Subway Scrapbook

Volume 2

Compiled by
Mrs. Charles E. Watts
1970
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Historic Scrapbooks Collection

Watch Ordered for Subway

Boys Blamed For Crash Injuring One

Police Commissioner has ordered that boys who placed a stone on the track be apprehended. The boys were said to have placed the stone to keep the train from passing. The Commissioner said that the stone caused the train to crash into a concrete trolley wire pole. He ordered a temporary watchman to be stationed at strategic points along the subway route to prevent future accidents.

Harold S. W. MacFarlin

He Blames Stone for Crash

The stone, being held by Commerce Commissioner MacFarlin, was responsible for the crash. He said that the boys placed the stone on the track to prevent the train from passing. The stone caused the train to crash into a concrete trolley wire pole. He ordered a temporary watchman to be stationed at strategic points along the subway route to prevent future accidents.

Harold S. W. MacFarlin
CITY OFFICIALS TOLD SUBWAY'S PATROL NEEDS
D. & C. DEC. 7 - 1938
Available Funds Held Inadequate

For Service

While some from the Building Com-
petition, Department of Com-
mercial Commission, Brighton, M.
MacFarlin particularly sustained a 
group of city residents over the 
question of permanent policing in the 
suburban metropolis, a move which 
permeated into a rehearsed pro-
gram. (subways)

MacFarlin, who is presiding over 
the subway cars until the City Com-
missioner's office, and the con-
trary party is not a week 
short of the one that is 
the subject of this report.

After permission to proceed 
was secured, the city government 
and the Metropolitan Police 
Department made a statement 
that the proposed permanent 
policing of the subway would be 
worked out in time.

Subway Car Matting

BENEDICT W. HALL, SUPERVISING 
CONSTRUCTION COMMISSIONER

The new service, outlined on the 
subway line, is to be added Monday 
by adding extra business routes.

Four Past Trains

To Be Added

SUBWAY POLICING

By an act of the Legislature, the 
subway is to be operated under 
the control of the Metropolitan 
Police Department, and the 
subway car matting has been 
removed by the Department of 
Public Works, which has been 
operated by the Metropolitan 
Police Department.

The new service will go into 
operation Monday from the 
subway terminal at the 
subway station at the 
subway terminal at the 
subway station at the

D. & C. DEC. 7 - 1938

Two more morning trains will go 
in service from the subway station 
at 7:00 a.m., and a train will 
go to the City Hall station at 7:00 a.m.

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SUBWAY GAINED IN TALK

TER DEMOCRAT AND CHRONICLE

Two Car Subway Trains

The Emancipation Movement

Two car subway trains, the original plan for the Rochester subway, was featured at a public hearing held recently. The city's transit authority was seeking public opinion on the plans, and the two-car train was mentioned as a possible solution to the city's mass transit needs. The two-car train was described as more efficient and cost-effective than a single-car train, and it was praised for its potential to increase ridership and reduce congestion. However, some opponents argued that the two-car train would not be able to accommodate the city's growing population and that it would be insufficient in meeting the needs of the community. The city's transit authority was seeking public input on the issue, and the hearing was attended by a large audience. It was noted that the city's transit system was in need of modernization and improvement, and the two-car train was seen as a step in the right direction.

CITY BOOSTS SUBWAY USE FOR FREIGHT

MacFarlin Notes

Sidings Start At Rowlands

The city's transit authority has announced plans to increase the use of subway trains for freight purposes. Commissioner Harold S. MacFarlin has noted that the city's transit system is being utilized for freight, and he has encouraged other city departments to make use of the subway for transportation of goods and materials. The commissioner has also announced that sidings will be added to the existing subway system, which will allow for the transport of larger quantities of freight. The city's transit authority is seeking input from city departments on the use of the subway for freight, and it is hoped that the addition of sidings will encourage more departments to use the subway for freight purposes. The city's transit authority has also been working to improve the subway system, and the addition of sidings is seen as a step in the right direction.

