transport. Toronto is embarking upon a \$13,000,000 subway program, and that city hasn't the natural assets for expansion such as Rochester's. In Cleveland, a subway system is being considered. In Los Angeles, a Rapid Transit District is being planned with help from the State Legislature. In New York City, 270 new subway cars have recently been put into service.

In Rochester, where he stand at a vital crossroads, we should stop and examine the facts concerning substitution and paving of the subway. Instead of adopting the state's plan, I believe that considerably less than a million dollars, properly spent, could put the subway into tip-top shape and provide some of the needed extensions.

LLOYD E. KLOS,
104 Long Acre Rd.

Letters: As Readers See It
Readers Ask Retention
Of Subway Service

Editor, The Times-Union:
WE, THE undersigned citizens of Rochester and vicinity, wish to make the strongest possible protest against the latest scheme for scrapping the subway as a passenger railway. A bus, battling its way through private traffic, is no substitute for even an out-of-date rail car with a clear track ahead. What modern electric cars could do, Rochester can't conceive, because Rochester hasn't seen an electric railway car or streetcar that was built since the Dark Ages.

As has been pointed out many times, the biggest thing the subway lacks is extension on the west to somewhere that a lot of people want to go. Kodak Park is the logical place, and we are convinced that the subway could thus be converted into a paying proposition and at the same time provide citizens with fast, efficient, comfortable transportation. It would relieve bus and auto congestion, lessen the parking problem, increase real estate values, and in general would be an asset to a growing city.

Can't the citizens of this city realize that we have left to us by the chance course of history something other cities spend millions to get or that cities our size just wish they could get, namely a ready-made ditch into which to put a rapid transit railway? Why throw away what we have?

Oh, of course, the plan for a super highway in place of the

subway sounds plausible superficially. It would save the city the expense of building some of the highways it ought to build. It would then not be necessary to take care of the subway equipment—just quit. And it would not be necessary for the RTC to continue with its project of proving to Rochester that the subway cannot be made profitable. Let's all jump on the band wagon! Maybe Mr. Ufert would toss us all a bouquet!

No! Rather, let us, the citizens, wake up and make our voices heard. Let's insist on a policy that keeps us a little more in mind.

By the way, how come we get the news of this plan over two weeks after the meeting at which it was discussed?

WILLIAM W. WOODBURY
LAWRENCE D. CLARK
WARD F. DAVIDSON JR.
JAMES H. MORRISSEY
CLARENCE A. PACKARD
ALLAN L. SOREM
C. N. NELSON
Rochester.

For Subway Street

Editor, Democrat and Chronicle:
In regards to a letter written to your department a few days ago regarding the changing over of the subway to a high-speed bus highway.

That idea, it seems to me is good - It would provide express service to the outsections of the city, and could have feeder lines from Kodak Park, Charlotte, Greece, Pittsford and other nearby communities.

A road of this type might also fit in to the state thruway plan, and the Greyhounds and Blue buses might be able to use it to advantage, and that would take some more buses off Main Street.

While lurching to work through the Main Street "caterpillar line" this morning, I happened to read the latest RTC press release in the bus—"A careful courteous driver is at the wheel—He's trying HARD to serve you well." Well with a few exceptions, I think that is an understatement, and I don't think that as much can be said of the company.

If the company had the above idea in mind they would try out suggestions, not one, but several that have been advanced by various people in the last few weeks to get that caterpillar line off Main Street. What if some people have to walk a block or so to change buses, it wouldn't hurt them any. I haven't heard people on the Clinton, Monroe, Joseph, South Ave., St. Paul, or Exchange Street lines kick any because their lines don't go through Main Street.

There was one wartime order that was good, but now has been reversed - The number of stops on the lines during the war was one half what they are now. Some of the blocks are so close together, that they have to start stopping right after the bus starts up. Every other block would be O. K. If anybody can't walk one block, they ought to be in a wheel-chair anyway.

HAROLD W. WING
132 Grand Ave.

LETTERS: As Readers See It
Modernized Subway Held
Major Civic Need

Editor, The Times-Union: TIMES UNION APR 11 1949

IT HAS TAKEN me some time to recover from the shock of hearing the proposal to eliminate the subway as the last vestige of Rochester rapid transit, and to substitute a proven inferior means of public transportation in the subway bed.

The worst fault is the idea of bus substitution. After eight years of all-bus surface transportation, it must be fully evident that buses alone cannot handle

the surface to be added to the other street odors? Also, wouldn't such a motor road cause more traffic to move towards the downtown area when studies are being made to eliminate much of this influx?

It seems rather incongruous to be thinking of abolishing a form of rapid transit when other cities are doing just the opposite. Toronto, Cleveland, Los Angeles, New York City, Chicago, and San Francisco are among the cities planning, expanding and modernizing their rapid transit systems. There is a definite swing towards high-speed electric transportation in all these cities. A modern trolley definitely has its place in today's city.

In Detroit an ironic event recently occurred. When the transit company had announced plans for total abandonment of rail lines, the Detroit Common Council asked Thomas Conway, mass transportation expert, for a full report. As the result of his findings, an order for 330 buses was rescinded, and an order for 10 ICC trolleys was placed. Furthermore, the company's plan for underground bus stations was abandoned, because Mr. Conway cited the dangerous ventilation problem and the inability of the plan to provide rapid transit for Detroiters.

Instead of scrapping the subway, I believe that considerably less than a million dollars, properly spent, could put the subway into tip-top shape and provide some of the extensions I have advocated in this paper for some time.

We are given to understand that the freight tracks would remain. How can an express motor highway be laid within the subway where freight tracks cross from one side to the other? What kind of ventilation system, if any, would take care of the fumes in the covered area? Would these fumes be forced to

LLOYD E. KLOS,
Rochester.

**Subway Extension
Seen RTC's
16 Oct 1949**

Editor Democrat and Chronicle:
No one is blaming the bus drivers for the service rendered by the R.T.C.

On the contrary most of us appreciate their courtesy and the hard conditions under which they work. But we are disgusted with the R.T.C. management and with the City Council for their attitude as regards the subway.

It is my belief that immediate extension of the subway to Kodak Park and Twelve Corners, also Mt. Read Blvd. would increase the value of the subway more than enough to offset the immediate cash outlay.

An immediate hook-up with the Erie using the race on the Memorial site as a roadbed would give Kodak Park a direct hook-up for freight car handling with the Erie, and Lehigh lines at a big savings to Kodak.

Use of the Erie tracks would provide direct transportation for many Kodak Park workers who now depend on the special Lake to Kodak bus run on Plymouth at 7:25 each morning. Fast, no automobile traffic to buck, enough seats for everyone.

I for one would be willing to buy tokens at 8 for a dollar in order to enjoy fast modern transportation on a modern subway line.

Many people have objected (through the medium of this column) to the high handed tactics of the R.T.C. and the City Council in their attitude toward the subway.

S. S.

Rochester.

Subway Extension

Editor, The Times-Union:

ANOTHER of a long series of letters supporting the extension of the subway has appeared in your columns from Lloyd E. Klos.

As a resident of the Town of Irondequoit, Mr. Klos would not have to pay one penny for subway extension. The entire cost of such extension as Mr. Klos proposes must be borne by the taxpayers of the City of Rochester.

A CITY TAXPAYER,
Rochester.

**3-Month
Subway
Loss Hits
\$57,210**

The Rochester Transit Corporation today reported it lost \$57,210 on the operation of the subway in the first three months this year.

This compares with an operating loss of \$56,856 in the corresponding period a year ago.

Officials of the utility said the full economy of the operation of one-man cars in the subway did not show in the first quarter. Given the same number of passengers as a year ago in the last nine months of this year, the loss should be less than a year ago, company officials added. One-man cars began operating late in March.

Operating loss of the buses fell off \$7,788 from a year ago in the January-March period, the company's financial statement showed. Total loss incurred in this period was \$37,844 compared with \$45,632 in the corresponding 1948 period. Total bus revenues were down \$1,169 in this period, while subway revenue dropped \$7,159.

The company's report showed that railroad-switching revenues in the three-month period increased \$1,218 over a year ago.

Total loss of the company in the three months, including interest on bonds, amounted to \$82,949 compared with a loss of \$81,000 a year ago, an increase of \$1,949.

The company, in a formal report submitted to the Public Service Commission at Wednesday's hearing, reported a 1948 operating loss of \$169,419 compared with a loss of \$128,013 in 1947.

**D. & C. APR 17 1949
Better Subway
Seen Needed,
Not Road**

Editor Democrat and Chronicle:
Party politics mean nothing to me. If a man is honest in his actions as a servant of the people, it makes no difference whether he be Republican or Democrat.

Therefore I do not consider either City Manager Cartwright nor Planning Commissioner Ruppert above criticism as regards their stand on the subway. (No stand has been taken—Ed.)

Their answers on two very vital questions that affect most Rochesterians, showed most persons (9 out of 10) wanted to see the subway expanded as a means of fast electric transportation.

And believe this or not these same persons were against the Memorial Auditorium bond issue—these men were nearly all veterans who can't see financing their own memorial.

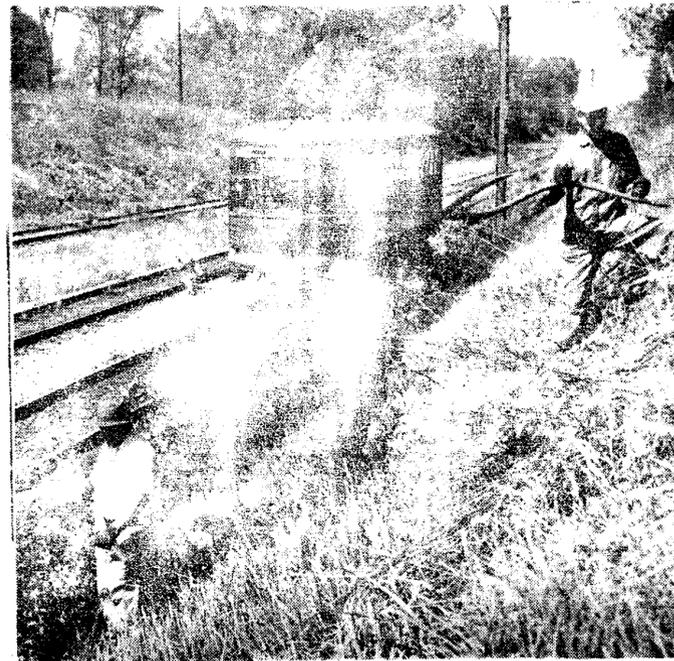
There are a million reasons why the subway wouldn't make a good highway. And one good reason why it should be retained as a safe and fast traffic free electric trolley artery.

Next, transportation for those who need it most, the working people who depend on a rapid transit system to get them back and forth to their place of business.

The New York Subway system showed an increase of 66% with their 10 cent fare over the 5 cent fare of last year. The New York Subway goes somewhere.

Make the Rochester subway go somewhere and charge either a straight 10 cent fare or if necessary 8 tokens for a dollar with transfer privileges to surface lines and the subway will become a paying proposition.

READER.



Clean Up Time in Subway, Too

Even out of sight from highway travel, down in the subway channel, weeds have to be kept cut and the trackway must be kept clean. Here Andrew Brandenburger, Anthony Krolak and Stephen Streb are busy with

scythes, getting rid of weeds along the subway track in the Monroe Ave. and Culver Rd. area. A campaign is now on to keep weeds cut all over the city for tidiness and health purposes.

**RTC Reduces
Subway Runs**

Service during light traffic hours on the subway today was reduced by the Rochester Transit Corporation. Cars will run on a 20-minute schedule.

Current service will be continued during rush hours. Evening schedules call for 30-minute service. The RTC said that passengers had dropped sharply and that in April a decline of 67,300 to 187,880 was shown. Some trips carried fewer than a half-dozen passengers, the RTC said.

Cut in Service Due Tomorrow On Subway Line

Less-Frequent Schedules
In Non-Rush Hours
Announced

Service on Rochester's subway will be cut tomorrow during non-rush hours, evenings and Saturdays and Sundays, the Rochester Transit Corporation announced last night.

The curtailment will not affect morning and evening rush hour schedules of the trains, the announcement added.

Under the revised program, cars in the subway will run on a 20-minute schedule during the off-peak daytime hours, and on a 30-minute schedule after 7 p. m. daily.

In a statement by the RTC, the reason given for the curtailed service was the drop in number of passengers carried by the subway. During April this year the subway carried 187,880 passengers, a drop of 67,300 from April, 1948.

"In the off-peak daytime and evening hours, subway cars frequently carried less than half a dozen passengers on single trips," the statement said. "This is a transportation luxury we cannot afford. Service is provided in direct proportion to demands of the riding public."

A detailed subway schedule, listing the arrival times for all cars at stations on the subway, has been printed and will be distributed by subway operators, a company official said.

The RTC application for a straight 10 cents fare and abolition of the pass and tokens is now before the State Public Service Commission for decision. Another hearing is scheduled next Thursday in the Courthouse here for airing complaints on service.

As Readers See It More Service, Not Less, Held Proper Subway Aim

Editor, The Times-Union:

WE HAVE RECENTLY read that the Rochester Transit Corporation has again revised its subway operational schedule, which is now supposed to maintain a 20-minute service in daytime non-rush hours, and 30-minute service after 7 p. m. The reason for the increased time between trains is attributed to a drop in the number of passengers carried.

This is the third revision of the subway schedule so far this year. If the drop in passengers is the reason for the larger headways, certainly such action by the RTC will not make the subway more popular with the riding public.

We have all seen how the increased cost of the weekly pass has decreased surface revenues. The dollar pass was the Golden Goose for the RTC for some time before its beloved buses were proven so expensive to operate. Could the cause for the passenger drop on the subway be charged to the one-man operation which the RTC forced upon the riding public on Mar. 7?

PROFITS TO one-man operation, the subway was handling over 5,000,000 passengers a year, figures which the RTC is loath to publicize. Increased cost of operation was the excuse for one-man changeover. This method couldn't help but prove unpopular with the riding public due to delays at the stations because of improper loading.

The proper procedure of one-man operation is to employ the use of automatic treadles on the rear platforms of the cars. All passengers leave by the rear door and enter by the front entrance. Through this method, considerable confusion is eliminated, and loss of time held at a minimum.

If the RTC is interested in improving subway service at less cost, there are a number of good treadles being disposed of very cheaply by the British Columbia Electric Railway of Vancouver

due to their modernization program. This would be the alternative to purchasing new cars which the RTC hasn't any intention of doing.

It seems to me that instead of drawing the "noose of shorter operation" more tightly around the subway's neck, means should be instituted immediately to assure expansion and improvement in subway operation.

Repairs, paint and improved lighting at all stations; fast, silent PCC cars; extensions to Kodak Park, Monroe Ave. in Brighton, Greece, Fairport, and East Rochester—all these features should be embodied in a rapid transit development program to be conducted in the next few years.

A means of financing improvements must be worked out, either through the formation of a transit commission similar to Toronto's model of efficiency, or through a private rapid transit corporation.

THE SUBWAY represents a tremendous investment and by all means should be expanded and improved, not left to die on the vine as the surface bus operators seem bent on doing. The time has arrived when we must ask ourselves, "Has the subway failed us?" or "Have we failed the subway?" In all fairness to Rochester's great chance at expanded rapid transit, I believe we should answer the last question with concrete action for not only the betterment of the subway, but for the betterment of the entire Rochester area.

LLOYD E. KLOS,
Rochester.

Strangling Subway?

Editor, Democrat and Chronicle:

We have recently read that the Rochester Transit Corporation has again revised its subway operational schedule—a schedule which is supposed to maintain 20-minute service in daytime non-rush hours, and 30-minute service after 7 p. m. The reason for the increased headway between trains is attributed to a drop in the number of passengers carried.

This is the third revision of the subway schedule so far this year. If the drop in passengers is the reason for larger headways, certainly such action by the RTC will not make the subway more popular with the riding public. We have all seen how the increased cost of the weekly pass has decreased surface revenues. The pass was the "golden goose" for the RTC for some time before its buses were proven so expensive to operate. Could the cause for the passenger drop be charged to the one-man operation which the RTC forced upon the riding public on Mar. 7?

Prior to one-man operation, the subway was handling over 5 million passengers a year. Increased costs of operation was the reason for one-man changeover. This method couldn't help but prove unpopular with the riding public due to delays at the stations because of improper loading. The proper procedure of one-man operation is to employ the use of automatic treadles on the rear platforms of the cars. All passengers leave by the rear door and enter by the front entrance. Through this method, considerable confusion is eliminated, and loss of time held to a minimum. If the RTC is interested in improving subway service at less cost, there are a number of good treadles being disposed of very cheaply by the British Columbia Electric Railway of Vancouver due to their modernization program. This would be the alternative to purchasing new cars.

It seems to me that instead of drawing the "noose of shorter operation" more tightly around the subway's neck, means should be instituted immediately to assure expansion and improvement in subway operation. Repairs, paint and improved lighting at all stations; fast, silent PCC cars; extensions to Kodak Park, Monroe Ave. in Brighton, Greece, Fairport and East Rochester—all these features should be embodied in a rapid transit development program to be conducted in the next few years. A means of financing improvements must be worked out, either through the formation of a transit commission similar to Toronto's model of efficiency, or through a private rapid transit corporation.

The subway represents a tremendous investment and by all

As We See It - - -

TIMES UNION JUN 29 1949

Subway Freight Business Can Still Be Developed

THIS newspaper welcomes the Erie Railroad's interest in the subway. It hopes the railroad's investigation turns its interest into enthusiasm. As a freight carrier the subway is a valuable connection to many Rochester industries. To others the subway is essential to their business.

Developed into a beltline railroad—for transfer of freight from one line to another and to deliver from and to all lines—it could become a rich city-owned property. Beltline railroads are often good properties when long lines are having trouble.

Yet greater use of the subway as a freight carrier need not conflict in any way with its primary purpose as a rapid transit system.

Subway Motorman's Last Run Ends 41 Years with Company

When motorman Edward Mahns piloted his car into the City Hall subway station at 2:53 this afternoon, he completed his last run after 41 years of service with Rochester Transit Corporation.

A railroad man all his life, Mahns worked for eight years on the New York Central, the Erie, the Buffalo, Rochester & Pittsburgh, the Sodus Interurban line and a government railroad in Panama before coming to the RTC. Mahns never had a serious accident.



MAHNS

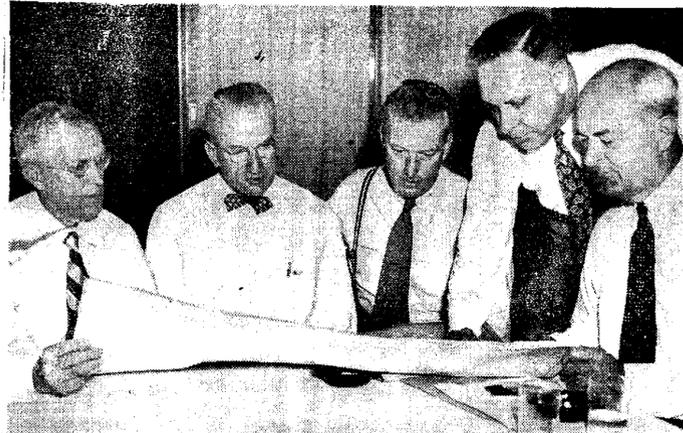
He now lives at 100 Grand Ave. but is building a house on Route 104 between Ontario and Williamson. He plans to spend most of his spare time in his garden.

The 68-year-old motorman says the most attractive aspect of retirement is the amount of time he'll be able to sleep. "For the last 37 years, I've gotten up at 4 o'clock every morning," said Mahns, "and after today I think I'll sleep for four weeks straight."

means should be extended and improved, not left to die on the vine as the surface bus operators seem bent on doing. The time has arrived when we must ask ourselves, "Has the subway failed us?" or "Have we failed the subway?" In all fairness to Rochester's great chance at expanded rapid transit, I believe we should answer the last question with concrete action for not only the betterment of the subway, but for the betterment of the entire Rochester area.

LLOYD E. KLOS,
104 Long Acre Rd.

Study of Subway Possibilities Opened by Railroad Experts



Gathered round the table for conference on subway are (from left) Louis B. Cartwright, Joseph Biel, Donald H. Foote, G. C. White and Howard Cather.