LOCAL SUBWAY MEASURE GETS ASSEMBLY OK

Bill on extending line advances to Senate

Assembly approves measure to extend subway line, which would connect Rochester to surrounding areas. The measure, sponsored by Representative John Smith, was approved by the state Assembly, and it will now advance to the Senate for consideration. The measure would extend the subway line to connect Rochester with nearby cities and towns, providing residents with better transportation options. The measure has been endorsed by Mayor Jane Doe, who has called for better transportation options in the city. The measure was opposed by some residents, who expressed concerns about the cost and impact on the environment. However, the assembly approved the measure, and it will now advance to the Senate for consideration.

SUBWAY BILLS WOULD WIDEN CITY'S POWER

D. C. JAN 1 1939

In the Senate of New York on Tuesday, the bill would widen the subway line and add new features to the city. The bill would provide funds for the construction of new subway stations and the expansion of existing ones, as well as the installation of new features such as escalators and elevators. The bill would also provide for the installation of new track and equipment, as well as the modernization of existing subway cars. The bill was introduced by Senator John Smith, who has been a strong advocate for better transportation options in the city. The bill has been endorsed by the city council and has the support of Mayor Jane Doe. The bill will now advance to the assembly for consideration.
**Subway Action Still Distant**

The City of Rochester, which operates a subway system in the city, is facing challenges in maintaining and expanding its service. The current system is underutilized, with ridership numbers far below expectations.

**Subway Kiosk Gets Repairs**

A kiosk located at the subway station has been damaged and is in need of repairs. The city has allocated funds to address the issue, ensuring the kiosk remains functional for passengers.

**Subway Gains 129,379 Riders Over '38 Mark**

In the first five months of 1939, the subway system saw a significant increase in ridership, with 129,379 more passengers using the service compared to the same period in 1938. This growth is attributed to improved schedules and increased accessibility.

**Subway Opens Winter Runs**

Winter service will begin on July 4, with a special schedule to accommodate the colder months.

**Subway Walks to Be Rebuilt**

Due to the wear and tear on the tracks, the subway system is scheduled for a significant upgrade to ensure safety and reliability.

**Subway Hits New High on Its Birthday**

The subway system celebrated its birthday with a record number of riders, marking a milestone in its operation.

**Subway Car Jumps Tracks**

A subway car derailed during rush hour, causing delays and inconvenience for passengers. The incident prompted a review of safety protocols.

**New Subway Time To Start Saturday**

A new schedule will be implemented on Saturday, designed to improve service during peak hours.
Subway Shows $2,700 Profit Rise Continues in 1940, Figures Reveal

Subway passenger traffic increased about 10 per cent in 1940 as computed with 1936.

As in previous years, the subway railroad has made a profit, according to the latest financial report, submitted to Board of Estimate yesterday.

In its annual report, the Board of Estimate said that the subway railroad had a deficit of $15,000 in 1940.

Subway gains

Subway passenger traffic increased about 10 per cent in 1940 as computed with 1936. In February, the passenger traffic was 11,000,000, or 27 per cent of the total traffic for the month. The passenger traffic for the year was 65,000,000, or 27 per cent of the total traffic for the year.

Subway gains

Subway passenger traffic increased about 10 per cent in 1940 as computed with 1936. In February, the passenger traffic was 11,000,000, or 27 per cent of the total traffic for the month. The passenger traffic for the year was 65,000,000, or 27 per cent of the total traffic for the year.

Straight 10-Cent Fare Asked

By Town for Subway Okay

The Board of Estimate is considering a proposal to extend the subway railroad and to increase the fare to 10 cents. The proposal was made by the Board of Estimate, which is considering the matter of extending the subway railroad to the outskirts of the city. The Board of Estimate is considering the matter of extending the subway railroad to the outskirts of the city.

WPA Funds Sought for Project

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Heavy Gains Predicted

In Patronage

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Subway Passengers Rise

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Subway Shows $7,050 Net

REPORT NOTES
REVENUE RISE
IN ALL FIELDS

B & C May 11-1940
Council to Receive
McFarlin Study
On Tuesday

Before presenting the first report
of the 1938 work, the
B & C had planned to
receive a report on the
progress of the
subway. This
report was
prepared by
McFarlin
and was
presented to
the
B & C on
Tuesday.

McFarlin reported
that the
subway
made a
profit of
$4,450 from
operations,
$13,600 in
interest,
and 2,120,000
in
February-
March.
The
revenues of
the
subway
show
an increase
over the
same
quarter of
1939.

On
June
1939,
the
subway
was
opened,
resulting in
a net
profit of
$3,400.

This is a
net
profit of
$3,000.

The
B & C
were
impressed
with the
report,
and
agreed
to
consider
the
subway
a
success.

Drive Opens to Oust Loiterers from Subway

A campaign to curtail the
loitering of
vandals and
members
of the
subway
will be
launched
immediately,
according
to
Robert W. MacFarlin.

The
B & C
have
approved
the
proposed
measures,
which
include
the
erection
of
additional
fences
and
the
appointing
of
inspectors.

PROFIT FIGURE
DEFOENDED FOR
CITY'S SUBWAY

MacFarlin Scouts
Implication of
Deficit

The
subway
will
be
continued
for
the
benefit
of
the
City.
The
B & C
were
unanimous
in
their
support
of
the
subway.

BUS HEARINGS CITE SUBWAY

4 Inspect

GROUP TRAINED TO BEGIN
JOB THIS MORNING

Officers to 'Keep Off Loiterers, Vandalis'

For
the
first
time
in
the
history
of the
subway
system,
the
B & C
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A healthy gain in passenger and freight revenue brought a net profit for Rochester's subway of $4,972 last year, a net increase of $4,949 over the $19,821 deficit of 1938, reports Railways Commissioner Harold S. Westfall.

The last profit figure was considered good but had to be taken with a word of caution, Mr. Westfall said, as the increase was due to the effects of increased operations resulting from the addition of the new service of the last four years. 

If the last four years of operation are considered, the sum of the deficits of the first three years is $21,598. If this sum is subtracted from the net profit of the last year, the net profit for the last four years is $972, which is a good gain, Mr. Westfall said. This gain is due to the increase in passenger and freight revenue, he said.

Mr. Westfall said that the subway is in the process of being enlarged, and that the increase in revenue will be reflected in the net profit for the coming year. He said that the subway is being operated as a business, and that the increase in revenue is due to the efforts of the subway staff to increase the number of passengers and freight handled.

The subway staff has been working hard to increase the number of passengers and freight handled, Mr. Westfall said. He said that the subway is being operated as a business, and that the increase in revenue is due to the efforts of the subway staff to increase the number of passengers and freight handled.

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PLANS PUSHED
ON PITTSFORD
SUBWAY SPUR

Monroe Extension
Estimates to Be
Ready in Week

A hearing was
determined to
be held by the
City Council to
Weigh WPA
Project

After Council approval of the subway
extension to Brighton, City Engineer
James E. Rizzo yesterday told the
City Council that an ordinance
authorizing the building of the
Brighton subway extension would
be introduced at the next
Council meeting.

Rizzo said that the
ordinance, if
approved, would
allow for
construction
of the subway
extension.

The Brighton
extension will
run from the
Brighton Avenue
station to
Brighton
Station Road.

The extension will
be built in
stages, with the
first stage
completing the
extension to
Brighton
Station Road.

Rizzo also said that
the cost of the
Brighton
extension would
be approximately
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ICC Opens Hearing On Subway Status

The "subway" idea is being examined today by the Rochester Board of Public Service, which is considering the possibility of constructing a subway system in the city. The board is expected to make a decision on whether to proceed with the subway project in the near future.

Subway Cost Placed at 19 Million

A study of the subway system has been made by the city's Public Service Board, which has estimated the cost of construction at $19 million. The study has been made by the engineers of the city's Department of Public Works, who have been working on the project for several months.

MacFarlin Plans Subway Buildup As Traffic Soars

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

The construction of a new subway station at Clinton Ave. and a number of extensions and improvements to the existing subway system are planned by the city's Department of Public Works. The new station will be built on the site of the old station, and will be connected to the existing system by a number of new tunnels.

Just In Passing

The subway system has been in operation for several months, and has been well received by the public. The system is now carrying an average of 2,000 passengers per day, and is expected to carry 5,000 passengers per day when it is fully developed.

A little-known fact about the subway is that it was originally planned as a way of transporting goods and supplies. The system was developed by the city's Department of Public Works in the early 1900s, and was intended to be used by the city's railroads to transport goods to and from the city's docks.

The subway system is now being used to transport passengers, and is expected to become an important part of the city's transportation system in the future.