By HOWARD C. HOSMER

Rochester's 10-million-dollar subway, a headache, a hope and a subject of debate for years, came under the scrutiny of railroad experts today.

Five representatives of the Erie Railroad began a fact-finding survey on the operation, route and potentialities of the city-owned rapid transit line.

They received a general briefing at a Chamber of Commerce meeting attended by representatives of the Chamber, its Civic Development Committee, the City Planning Commission, the city administration, the Rochester Transit Corporation, which operates the subway under contract with the city, and industries which use the subway for both freight and employe-passenger service.

The Erie men admitted they knew little about the situation but were here to find out.

They were delegated to the task by Robert E. Woodruff, president of the railroad, who is interested in the Rochester subway both for its potential Erie freight link and its general possibilities as a freight carrier.

The survey they launched today is the result of a telephone conversation between Woodruff and Harry P. Ruppert, chairman of the City Planning Commission.

What everybody is anxious to learn, Harold W. Sanford, chairman of the Chamber's street planning and civic center group, told the meeting, is whether the subway can be extended, whether additional investment is advisable, how this could be financed and what can be done, if anything, to make the subway economically sound.

City Manager Cartwright pointed out that while the city

administration and council are open-minded on the subway question, taxpayers do have a 10 million-dollar investment in the subway, passenger service has shown a continuous deficit and people do not want to sink more money into something that will continue to show a deficit.

Thomas L. Lee, general manager of the Rochester Products Division, General Motors Corporation, pointed out that the subway, with its passenger and freight facilities, was one of the major reasons for locating the RPD plant in Lexington Ave. in 1937. He also pointed out that the subway is "the only means the plant has of receiving and shipping freight."

One of the main reasons behind today's meeting and the search for facts was recent intimation that the state would like to take over the eastern section of the subway for the Monroe Ave. expressway, a major link in the state's arterial highway plan for Rochester.

Howard Cather, a member of the City Planning Commission, pointed out at today's meeting that if freight tracks alone were left in the subway east of Meigs St., an additional expenditures of two million dollars would be necessary to build overpasses for vehicular traffic entering the subway motor highway.

Ruppert said the eliminating "all freight tracks is out of the question. The question is what must we do to make the subway economically sound? Can we make it sound? Can we provide a more extensive freight service?"

William A. Lang, vicepresident of the Rochester Transit Corporation and a member of the Planning Commission, pointed out that the subway now handles principally a rush-hour situation, that it is con-

tinuing to run at a deficit and that the feeling of some experts is that it is not used more often than it is for these reasons:

"It begins no place and ends no place; steps leading down to it are a deterrent; people want to get into something that will continue to show a deficit. The average woman shopper would rather take a bus for this reason, and women in general refuse to use the subway after dark." Erwin E. Davenport, general manager of The Times-Union and the Democrat and Chronicle, said he "could not help but feel that some good use can be made of the subway. The problem is to find out how to use it. Properly used, it would be a wonderful thing for the city."

The Erie's attitude, according to the head of its delegation, G. C. White, assistant general manager, is one of wanting facts, of establishing whether the subway is a worthwhile proposition and worth linking with the Erie line by a spur through the Carroll-Fitzhugh Raceway across Court St.

The Erie, he said, is also interested in the subway's general freight potentialities.

With White were C. Kenneth Scott, engineer of maintenance of way; Arthur R. Walton, freight traffic manager; Donald M. Lynn, real estate agent, and J. H. Ray, assistant electrical engineer.

Representing the city besides Cartwright at the meeting were Donald H. Foote, commissioner of commerce, and Joseph A. Biel, superintendent of municipal enterprises.

The Erie men's report will be made to Woodruff.

Officials of Erie Due Today for Subway Parley

To Discuss Question of Motorway Changeover With Local Group

By JOSEPH R. MALONE

Erie Railroad officials will present practical railroad men's views on future possibilities of Rochester's subway today.

Invited here by a group of citizens making a study of the utility's possibilities, the Erie representatives will meet with the local group at the Chamber of Commerce shortly after 10 o'clock.

Included in the Erie group, scheduled to arrive here this morning, will be a vicepresident, assigned here by President Robert E. Woodruff, and several technical advisers.

Groups To Be Represented

Rochesterians at the conference will include representatives of Eastman Kodak Company, DeLoe Appliance Division of General Motors, Rochester Products Division of General Motors, Distillation Products Inc., and one or two other industries whose factories are on the subway; William A. Lang, vicepresident of Rochester Transit Corporation; Robert E. Ginna, chairman of the Chamber's Civic Development Council; Harold W. Sanford, editor of The Democrat & Chronicle and chairman of the Chamber's street planning and civic center group; Harry P. Ruppert, chairman of the City Planning Commission, and Donald H. Foote, city commerce commissioner.

Today's "consultation" as interested persons styled it, grew out of an earlier meeting at which Andrew R. Mulligan, district state engineer, state Public Works Department, described the state's plan of taking over the eastern section of the subway for the Monroe Ave. expressway; a major detail of the state's Rochester arterial highway plan. Mulligan, it was learned last night, declared the state was prepared to solve the problem of changing the bridges over the subway as well as all construction costs in the event the city agreed to turn over the right of way for the expressway. The expense of rebuilding the bridges heretofore was held up as a major objection to transferring the subway right of way.

Question Before Conference

Mulligan's talk aroused the Rochester interests to ask: "Has

the time come when a detailed survey should be made by competent engineers and economists to determine if the subway should be changed to a motorway?" It is this question that the Erie officials are expected to answer today.

Cooperation of Erie officials was asked because Woodruff has shown a keen interest in the subway. He went over the route of a spur proposed to connect the Erie terminal in Court St. with the War Memorial then contemplated for construction on the City Hall Annex site in Court St., with city officials following a meeting of the Erie's board of directors here last October. Woodruff at that time hinted the railroad would pay costs of the spur.

The state's plans do not call for utilization of the subway for the Monroe Ave. motorway farther west than Meigs St., where connection would be made with the inner loop of highways about the business center. Any project to transform the remainder of the subway into a motorway, so far as now is known, would be a city project.

It is not contemplated to abandon the freight track in the subway in any event, members of the local group emphasized last night.

system, declared following a morning conference at the Chamber of Commerce with interested Rochesterians:

White established headquarters at the Hotel Rochester with G. I. Scott, engineer for maintenance of way; E. R. Walton, assistant freight traffic manager, and D. M. Lynn, land and tax agent. He said:

"We are here at the invitation of Harry P. Ruppert, chairman of the Rochester City Planning Commission, to look into present subway operations and its potentialities."

Full Transit Cooperation

John F. Uffert, president of the Rochester Transit Corporation and host to the Erie officials at a Rochester Club luncheon following the morning meeting, told White: "We'll give you full cooperation. You can have everything we've got concerning the subway."

RTC has operated the subway for 26 years under an arrangement with the city, which owns the underground, whereby the company gets its compensation from subway fare revenues.

The Erie group is here at its own expense but the survey in no way was initiated by the railroad, White said. The Erie, while it is the biggest freight user of the subway, is the only railroad serving Rochester which has no direct connections with it. The Erie uses the Lehigh Valley connection west of South Ave.

It was indicated one of the first steps of White and his party will be to study subway records at the RTC offices. Next will be a parley with officials of the Department of Commerce which has subway jurisdiction.

Continuous Deficit Noted

At the morning meeting, Harold W. Sanford, chairman, and also head of the Chamber's street planning and civic center committee, said Rochesterians are anxious to learn the advisability of extending the subway; of possible financing of such extension and what can be done, if anything, to make the subway financially sound.

City Manager Louis B. Cartwright pointed out that passenger service in the subway has shown a continuous deficit and said people of the city do not want to continue to pour money into a losing investment. Erwin R. Davenport, general manager of the Rochester Gannett Newspaper, declared, he "cannot help but feel that some good use can be made of the subway; properly used, it would be a wonderful thing for the city."

Others at the meeting were Leon R. Brown and William A. Lang of the Rochester Transit Corporation, Herbert A. Williamson, Ethylinde S. Henderson and J. Howard Cather of the City Planning Commission, Commerce Commissioner Donald H. Foote and his deputy, Joseph A. Biel, Thomas L. Lee and Benjamin O. Snyder of Rochester Products Division, General Motors, and E. A. Farrow, Eastman Kodak Company.

ROCHESTER DEM

High Erie Aides D. & C. JUN 29 1949 Agree to Study Subway's Setup

Survey of Possible Uses Set After Conference Held at Chamber

High Erie Railroad officials yesterday took over the task of surveying Rochester's subway with a view to determine its "potentialities."

They are prepared to give several days to the task, G. C. White, assistant general manager of the Erie

We Refuse to Sell Subway Short

The Democrat and Chronicle does not favor selling the Subway short. Readers of this page over the last few years might have gathered as much.

Recent suggestions that part of it might be used for the eastern through-way entrance, that part of it should be paved and buses run have aroused some of those who for years have been alive to its potential possibilities.

One such man, at a little meeting yesterday, said the Subway never had realized more than 10 per cent of its possibilities. If a way could be found to add a fair portion of the other 90 per cent it could be the greatest asset Rochester had.

And so it is and can be. The facts that industrial sites are available on its western end and that its eastern end serves a rapidly growing residential area still are the basis on which some ideas for its development and use can be built.

* * *

No one can blame the city for not investing further millions, the transit corporation cannot be expected to make the capital investment required.

Who then can do anything with it? Obviously down-to-earth answers must be made to two questions:

What could it be if development capital and interest was available?

Where can that capital and interest be found?

Citizens interested in exploring these possibilities have turned naturally to the Erie Railroad for advice. The Erie has sent half a dozen experts to gather a basis for advice.

They will spend a week or two here to get facts and to estimate practical possibilities.

On their report will rest the answer to the question whether it is sensible to go further with any attempt to develop a plan.

* * *

Other railroads than the Erie are interested, since it provides a convenient interchange of freight.

It is conceivable that by enlightened interest by the city, by the railroads and the transit corporation, to which the Subway now is an expensive headache, something can be worked out.

The Democrat and Chronicle sincerely hopes so, and will refuse to support any scheme for scrapping it all or any part of it until the practical men's report has been made.

Hails Subway Hopes

The events of the past few days in which technical experts and officials of the Erie Railroad have assembled in Rochester for the purpose of making a comprehensive survey of the subway, with an eye to its potentialities, is indeed heartening. Such a survey has been advocated from many sources, and the fact that practical railroad men are engaged in this survey suggests that some favorable light will at last shine on Rochester's one great chance for improved rapid transit.

When we learn that representatives of Eastman Kodak, Rochester Products and Delco have met with the Erie men and city officials, this suggests that these men are not willing to write "finis" to the subway. These men are still mindful of the record snow storms of recent years which rendered the surface buses useless.

People naturally turned to the faithful subway and found that this rapid transit facility, operating cars on its own right-of-way, could handle record numbers of passengers with greater speed and efficiency than could any greater number of buses.

Not only are these representatives of the city's largest industries mindful of the great facilities for freight handling which the subway offers, but they are aware of the speed and punctuality of getting their employees to work, which are trademarks of electric railways everywhere.

The big problem of the Rochester subway is still, "Will it ever develop into a paying proposition?" As it is now situated and operated it can't become a financial asset. To take it out of the red-link class, improvements and proper extensions must be made. Improvements consist of repairs, painting and better lighting at all stations, better track alignment, wire repair, and new, modern, high-speed PCC cars. Extensions to Kodak Park, Monroe Ave. in Brighton and Charlotte would prove most practicable. Headways between trains should be cut down rather than lengthened. I am not of the opinion that the subway is a mere "rush hour" proposition.

The freight service can be stepped up considerably by giving the Erie the green connection with its long-desired connection with the subway via the Carroll-Fitzhugh mill race bed. Such a connection would make possible high-speed passenger and express service to the ever-growing airport. The Erie deserves the opportunity to effect this connection as it has been consistently at the top in freight-switching on the subway—and by using the tracks of the Lehigh as a connection with their road at that.

To make such improvements and extensions, a practical plan for financing and providing the know-how must be worked out. I have mentioned the possibility

AY, JULY 6, 1949

Councilmen to Get Report on Subway At Parley Tonight

Erie Railroad Officials Due at Session With Findings

City Councilmen will meet with Erie Railroad officials engaged in a study of the subway's potentialities tonight at the Rochester Club. Vice Mayor Frank E. Van Lare said yesterday.

Councilmen expect G. C. White, assistant general manager of the Erie, will give a preliminary report on his findings to date. White undertook the survey at the request of city officials and subway users following a conference here a week ago yesterday.

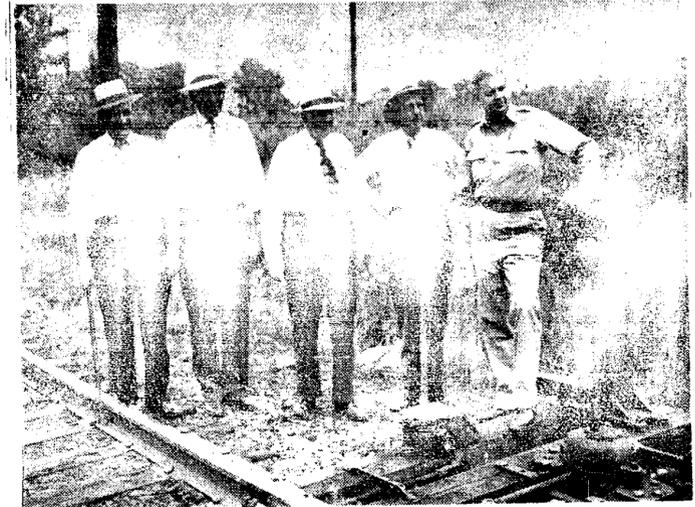
Involved in the present study by the railroad officials is the question of the subway's future. The state has proposed to take over the Eastern section as a right-of-way for the Monroe expressway, a link in the arterial street plan, and some members of the city administration are on record as favoring the transformation of the entire subway into a motorway.

It is not proposed in any event to disturb the subway freight track, according to Harry P. Ruppert, chairman of the City Planning Commission. White was sent here to study the subway by Robert E. Woodruff, Erie president, at Ruppert's invitation.

of a transit commission, modeled after Toronto's, or a rapid transit corporation. At any rate, should a special organization be formed, this outfit should consist of the best men obtainable—specialists in electric engineering, repairs, rights of way, maintenance, etc. Should the report of the Erie technicians prove favorable, that should constitute the first step in the advancement of the subway. Once Rochester utilizes the great potentialities of the subway, our city will fall in step with other cities which have proven the desirability of rapid transit service.

FLOYD E. KLOS,
Rochester.

DEMOCRAT AND CHRONICLE, THURSDAY, JULY 7, 1949



THEY COVERED THE SUBWAY—ON FOOT

These representatives of Erie Railroad data for report. From left: W. L. Kelly, C. L. Connor, C. K. Scott, G. E. Righter, J. H. Jay.

Wearry Erie Rail Experts Learn About Subway the Hard Way

Erie men became weary men yesterday but they learned more about the Subway than 90 per cent of Rochesterians.

A delegation of representatives of the Erie Railroad learned it the hard way—hoofing it from end to end of the Rochester underground as part of a study of the possibilities of the electrified passenger and freight line.

"We merely looked over the property to learn what might be expected in the way of replacements in construction, as well as its potentialities," reported G. C. White, assistant general manager.

The Erie men met at the Rochester Club with Mayor Samuel B. Dicker, Vice Mayor Frank E. Van Lare, other city councilmen, City Manager Louis B. Cartwright, Harry P. Ruppert, chairman of the City Planning Commission, Donald H. Foote, commerce commissioner, and other city officials. They declined to give any preliminary reports.

"We will have to correlate our data and then submit the result to our general offices in Cleveland," White said. "A report will be sent to the Mayor."

The Erie delegation was in the city at the invitation of Ruppert, extended to Robert E. Woodruff, Erie president, to inspect the Subway and advise the city on its potentialities. Earlier, the visitors received data on Subway operations from the Rochester Transit Corporation, leasee.

Accompanying White were C. K. Scott, A. E. Walton, D. M. Lynn, K. H. Jay, W. L. Kelly, C. L. Cannon and G. E. Righter of the Erie staff. All are experts in various lines of railroading.

Still Hopes for Subway

By Clifford Chronicle

The report of the Erie Railroad experts concerning the subway which was recently revealed to the public, was more or less discouraging to those who have advocated rehabilitation and expansion of this one great means at Rochester's disposal for a true rapid transit system.

It was expected that the group would recommend continuance and expansion of freight service as this is a most lucrative business, but when the experts advocated immediate discontinuance of passenger service, several facts should be brought to light which should prove that the subway not only is doing a good job, but with improvements could make the passenger service show a healthy profit.

As the report states, the subway carried 3,194,104 passengers in 1948. This is a decrease of 918,492 over the previous year. The loss can be attributed to decreased employment in the Rochester area, cutting of the subway schedule, and slower service through one-man operation. It must be emphasized here, however, that even with decreased passenger service, the subway is still carrying more passengers than any year prior to 1942. Furthermore, when passenger-carrying on the city's 36 transportation lines was compared in 1947, the subway ranked 16th.

As I have pointed out many times, means must be provided to increase the subway's scope of operations, and since the passenger service is of paramount importance to Rochesterians, I believe that if the following recommendations were followed, the number of users of the rapid transit facility could be increased immensely:

1. There should be more feeder lines to the various subway stations, even re-opening of several

bus lines to pass subway stations would help. There should also be a bus shuttle service, circling the central business and shopping area and meeting the subway either at Main and Oak or Court Street stations.

2. Some newer model PCC trolleys should be purchased. There are many who refuse to ride the present 1923 antiques because of their high steps, noise, and constant swaying motion.

3. Extensions to Kodak Park, Charlotte, Monroe Ave. in Brighton, and Greece should increase passenger service greatly. The employees of Rochester's largest industry deserve the benefits to be gleaned from fast, efficient electric rail service. The residential areas on the city's outskirts would welcome trolley service as a means of alleviating city parking and traffic worries.

The Erie report should not constitute the final say-so on the subway issue. The survey was made by men who have been experts in steam and diesel locomotion. What is needed now is an electric railway expert to give his views and make recommendations. It would be catastrophic indeed to abandon a \$20,000,000 investment as a failure. Here in Rochester we have the very backbone of a type of system for which Toronto has earmarked \$45,000,000. Other cities, becoming crowded upon the surface have turned to their underground systems, because the buses simply cannot handle large crowds efficiently and with dispatch.

Rochester now stands at the crossroads of a very vital decision. She can neither scrap the subway and allow the last big chance for rapid transit advantages slip from her grasp, or she can stick with the subway and by improvement, make it a most useful civic servant.

LLOYD E. KLOS.
104 Long Acre Road.

TIMES UNION, JUL 20 1949

Subway Electric Service Held Civic Asset

Editor, The Times-Union:

FOR SEVERAL YEARS now the city has been debating the question of continuing the operation of the subway or changing it over to a roadway for motor traffic.

There are many reasons why the subway should be continued, but the best reason is that the city should not be limited to one method of public travel. During the war the shortage of gasoline showed how unwise it was to depend on motor transportation alone, and no doubt other emergencies will arise during which the same condition will exist.

In the subway the city has a mode of travel which is entirely independent of cross streets and intersections of any kind and which is operated by electricity which is more apt to be available than gasoline.

Instead of doing away with

this method of transportation, the city should make more use of it by having crosstown bus lines connect with subway stations at convenient points. Also, at a later date the city might be able to lease the use of tracks of certain railroad lines. This would bring in to the subway system large sections of the city which are not now reached.

CAROLUS J. MACKEY.
Rochester.

LETTERS

Asks Subway Users Act

Editor, Democrat and Chronicle:

On June 28th when the Erie Railroad officials met with the Civic Committee who hope to save the subway, we read (in that night's Times-Union) an amazing statement attributed to William A. Lang, Rochester Transit vice-president and public relations man.

Certain phrases reported as Mr. Lang's opinions and reasons for this subway "running at a deficit" challenge this constant subway passenger to contradict the Transit vice-president's statements.

1. Mr. Lang's statement "It begins and ends no place." It carries all passengers from Rowlands (way beyond the 12 Corners in Brighton) to City Hall in 15 minutes and it gets them there exactly on schedule. It also carries would-be westbound riders all the way to General Motors in a very few minutes more.