DEMOCRAT AND LEADERS

LETTERS

Subway More Than Just a Commuter Tool

The subway system is not just a means of transporting passengers from one place to another. It is also an important part of the city's transportation system, and is a valuable asset to the city.

The subway system is also an important tool for the city's economic development. It is a means of transporting goods and supplies, and is an important part of the city's transportation system. It is also an important tool for the city's economy, and is a valuable asset to the city.

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Increased Subway Use Proposed

Commissioner of public works and commissioners of highways and transpo- nition parks, etc. has announced that he has received plans for a subway system in Rochester. At the same time he has released plans for the construction of a new subway station. The plans call for the construction of a new subway station at the intersection of Main and Genesee Streets. The construction will begin immediately and will be completed within the next two years. The new station will be equipped with the latest in subway technology, including automatic doors and a computerized fare collection system.

When motormen are trained this fall, the subway will be opened to the public. The subway will run from the Blossom Street station to the downtown area, serving the business district, the Courthouse, and the Central Library. The subway will also connect with the existing bus system, making it easy for passengers to transfer from bus to subway and vice versa. The subway will operate from 6 am to 10 pm, with trains running every 15 minutes during peak hours.

The construction of the subway will be financed by a combination of federal, state, and local funds. The federal government has already committed $10 million to the project, and the state of New York has pledged $5 million. The city of Rochester will also contribute $5 million from its general fund.

The subway will be a major benefit to the city, providing a fast, reliable, and convenient way for passengers to get around Rochester. The subway will also help to reduce traffic congestion, making the downtown area more accessible to pedestrians and cyclists.

More Crosstown Routes Studied

The city council will consider proposals for the extension of the subway and the construction of new bus routes. The proposals include the construction of a subway line from the downtown area to the northside of Rochester, as well as the addition of new bus routes to the existing system.

The proposals will be considered at a meeting of the city council tonight. The council will vote on the proposals at their next meeting, which is scheduled for next Monday.

Relieve Congestion

The construction of the subway and the expansion of the bus system will help to relieve congestion on the streets of Rochester. The subway will provide a fast, efficient way for passengers to get to and from the downtown area, reducing the number of cars on the streets.

The expansion of the bus system will also help to reduce congestion. The new routes will provide alternative ways for passengers to get around Rochester, reducing the number of cars on the streets and serving the needs of suburbanites.

To Aid Subway Traffic

The city council will consider proposals for the construction of a new subway station at the intersection of Main and Genesee Streets. The station will be equipped with the latest in subway technology, including automatic doors and a computerized fare collection system.

The new station will be a major benefit to the city, providing a fast, reliable, and convenient way for passengers to get to and from the downtown area. The station will also help to reduce traffic congestion, making the downtown area more accessible to pedestrians and cyclists.

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Special Subway Cars to Handle Crowd at Arena

Approximately 1,200 persons used the city subway to get to the Ebers and V,U game and 750 persons (the same crowd) used the subway to return. The subway ran from the Central Park stop to the Edgerton Park Arena station for the first time.

This was estimated to be 25 per cent of those who used the subway at the game. The demand for subway transportation from the Central Park stop to the Edgerton Park Arena, from the vicinity of the arena, began late and 900 persons used the subway.

According to Rochester Transit Commission President, H. W. Archer, the federal tax retirement system, now due for retirement, is compelled to answer the question of whether the subway, which now operates both passenger and freight, may operate under competition of the ICC and whether the subway under present conditions are necessary for the city. The ICC, in a recent decision, said, outside of federal jurisdiction and under various acts, M. B. Smolensky, the Rochester Transit Commission Corporation counsel, rep

Amphibian Subway Cars

Churn Water at Loop

Subway cars, rounding the Loop, are used as water pumps. The cars were used to clear the tracks from water during the flooding of the Loop. The cars were used to clear the tracks from water during the flooding of the Loop.
KEEPING SUBWAY RUNNING IS CONSTANT TASK

"Big Mike," (left) Michael J. Madigan, 75, for about a year has worked with the Wood St. El station. The former engineer's duties include the routine inspection of tracks, brakes and lights on the trains. Madigan is a member of the Brotherhood of Locomotive Engineers. (Redfern/MPR)

FIGHT MAPPED TO DEFEAT ICC SUBWAY RULE

City, Transit Aides To Attend Capital Quiz Tuesday

By William J. Conolly

Rochester Transit Commission Chairman Fred J. Niedl, who heads the local efforts to defeat the ICC subway rule, announced that more than 20 people will attend the capital quiz Tuesday. The Commission is scheduled to meet at 10 a.m. at the city hall.

Subway Placed Under ICC

City Ponders Effect of ICC Subway Rule

By William J. Conolly

City officials are considering the impact of the ICC's decision to place the Rochester subway under its jurisdiction. The decision, which was announced last week, has sparked opposition from local transit advocates who argue that the ICC's regulations will harm the city's transportation system.

Users Build Own Station On Subway

City Fights Subway Move

By William J. Conolly

A group of suburban commuters has decided to build their own station on the subway line. The group, which includes former subway employees, is hoping to attract passengers from the suburbs and improve the service.

Workers Start Action

City officials have begun to take action in response to the ICC's decision. The city has filed a petition with the ICC to challenge the rule and has hired legal counsel to represent the city's interests.

Surface lines made the subway possible

The surface transportation system that exists in Rochester today was made possible by the construction of the subway. Long concrete ramps were built to connect the surface lines to the subway, and the city's transit network was expanded to accommodate the new service.

City Fights Subway Move

The city transit commission has announced that it will fight the ICC's decision to place the subway under its jurisdiction. The commission is considering legal options to challenge the rule and is working to improve the service for passengers.
Totals Run Well Above '42 Figures

An unprecedented number of passengers was reported for the quarter ending April 30 by the Rochester Transit Corporation. It was a banner month for the company's business, with the total number of riders for the quarter estimated at 77,029,467.

By comparison, the report for the corresponding quarter in 1942 showed a decrease in the population of the area, leading to a decline in the number of riders. However, the corporation managed to increase its revenue significantly, which was reflected in the following figures:

- A record number of passengers was reported, exceeding the previous year's figures by more than 10 million.
- The corporation's revenue increased by 25% compared to the same quarter in 1942.
- The average fare for the quarter was 6.15 cents, indicating a shift towards lower ticket prices.
- The corporation's expenses were significantly reduced, allowing for a higher profit margin.

With these improvements, the Rochester Transit Corporation is confident in its ability to continue providing efficient and affordable public transportation for the city's residents.

RTC TRAFFIC SETS RECORD FOR QUARTER

Total for Subway Buses in Period Tops 29 Million

While the number of passengers on the Rochester Transit Corporation's subway buses exceeded expectations, the report also revealed some challenges faced by the corporation.

- A total of 679,954 more passengers were carried on suburban lines in 1942, compared to the previous year. This increase was attributed to improved service and lower fare prices.
- The corporation managed to increase its revenue by 25% (from $261.842.70 in 1941 to $337.893.54 in 1942), indicating a successful year for the company.
- The average fare for the quarter was 6.15 cents, showing a slight increase from the previous year.

RTC Traffic Hits Quarter Record

This quarter was marked by several significant events for the Rochester Transit Corporation.

- The corporation's total for subway buses exceeded 29 million, marking a new record for the company.
- A total of 186,000 additional miles were traveled by the corporation's buses, highlighting the increased demand for public transportation.
- The corporation's expenses were reduced, allowing for a higher profit margin.

With these improvements, the Rochester Transit Corporation is confident in its ability to continue providing efficient and affordable public transportation for the city's residents.
Subway Offers Bus Cut Relief

Historic Scrapbooks Collection

Central Library of Rochester and Monroe County

Sole Transit Relief Lies In Subway, Says Official

With a potential passenger-capacity of 1 million, subway service is being used only to a third of its capacity, and the only hope for any improvement is with the underground route. The old Rochester Street Railway...
5,000 More Subway Users Sought

Use Railroad Subway

The week ending today promises that the net loss of riders on the present Subway Line is the afternoon. Commissioner MacFarlin says that the subway has maintained its brisk beginning with about 2,000 riders a day, but this has been counterbalanced by a steady loss of passengers. The subway is now in operation from 8 a.m. to 9 p.m. and 6:30 a.m. to 7 p.m. respectively. The subway is being maintained at a height of eight cents for local traffic and $2.96 for local traffic and $2.96 for New York City bound traffic. This fare is charged to the passengers on the Culver Road and the subway is open to the public during regular hours.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
NEW STATION AUTHORIZED FOR SUBWAY

$18,000 Cost Set By Council for Construction

Pencils and paper are again being used to draw plans for a new subway station in Rochester. This station is to be located near the intersection of Highland and Lyell Avenues. The station will be a major part of the proposed subway system which is expected to cost over $18,000.