2. "The steps are a deterrent." Yes, they are, but the other conveniences — speed, dependability etc. more than compensate.

3. "The average woman shopper would rather take a bus." She would not, but she is forced to as we do not have enough subway stations. (Clinton Ave. still a question).

4. "The women in general refuse to use the subway after dark." False—as proved by the number of women who do use it—at least until 10 or 11 p. m.

Finally, continued cutting of schedules appears to be the worst possible method of increasing expenses. On 4, 1948 Sunday schedule listed 60 west bound cars—the present schedule gives 36—just an example of the cut. Therefore, since the Corporation has cut its Sunday schedule a full 50 per cent each way—and has made similar weekday and Saturday cuts—while now getting 50 per cent more for the pass (\$1.50 now instead of \$1) this Rochesterian has sent a written protest to Mayor Dicker requesting him to forward same to Albany to the Public Service Commission.

If each subway user who wishes to preserve the future of our one and only quick dependable means of transportation, will take just three minutes now to send a complaint to the "Public Service Commission, Governor Alfred E. Smith Building, Albany, N. Y." it may not be too late, but act today.

H. L. BARRY.
Rochester.

Hates to Agree with RTC

Editor, The Times-Union:

IN REFERENCE to the letter appearing on the editorial page Aug. 1, signed "A Driver," there is an error in his computations. In figuring monthly pay from weekly pay the correct factor to multiply the weekly pay with is 4 1-3. That is, there are 4 1-3 weeks in a month. Twelve months multiplied by 4 1-3 results in 52 weeks for the year.

Now multiplying the admitted weekly pay of "A Driver" 4 1-3x\$71.33 we obtain the result \$309.09 for his monthly wage. Somehow I can't see calling the RTC "liars" for \$2.14, the difference between the RTC advertisement and the weekly wage of "A Driver."

I don't like the RTC. They have one of the poorest transportation systems I have ever seen, but I do believe that "A Driver" should be a little more careful how he criticizes them. He should check his figures again.

I would like to ask the driver, in fact all drivers to go out and talk with their riders, particularly those traveling on the lines going to the various factories in Rochester. Find out how many of them are getting \$309.09 a

month. Also find out how many are not working a full week. Or perhaps go take a look at the line at the Unemployment Office.

A RIDER.
Rochester.

Bus Drivers' Pay Considered Good

Editor, The Times-Union:

ACCEPTING "A Driver's" figures (for what they are worth), the average weekly wage he acknowledges, is \$71.33 (most of us would consider that a passably good stipend for a five-day week). However, \$71.33, multiplied by 52 (number of weeks in a year) is an annual wage of \$3,709.16. Now divide that figure by 12 (number of months in the year) and the answer is \$309.09 (a month's wage).

"A Driver" complains of the R.T.C.'s figures that say he receives \$311 a month. He claims the month's wage is \$284.92. Even using the figures he offers, who is nearer correct on this basis, the R.T.C. report or "A Driver"?

DISGUSTED BUS RIDER.
Rochester.

TIMES UNION AUG 3 1949

Readers See It

For Diesel Subway Service Over N.Y.C. Branch Tracks

Editor, The Times-Union:

TO MAKE the Rochester Subway infinitely more useful it is suggested that a loop be built in Pittsford at the crossing of East Avenue and the branch of the N. Y. Central that crosses the avenue immediately toward Rochester from the Barge Canal.

Next equip the subway with a diesel coach like that which runs on the Lehigh Valley R. R. from Court St. to Rochester Junction. Let this proposed diesel coach run express from the Court St. subway station to Winton Rd. and just beyond Winton Rd. turn it, using a switch that is there, onto the single N. Y. Central track above mentioned and via this track to Pittsford, making stops at Allyn's Creek Rd., Clover St., a station to be built about one hundred feet of Monroe Ave., French Rd., and the Pittsford railroad station. It would not be difficult to schedule runs of this diesel coach so that they did not conflict with the use of N. Y. Central makes of the track.

It would be a simple matter to build the loop proposed out at Powder Mill Park or even in Canandaigua. A few days ago a writer to you pointed out the

READERS' FORUM

Please write briefly. Sign your own name. Avoid mere abuse. Remember that a free press is also a responsible press. But write.

value of the subway during gas rationing, and if that unhappy situation should arise again, my proposal concerning the subway would increase in value. At the west end of the Subway it would not be costly or difficult to make like connections with rail road tracks to Charlotte and the Falls Rd. running west.

W. B. FRENCH
Conesus Lake.

TIMES UNION AUG 9 1940

As Readers See It

Subway Extension, Shuttle Bus Service Advocated

Editor, The Times-Union:

I WAS INTERESTED in the comments offered by W. B. French which appeared in The Times-Union recently. He suggests the use of a diesel coach for service over the Auburn branch of the New York Central, and the construction of a loop at the Pittsford crossing of the NYC, the whole arrangement to be connected with the Rochester subway.

To run a high-speed line such as this in proper fashion requires a double-track roadbed, but it would be impossible to do this with the single-track Auburn line. Furthermore, I doubt if there is sufficient area belonging to the NYC along its right-of-way from Pittsford to Winton Rd. which would allow occasional sidings for use when freight trains would demand the right-of-way over the passenger cars. I would be interested to learn what rights-of-way are available for construction of a double-track line, terminated with a loop at Powder Mill Park or Canandaigua as Mr. French suggests.

I believe that to bring rapid transit facilities to communities east of Rochester, two very feasible extensions to the Rochester subway can be made, and at half the cost of construction of similar extensions elsewhere.

First, to make electric service more accessible to Pittsforders, the 1,200-foot extension from Rowlands to Monroe Ave. should be constructed. Shuttle buses from Pittsford to the subway terminus would provide fast service to downtown Rochester. A parking lot adjacent to the Monroe Ave. terminus would make it possible for motorists to avoid city traffic and parking worries.

Second, an extension of the subway from East Ave. to Fair-

port and East Rochester is not beyond the realm of possibility. The right-of-way of the abandoned Rochester, Syracuse & Eastern Interurban is still intact. It's connection with the subway is made through 500-foot double-track tunnel under East Ave. Track could be laid on this county-owned roadbed at moderate cost, and given the proper high-speed silent suburban PCC cars, a running time from City Hall Station to East Rochester could be effected in 17 minutes; to Fairport in 22 minutes. It should be pointed out here that both the R&S roadbed and tunnel are not of sufficient width to permit construction of a proper arterial highway such as the state has proposed. An electric line, running through this area would increase land values, bring new home construction through the desirability of commutation to Rochester.

If a rapid transit building and improvement program were inaugurated in the Rochester area and executed over a period of several years, embodying extensions into Kodak Park, Charlotte, Greece, Brighton, Fairport and East Rochester, such a program would prove a welcome asset to the needs of the growing Rochester metropolitan area. Rapid transit service should reach any and all areas where it is practicable to bring such service.

LLOYD E. KLOS,
Rochester.

READERS' FORUM

Please write briefly.
Sign your own name.
Avoid mere abuse.
Remember that a free press is also a responsible press.
But write.

ROCHESTER TIMES-UNION

SATURDAY EVENING, SEPT. 3, 1949

9

End Passenger Service on Subway, Curtail Freight, Rail Group Urges

Abandonment of all subway passenger service and of freight service east of Meigs St. is recommended in the report of a committee of Erie Railroad officials.

The report, based on a survey requested by a group of subway users called together by a Chamber of Commerce committee, points out that possible freight expansion could occur in the northwest section of the city. However, it fails to recommend expansion of the subway "at this time."

Full conclusions of Erie Railroad experts on Page 14.

millions might be involved if the subway right of way east of Meigs St. be used for a highway, the report indicated.

The committee was emphatic in its recommendation for continuance of freight service west of Meigs St. This is "vital to the welfare of all of the industries in the territory, and not alone to those that are located directly on the subway," the committee asserted.

LOSS CITED

The subway users were called together by the chairman of the Major Street Plan Committee, which is a subcommittee of the Chamber's Civic Development Committee.

Members of the Erie Railroad committee were: G. C. White, Erie Railroad assistant general manager; C. K. Scott, engineer of maintenance of way; A. B. Walton, assistant freight traffic manager; D. M. Lynn, land and tax agent, and J. H. Ray, assistant electrical engineer.

Operation of passenger service on the subway is handled at a financial loss. To eliminate the deficit there would have to be increased as much "as to practically wipe out the traffic," the report stated.

"It is therefore the opinion of the committee that handling of passenger traffic should be discontinued at the earliest possible date," the committee said.

Immediate abandonment of the subway is not expected. This operation is continued under an agreement between the Rochester Transit Corporation and the city. In proposing the elimination of freight service east of Meigs St. the committee recommended use of that part of the subway for highway purpose in connection with the inner and outer loop plan for Rochester.

CENTRAL AFFECTED

Doubts were expressed that the New York Central would go along on the elimination of freight service beyond Meigs St. That would force abandonment of its switching operations in Brighton and force their transfer to the Central's Kent St. Yards. A saving of approximately 2

tended across Mt. Read Blvd. "a main north and south highway which we understand will be improved in the near future to a four-lane highway."

Such an extension would open up 400 to 500 acres of undeveloped land for more than half a mile to the south to Lexington Ave. and nearly half a mile to Ridgeway Ave., the railroad officials declared.

Just north of Ridgeway Ave. on the west side of Mt. Read is the new Distillation Products Company plant, served by a single track siding of the Kodak Park railroad. This railroad also serves the new distributing warehouse which Kodak is erecting.

"It would be a feasible step to extend the subway about 1 mile to the Kodak Park railroad," the report added. "Such an extension within the limits of the city-owned canal bed would give the subway a direct connection with the Kodak Park railroad, and would open a large area for new industry."

Conclusions in Erie Study of Subway

Following are the conclusions of the Erie Railroad experts following survey of the subway:

1. It is the opinion of the committee that the operation and maintenance of the Subway as now being performed by the Rochester Transit Corporation is the most economical that can be provided consistent with service requirements. As certain items of maintenance are in need of attention and increased expenditures for this purpose are indicated in subsequent years, the committee cannot suggest any changes in existing operation or maintenance practices that would promote increased efficiency or reduction in expenses.

On numerous occasions during the course of its investigation the committee was faced with the question as to what should be done with respect to continuing the use of the Subway facilities, as to expansion of present facilities, converting its right-of-way to highway use, etc. From every consideration a basis given to the construction of arterial highways within the city, the construction of a so-called outer loop around the city and also an inner loop.

Development Suggestions

In the development of plans for such highways one proposal was advanced which would provide for the construction of a new thru highway parallel to the right-of-way of the Subway and immediately adjacent thereto from a point near the eastern terminus to a point in the vicinity of Clinton Ave. Subsequently, a suggestion was made that certain streets in right-of-way expense and construction cost could be made if the existing right-of-way of the Subway were used for this purpose. It was stated that a saving of approximately a million dollars would be involved, a portion of which would accrue to the state and a portion to the city.

It was made that in view of the limited amount of freight traffic and the availability of bus routes that the right-of-way of the Subway from a point east of Meigs St. be utilized for highway purposes. Analysis of freight traffic handled in or originating on the Subway east of Meigs St. disclosed a total of 29 cars handled to or from private sidings and 177 cars to or from team tracks, a total of 206 cars during the year 1918.

At a switching rate of \$10 per car this portion of the line produced total revenue of \$2,060 in that year. No records were available as to the passenger use of this portion of the line, but it seems apparent that such use as is being made of it can now be handled by buses. In addition to freight service and terminating on the eastern portion of the line, a number of cars were handled to and from the Hamilton area, chiefly to the New York Central. These cars generally were received from or destined to points west of Meigs St.

Possible Interchange System

Such interchange of cars could be dispensed with.

Handled through the Kent St. interchange with the New York Central and if this could not be done it would seem that some suitable arrangement could be worked out with the New York Central with respect to construction of interchange at Kent St. interchange poses some operating difficulties for the New York Central and that they do not desire to increase the number of cars moving via this route. Considering the negligible volume of business moving to or from private sidings it does not appear that anyone would be seriously affected by the discontinuance of this portion of the line for freight traffic purposes. The residential area that is involved and strict zoning limitations preclude any possibility of future industrial growth so that this portion of the line has no additional future value from a freight traffic standpoint.

Considering the loss that accrues in the handling of passengers and the fact that bus routes can undoubtedly satisfactorily handle such passengers as move to and from this territory, it is the conclusion of the committee that this portion of the line should be abandoned in its entirety and the existing right-of-way converted to highway use as proposed and thereby take advantage of savings that can be realized in right-of-way and construction costs.

The for Freight Essential

Retention of the subway west of Meigs St. for the handling of freight traffic is most essential to the economic and industrial welfare of the city. Prior to the construction of the subway considerable delay occurred in the switching of freight cars from certain line haul carriers to other line haul carriers. As an illustration, a car arriving on the Lehigh Valley for delivery to an industry on the Erie would deliver the car to the Pennsylvania, who in turn would deliver the car to the New York Central for placement at the industry.

Several days' delay was involved in the manner in which it was necessary and similar conditions exist in all cases where one road haul carrier did not have direct connection with the carrier on whose line use was desired. Construction of the subway overcame the delays and inconvenience of such methods of handling, as it made possible more direct connection for the road haul carriers one with the other.

Possible Profit on Freight

The continuance of the subway as a freight carrier in the territory west of Meigs St. is vital to the welfare of the industries in the territory and not alone to those that are located directly on the subway. It is the opinion of the committee that the operation and maintenance of the line for freight service only can be conducted at some measure of profit over and above the operation and maintenance expenses.

A question also developed as to possible future expansion of the line. Investigation discloses that there is no property available for industrial expansion adjacent to the present right-of-way of the subway, and the only expansion that could occur from freight traffic standpoint would be in the northwest portion of the city where industrial sites are still available. Investigation of industrial development within the city for some years past discloses that no new industries of any consequence from a freight traffic standpoint have been established.

No new industries of any consequence have been located on the subway during its entire period of existence with the exception of the Rochester Products Division of General Motors. Considering the industrial development inertia that is apparent, the committee cannot recommend the expansion of the existing facilities of the subway at this time.

G. C. White
Assistant General Manager
C. K. Scott
Assistant Maintenance of Ways
A. R. Walton
Assistant Freight Manager
D. M. Lynn
Land and Tax Agent
J. H. Ray
Assistant Electrical Engineer

D. & C. SEP 3 1948

Text of Conclusions On Subway Survey

Following are the conclusions of the Erie Railroad experts following survey of the subway:

1. It is the opinion of the committee that the operation and maintenance of the Subway as now being performed by the Rochester Transit Corporation is the most economical that can be provided consistent with service requirements. As certain items of maintenance are in need of attention and increased expenditures for this purpose are indicated in subsequent years, the committee cannot suggest any changes in existing operation or maintenance practices that would promote increased efficiency or reduction in expenses.

On numerous occasions during the course of its investigation the committee was faced with the question as to what should be done with respect to continuing the use of the Subway facilities, as to expansion of present facilities, converting its right-of-way to highway use, etc. From every consideration a basis given to the construction of arterial highways within the city, the construction of a so-called outer loop around the city and also an inner loop.

Development Suggestions

In the development of plans for such highways one proposal was advanced which would provide for the construction of a new thru highway parallel to the right-of-way of the Subway and immediately adjacent thereto from a point near the eastern terminus to a point in the vicinity of Clinton Ave. Subsequently, a suggestion was made that certain streets in right-of-way expense and construction cost could be made if the existing right-of-way of the Subway were used for this purpose. It was stated that a saving of approximately a million dollars would be involved, a portion of which would accrue to the state and a portion to the city.

It was made that in view of the limited amount of freight traffic and the availability of bus routes that the right-of-way of the Subway from a point east of Meigs St. be utilized for highway purposes. Analysis of freight traffic handled in or originating on the Subway east of Meigs St. disclosed a total of 29 cars handled to or from private sidings and 177 cars to or from team tracks, a total of 206 cars during the year 1918.

At a switching rate of \$10 per car this portion of the line produced total revenue of \$2,060 in that year. No records were available as to the passenger use of this portion of the line, but it seems apparent that such use as is being made of it can now be handled by buses. In addition to freight service and terminating on the eastern portion of the line, a number of cars were handled to and from the Hamilton area, chiefly to the New York Central. These cars generally were received from or destined to points west of Meigs St.

Possible Interchange System

Such interchange of cars could be dispensed with.

Handled through the Kent St. interchange with the New York Central and if this could not be done it would seem that some suitable arrangement could be worked out with the New York Central with respect to construction of interchange at Kent St. interchange poses some operating difficulties for the New York Central and that they do not desire to increase the number of cars moving via this route. Considering the negligible volume of business moving to or from private sidings it does not appear that anyone would be seriously affected by the discontinuance of this portion of the line for freight traffic purposes. The residential area that is involved and strict zoning limitations preclude any possibility of future industrial growth so that this portion of the line has no additional future value from a freight traffic standpoint.

Considering the loss that accrues in the handling of passengers and the fact that bus routes can undoubtedly satisfactorily handle such passengers as move to and from this territory, it is the conclusion of the committee that this portion of the line should be abandoned in its entirety and the existing right-of-way converted to highway use as proposed and thereby take advantage of savings that can be realized in right-of-way and construction costs.

The for Freight Essential

Retention of the subway west of Meigs St. for the handling of freight traffic is most essential to the economic and industrial welfare of the city. Prior to the construction of the subway considerable delay occurred in the switching of freight cars from certain line haul carriers to other line haul carriers. As an illustration, a car arriving on the Lehigh Valley for delivery to an industry on the Erie would deliver the car to the Pennsylvania, who in turn would deliver the car to the New York Central for placement at the industry.

Several days' delay was involved in the manner in which it was necessary and similar conditions exist in all cases where one road haul carrier did not have direct connection with the carrier on whose line use was desired. Construction of the subway overcame the delays and inconvenience of such methods of handling, as it made possible more direct connection for the road haul carriers one with the other.

Possible Profit on Freight

The continuance of the subway as a freight carrier in the territory west of Meigs St. is vital to the welfare of the industries in the territory and not alone to those that are located directly on the subway. It is the opinion of the committee that the operation and maintenance of the line for freight service only can be conducted at some measure of profit over and above the operation and maintenance expenses.

A question also developed as to possible future expansion of the line. Investigation discloses that there is no property available for industrial expansion adjacent to the present right-of-way of the subway, and the only expansion that could occur from freight traffic standpoint would be in the northwest portion of the city where industrial sites are still available. Investigation of industrial development within the city for some years past discloses that no new industries of any consequence from a freight traffic standpoint have been established.

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D. & C. SEP 3 1948
Erie's Subway Views
Not Conclusive

The Erie experts' report on the present and future of the Rochester Subway concedes its vital importance for freight service, and the possibilities of its extension for that purpose. But it sees no reason for continuing passenger service, now operated at a continual loss.

Removal of electrical lines and substitution of diesel locomotives for the present freight electric locomotives is suggested as a feasible means of economy.

The report is disappointing to those who had hoped for some suggestions to retain and develop its passenger use. It approves the suggestion of abandoning even freight service east of Meigs street, though it admits that the New York Central might be reluctant to switch its Brighton car handling to its Kent street yards.

Possible extension at the western end to Mount Read boulevard to serve Distillation Products would also make it available to an area where further industrial sites are available, but the engineers doubt that there is any prospect of further industrial development here immediately.

The Transit Corporation is operating the passenger cars now without a contract with the city, and has given no indication that a stoppage of passenger service is contemplated.

The report has some value as indicating the bedrock views of five experts of a steam railroad corporation.

We doubt, however, that their views, accurate as the facts on which they are based must be conceded to be, will determine what is or can be done with the Subway.

The railroad men are not electric railroad enthusiasts. What engineers more acquainted with electric railway operation might say cannot be surmised.

The Subway's development and extension for rapid transit passenger service would require a considerable investment, say two or three million dollars, which neither the city nor the Transit Corporation can be expected to furnish.

The Subway is, as some persons recognize, an asset with tremendous possibilities, which ought not to be abandoned, or seriously curtailed in its use. Efforts to develop its possibilities should not be abandoned.

End Rider Use, Extend Subway, Experts Advise

Mt. Read Blvd. Freight
Service Urged by
Erie Group

Three major recommendations for use of the Subway were made by Erie Railroad experts yesterday in a report to the City Planning Commission at the Chamber of Commerce.

They were:

1—Extension of the Subway to Mt. Read Blvd. for freight service and development of that industrial area.

2—Abandonment of passenger service as too costly a continuing loss.

3—Abandonment of freight service east of Meigs St. and use of that part of the whole roadbed for a highway connection with the state's contemplated inner loop. Doubts were expressed that the New York Central would approve abandonment of its switching operations at Brighton and their transfer to the Kent St. yards.

The Erie Railroad officials came here a month ago, at the request of a group of subway users and the Planning Commission, and spent several days in making a survey of the subway operations.

Passenger Service to Continue

The report was made by G. C. White, Erie assistant general manager; C. K. Scott, engineer of maintenance of way; A. R. Walton, assistant freight traffic manager;

CONCLUSIONS

of the Erie Railroad experts on their subway survey are on Page 1a.

D. M. Lynn, land and tax agent, and J. H. Ray, assistant electrical engineer.

No immediate abandonment of passenger service is expected. That to extend the Subway about 1 mile is being continued under a verbal to the Kodak Park railroad. Such understanding with the city.

Members of the citizens group do not think that the Erie experts' report should be conclusive in deciding the Subway's future. They expressed belief it has possibilities of improvement and extension of which some of the railroads or others might recognize.

Members of the committee believe the subway's freight service is vital, and that its future passenger possibilities at least promising enough to warrant further exploration.

Erie Experts' Report

Discussing the wisdom of extending the subway from the western end to Mt. Read Blvd., the report says:

"The Subway could be extended across Mt. Read Blvd., a main north and south highway, which we understand will be improved in the near future to a four-lane highway. The Subway has an elevation on either side of Mt. Read Blvd., thus offering a natural location for an aerial railway bridge. An extension of the Subway across Mt. Read Blvd. would open up 400 to 500 acres of undeveloped land for a distance of 8 miles to the south to Lexington Ave. and 4 miles north to Ridgeway Ave.

A few hundred feet north of Ridgeway Ave. on the west side of Mt. Read Blvd. is the new plant of the Distillation Products Company, a subsidiary of Kodak. This plant is served by a single track siding of the Kodak Park railroad, which is owned by the Kodak Company and runs across Mt. Read Boulevard from the east under a new highway overhead bridge along the east side of Mr. Read Blvd.

Serves New Warehouse

This railroad serves the new distributing warehouse which the Kodak Company is now erecting at a cost of approximately \$ million dollars and from which Kodak's entire production will be distributed. It would be a feasible step passenger service is expected. That to extend the Subway about 1 mile is being continued under a verbal to the Kodak Park railroad. Such understanding with the city.

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Chamber and Subway

The City Council is the ultimate planning authority. It must decide the arterial street plan, the future of the Subway and do what it can under Public Service Commission control about transportation service.

The City Planning Commission, appointed by the Council, has the responsibility of suggesting projects to the Council, and the Council must wait to act on anything important for a reasonable time for the Planning Commission to make its recommendations.

* * *

The Erie Railroad experts' report on Subway possibilities was asked for neither by the Council nor by the Planning Commission officially. It was asked for by a group of citizens interested in the Subway, called together under Chamber of Commerce auspices.

The request of the Erie grew out of a meeting of the Chamber Civic Development Council's committees on major street plan and public transportation. At that meeting the District State Engineer, Mr. Mulligan, had explained how the eastern end of the Subway might be used to make an eastern thruway connection with the proposed inner loop.

Such use, he emphasized, depended on whether the city wished to abandon that part of the Subway for highway use.

* * *

The Chamber group believed a practical transportation man should be asked for an opinion whether the Subway could be made more useful. Mr. Woodruff, Erie president, agreed to send someone here. Hence the report.

The Chamber is officially on record for maintaining and developing the Subway. It undoubtedly will be interested in the Erie experts' suggestion that an extension of its western end to Mount Read Boulevard would serve new Kodak buildings, and open up extensive property available for further industrial development.

The committees of its civic development council will go further into consideration of the whole question and recommend action by the Chamber Trustees. Meanwhile the City Planning Commission, in its consideration of the arterial street plans as they affect the Subway, naturally is interested in the Erie men's views and in the Chamber's views as well.

LETTERS D & C. SEP 9 1949 Protests Ending Subway Passenger Service

Editor, Democrat and Chronicle:

A report on the subway was given recently by five officials of the Erie Railroad recommending, among other things, abandonment of subway passenger service. That their investigation of subway passenger service was superficial was clearly evident. The only matters which they were fitted by training and experience to judge were freight service and right-of-way. They have had no experience whatsoever in the planning, construction and operation of rail rapid transit service.

They slough off the whole passenger question in a few words, stating that the subway carries relatively few passengers, and was operated at a loss in 1948. Moreover, they make the wholly unwarranted assumption that the subway is at present being operated by the P.T.C. in the best manner practicable, considering patronage.

Low standards of maintenance, unsuitable equipment, and the schedule revisions of the past year which could not help but drive passengers away—all have helped bring about the reduction in patronage. In saying that buses can easily handle the remaining subway patronage, they ignore the fact that the subway is twice as fast as bus service, and that the bus system is wholly inadequate for such patronage as it already has. How will General Motors employes and other riders feel about being forced to accept a bus service that will take twice the time of the subway?

They ignore altogether the basic contention of those who regard extension of the subway as the big possibility now open for transit improvement: that subway extensions to tap points of heavy passenger traffic origin would not only result in improved service to these points (increased speed, passenger capacity, etc.) but would result in increasing subway patronage several fold, making patronage sufficiently dense to render operations very profitable at reasonable fares.

The purpose of a competent survey of subway possibilities should be to consider, among other things, the feasibility of constructing such rapid transit branches, taking into account the essential factors of present and future potential traffic, routes, cost and methods of construction, practicable schedules, and fare structures necessary to support the service. On this basis, and only on this basis, can it be determined whether or not an extension or extensions to the present subway should be made. These Erie investigators not only failed to do this, but they even failed to discuss the possibility of so doing.

Had they been content to report on subway freight opera-

tions alone, simply stating that they were not qualified to discuss passenger rapid transit operation, their report would have been more acceptable. But as it is, their conclusions upon passenger operations are someone else's conclusions which have been uncritically accepted at face value.

In recommending the total abandonment of the eastern end of the subway to highway purposes they admit that the New York Central would not like to transfer the business handled at the Brighton interchange to the Kent St. interchange; yet, in proposing an additional interchange with the NYC, they do not say where or how such an interchange could be feasibly constructed. In this recommendation they totally ignore the possibility of eastward extension, and the possible future transit requirements brought about by residential growth along the eastern end of the line. Moreover they reckon without the ire of present faithful patrons upon

Another Report Needed

ROCHESTER now has another report on the Subway. It has one from highway engineers on how to use the east end of the line for highway purposes. It has one from competent railroad men on how to make it a paying railroad property.

It lacks a report from experts on electrical rapid transit on what the Subway needs to make it realize its promise of being the backbone of local passenger transportation.

How long can we drift without such a report?

Since the Public Service Commission took over control of local transit, the Rochester Transit Corp., has been operating the Subway on a verbal arrangement. It has been losing money on the Subway, \$1,000 a week, it says.

At the end of this year when the verbal arrangements expires it can close out its Subway operation to stop that loss, and the city could do little about it. If that should happen the city needs more data than are contained in the reports at hand.

Last week's report by officers of the Erie Railroad supports the general belief that the Subway is a valuable, indeed indispensable asset to the City as a beltline railroad.

What we need now is an equally competent report by an electric lines expert on what the Subway could do if integrated into the rapid transit system. Neither cracker-barrel estimates nor reports from gasoline-and-rubber transit experts will do.

being told to ride buses and like it.

It is obvious that this report is wholly inadequate. A man or men experienced in electric railway construction and operation should be immediately employed to assess properly the value of the subway and proposals for extension so that the city would have a reasonable basis for making plans. Even unexperienced laymen recognize that the subway could be a great thing, properly developed. In view of the obvious advantages the subway possesses over other means of transit, it is almost certain that a farsighted survey point the way to wider use of subway facilities and to improvement of its operations. Let there be no further delay in making an adequate survey.

Rochester has the makings of a really great rapid transit system. Let nothing prevent its development to make life easier and better for all.

BRUCE R. HOLCOMB,
Conneaut, Ohio,
(former Rochesterian).

SEP 9 1949

LETTERS
D. & C. SEP 12 1949
D. & C. SEP 12 1949
Subway Report

Editor, Democrat and Chronicle:

Apparently hell hath no fury like a subway lover scorned. That is the only conclusion to be drawn from the dust, mud and verbal violence kicked up in the wake of the report submitted by a committee of experts from the Erie Railroad after an extensive and exhaustive survey of our perennial transportation problem.

These experts came here by invitation—not from the City of Rochester, owner of the subway, nor from the Rochester Transit Corporation, operator of the subway, but from the subway enthusiasts themselves who wanted practical and experienced transportation men to bolster up their sagging dreams of a subterranean empire.

For many months—or even years—these transportation amateurs have been indulging in the luxury of second-guessing the Transit Company on subway operations, blissfully ignoring the fact that the Transit Company had every reason to render efficient and economic service because the mounting subway operational loss to the last penny had to be borne by the Company.

These same self-appointed experts, some of whom live outside the City of Rochester (as far away as Conneaut, Ohio, for instance) conjured up grandiose schemes of subway expansion to the far corners of the county, ignoring the facts that (1) such extensions had been in operation only to wither away and die from lack of patronage and (2) that the cost of any extensions must be borne entirely by the taxpayers of the City of Rochester.

It is small wonder, therefore, that the Erie report, which these subway enthusiasts had anticipated with glee, came as a shock when it boomeranged back into their faces instead of hitting its intended target, the Transit Company.

How painful it must have been for these enthusiasts to have their hand-picked experts tell them that "the operation and maintenance of the subway as now being performed by the Rochester Transit Corporation is the most economical that can be provided consistent with service requirements. . . . The committee cannot suggest any changes in existing operation or maintenance practices that would promote increased efficiency or reduction in expenditures."

That conclusion, however, was nothing to those that followed which recommended abandonment of the subway east of Meigs Street to make way for the new thruway, and the complete discontinuance of passenger service "at earliest possible date."

The enthusiasts tried to salvage something from the wreckage of their dreams by grabbing a thread in the text of the report which pointed out that the subway could be extended across

Mt. Read Boulevard to Kodak property. However, some press reports to the contrary, the Erie experts did NOT recommend extension of the subway. The final two sentences of their conclusions read as follows:

"No new industries of any consequence have been located on the subway during its entire period of existence with the exception of the Rochester Products Division of General Motors. Considering the industrial development inertia that is apparent, the committee cannot recommend the expansion of the existing facilities of the subway at this time."

On the question of the Kodak extension, it seems to me that the subway enthusiasts are displaying undue solicitude for the transportation problems of an industry which I am sure has capable men employed at good salaries for just such a purpose.

Recovering from the initial shock caused by the report, the subway enthusiasts are now embarked on a campaign to discredit the Erie experts whom some of their own leaders called into the picture.

We read letter after letter from amateur electric railway enthusiasts, scoring the Erie experts for their "inexperience, unwarranted assumptions, erroneous conclusions" and the like.

We are told that the subway now should be surveyed by electric railway experts. It might interest the public to know that G. C. White, assistant general manager of the Erie who headed the group, is not only an expert on electric railway operations but one of the acknowledged national leaders in commuter transportation. He is in direct charge of commuter service of the Erie in the New York area and has had wide experience in rapid transit electrical as well as diesel operations.

To the best of my knowledge, Mr. White and his associates came to Rochester at their own expense, spent several weeks in detailed study and submitted a report which the very persons who invited them are now trying to repudiate.

Rather than expending all their energies in this attempted repudiation, the subway enthusiasts might well be gracious enough to thank the Erie for a report which they solicited, turn over the report to the City of Rochester where the eventual subway decision must be made and cut out, once and for all this barrage of dust, mud and double talk which is hardly worthy of the citizens of this community.

H. C. M.

Editor's note: The correspondent is in error in one important statement. The Erie men definitely did suggest the extension to Mt. Read Blvd. though they doubted that there would be immediate interest in carrying it out. The suggestion was not embodied in their conclusions, but in the body of the report. The pertinent paragraphs were quoted in the article that accompanied the text of their conclusions.

Hope for Subway
D. & C. SEP 13 1949

Editor, Democrat and Chronicle:

Having been an amateur electric railway enthusiast as H. C. M. calls us in his letter in the D. & C. Sept. 12th, I would like to point out a few facts. The transit company claims they are losing money on subway operation, also this same company wanted higher fares because the busses they operate can not break even on the books. Common sense will tell anyone high fares and reduced service does not stimulate patronage and increase the company's income. Possibly it is not all the fault of the two streaks of rust that run through the old canal bed.

As for the Erie Railroad report on the subway it was conducted for the Erie and no other party. The report recommends the line east of Meigs St. be torn up which would cut off an important New York Central freight interchange near East Ave. would sound illogical for an impartial report. Also these Erie officials are from a railroad line that for 69 years did not pay a dividend and has a long history of bankruptcy until the present war boom.

Felix E. Reifschneider, an electric railway expert, not a steam railroader, who was employed by the War Department to rehabilitate rapid transit lines in foreign countries has this to say in his book "Interurbans of the Empire State": "It is an open secret that the Rochester Transit Co. is an ungracious operator of the line, and to put it very mildly, has done little to popularize it. If properly coordinated with other city transit lines, its usefulness could be increased greatly."

ROBERT C. GERLING,
662 Brown St.

THE DEMOCRAT AND CHRONICLE
D. & C. SEP 13 1949

LETTERS

Not Constructive

Editor, Democrat and Chronicle:

It was most amusing to read the comments offered by H. C. M. in Monday's Democrat & Chronicle concerning the efforts of the rapid transit enthusiasts who have been endeavoring the past few months to show how the Rochester subway can serve a greater area of the city's population.

I am sure that these enthusiasts like Mr. Holcomb of Conneaut, Ohio, thank H. C. M. for being labeled "self-appointed experts" although they have never professed as being so.

Those of us who have been advocating extensions are wondering what the writer of that letter meant by our "ignoring the facts that such extensions had been in operation only to wither away and die from lack of patronage." I ask the writer, "Was there ever a subway extension from Rowlands to Monroe Ave? Was there ever a subway extension to Kodak Park? To Charlotte? The answers to all those questions is an honest "No." Let's not be fooled by misstatements.

The writer further defends the Erie experts at great length, but fails to admit where they missed the boat. These men failed to see the natural assets for subway expansion such as the canal bed beyond Rowlands, city-owned land over which a roadbed could be laid for a Kodak Park extension, or the railroads which could be electrified to Charlotte. Other cities like Toronto, Philadelphia and New York must undergo costly excavations and building condemnations to expand their rapid transit systems, but here in Rochester, this is not necessary. Also, the experts failed to note the huge snowstorms of a few years ago which tied up the bus lines, but the loyal subway took on the additional service in its stride.

Also, the Transit Company is defended by H. C. M. as bearing the "mounting subway loss." I wonder if there is any bus line in the city which is making a profit. Prior to the last fare increase, the RTC showed its total loss at approximately \$20,000 a month for both bus and subway operations.

The writer of that letter has offered considerable criticism of the subway enthusiasts, but he has not offered one suggestion as to what should be done with the subway. Since the Erie report was disclosed to the public, the number of letters appearing in the papers condemning the report have had a healthy majority of about 6 to 1, which shows enough people are interested in the subway to merit serious consideration against abandoning it.

LLOYD E. KLOS,
104 Long Acre Rd.

Subway Report Called 'Boomerang'

Editor, The Times-Union:

APPARENTLY hell hath no fury like a subway-lover scorned.

This is the only conclusion to be drawn from the dust, mud and verbal violence kicked up in the wake of the report submitted by a committee of experts from the Erie after an extensive and exhaustive survey of our perennial transportation problem.

These experts came here by invitation not from the City of Rochester, owner of the subway, nor from the Rochester Transit Corporation, operator of the subway, but from the subway enthusiasts themselves who wanted practical and experienced transportation men to bolster up their sagging dream of a subterranean empire.

These same self-appointed experts, some of whom live outside the City of Rochester (as far away as Conneaut, Ohio, for instance) conjured up grandiose schemes of subway expansion to the far corners of the county, ignoring the facts that (1) such extensions had been in operation only to wither away and die from lack of patronage and (2) that the cost of any extensions must be borne entirely by the taxpayers of the City of Rochester.

It is small wonder, therefore, that the Erie report, which these subway enthusiasts had anticipated with glee, came as a shock when it boomeranged back into their faces instead of hitting the Transit Company.

How painful it must have been for those enthusiasts to have their hand-picked experts tell them that "the operation and maintenance of the subway as now being performed by the Rochester Transit Corporation is the most economical that can be provided consistent with service requirements. . . . The committee cannot suggest any changes in existing operation or maintenance practices that would pro-

READERS' FORUM

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Sign your own name.

Avoid mere abuse.

Remember that a free press is also a responsible press.

But write.

note increased efficiency or reduction in expenditure."

That conclusion, however, was nothing to those that followed which recommended abandonment of the subway east of Meigs Street to make way for the new thruway, and the complete discontinuance of passenger service "at the earliest possible date."

The enthusiasts tried to salvage something from the wreckage of their dreams by grabbing a thread in the text of the report which pointed out that the subway could be extended across Mt. Read Blvd. to Kodak property. However, the Erie experts did NOT recommend extension of the subway. The final two sentences of their conclusion read as follows:

"No new industries of any consequence have been located on the subway during its entire period of existence with the exception of the Rochester Products Division of General Motors. Considering the industrial development inertia that is apparent, the committee cannot recommend the expansion of the existing facilities of the subway at this time."

Recovering from the initial shock caused by the report, the subway enthusiasts are now embarked on a campaign to discredit the Erie experts whom some of their own leaders called into the picture.

Rather than expending their energies in this attempted repudiation, the subway enthusiasts might well be gracious to thank the Erie for a report which they solicited, turn over the report to the City of Rochester where the eventual subway decision must be made and cut out, once and for all this barrage of dust, mud and double talk which is hardly worthy of the citizens of this community.

H. C. M.
Rochester.

They're Subway Friends
D & C SEP 19 1949
Editor, Democrat and Chronicle

Once more we wish to register a strong protest against the growing talk of abandoning subway passenger service.

Do we need to ask the president of the Erie Railroad in order to know that railroad men consider passenger service as an unprofitable business to be avoided, if possible. Let's evaluate the subway in terms of the service it can render the citizens of our community.

We are of the opinion that the subway rail passenger service should be continued, improved, and expanded. The most important single step would be the much discussed extension to Kodak Park. The other things that have been suggested, such as extension to Monroe Avenue, a Clinton Avenue loop, extension to Pittsford, etc., should follow when possible.

In the meantime, direct bus shuttle service should connect certain important points to the subway. The most important of these would be a non-stop bus connection to Kodak Park from either the Emerson Street or Driving Park subway stop, a direct bus connection from the end of the subway to Pittsford, and possibly a shuttle from the library to the shopping center.

These things have been said by us and by many others before. We repeat only to counteract the persistent, insidious propaganda to the effect that rapid transit railway service is obsolete and that we ought to abandon the subway.

Lawrence D. Clark, 117 W. Ivy St., East Rochester.
James H. Morrisset, 283 Magee Ave.

Francis J. Hone, 43 Kent Park.
Allan L. Sorem, 114 Penarrow Rd.

Donald F. Burger, 106 Turpin St.

Lois L. Wright, 356 Oxford St.
William Woodbury, 136 Rositer Rd.

E. D. Merrill, 183 1/2 Barrington St.

Ward F. Davidson Jr., 36 Keeler St.

C. D. Edgett, 71 Ayer St.

Clarence A. Packard, 42 Bartholf Rd.

C. N. Nelson, 73 Sagamore Dr.

J. L. Tupper, 119 Village Lane.

As Readers See It
Subway Extensions Said
Unprofitable in Past

Editor, The Times-Union:

THOSE amateur advocates of subway extensions which would cost the taxpayers of the City of Rochester hundreds of thousands of dollars have renewed their efforts to scuttle the subway report of the professional experts from the Erie Railroad.

TIMES UNION SEP 23 1949

READERS' FORUM

Please write briefly.

Sign your own name.

Avoid mere abuse.

Remember that a free press is also a responsible press.

But write.

By a strange coincidence, the more voluble of these amateurs are in the happy position of advocating extensions which would not cost them one penny in added taxes because they happen to live outside the city.

To mention just two of those we-won't-have-to-pay-the-shot proponents of extensions we have Lloyd E. Klos, a resident of Irondequoit and John Bacon, who gives a Pittsford address.

In the discussion of this problem, it is of the utmost importance to realize that any and all extensions designed to benefit the residents of Pittsford, Irondequoit, Greece, Chili, Gates or the like must be paid for entirely by Rochester taxpayers. The Transit Company does not enter into the picture in any way whatsoever. The subway is owned by the City and the City must finance extensions.

In a recent letter, Mr. Klos challenged my previous statement that extensions had been tried, only to wither away and die from lack of patronage. He flatly denies there were any such extensions.

His denial is the best evidence of the shallowness of his knowledge of the history of the subway. For his information the subway at one time did extend to Fairport and East Rochester over the Rochester-Syracuse line. It did extend beyond Rowlands along Monroe Avenue to Pittsford along the Rochester and Eastern. It did extend to Kodak Park with the subway cars

emerging to the surface lines at Emerson Street and extending to the Dewey terminal at Dewey Avenue and Ridge Road. None of these services paid and they died from lack of patronage at a time when the number of passenger automobiles on the road were far less than the present registration.

Mr. Klos wonders about the RTC subway losses as compared to those on surface lines. In 1948, the Transit Company's operating loss was approximately \$214,000. The subway loss alone was about \$32,000. Now if everyone of the twenty surface lines had fared like the subway the total company loss would have been \$1,040,000 rather than \$214,000.

Finally, Mr. Klos chides me for not offering one suggestion as to what should be done with the subway. Unlike Mr. Klos and the other transportation amateurs, I do not profess to have the answer.

The best I can offer is the Erie report, a comprehensive study of the subway by men whose life work is transportation. Up to the present I have not heard of one qualified man who has publicly challenged that report and its conclusions.

H. C. M.
Rochester.

Student for Subway

Editor, Democrat and Chronicle:

In regard to the many letters concerning the subway, I would like to express my opinion as a RIT student. I use the subway every day I go to school, and from riding the bus all the way one day, I am convinced that there is no other vehicle that can possibly carry all the passengers and equal in speed that which the subway does, especially in the rush hours. If the subway were extended to either Allens Creek Road or all the way to Pittsford the riders from Pittsford would be able to transfer at the new station and ride downtown in a seat, but as it is, now when they get on at the Monroe Avenue station they have to stand in the aisles.

Did the Erie experts study the subway during rush hour? If any Rochesterian should chance to ride on any of the rapid transit lines in either Boston (Metropolitan Transit Authority) or in Cleveland (Shaker Heights Rapid Transit) as I have they would see what could be done with a high speed trolley-subway equipped with the latest type high speed PCC trolleys. Fast clean service completely free from the carbon monoxide fumes which is very prominent with the RTC's buses could be provided with the subway if only some foresighted individual in the transit company could foresee the many prospects of the subway with the many proposed extensions Rochester would have a rapid transit system that it could be proud of.

Toronto is spending \$45,000,000 for a subway similar to that of Rochester. The aim of most progressive transit companies is to move people not vehicles. A subway is the thing to move more people in less vehicles than any bus line is possible to do. If more bus schedules would coincide with those of the subway there would be far more rapid transit riders and there would be more passenger space on the surface line buses. Any daily user of the subway and bus lines will admit that during the icy winter days they can always depend on the subway to safely get them to their destination on time.

Rochester has the prospects for a great rapid transit system. Let's not abandon efforts for it.
D & C SEP 21 1949
JOHN BACON
46 South Main St., Pittsford.

As Readers See It

Give Subway Fair Chance,
Says Pittsford User

Editor, The Times-Union: TIMES UNION SEP 27 1949

APPEARING in Friday's Times-Union was another letter of condemnation by H. C. M. In it, fellows like John Bacon of Pittsford and myself are reproached for suggesting improvements in the subway which would benefit a greater portion of the Rochester area population.

We "transportation amateurs" are chided for suggesting improvements while we ourselves do not reside in Rochester, and as H. C. M. puts it "we won't have to pay the shot" for improvements. HCM has failed to comment on my ideas of either a rapid transit corporation formed to run the subway only, or a transit commission which would be another means of operating the subway properly.

I have also mentioned the idea of city and county representatives working out a plan which would spread the cost of improvements for communities desiring such rapid transit service. No indeed. The cost of extensions need not be borne by the taxpayers of Rochester entirely. HCM.

As for my "best evidence of the shallowness of my knowledge of the history of the subway," HCM has sought to show that the subway was extended over interurban tracks. Anybody knows that before the subway was ever thought of, interurban cars, not subway trains were run over R&S and R&E tracks.

And for HCM's information, the subway-surface line down Dewey Avenue did not die from lack of patronage. This line went out on Mar. 11, 1941 because the entire Portland-Dewey line changed to bus operation. Furthermore, the Rochester & Syracuse line was a paying proposition at the time of its abandonment as far as Newark. An out-of-town syndicate was aware of this, offered to run this portion of the line, and even had money to swing the deal. The hand of outside interests prevented the negotiation of this transaction.

Finally, HCM again defends the transit company in its attitude toward subway loss. I believe that the people's interest should be taken more into consideration than that loss. How many functions of government are self-supporting? The United States Post Office, for example, year after year goes into red ink. Yet none of us could do without it. Neither can the more than 3,000,000 riders who use the Rochester subway each year.

LLOYD E. KLOS
Rochester.

LETTERS

Could Save Subway
By Spirit of 60s

Editor, Democrat and Chronicle:
Nearly one hundred years ago in 1862, a group of pioneer Rochesterians formed a company to run horse cars through the young village. These men were not only good business executives, but they felt they owed their fellow citizens help in their transportation problems.

While these gentlemen might drive their own horses (or be driven by the faithful old coachmen of that era) it was a mark of the last century to assume personal responsibility for the welfare of the non-carriage class by giving parks and playgrounds to the citizens. They provided recreation and relaxation but they also realized the absolute necessity of adequate, dependable transportation.

Today, our subway must be saved. This writer, whose grandfather was president for many years of the Rochester city and Brighton Railway horsecars, makes an earnest plea for the same spirit of responsibility to the "non-carriage" class that inspired the gentlemen of the 19th century to finance a much needed railway.

If anyone has any doubt of the efficiency of our subway, let him board a car at Rowlands at "work" or "office" time—in exactly 15 minutes to the dot he is at City Hall. This is equally true in our February blizzards. No diesel-engine train runs more accurately than our subway.

By Struckmar bus from Highland Ave. (if one is fortunate enough to catch one on its sketchy schedule) it requires a full 30 minutes to the Four Corners against an exact 12 minutes from Highland Ave. And by subway you sit in comfort, no buttons pulled from your coat, no injured feet (where the crowds have stepped on you) and no standees dives on your hat when a bus driver swerves suddenly. Subway drivers are of the experienced, considerate type. The same type we referred to who wanted to help the public.

At the East end in Brighton, many people built homes because of this transportation. At the west end, the large factories depend upon it and certainly the workers need it.

This writer has faith, faith that our 20th century civic minded men, those who do not need it to reach their committee meetings, those who can and do drive to their offices and businesses, will follow the example of the early gentlemen who pioneered in the Rochester city and Brighton Railway. May our subway be saved by an earnest public spirit.

JOHN BACON,
4 South Main St.,
Pittsford.
D. & C. OCT 13 1949

D. & C. OCT 19 1949

LETTERS

No New Subway Cars?

Editor, Democrat and Chronicle:
It was brought to my attention that in the Democrat and Chronicle for October 10, 1949, there was an article stating that the Rochester Transit Corporation was going to add to its fleet, 25 of the 44 passenger type buses. The RTC's president, John Ufert, said that the purchase of the new buses is "the first step in a continuous program to add new units to the fleet at regular intervals until we have succeeded in giving Rochester a transportation system completely modernized to the last detail."

What about the Subway? No mention was made of new cars for the Subway to help make Rochester have a transportation system "completely modernized to the last detail." It seems strange that there are new buses to be had when the old ones get too old or to supplement the new ones, but, when it comes to the Subway, it always seems to be overlooked.

There has been talk of replacing the old Subway cars with new streamline buses. It would seem very strange to see a modern PCC car matched with a 1923 style bus, but usually it is the converse, there is usually a 1933 super bus compared to a 1923 style street car. The Subway cars that are now in operation date back to 1923 when they were built, and even those cars are the newest on the Subway while they are second-hand. The buses that operate in Rochester are of a more recent date, around 1947.

PCC cars now are in operation in rapid transit service. The PCC car has a maximum acceleration of 4.75 miles per hour per second and can be stopped with an average braking rate of 4.75 miles per hour per second. It can maintain a top speed of 50 miles per hour on level tangent track. To compare the carrying capacity with buses it would take 7 PCC's of the 54-passenger type to move 500 people in one hour as against 944-passenger type buses or 13 30-passenger type buses. To move 1000 people per hour, it takes 13 PCC's of the 54-passenger type, 17 buses of the 44-passenger type or 25 buses of the 30-passenger type.

With the many planned extensions carried out and with new PCC cars, then Rochester would really have a modern transit system to shout about.

JOHN BACON,
4 South Main St.,
Pittsford.
D. & C. OCT 19 1949

Subway Topic

For Radio Panel

"What Shall We Do With Our Subway?" is the question to be discussed on the Forward Rochester radio panel at 7 p. m. tomorrow over Station WHEC.

Members of the panel will be C. Storrs Barrows, architect; Arthur A. Davis, president of the Davis-Howland Oil Corporation; Arthur H. Ingle, president of Consolidated Machine Tool Corporation; Lloyd E. Klos, Rochester area staff correspondent for the Electric Railroaders Association, and Harold W. Sanford, editor of The Democrat.

TIMES UNION OCT 28 1949

Buses to Roll

On Lake Ave.

Bus traffic will be resumed through the entire length of Lake Ave. Monday, James C. Moore, assistant manager of the Rochester Transit Corporation, announced yesterday.

It was necessary to detour the Lake buses last Spring when work began on the state-financed Lake Ave. paving project. It is expected the contractor will complete the laying of the top layer of asphalt today or tomorrow and while there is considerable incidental work yet to be done on the sides of the pavement, this can proceed without interfering with bus movements.

Moore said the detour is the longest in RTC history and has involved bus travel of from 550 to 600 extra miles per day. This is equal to more than 82,000 miles during the five months, he pointed out.

As Readers See It

TIMES UNION NOV 18 1949

Favors Independent Subway
As Hub of Public Transit

Editor, The Times-Union:

RECENT NEWS that the City Council will soon make a decision as to the future of operations on the Rochester subway suggests that the city stands at a vital crossroad as to the future of the only facility available for electric rapid transit in this area:

Rochester can decide to adopt the State's plan for using the subway bed east of Meigs St. for a connection with the Thruway. Or the city can refuse to listen to the highway and bus interests, and declare its willingness to make the subway the backbone of public transit.

It is the writer's opinion that to abandon such a valuable asset would be catastrophic since a modernized and extended subway, fed by feeder buses would provide the best answer to the method of alleviating much of the congestion in downtown Rochester.

Abandonment of the subway east of Meigs St. would be the first step towards total abandonment, something for which the bus operators have been working for along time. Furthermore, the reasoning in some quarters now seems to indicate the belief that a roadway can be laid from Lyell Ave. westward to Mt. Read Blvd., in spite of the promises made to the many firms along the right-of-way. General Motors, which handled 530 cars on the subway last year, located in Rochester at the western end of the subway, because they were assured that they would be served by both freight and passenger facilities.

The Rochester subway represents an investment of \$19,000,000, including interest charges which won't be amortized until 1960. The men who worked upon the original plans did not believe that the subway couldn't be extended. Edwin Fisher, the City Engineer under whose direction the subway was built, declared in 1927, "the subway will have to be extended; one of these extensions to Kodak Park, the other to the Rochester harbor." The late Edward Hungerford, recognized genius in the railroad field, strongly advocated ex-

tension through electrified railroads to Charlotte. Last year, a young genius in rapid transit, Bruce R. Holcomb, showed how feasibly the subway could be improved and extended.

PERHAPS THE best example of a community which is planning its rapid transit to keep pace with growth is Toronto. The Toronto Transportation Commission is now building a \$45,000,000 subway system which will bisect the city. Feeder buses will operate on the outskirts to bring passengers to the subway. The TTC is the best example of an alert, wide-awake management whose facilities can handle with speed and efficiency any load which is forced upon it. And they do it without having to solicit the aid of schools, factories, and offices to stagger their hours so that the system can handle peak loads at its own convenience.

The Rochester Transit Corporation has proved that it cannot operate the subway the way a subway should be run. What's more, its negative attitude suggests to the writer that the subway should be taken out of the hands of the RTC, a commission or corporation with sufficient financial backing organized, and the subway run similarly to the Toronto system. The commission also should be empowered to operate the necessary feeder bus lines.

It is my belief that a rapid transit plan be adopted for the Rochester area. All these proposals can't be done at once. It will take years to accomplish. But, if such a plan were approved, Rochester would have a subway system second to none.

LLOYD E. KLOS,
Rochester.

Keep It Going Awhile

Decision on the future of the subway may be made soon by the City Council. The Rochester Transit Corporation is operating it now, under a promise to keep it going until Jan. 1.

Currently under discussion in the City Planning Commission is a plan to abandon the section from Meigs Street east and allow the State to use its full bed for bringing the Monroe Avenue expressway in to the inner loop at Meigs Street.

Just how soon the State could start on that part of the arterial project is not certain. But the scheme might affect some plans for the inner loop, on which partial construction is expected next year.

Most subway users, and there are a good many at rush hours, are hoping it will be continued through the Winter at least, since it offers a convenient alternative to street bus transportation in snowy months.

The long-time future of the subway is still undecided but industrialists on its western end are hoping the freight service will be continued indefinitely, and there are still some who are hoping for some plan to continue passenger service. The Democrat and Chronicle does not believe its possibilities have been fully appreciated, but so far no practical plan for continuing its full passenger service has been evolved.

It is a 10 million dollar asset with enormous possibilities still unrealized. It should not be sold short.

Forum Set

On Subway

D. & C. NOV 19 1949

Wide debate among members of a special committee over future of Rochester's subway yesterday led to the calling of a general meeting of the 300-member Civic Development Committee.

Robert E. Ginna, general chairman, said the meeting, open to a full debate of the issue, will be held in the Chamber of Commerce at noon Tuesday, Nov. 29. He said the meeting will continue in session until all who wish to speak are heard "on the style of a New England town meeting."

The special committee is "badly divided" over the question, Ginna reported. Some favor complete abandonment, some want the eastern terminal at Meigs St., with the balance to the east used for a state arterial highway, some want the present system improved, and others want it extended, it was said.

So the entire question will be thrown open to the entire membership.

Council Group Faces Deadline On Operation of Subway

The City Council's present Public Utility Committee has only a few weeks in which to recommend whether the subway will remain in operation.

The Council terms of two of three members of the committee expire Dec. 31, the termination date of the agreement under which Rochester Transit Corporation operates the subway.

The Public Utility Committee deferred formulation of a policy pending announcement of the findings of the Civic Development Committee of the Chamber of Commerce on the subject. The chamber group's is not expected to report before Dec. 5.

ERIE PLAN STUDIED

At a recent meeting the chamber committee stated that it needed additional information and more time before making any recommendation. It has been considering proposals made by representatives of the Erie Railroad who surveyed subway operations.

The Erie report proposes that all subway passenger service be discontinued, and that freight service be limited to an eastern terminus at Meigs St.

Vicemayor Frank Van Lare is chairman of the Public Utility Committee. The other members, William A. Doane and Gregory F. Mills, were defeated in the recent election.

Van Lare said his committee wants to weigh the findings of the Erie Railroad men as well as those of the Civic Development group before making any decision.

OPERATION EXPECTED

It is generally believed that the year-to-year agreement under which the Transit Corporation operates the subway will be continued on a temporary basis if no formal decision is reached by the end of the year.

The proposal that the subway route east of Meigs St. be used for the right-of-way of a projected Monroe Ave. expressway also hinges on the decisions of the va-

rious groups regarding continued subway service. That proposal was made by the State Public Works Department.

Council to Rush Subway Studies, Says Van Lare D. 8: C. NOV 12 1949

C. of C. Report on Data
Of Erie Engineers
Awaited

The subway's future will be the subject of early study, Vicemayor Frank E. Van Lare, chairman of the City Council's public utility committee, indicated last night.

"We await a report from the Chamber of Commerce on the subject of the Erie Railroad officials' recommendations," said Van Lare. "We assume the Chamber will report soon. The Erie people did not report to us and as a matter of fact, I never have seen their full report."

Subcommittees of the Chamber's civic development committee have the Erie report under consideration and have held a number of meetings, according to Chamber officials. However, no report has been made as yet to the Chamber trustees, according to Milton E. Loomis, Chamber executive vice-president.

The next meeting of the trustees is scheduled for Dec. 5, Loomis said, and it was considered possible the Chamber would consider the subway matter at that time. District State Engineer Andrew R. Mulligan, who previously expressed to city officials the state's willingness to use the subway easterly from Meigs St. for the right of way of the proposed Monroe Ave. expressway, said last night the state still stands ready to carry out this plan if the city agrees. Van Lare stated, however,

that Council has arrived at no policy in the subway matter as yet, either wholly or in part.

An originally contemplated, the Monroe Ave. expressway would have followed the subway route closely, but would not have interfered with electric passenger and freight operations.

Group Hit by Election
Van Lare's committee, which has subway matters in charge, was shattered as to personnel by the election, since both Councilman William A. Doane and Gregory F. Mills, the two members besides Van Lare, were defeated. However, they will be in office until Jan. 1 and it will be necessary to formulate a policy before that date, since the present agreement whereby the Rochester Transit Corporation operates the subway for the city in return for the subway revenues, expires Dec. 31.

Peter Barry, Republican Councilman-elect and only engineer on the Council after Jan. 1, (there are none at present), undoubtedly will be on Van Lare's committee and will be asked to sit in with members in all probability prior to his taking office.

The Erie engineers who studied the subway at the request of a number of prominent subway users, recommended complete abandonment of passenger service, the utilization of the subway east of Meigs St. as a highway and the continuance of the subway as a freight carrier west of Meigs St., with the use of Diesel electric locomotives.

Group Puts Off Subway Verdict

Additional information and further study will be required before the Civic Development Council can make any recommendation regarding the future of the Rochester subway.

The Council's report was announced today by Milton E. Loomis, executive vice-president of the Chamber of Commerce, after a meeting of the board of trustees of the Council.

The Council has been considering the subject for some weeks. In particular, it has been studying the various factors submitted in a report by a committee of Erie Railroad officials who made a detailed survey of the subway situation. The discontinuance of passenger service on the subway, and termination of subway freight service at Meigs St. on the east.

The Council is expected to make its own recommendations early in December.

UNION NOV 1 1949

Debate Scheduled On Proposals for Subway's Future

The future of Rochester's subway will be debated by 300 members of the Civic Development Committee Tuesday, Nov. 29. From this discussion is expected to emerge a decision as to what business leaders of the community want to do with the system.

This was disclosed today by Robert E. Ginna, general chairman of the development committee, who declared that "the committee dealing with the subway is so widely divided in its opinions that the only course is to throw it open to the whole membership."

The meeting will start at noon at the Chamber of Commerce and "will be continued as long as members of the committee want to talk about the subject -- 12 hours if necessary," Ginna declared.

In ordinary cases coming before the civic development group, Ginna explained, one of the seven committees takes a stand on a controversial matter, "but here we find ourselves unable to reach a conclusion. Consequently, there is no alternative but to throw it open to the full committee."

The Civic Development Committee is an autonomous body but makes its final reports known through the Chamber of Commerce trustees. Ginna pointed out that the subway recommendation, when made, will be "simply an expression of what business men feel about it." City officials are not bound to accept the committee's proposals.

'BADLY DIVIDED'
"The committee is badly divided on the subway question," Ginna said. "Some want to abandon the entire system, some want to make the eastern end of the subway from Meigs St. east a part of the state's super-highway proposal, others want to improve existing facilities and still others want the subway extended so as to reach Mt. Read Blvd. on the west and Monroe Ave. on the east."

"Proponents of the abandonment claim that the subway can never be made to pay, that the subway serves only a small proportion of the community and that most people would rather use their own automobiles to come downtown rather than use the subway. The picture is too confusing for a few persons to bring about a decision."

Ginna pointed out that one group in the committee says municipal-operated parking lots have put a crimp into the subway traffic. They maintain that persons now can park at a reasonable rate near the mid-downtown area, without being at the mercy of high-priced parking lots, thus decreasing subway traffic, he added.

Other members of the committee maintain that the subway is a necessity if a war memorial auditorium is built on the Exchange St. site to relieve traffic congestion.

"We have held seven meetings of the committee in the last five weeks," said Ginna, "and we still haven't been able to get a majority opinion. The only way to do it now is to throw the whole matter open to the whole council, on the style of a New England town meeting."

A recommendation by the development committee does not mean that city officials are bound to accept its proposals, yet the council represents an influential force in city affairs.

A contract between the city and the Rochester Transit Corporation for the operation of the subway expires Dec. 31. However, it is expected that subway service will not halt at that time even if a new contract is not reached. The belief is expressed that RTC will continue to operate the subway at a loss temporarily if a new pact is not ready.

The state proposal would abandon the subway east of Meigs St., convert it into a highway, thus eliminating the necessity of constructing a "parallel street" with the subway under the 40-million-dollar highway proposal mapped for the city.

Rochester can decide to adopt the State's plan for using the subway bed east of Meigs Street for a connection with the Thruway. Or, the city can refuse to listen to the highway and bus interests, and declare its willingness to make the subway the backbone of public transit.

It is the writer's opinion that to



GINNA

OPERATED PARKING LOTS

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abandon such a valuable asset would be catastrophic since a modernized and extended subway, fed by feeder buses would provide the best answer to the method of alleviating much of the congestion in downtown Rochester. Abandonment of the subway east of Meigs Street would be the first step towards total abandonment, something for which the bus operators have been working for a long time. Furthermore, the reasoning in some quarters now seems to indicate the belief that a roadway can be laid from Lyell Avenue westward to Mt. Read Blvd., in spite of the promises made to the many firms along the right-of-way.

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Mr. Edwin Fisher, the City Engineer under whose direction the subway was built, declared in 1927 "the subway will have to be extended; one of these extensions to Kodak Park, the other to the Rochester harbor." The late Edward Hungerford, recognized genius in the railroad field, strongly advocated extension through electrified railroads to Charlotte.

Last year, a young genius in rapid transit, Bruce R. Holcomb, showed how feasibly the subway could be improved and extended.

It is difficult to picture what other cities would be like if men with vision, imagination, and determination had not seen the way for rapid transit systems to relieve the surface loads and congestion. New York, London, Paris, Chicago, Philadelphia, Boston, Toronto, Cleveland and others simply could not exist without facilities to handle the immense crowds. Granted, Rochester is not as large as these cities, but due to the spreading out of the metropolitan area, rapid transit assumes a new importance for this city.

Perhaps the best example of a wide-awake community which is planning its rapid transit to keep pace with growth is Toronto. The Toronto Transportation Commission is now building a \$45,000,000 subway system which will bisect the city. Feeder buses will operate on the outskirts to bring wide-awake management whose facilities can handle with speed and efficiency any load which is forced upon it. And they do it without having to solicit the aid of schools, factories, and offices to stagger their hours so that the system can handle peak loads at its own convenience.

During the past year, I have outlined feasible, profitable ideas on modernization and extension of the subway. It is my belief that a rapid transit plan be adopted for the Rochester area. All these proposals can't be done at once. It will take years to accomplish. But, if such a plan were approved, Rochester would have a subway system second to none.

LLOYD E. KLOS.

Don't Let It Go

Editor, Democrat and Chronicle:

Recent news that the City Council will soon make a decision as to the future of operations on the Rochester subway suggests that the city stands at a most vital crossroads as to the future of the only facility available for electric rapid transit in this area.

Rochester can decide to adopt the State's plan for using the subway bed east of Meigs Street for a connection with the Thruway. Or, the city can refuse to listen to the highway and bus interests, and declare its willingness to make the subway the backbone of public transit.

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UNION NOV 1 1949

As We See It

Come Early, Stay Late on Subway

A WEEK from today the Civic Development Committee, a group of 300 members of the Chamber of Commerce, will have a free-for-all on the Subway.

The meeting was called because a smaller Subway committee is unable to agree and because, as Robert E. Ginna, general chairman says, there are 300 members on the committee and probably 299 ideas about what to do with the Subway.

So Mr. Ginna has announced that discussions will begin at 12 o'clock and continue as long as anybody has anything to say.

We hope every one of the committee's 300 members will be there and that they will come prepared to stay the 12 hours that Mr. Ginna says is theirs if they want to use it.

Surely nothing is more important to the city of Rochester just now than its investment of about \$21 million, including interest on bonds, in the Subway.

State engineers have suggested, as an easy way out of their Thruway link problems, the use of the Subway right-of-way east of Meigs St., as a highway. There are all sorts of suggestions for extending the Subway and making it the backbone of the city's public transportation system.

Meanwhile Dec. 31 is nearing and that's the date when a verbal agreement between the city and Rochester Transit Corp. to operate the Subway expires. Losses charged to the Subway by the RTC are an important element in whether it will continue.

This newspaper hopes that some member of the committee will go to the meeting prepared to discuss means of financing better service and route extensions if the committee should decide against scrapping passenger traffic.

This is the crux of the problem of making the Subway what it could be. Since it is owned by the city, the RTC cannot capitalize purchase of new cars or route extensions. And the city's policy has been to be thankful if the Subway doesn't cost it any more than the fixed charges on the debt contracted to build it.

So the Subway stagnates. Yet to scrap it as a passenger service bumps us squarely into greater dependence on a street layout that can barely handle the present traffic flow.

Here is an opportunity for real civic leadership by the Civic Development Committee.

LETTERS

What Toronto Did

Editor, Democrat and Chronicle:

In my recent letter to your paper which appeared on Nov. 18, I suggested that to finance major improvements and extensions of the Rochester subway, a transit commission, similar to Toronto's be formed for the purpose. Most everyone agrees that the crux of the problem relative to an improved subway is the method of financing such a project. I earnestly believe I have the answer to this perplexing issue.

To elucidate this solution, I cite the experience of Toronto, which has one of the most progressive public transportation systems in the world. Prior to 1921, Toronto was a city of nine separate systems, collecting nine separate fares, and for the most part, very unprogressive as to the needs of the Toronto riding public. Service was poor, cars were old, and the entire system was reeking of stagnation. On January 1, 1920, a disgruntled public voted to terminate the nine franchises and place them under city control.

With the cooperation of the Ontario Legislature, an Act of Commission thereby provided for a corporate body which became known as the Toronto Transportation Commission, having full power as any private corporation. Three commissioners are appointed by the City Council, and aside from the annual report and statement of administration, these men are entirely divorced from the city government.

A most admirable feature of the act of incorporation specifically forbids the levying of taxes for the support of the transit system. Not one cent of taxes has therefore been needed in the 28 years of operation for any phase of development, including the \$45,000,000 subway system which is currently being constructed. And, this has been accomplished with a fare structure which is now averaging 6.157 cents, or 62% lower than fares on comparable systems in the United States and Canada.

Under TTC management, modern cars were purchased, new facilities for maintenance constructed, heavier rail installed, and better service provided. The TTC further knows the advantages of having four distinct forms of public carriers. It uses 489 modern PCC cars for the heavily-traveled routes, trolley coaches for the intermediate lines, buses for the lightly-traveled routes, and in a few years will have a subway system which will take much congestion off the streets, and provide fast, comfortable and dependable rapid transit service to a greater bulk of the population.

It is my firm conviction that such a commission would work very well in Rochester. That a subway system is needed here is not to be denied. At the present time, we have buses which are trying to do a job which by nature they are unable to do without

Shaker Heights Cited as Model For Subway

Editor, Democrat and Chronicle:

I have just seen a copy of your editorial of Sept. 3, entitled "Erie's Subway Views Not Conclusive." I wish to commend the spirit of the editorial and the sound conclusions which have been reached.

Since my civic interest is Bay Area rapid transit, I have made an extensive study of such systems throughout the country and keep informed on recent developments.

As one who is "more acquainted with electric railway operation" I can say that a model for the economical development of the Rochester subway exists. This is the Shaker Heights Rapid Transit system which offers an unexcelled suburban service from Shaker Heights to Cleveland, Ohio. This route, like the Rochester subway, was developed from a former streetcar line, although it no longer operates in the streets. The equipment used on the Shaker Heights system includes some new surface-type rapid transit cars that load at low-level platforms, draw power from overhead wires and can operate singly or in trains of up to six units.

Your editorial states that "the Subway's development and extension for rapid transit passenger service would require a considerable investment, say two or three million dollars which neither the city or the Transit corporation can be expected to furnish." Alteration of Rochester's subway according to the New York City pattern would doubtless require an even greater investment. The Shaker Heights system was modernized at far less cost with a minimum of alterations. The twenty-five modern cars for extension cost only \$800,000. New York's new subway cars have cost at least twice as much per car.

WILLIAM S. GORTON JR.
Box 1515, Stanford, Calif.

augmentation from other methods of transportation. I do not necessarily advocate the return of trolleys to the streets of Rochester, but I do deplore the lack of wisdom of transit officials who are steadfastly ignoring the one great means in their midst which can relieve the surface carriers of the tremendous overloads forced upon them. Before one foot of the subway is abandoned, let's use a little vision and imagination to perceive how this \$19,000,000 investment can be put to greater use.

The Rochester Transit Corporation cannot be expected to invest money in the city-owned facility. The City of Rochester through the aid of a commission having sole power over the subway and feeder bus lines can transform the subway into a major artery of rapid transit which is so greatly needed in the Rochester area.

LLOYD E. KLOS
104 Long Acre Road.

Transit Commission Proposed to Solve Increased Use of Local Subway

Editor, The Times-Union:

IN MY RECENT letter I suggested that to finance major improvements and extensions of the Rochester subway, a transit commission, similar to Toronto's be formed for the purpose. Most everyone agrees that the crux of the problem relative to an improved subway is the method of financing such a project.

Prior to 1921, Toronto was a city of nine separate systems, collecting nine separate fares. Service was poor, cars were old, and the entire system was reeking of stagnation. On Jan. 1, 1920, Toronto voted to terminate the nine franchises and place them under city control.

With the cooperation of the Ontario Legislature, an Act of Commission thereby provided for a corporate body which became known as the

Toronto Transportation Commission, having full power as any private corporation. Three commissioners are appointed by the City Council, and aside from the annual report and statement of administration, these men are entirely divorced from the city government.

A most admirable feature of the act of incorporation specifically forbids the levying of taxes for the support of the transit system. Not one cent of taxes has therefore been needed in the 28 years of operation for any phase of development, including the \$45,000,000 subway system which is currently being constructed. And, this has been accomplished with a fare structure which is now averaging 6.157 cents, or 62 percent lower than fares on comparable systems in the United States and Canada.

Under TTC management, modern cars were purchased, new facilities for maintenance constructed, heavier rail installed, and better service provided. The TTC uses 489 modern PCC cars

for the heavily-traveled routes, trolley coaches for the intermediate lines, buses for the lightly-traveled routes, and in a few years will have a subway system which will take much congestion off the streets, and provide fast, comfortable and dependable rapid transit service to a greater bulk of the population.

IT IS MY firm conviction that such a commission would work very well in Rochester. I deplore the lack of wisdom of transit officials who are steadfastly ignoring the one great means in their midst which can relieve the surface carriers of the tremendous overloads forced upon them. Before one foot of the subway is abandoned, let's use a little vision and imagination to perceive how this \$19,000,000 investment can be put to greater use.

The City of Rochester through the aid of a commission having sole power over the subway and feeder bus lines can transform the subway into a major artery of rapid transit which is so greatly needed in the Rochester area.

LLOYD E. KLOS.
Rochester.

Subway's Use As Roadway Opposed

Editor, Democrat and Chronicle:

With the suggestion of the subway's future as a roadway, in The Democrat for Nov. 25, it was pointed out that the Monroe expressway could possibly enter the subway bed at Westfall Rd. instead of Cobb's Hill and in that way give the residents of Pittsford and people living along the proposed abandoned section of the subway a direct rapid transit bus service into downtown.

I disagree with it with the fact that anywhere there are private automobiles operating there will undoubtedly be a slow-down in rush hours or in icy winter weather. With the subway itself operating all the way to Westfall Rd. and shuttle buses operating from Westfall Road to Pittsford and/or a direct connection with the Monroe to Pittsford buses then there would be the "rapid" in the rapid transit from Westfall Rd. to either City Hall or General Motors, and with only subway cars operating in the subway bed there would be no traffic jams or slow-downs in inclement weather to hinder the rapid transit of passengers bound downtown.

A comparison of the schedule of the subway with two of the bus lines that nearly parallel it (East and Monroe). On the Monroe line, it takes a bus from Main and Clinton to Highland Ave. 13 minutes and to Rowland's 17 minutes. The subway from City Hall station, which is a good deal farther west from Main and Clinton, to Highland Ave. Station takes 12 minutes and to Rowland's Station 15 minutes. On the East Ave. line from Main and Elm to Winton Rd. it takes 12 minutes. On the subway from City Hall Station, which is even farther west from Main and Elm, it takes only 10 minutes. This is from the Summer schedules. In the Winter there are more obstacles to overcome on the road, but on rails one does not have to worry about skidding on ice and slowed up rush hour traffic.

I think it was around last year at this time the subway's supervising agent and the deputy commissioner returned from an inspection trip of the Shaker Heights rapid transit system with big ideas for the subway, including a new station for transferring from bus to subway at South Clinton. It was also stated that this was the beginning of a general rehabilitation of the city's rapid transit facility.

Since then nothing has happened except that instead of rehabilitating the subway there is now a plan to abandon it. If in someone's mind abandonment is rehabilitation I am proud to say that is not my way of thinking.

JOHN BACON.
Pittsford.

Subway Can Pay, Reader Says

Editor, Democrat and Chronicle:

To make the subway profitable increase the number of riders by advertising and by improving the service.

The subway is fast. It makes better time than automobiles or buses. The subway is clean. There are no annoying street dust or exhaust fumes.

The subway is comfortable. Tracks are smoother than the best of paved streets. There is no jostling and the seats are more roomy than in buses.

The subway is dependable. Snow, sleet, ice or poor visibility, have little effect on the service.

The subway has had a distinct influence in the development and growth of adjacent property. Large numbers of dwelling have been built nearby during the past twenty years. Owners believe that proximity to the subway is an asset which is reflected in property values.

This investment in transportation by the city was made for the convenience of its citizens and its industries. It would cost twice as much to construct it today and its abandonment is unthinkable.

It must, and in my opinion, can be made to pay its way.

H. METCALFE.
157 Valley Rd.

Subway Debate Rages; Losses Big, Says RTC

TIMES UNION NOV. 29 1949

Opponents and proponents of the Rochester subway battled it out today in a free-for-all talkfest at the Chamber of Commerce.

A score of divergent opinions was expressed by individuals at a meeting of the Civic Development Committee. A Rochester Transit Corporation representative said the firm could not continue to pay the losses it is suffering from subway operations.

While the committee has no power to order a change in subway operations, its decisions will weigh with city officials.

No one was allowed to be without a microphone.

William A. Lang, vicepresident of the Rochester Transit Corporation, declared that "we can no longer expect our bus riders who constitute nearly 98 per cent of our passengers, to help subsidize transportation charges for the less than 3 per cent of our riders who use the subway."

"Our concern is immediate and urgent," Lang declared. "No longer can we afford to pour our own funds into a segment of our transportation system which is plunging us deeper into the red each day. No longer can we expect the state to give us a check for the losses we are incurring."

Lang was one of a long list of speakers.

Robert E. Ginna, chairman of the committee, at the start of the session, outlined some basic facts on subway operations, because "some confusion has been caused in the past."

He presented maps showing density of population in the city, the density of traffic flow and the area served by the subway.

Using the RTC's figures, he pointed out that subway traffic in the last 10 years reached its peak in 1946 when 4,003,555 revenue passengers were carried. This year, he said, the RTC estimated that the number of passengers would only be about 2,079,000, and in 1950 1,600,000.

Proponent of retention of the subway was James P. B. Duffy, former congressman. In a statement made before the meeting Duffy said that the subway had great potentialities, that it is the only means of mass transportation in the city, but that it needs modernization, especially in the cars.



At Chamber of Commerce debate on city subway this noon are (from left) Robert E. Ginna, William A. Lang, Ladislav Segoe, consultant to the City Planning Commission, and Randle V. Cartwright of Eastman Kodak, who was among speakers.

However, Lang added, "we will continue operations just as long as the city so desires."

Furthermore, Lang declared, "as far as the transit company is concerned we cannot continue to pick up the subway check day in and day out while individuals and groups indulge in their unrealistic subway dreams, waiting and hoping for a day when the state will give us a check for the losses we are incurring."

Lang said, "I will reserve comment on that subject because its final determination rests with the City of Rochester."

Were the eastern end of the subway converted into an express highway, the RTC could give adequate bus service, running time could be almost halved, he added.

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The RTC is a competitor of the subway, he remarked, and "you can't expect it to take much interest in it." The subway, he pointed out, never has been integrated with surface lines, and the many new homes now being constructed at the ends of the lines need rapid transit.

Competent engineers are needed to study the whole transit system, bus as well as subway, Duffy declared. The city must make expenditures to bring it up to date, he contended, adding that the subway is the best asset for the War Memorial Building that

Continued

can be found, for it would eliminate many parking problems. Besides, he said, the subway could be used to open potential building sites in Greece and eliminate the traffic jams at Aquinas Stadium.

Randle V. Cartwright, chairman of the Public Transportation Committee of the development group, recommended that the eastern end of the subway be turned over to the state. His committee, he said, sees no particular future for electric transportation.

ADVOCATES HIGHWAY

An express highway in the subway, he continued, would be used by the community rather than just a few persons. He estimated that it would take an auto only three minutes to go from Clinton and Howell Sts. to the Highland Ave. subway stop if an expressway was created such as the state has suggested.

\$250,000 OUTLAY

He estimated that the RTC must spend approximately \$250,000 over a five-year period for maintenance, while the city also is faced with a sizable expenditure for necessary replacements.

While the company has certain convictions on proposed extensions, Lang said, "I will reserve comment on that subject because its final determination rests with the City of Rochester."

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STATE HIGHWAY?

Andrew R. Mulligan, state division engineer, said he considers the subway a city problem, but that the state would be glad to take it over for a highway.

If the state does, he declared, it would save more than 2 million dollars in the construction of a new arterial highway which the state proposes to build to downtown Rochester. Savings to the city alone would amount to \$300,000. Also, he added, if the subway were used as a highway the state would not be compelled to raze 150 houses and 20 business establishments.

Harold W. Sanford, editor of the Democrat and Chronicle, urged that engineers make a comprehensive study of the subway, with extensions on the east end to Monroe Ave. and on the west to Mt. Read Blvd.

Ginna Warns Subway Speakers

ROBERT E. GINNA, chairman of the Civic Development Committee, took no chances on the meeting getting out of hand today as a result of the demand of many persons to be heard on the "what-to-do-with-the-subway."

He told the Chamber of Commerce gathering that "we will allow any one of this committee to speak on the subway. But I will not countenance any breaking in on the speaker's remarks. No two people can speak at the same time, and I am going to reserve the right to cut short any speaker who tries to interrupt another. We'll stay here as long as anyone has something to say."

Unit to Weigh Subway Issue

"Interested observers" will be welcomed today when the Civic Development Council meets at the Chamber of Commerce to discuss pros and cons affecting the fate of Rochester's subway.

Robert E. Ginna, general chairman of the committee, yesterday pointed out that desire of a great number of committee members to be heard on the subway question will prevent outsiders from participating in the discussion. The meeting will open with luncheon at 12:15 p. m.

Wide diversity of opinion among executive committee members on the question of what should be done with the subway has prompted the decision to open the discussion to the general committee's more than 300 members. The development committee is an autonomous group, but its reports are made through the Board of Trustees of the Chamber.

ROCHESTER TIMES-UNION
MONDAY EVENING, NOV. 28, 1949 17

'Interested Observers' Invited To Hear Subway Discussion

Non-members of the Civic Development Committee today were invited to attend a session at the Chamber of Commerce tomorrow when the fate of Rochester's subway will be discussed.

They will be regarded as "interested observers," according to Robert E. Ginna, general chairman of the committee. However, it will not be possible for them to speak from the floor, he added, because of the great number of members who have expressed the desire to be heard.

From tomorrow's discussion, slated to start with luncheon at 12:15 p. m., is expected to emerge a decision as to what business leaders of the community want to do with the system. The executive committee is so widely divided on what to do with the subway that it has been decided to throw open the question to the more than 300 members of the development committee.

The Civic Development Committee of the Chamber of Commerce is an autonomous body but makes its reports known through the Chamber of Commerce trustees.



SUBJECT: SUBWAY

Harry P. Ruppert, chairman of the Civic Planning Commission; Robert E. Ginna, head of Civic Development Council, and Ladislav Segoe, city consultant, from left, shown in discussion before opening meeting on Subway future yesterday noon in Chamber of Commerce.

Transit Company Tells Debaters:

'Can't Keep Picking Up Subway Check'

By EMMET N. O'BRIEN
Future of Rochester's subway remained confused last night when the leader announced two propositions:
1—The eastern section should be converted into a super-highway, with express bus service.
2—The whole problem would be tackled by a city-appointed group of impartial experts.
Trying to resolve the conflict that arose at a "town meeting" in the Chamber of Commerce yesterday afternoon, was the executive committee of the Civic Development Council. The committee conducted its schedule forum and found two of its committees locked in conflict.
RTC Weary of Deficit
Pressing the executive committee for early action were these facts:
1—Rochester Transit Corporation bluntly served notice it could not continue forever "picking up the check" for deficit operation of the subway.
2—If the eastern and (Meigs St.-Rowlands) is to be abandoned for a state constructed arterial, quick action should be taken by the city to have the present arterial law



WILLIAM LANG

amended to conform. The Legislature meets in January, state officials reminded.
Robert E. Ginna, development council chairman, who was re-elected yesterday, promised that the executive committee of 15 would act expeditiously and would conduct a post-card poll of all members on its recommendations. The question went to committee on motion of Louis Langie, who broke the parliamentary impasse.
City Hall officially was a disinterested party in yesterday's debate. Some city conclusion must be reached next month when the contract with RTC for operation of the line expires, it was said.
Lone Point of Agreement
One point of agreement emerged from the session. Neither side wanted the subway "abandoned." Ginna and Randle V. Cartwright, chairman



HAROLD W. SANFORD RANDLE V. CARTWRIGHT

of the Council's Public Transportation Committee, said the discussion was concerned with finding better ways to utilize the property. Cartwright said his committee's proposal for turning the eastern section over to the state for an arterial was a method of "modernizing" the system. Opposing that were Harold W. Sanford—whose Major Street Plan and Civic Center Committee pleaded for an impartial survey of the subway and all mass transportation problems—and Arthur H. Ingle. Ingle argued that the subway was entering a period of its greatest need, especially with the projected Veterans Memorial along its route.
Driving the subway problem home financially was William A. Lang, vicepresident of Rochester Transit, who said tomorrow marks the 22nd anniversary of subway operation, and virtually all years have produced deficits. Currently, the deficit is \$50,000 for 10 months. As a result, bus riders, or about 98 per cent of the total riders, are meeting the deficit for the subway passengers, or about 2 per cent of the total.
Erie Railroad experts recommended the Subway be discontinued for passenger operations, Lang pointed out, adding:
"It is high time that we, as a community, give serious consideration

to this problem, free a vital part of our public transportation system from the shackles of rails and overhead wires and provide the flexibility so necessary to the proper movement of present day traffic.
"As far as the Transit Company is concerned, we cannot continue to pick up the subway check day in and day out while individuals and groups indulge, free of charge, in unrealistic subway dreams, awaiting and hoping for a report which will give substance to their visions. As far as the subway is concerned, we will continue operations just as long as the city so desires. However, we cannot continue such operations on a deficit basis."



C. STORRS BARROWS ARTHUR H. INGLE

SUBWAY STRAP HANGING
C. Storrs Barrows, architect, plumped strongly for an arterial highway in the bed of the old Erie Canal. . . Randle Cartwright, objecting to another city study, said there are scores of city reports now on the shelf. One made in 1911, he reminded that the recently abandoned Erie Canal bed

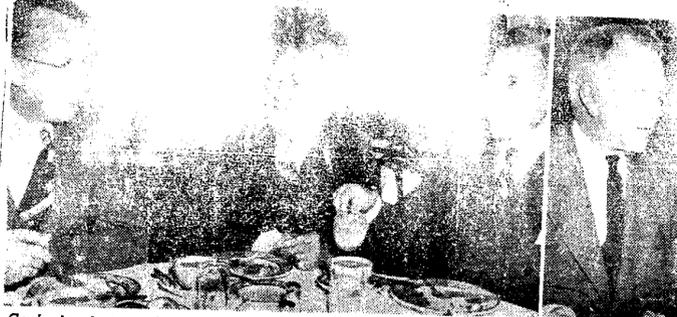
Report Completed
On Subway's Future

The Civic Development Committee's report on what to do with the subway was completed today. Its contents will not be disclosed until the trustees of the Chamber of Commerce meet Monday noon to consider the report. It is possible that the trustees then will announce their decision.

Civic Group Considers Future of Subway



Shown at the meeting of the Civic Development Committee yesterday afternoon were (from left) C. Storrs Barrows, architect; Andrew Mulligan, dis-



Conferring in two other groups were (from left) Elmer Millman, executive committee chairman; John B. Pike, builder; Morris Levinson, member of the executive committee, and

Robert E. Ginna, chairman of the committee, which is closely linked to the Chamber, said it would be discourteous to the Chamber trustees if the report was released before they receive it. Ginna will deliver it.

FOLLOWS HEARING
The executive committee of the development group met for hours last night to draft its report. The whole subway question was thrown open to all members of the committee yesterday at a meeting in the Chamber of Commerce. Divergent views were expressed for and against retention of trolleys in the subway.

Members of the executive committee who compiled the report are: Ginna, Harold W. Sanford, Fred S. Lewis, Charles W. Carson, Harry B. Crowley, Louis A. Langie, William A. Fahy, Randle V. Cartwright, Arthur Davis, Harry E. Gordon, L. W. Field, Elmer Smith, Allan Stam, Morris Levinson and Elmer Millman. Ginna was reelected chairman of the group with Crowley as first vicepresident and Sanford second vicepresident.

AIDED BY DISCUSSION
Commenting on yesterday's meeting, Ginna said:
"We learned a lot from the discussions. It helped us immensely in arriving at a conclusion and I want to thank those who presented their sides. This is the democratic way of doing business in this community—a regular town meeting where all can express their views."

The Development Committee's report, it was pointed out, is not to be taken as final in any disposition of the subway, whether it be maintained as a trolley line or as a motor expressway. Final decision rests with the City Council.

Because of the high status of the committee, however, the City Council will seriously any recommendation it make.

(in picture at right) W. Earl Weller, Municipal Research Bureau director, and Arthur Ingle, Community Memorial committee chairman.

Industrialists Vote To Convert Subway Into Super-Highway

D. & C. DEC 1 1949

Business and industrial leaders feel, by almost 2 to 1, that the subway should be converted into a super-highway of some form. That was the result of a special, unofficial poll taken among members of the Industrial Development Council, an adjunct of the Rochester Chamber of Commerce, council officials announced.

The poll was conducted during a meeting Tuesday in the Chamber, during which the subway problem was aired thoroughly.

65 P. C. Favor Shift

Roughly, 35 per cent of the persons polled favored continuation of trolley operations in the subway. The balance, 65 per cent, favored conversion to a highway in some form, with bus service.

The results:
Want Subway as it is 5 per cent
Want Subway extended 30 per cent

Total want subway-trolley 35 per cent
Want Subway converted to highway 65 per cent
Entire length 42 per cent
Southeast section 20 per cent
Northwest and southwest 2 per cent
Covered (central) section 0 per cent

Total favor some highway use 65 per cent
Of the 35 per cent who favored continuation of the present subway or its extension, 92 per cent voted that they would pay a higher rate of fare, the survey showed.

Want Express Buses

Of the 65 per cent voting for some highway conversion, 91 per cent favored use of express buses over the proposed highway.

The poll will be submitted to trustees of the Chamber of Commerce Monday along with the recommendations of the executive committee of the Industrial Development Council. The council group, Robert E. Ginn, chairman, said, has completed its deliberations on two resolutions from its membership regarding the future of the subway and will make them public after the trustees act upon them.

One resolution called for utilization of the eastern portion of the underground for a state arterial highway, and the second asked the city to retain special experts to make a thorough study of the subway, its needs and its potential use.

Group Votes 42% For Dropping Subway Trolleys

Forty-two per cent of the members of the Civic Development Council, polled on what-to-do-with-the-subway question, favor complete abandonment of the trolleys and replacement by a super-highway.

This was made known yesterday by officials of the council after a poll of the membership Tuesday. The poll showed that 35 per cent of the membership wanted the subway continued as is or enlargement.

The other 65 per cent wanted the trolleys abandoned either in portions or all of the subway. Of the 35 per cent who favored continuation of the subway, 92 per cent said they would be willing to pay a higher fare. Of those in favor of the trolley abandonment, 91 per cent said they favored use of express buses.

D. & C. DEC 1 1949

Subway's Use Vital To City's Future

Something over a hundred members of the Chamber of Commerce Civic Development Council attended the discussion of the subway problem in the Chamber small hall Tuesday noon.

There were some nonmembers there, but invitations to join in the discussion were accepted by only a few. A card questionnaire distributed to those who at-

tended was signed by nearly a hundred of those present, and a majority of those signing it indicated a preference for turning the eastern end over to the state to pave as part of the arterial street plan.

The question was not asked on the card, but considerable support in the speeches was given to the Democrat and Chronicle's suggestion that the state's plan be changed to bring the Monroe Ave. expressway into a paved subway bed just beyond Rowlands at Monroe Ave.

Visualizing bus service on the new highway, presumably using some of the big new Diesel buses to be delivered this week, a service to that area comparable to the subway buses was indicated.

But if the state's present plan of entering the subway bed at Culver Rd. is to be changed, steps to have the state highway law changed must be initiated soon, and we hope they will be.

Entering the subway bed at Rowlands would obviate bringing the expressway through the Twelve Corners and relieve lower Monroe Ave. of a good deal of congestion, most of which originates east of the Twelve Corners. It also would save Cobbs Hill Park from encroachments the state's present plan would entail.

The state plan would bring the road up out of the subway and onto the Inner Loop at about Howell St.

No plan is at present active to pave the western end of the subway. Freight and passenger service on the subway would be continued for the present. Vital, and profitable, freight service is recognized as a necessity. What possible plans may be made for extending the western end to Mt. Read Blvd. are a matter for active consideration by the Planning Commission and the City Council.

If the eastern end is given to the state, it will be a year or two before any use can be made of it.

The Transit Corporation is willing to continue operation as is for a time its spokesman at the meeting indicated.

Conflicting reports were made by two of the Development Council's committees, out of which the Council's Executive Committee is formulating recommendations to be submitted to the Chamber trustees.

The subway is important; it may be more important in the future. The meeting indicated a live interest in how to make best use of its possibilities. The Planning Commission and the City Council must give the problem active attention. Much of the city's future prosperity, industrial growth and neighborhood development in the metropolitan area will be determined by their decisions.

DAY, DECEMBER 4, 1949

Issue Hinted Of Fare Rise On Subway

Possibility Develops in Chamber Poll of Views

Higher fares for the Subway to wipe out an operating deficit may be proposed in forthcoming negotiations between City Hall and the Rochester Transit Corporation, it was learned last night.

The possibility took on added weight following a recent poll of members of the Civic Development Council, a Chamber of Commerce agency, in which 65 per cent favored utilization of the Subway bed, in whole or in part, for a new highway, and 35 per cent favored retention of the present electric trolley operation. The significant fact was that 92 per cent of the 35 per cent minority said it would be willing to pay increased fares to maintain trolley operation.

City Hall Reticent
City Hall sources were quiet on the explosive Subway question. They were conceding, none the less, that higher fares for the underground, as against the rate on surface buses, might be a key point in forthcoming discussions with RTC on a new contract for the Subway.

Any fare increase, regardless of city-utility negotiations, would have to be approved by the Public Service Commission before it could become effective.

RTC served notice publicly last week that it was through "picking up the check" for annual Subway deficits. The carrier has some plans for eliminating the deficit, it was reported, but declines to disclose them until it meets with the city on the Subway contract. It placed its deficit for the first 10 months this year at slightly more than \$50,000.

Spotlight on C. of C.
The spotlight will shift tomorrow to the Chamber of Commerce, where the Chamber trustees are expected to act on recommendations of the Civic Development Council for future use of the Subway. The council was split between maintaining the present system, with extensions, or converting it into highway uses. The trustees will receive recommendations of the executive committee of the CDC tomorrow, according to Milton E. Loomis, executive vice-president of the Chamber.

The Chamber trustees also will elect officers tomorrow.

As Readers See It

Profit from a Modernized Subway Held Likely

Editor, The Times-Union:

IN THE subway debate it was pointed out by a representative of the RTC that the subway is losing money. This is quite true, the way it is being operated at present. And so the RTC wants to discontinue the subway line, because they do not expect the bus-riders to "subsidize" the transportation charges of the subway-users. But how many bus routes are also operating in the red? Does the transit company plan to stop service on those lines, too?

The two main reasons for having a subway are to provide fast transportation to and from the downtown area unimpeded by traffic, and to relieve congestion on the streets. Our electric line is faithfully performing the first requirement, and with a little encouragement on the part of the RTC, can accomplish quite a bit regarding the second. Schedule reductions, poor maintenance, and indifferent management are certainly not boosting the passenger revenue.

If extended a short distance to the Aquinas Stadium, the subway would provide excellent transportation to the crowds who wish to avoid the bus and car traffic on Ridgeway Ave.

The subway proves its worth many times during the Winter months while buses wallow in snow drifts. The chances of skidding are practically nil, because not only are the cars on tracks, but they carry a supply of sand which is strewn under the wheels in case ice forms on the tracks.

Retain Subway, City Urged by Labor Organ

The Labor News, official publication of the AFL Central Trades and Labor Council, today advocated retention of the city-owned subway.

In an editorial on the subway, the paper declares:
"The subway's operation may not be economical but the city has an obligation to industry and the public to provide transportation facilities and abandonment of the subway will contribute nothing to meet this responsibility."

Abandonment of the subway as a trolley line and its incorporation into a highway "could easily further aggravate the city's traffic problem," the publication declares.

Profitable operation of the subway, the editorial points out, "never will be realized so long as speed is offset by the absence of convenience. In order to build up volume the subway must be made convenient to the centers where the greatest number of passengers is concentrated, Clinton Ave. and Main, down Main to Broad St."

"There is only one way this can be brought about. Burrow the subway down Clinton Ave. S. to Main to Broad. Only this will make it convenient to the great mass of potential passengers."

Civic Leader Counsels Caution In Disposing of Subway Issue

D. & C. DEC 4 1949

Editor, The Democrat and Chronicle:

The "Rochester Subway System" is of such importance to this community that its future should not be determined, either on the basis of expediency resulting from the state wanting to use a small section of the subway system, or on the basis of any one report no matter what its objective or who might be its author. Any report, to be of value, should be an impartial one, made by recognized and qualified experts in their field with definite direction in advance to consider the subject from all angles, giving advantage and disadvantages and what might be possible, and to report impartially.

The problem is one in which there are many honest differences of opinion.

At our city's request the state highway authorities abandoned University Ave. as the eastern connection for the State Thruway. They now propose as a substitute use of a section of the subway from Meigs St. eastward, a distance of about 2 miles—not on the basis of what will best solve Rochester's traffic problems, which are largely in the central business district where there is the greatest congestion because of so many dead-end streets, but on the basis of savings to Rochester estimated at \$500,000 over other plans.

To effect this saving Rochester is asked to abandon its present subway passenger service and in addition to discontinue its subway freight service east of Meigs St.

Regardless of assurances at this time to the contrary, the elimination of this 2 miles of subway would be the first step in the eventual abandonment of the entire 8 mile subway system, a system that represents an investment of over 11 million dollars, or with accumulated interest nearly 20 million dollars, or over twice this amount in replacement costs to accomplish this small saving.

Unfortunately in this, as in so many other opportunities that Rochester has had, there are many that take a negative approach to a problem that needs constructive solution.

While the subway at the present time is operating under a loss of \$80,000 per year, it not only is possible to stop this loss but profitable operations can be realized by greater utilization of its possibilities and improving its facilities.

Within the next year or two Rochester will have a public auditorium in its business center which will make radical changes in our local thinking and action, based on the experience of other communities.

Buffalo's Auditorium has an average large crowd occupancy of 200 days and 300 nights a year. This includes 40 nights of hockey at which there is a nightly attendance of 8,000 and on play-off games, 12,000. With a proportionately similar average daily occupancy in Rochester and figuring an average daily and also nightly attendance by subway users of only 1,000 people on each occasion, there would be an additional minimum annual subway revenue of \$100,000 which after deduction of increased cost of operation would more than wipe out the subway's present yearly loss. If this were increased to 2,000 users of the subway on each occasion not only the losses would

be all eliminated but a profit of \$100,000 annually realized.

In the City Plans of Bartholomew and Associates relative to railroads, an eventual Union Station is provided for the Lehigh, Erie and Pennsylvania Railroads. The right-of-way of one of these railroads could then be used and become a part of the subway system and serve the southeast section of the city, leaving only the northeast section to be provided for and for this the roadbed of the old Sea Breeze Railroad could be considered for serving this area—thus all the sections of the city could become part of a rapid transit system possessed by few cities anywhere.

Other cities are spending millions to accomplish what we have, while we are considering the abandonment of an asset that many do not have the vision to appreciate. Toronto has a subway program that will eventually cost them 45 million dollars.

If there is no hope for the future a negative policy is appropriate and we can justify tearing down instead of building up, but with some vision of a growing Rochester with new industries, our subway system can be made not only profitable but of great service to this community. Further, there is an obligation and a responsibility to the industries and those residents who have located themselves on the basis of our present subway system.

In using the subway by the State, in the 2 mile section under consideration, for automobiles and buses there would be traffic congestion and delay at each end of this section as there will be no other means of approach or departure

such as would be possible with any surface level street. Being only 2 miles in length, it is not of sufficient distance to warrant its use in preference to existing streets, as at normal traffic speeds only two or three minutes would be saved which would be much more than offset by the time lost for approach and departure. Our present surface streets would therefore be used in preference to any sub-surface highway for such a short distance.

It is to be hoped that the State Highway Department's decisions are not inflexible or irrevocable. They have shown a cooperative spirit in meeting the city's views in many ways including the change in University Avenue.

If the eastern approach could be coordinated with the original Bartholomew Plans for the extension of Broad St. eastward, it would tie in with the wide Broad Street traffic artery through the heart of Rochester. Upon completion of the auditorium the extension of Broad St. eastward will, in any event, become a necessity at which time all the expense will fall on the city, unless the state recognizes this as part of their highway system.

Most of the traffic on the Thruway will be through traffic and only traffic to and from Rochester will need the connections which can and will take the most convenient of several approaches anyway.

No explanation, to my knowledge, has been publicly advanced as to why we should have an east and west connection with all the extra millions of expense involved, when a far shorter connection from the south could be made at millions less in costs and also avoiding such large permanent annual tax loss to the city.

Why not, therefore, postpone action on the subway until within a reasonable time of which it can be

used for what is now proposed by the state, or at least until such time as convincing evidence of the unqualified advisability of giving up our present subway system.

In the meantime with the city's improving financial position, steps could be taken as necessary to rehabilitate the system and make it a successful one and an asset instead of an orphan or step-child to our existing transit operations.

Before anything can be done anyway by the state in utilization of the section of the subway under consideration, State authorities recognize and acknowledge they must build what is known as the inner loop in the business district. To accomplish this will take several years, therefore, hasty and irrevocable action at this time is neither imperative nor necessary.

ARTHUR H. INGLE

Express Highway in Subway Urged; Trolleys Would Stay West of Court

DEC 5 1949

The Board of Trustees of the Chamber of Commerce this afternoon approved a report of the Civic Development Council which earlier in the day had recommended that the eastern portion of the subway be converted into an express highway.

The vote was announced as 36 to 4 and followed a debate of more than a half hour.

The trustees also recommended adoption of other council proposals, with some modifications. These are:

1—That subway freight service be continued from Meigs St. to the western end of the subway.

2—That subway passenger service be continued for the present between Court St. and the western terminal.

3—That the City of Rochester consider the advisability of notifying the proper officials of the New York State Department of Public Works "of the availability for highway construction of the subway right-of-way from a point at the proposed inner loop (near Meigs St.) to Monroe Ave. through Rowlands with the exception of a short distance along the south side of the subway right-of-way west of Meigs St. to preserve the present railroad freight sidings."

Should such a plan seem feasible, the council report says, state authorities should be asked to include this in their plans for developing city streets.

In reaching the decision, the statement said, the executive committee, which is composed of chairman of 10 standing committees and officers of the council, was guided not only by the vast amount of information collected in two years but also

1—That the Rochester Transit Corporation plan to provide bus service to replace the present subway passenger service on the eastern section of the subway which would be converted into a highway. Present subway passenger service would be continued until the state began highway construction.

The council, an autonomous body closely linked to the Chamber, said that the recommendations are made provided they are approved by the City Planning Commission, and it is further recommended that the City Council request the City Planning Commission to report to the Council upon these recommendations at the earliest possible date in view of the fact that amendments to the state law may be required to give the recommendations effect, and in view of the further fact that the State Legislature will convene during the first week in January.

Furthermore, the council urged the City Planning Commission to investigate and study the possibility of "developing that portion of the subway right-of-way running north and west from Court St. as an arterial express highway." This would eliminate all subway trolley operations.

The executive committee's report was accompanied by recommendations of two subcommittees, the committee on public transportation's report was adopted almost in toto by the executive committee. The street committee's recommendations, which were not adopted by the executive committee, urged the City Council to employ competent engineers to make a study of the whole problem of the future utilization of the subway and its relationship to the problem of public transportation for the entire metropolitan area. It further urged that the City Council take no final step until the study is completed.

(Other details, Page 28.)

Keep Subway, City Heads Oath 1949

Editor, The Democrat and Chronicle:

Being a most avid exponent for electric rapid transit involving Rochester's subway, I was considerably amused by the weak friend of thought advanced by the proponents of subway abandonment during the recent meeting of the Chamber of Commerce Civic Development Committee.

The most ridiculous statement was made by the chairman of the Chamber's Public Transportation Committee in which he stated that his committee "sees no particular future for electric transportation."

At this writing, there are over 4,500 PCC electric trolleys in operation throughout the United States and Canada with hundreds more on order. There are also several thousand electric subway cars in operation in this country. Many cities, realizing the tremendous burden borne by the surface carriers, are now formulating rapid transit plans which will entail the employment of electric cars, operating on their own right-of-way to provide the answer of alleviating crowded conditions on the surface. These cities don't think there is no future for electric transportation, even though most of them must start from scratch to build these systems.

Those who favor a highway in the subway bed with "express" buses seem to think that such bus service would cut running time in half. This is a classic misbelief. The present subway cars make the distance from Clinton Ave. to Highland in approximately 10 minutes. This, remember, is made possible by electric cars operating on their own right-of-way. How any bus, competing with passenger cars and trucks plus numerous intersections and traffic signals can make that same distance in 5 minutes seems to me like an "unrealistic dream." The more vehicles running on any given thoroughfare, the slower traffic becomes. One only has to see the bumper-to-bumper bus service on Main St. for proof.

When the original plan for the use of the highway in the subway bed was announced last March, it was stated that "one track would remain for the continuance of freight movements." Now the highway advocates want to abandon both passenger and freight service from Meigs St. east. That is the first step. The second step which is evidenced by reasoning of some is that a highway and the freight service could be maintained from Lyell Ave. west. State engineers, however, have said that both freight service and a highway could not exist because the entire width of the subway bed would be needed for the highway. In spite of the fact that 2,294 cars were handled from Lyell Ave. westward last year, these same highway advocates think that since passenger service should be eliminated, so should the freight service to satisfy their desires. In other words, the pledges made by the city in the various firms along the subway that they would be served by the freight handling would be tossed into the ashcan.

The reasoning that subways "are not feasible in Rochester" serves to point up a trend of thought that has been wearing the Rochester mantle for years. Why is it that ideas which have proven so successful elsewhere are always labeled "unfeasible, impractical or impossible" when applied to this city? The reason given that city is spread out is the very reason that makes rapid transit such a vital urgency for this city. The thing folks from outlying areas want most in public transit is speed. They can get it on an electric railway, but not in buses which must compete with the traffic about them.

Finally, those of us who have been trying to prove the overwhelming superiority of rapid transit are chided by the vice-president of the RTC as indulging in "unrealistic subway dreams." I say that the time is here to prove that we aren't dreaming. What Rochester needs is some imagination, some foresight to perceive how things can be bettered for all concerned.

LLOYD E. KLOS,
104 Long Acre Rd.

Subway Serves Many

Editor, Democrat and Chronicle:

The question, "What shall we do with the subway?" is being discussed again by our city officials because of its unprofitable setup. Many people have purchased homes along the line in outlying districts because of the speedy transportation it affords to "downtown," where they are employed, and to change the method of operation to something slower would work hardship on those who depend on the subway for rapid transit.

Then, too, one must consider that if a highway should replace the tracks, autos and buses would be required to stay in the subway until a ramp was reached to make an egress which might be several streets beyond where the drivers wished to go.

In the event that ramps had to be built I suggest that they be built so that the present cars could surface to receive and discharge passengers on street levels and I am sure many more people would ride the subway cars if that is done.

About the most cheerless place in Rochester is the subway with the dark, dismal, windy and cold waiting places that are reached by several flights of steps which are abhorred by elderly people with weak hearts. No one who enjoys scenery would drive through the sunken highway the second time for that object alone.

Now to be less serious, I might suggest that we might contact the Federal Department of Agriculture in Washington and offer them the chance to rent the subway for the storage of surplus eggs. It might save the cost of transportation of our local product instead of filling up that cave-out in Kansas.

THURLOW W. BURRITT.

DEC 5 1949

Text of Reports By 2 Committees On Subway Future

Text of the report which advocates the abandonment of the eastern end of the subway, as made by the committee on Public Transportation of the Civic Development Council, follows:

During the early part of the year 1948, your Committee on Public Transportation made a study of the Rochester Subway System for the purpose of submitting recommendations regarding its future utilization. This study took particular note of a suggestion . . . that the electric rail service be abandoned in favor of paving the entire subway for use by automotive and bus transportation.

As a result of this study and in the light of the circumstances which existed at that time your committee made a report and recommended, among other things, that the existing subway system be continued and extended. This recommendation was approved by the Council and, in June, 1948, by the Board of Trustees.

CHIEF FACTORS

The principal factors influencing your committee's recommendation at that time were:

1—Neither of the two projected Street Plans contemplated the use of any portion of the subway bed nor did either the State Engineer or the City Planning Commission evince any interest in this possibility.

2—On this account the entire cost of the suggested subway paving project, estimated at 10 million dollars would have had to be borne by the City.

3—The resulting Expressway would have constituted an unnecessary duplication of facilities since the then projected Major Street Plans included routes which were roughly parallel to the subway throughout its entire length.

It was the committee's opinion, however, that the subway was serving too small a fraction of the community to justify its continued existence without significant extensions to make it more generally useful.

NEW DEVELOPMENTS

Recent developments have moved your Committee on Public Transportation to reexamine the subway question. The committee finds that there have been very significant changes in the factors which led to the recommendations of June, 1948. Some of the new developments which have entered into the picture are:

1—The city and state have reached agreement on a compromise route for the Monroe Ave. Expressway which, as now proposed, lies immediately alongside the subway from a point near Culver Rd. to a point near Clinton Ave. S. The state engineer has asserted that, if the entire width of the subway bed could be made available from Culver Rd. to Meigs St., the state would be glad to use it for this expressway at an estimated net saving of approximately two million dollars.

2—The state engineer further proposes that, if the above suggestion

should be accepted, the eastern Thruway connection could be arranged so as to enter the subway bed at Winton Rd. S.

3—Subway patronage has continued its steady decline to a point where it is now providing less than 2 per cent of the public transportation in the city.

LEGAL PROBLEMS

4—Further inquiry into the possibility of extending the subway system over existing rail lines indicates the presence of technical, legal and financial problems which are probably insurmountable.

Your committee's studies have brought out the following additional considerations which it believes should enter prominently into the decision to be made at this time:

1—The subway freight service is a profitable operation and is universally agreed to be an essential element in the local industrial picture.

2—During 1948, only two freight cars were spotted between Winton Rd. and Meigs St. and these were on a siding which would be eliminated by the presently approved right-of-way of the Monroe Ave. Expressway.

3—During 1948, six freight cars were spotted on the east bank of the subway between Meigs St. and Clinton Ave. S. but this siding would also be eliminated by the presently approved right-of-way of the Monroe Ave. Expressway.

4—The subway passenger service has always been an unprofitable operation and is becoming more so as the patronage steadily declines.

POPULATION BANDS

5—Known factors such as expanded downtown parking facilities and improved accessibility of the central shopping district through development of the Arterial Street Plan will result in a continuance of this decline in patronage.

6—The outstanding feature of an electric rapid transit system is its ability to provide fast, mass transportation such as is required by the existence of long, narrow bands of very high population density. It is inconceivable that Rochester would develop this type of population distribution along the axis of the present subway or, for that matter, in any other direction.

7—The subway provides an alternate rather than an exclusive means of transportation with at least 13 out of 21 stations being located within one block of a regular bus stop.

8—The conversion of any part of the subway system into an automotive traffic artery would make that

portion of it an asset and a convenience to the entire community instead of the few who are so situated as to benefit from the present rail transportation.

SAVING OF HOMES

9—The use of the subway right-of-way by the eastern Thruway connection and the Monroe Ave. Expressway would avoid the demolition of a large number of fine and substantial homes.

10—The use, by the State, of that portion of the subway bed lying east of the single line freight track between Meigs St. and Clinton Ave. South should result in a very considerable additional saving of money and homes.

In the light of all of the foregoing considerations, therefore, your Committee on Public Transportation submits the following recommendations:

1—That the City of Rochester adopt and proclaim, as a long range policy, the continuance of subway freight service from Meigs St. to the western terminus of the system.

2—That the City of Rochester notify the proper state officials, at an early date, of the availability, for highway construction, of the entire width of the subway right-of-way from a point of Winton Rd. to Meigs St.

ADDED SERVICE

3—That the City of Rochester request the state engineer to use that part of the subway right-of-way not occupied by the single freight track between Meigs St. and Clinton Ave. S.

4—That the Rochester Transit Corporation plan to provide such additional bus service as may be required to effectively replace the subway passenger service and permit its discontinuance on or before the date on which the State Highway Department would be ready to begin work in the Subway bed.

The report of the committee on Major Street Plan and Civic Center reads:

Your Committee on Major Street Plan and Civic Center, at a meeting held on Thursday, Nov. 17, unanimously adopted the following resolution:

That, because the problem of the future use of the subway is so complex, and involves so many divergent interests, and because the financial investment of the city in the subway is so substantial, your committee believes that final decisions as to the ultimate disposition of the subway should not be taken until further investigation of the facts has been completed and further consideration has been given to all the elements of the situation.

And that the committee therefore recommends that the City Council be urged to employ competent engineers to make a comprehensive study of the whole problem of the future utilization of the Rochester subway and of its relationship to the problem of public transportation for the entire metropolitan area. It is further recommended that no final decisions be taken by the Council until the report of such a comprehensive study has been made available for the consideration and judgment of all the interests concerned.

(Other details, Page 1)

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As We See It

TIMES UNION DEC 6 1949

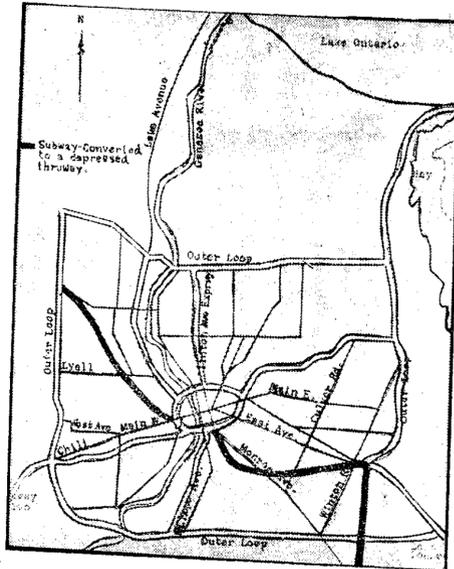
Page 20, Rochester Times-Union,
Tuesday, Dec. 6, 1949.

Subway Use Nearing Decision

THE use Rochester will make of the Subway is rapidly coming to a decision. Twenty-five years ago Rochester decided to use the bed of the old Erie Canal for a public rapid transit system. It invested what, with interest charges, has become nearly \$20 million. We are rapidly nearing a choice between

continuing this use of the route or scrapping the whole system and putting in its place a through highway.

We are not quite at that point yet. But resolutions adopted Monday by the trustees of the Chamber of Commerce look in that direction.



One plan—suggested by C. Storrs Barrows—for using the whole subway system, less freight service west of Meigs St., for highway purposes.

The heat at the moment is on the City Planning Commission. But ultimately this question must be decided by the City Council and the people.

Chamber trustees acted after they had received a report of the Civic Development Council which last week held a Town Hall discussion of the Subway. The upshot of the discussion was a report that favored abandoning passenger service East of Meigs St. as soon as the State is ready to begin construction of a highway in the Subway from the proposed Inner Loop to Monroe Ave., through Rowlands.

Eighty out of 300 members participated in this discussion. But when their report came to the Chamber trustees, it was accompanied by suggestions from the trustees' executive committee that the City Planning Commission also be urged to study the development of express highways in the subway north and west of Court Street.

And if this seemed feasible, that state authorities be asked to include the west portion—less the freight service—in plans for arterial highways.

Continued

C of C Trustees OK Proposal to Convert Subway to Roadway

Conversion of Rochester's subway to an express highway to be incorporated into the state-city major street plan yesterday received the support of the trustees of the Chamber of Commerce.

Acting on a report of the chamber convert to highway purposes." her's Civic Development Council. The trustees, by a vote of 36 to 4, are made provided they are made only a few minor changes in the council's recommendations, and then threw the weight of the Chamber behind the project.

Major addition of the trustees to the council upon these recommendations "that the City Planning Commission be urged at its early convenience to investigate and study the possibility of developing that portion of the subway right-of-way running north and west from Court St. as an arterial express highway, and that, should such a plan seem feasible, the state authorities be asked to include such an arterial highway in their plans for the City of Rochester."

This latter development had not been mentioned by the Civic Development Council, which had confined its proposal for the express highway to the portion "from a point at the proposed Inner Loop to Monroe through Rowlands."

There were five major points in the recommendations made by the chamber trustees:

1.—That the city "adopt and proclaim, as a long-range policy, the continuance of subway freight service from Meigs St. to the western terminus of the subway, and that passenger service be continued for the present between the South Ave. Loop and the western terminus of the subway."

2.—That the city "consider the advisability of notifying the state of the availability for highway construction of the subway right of way from a point at the proposed Inner Loop to Monroe Ave., through Rowlands with the exception of a short distance along the south side of the subway right of way west of Meigs St. to preserve the present freight sidings."

3.—That the Rochester Transit Corporation plan to provide such additional bus service as may be required effectively to replace the present subway passenger service on that part of the eastern section of the subway right-of-way which the State Department of Public Works would

This makes an altogether different proposition out of it. As left by the Civic Development Council, the proposed expressway, it seems to us, is open to the same general criticism that has been directed at the subway for so many years.

Nowhere to Nowhere

It has been argued that the subway's fault is that it starts nowhere and goes nowhere. But cannot the same be said of an expressway that stops at Meigs St.? It would, of course, help people east of Winton Rd. to get down to Meigs St. in the hurry.

But the benefit to those living West of Winton Rd., is not immediately apparent. Nor does such an expressway, except as it links with the proposed Inner Loop, relieve traffic congestion where it is worst—in the downtown area.

However, the Chamber trustees suggest that use of the whole subway route as an expressway be explored.

It seems to us that this exploring ought to be done before any final and irrevocable decision is made on surrendering the Eastern end for highway purposes.

Exits and Entrances

To decide to abandon the whole subway transit system is one thing. But to decide to have a bob-tailed subway and a bob-tailed highway, too, is quite another.

The State will pay all the costs of paving a highway in the Eastern end of the subway. But we ought to know that it will go along on the complete submerged expressway, before we begin abandoning it piece by piece.

Estimates on new bridges, entrances and exits required to make a submerged expressway fully useful to motorists within the city ought to be available.

Abandonment of subway transit would confess failure of a \$20 million dream. We ought to know exactly where we're going and how much it will cost before we dream again.

State Sees Delay In Conversion Plan for Subway

Any program to convert the subway into an express highway will have to wait four or five years, State Department of Public Works officials declared today.

A spokesman for the department said the complete inner loop of the city's major street plan, a bridge across the Genesee River at Howell St. and enlargement of the Mt. Read Blvd. project, would have to be completed before state engineers could work on the East Side subway bed.

The state announcement came following action of the Chamber of Commerce trustees yesterday which urged abandonment of the eastern end of the subway. It also suggested that the City Planning Commission study the possibilities of abandoning the western end of the subway.

Following the state's declaration today, an official of the Rochester Transit Corporation was asked "Will the subway continue to operate in this interval in spite of the losses you have had?"

The RTC spokesman said: "That is a matter for RTC and city officials to decide."

EXPIRES DEC. 31

Previously William A. Lang, vice-president of the RTC, had stated that the RTC could not afford to "pick up the check" on losses incurred in

AN EDITORIAL, Subway Use Nearing Decision, on page 20.

the subway operations. The contract between the city and RTC to operate the subway expires Dec. 31. Presumably a meeting will be held before that date to find out who will bear the losses. The RTC promised to continue subway operations if the city asks, but intimated it would not continue to make up the deficit. The City Planning Commission

met after action of the Chamber's trustees yesterday and discussed possible abandonment of the subway. Today it requested City Manager Cartwright to ask the City Council if it desired the planning commission to go ahead with the Chamber's recommendations.

Harry Ruppert, president of the Planning Commission, pointed out that while the commission had studied the subway situation at length, it never had been asked officially by the City Council to do so. If the City Council approves the commission going ahead "we are ready to make the survey," Ruppert added.

MEETING SCHEDULED

Another meeting of the commission is scheduled next Monday afternoon and it is expected that the council's decision will be available by that time.

Ruppert declared that "we are purely an advisory board, but we have laid the groundwork for a study of the subway. We already have many facts and figures at our disposal and it is just a question of bringing many odds and ends together. It is well to remember, however, that the City Council does not have to take any recommendations that we might make."

Ruppert added that "we antici-

pated such action as the Chamber has advocated, that's why we are ready. It will take only a few weeks to put the material together and we should be able to submit

a full report to the City Council some time in February. That will give the city sufficient time to introduce legislation in the State Legislature if it is necessary to do so."

The Chamber trustees, in making their subway report, deviated somewhat from the recommendations made by the Civic Development Council. The Development Council made no

reference to the western end of the subway in its report to the Chamber's executive committee, confining itself to suggesting that subway operations be lopped off at Court St. and the balance converted into an express highway. The Chamber executive committee inserted a paragraph into the report which called for an investigation as to the possible abandonment of the western end.