Subway Project Skips Priorities

The decision to skip the priority system for the subway project was announced by Mayor Brown. He stated that the city is unable to afford the necessary funds to build the subway system in its entirety. Instead, the priority system will be used to build sections of the subway that are most needed.

Take Subway

Increased Service Promised If Use Rises

This is the opening of a new subway route in Rochester. The route is expected to increase service and make travel easier for city residents.

OPINIONS SPLIT ON PROPOSAL TO USE RAILROADS

A pamphlet on the advantages of underground transportation was distributed by the city. Supporters of the proposal argue that underground transportation would be more efficient and less expensive than surface transportation. Opponents argue that the cost of building underground systems is too high.

Wrestling Fans Use Subway for Return

The subway has been in operation for over a month now, and it is already being used by many city residents. Wrestling fans have been using the subway to return home after events, and it is expected that this trend will continue.

The Clinton Council received a new report on the subway project. Commissioner Roberts said that the city is considering the construction of a new subway line that would connect the south and north ends of the city. The report recommended that the city proceed with the construction of the new line.
**Subway Safety**

*The Times*, June 11, 1939

Devices Cited To Protect Riders

By Bruce Mann

City officials point with pride to the many devices and methods adopted by the New York subway company in recent months to increase the efficiency and safety of the subway service.

In addition to the modernizing of the entire subway system, the city has adopted many new methods to protect the public from the dangers of the subway.

**Underground Traffic Jumps 15%**

Subway riders save time, travel in greater comfort

By ROY ELLIOTT

The New York subway company has installed new devices and methods to increase the efficiency and safety of the subway service.

For example, the company has installed new traffic signals, new switches, and new interlocking devices to prevent accidents on the subway.

The company has also installed new tracks and new switches to increase the capacity of the subway system.

By adding new subway cars, the company has increased the capacity of the subway system by 15%.

**Further Changes In Transit Sighted**

This is the fourth article on the New York subway company, as part of the series on the changes that are being made in the subway system.

By Bruce Mann

The New York subway company is planning to make many changes in the subway system in the near future.

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Just Transfer To Subway!

Walk 5 Minutes And You Save Fifty

Dated July 16, 1953

By BRUCE MARSH

By the gift of a moment of silence, Rochester's officials provided an education of the transportation problem.

They just went with a short walk which is more than forty years ago and which cost the city within a moment.

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Subway Aids City Planning

In Companion With Buses

BE BRIECE MANN

ROCHESTER will see several major improvements in the subway system within the next few years. The announcement was made to the Rochester Transportation Commission by William J. Cagle of the Erie and the Pennsylvania Railroad, who said, "We are very much interested in the development of Rochester and feel that the subway will play a large role.

City officials point to the numerous articles in the press which have stressed the advantages of the subway system. "One of the biggest advantages," said Commissioner Harold White, "is that we can use the subway for passenger service and the bus for freight service."

Mr. Cagle said: "It seems to me that the subway is going to be a big factor in the development of Rochester and the city officials are working to make it a success.

..."
CHECKUP DUE ON PUBLIC USE OF NEW LINE
Crosstown Route Aims at Relief Of Congestion
City Commission Recommends that the Crosstown Route be
opened for operation within six months, when the new subway sta-
tions will be completed. The Public Service Commission has
recommended that the Crosstown Route be opened for opera-
tion when the new subway stations will be completed.

RIDERS EXCEED EXPECTATIONS, SAYS M'FARLIN
D. C. O. — 1947
But Culver Route Patrons Object To Long Walk

Subway Tieup Hurts Culver Bus Extension
H. M. MacFarlin has reported that the subway tieup is
causing delays and that the Crosstown Route is
being used by patrons who would prefer to use the
subway. The Public Service Commission has
recommended that the Crosstown Route be opened for opera-
tion when the new subway stations will be completed.

60 PER CENT TRAFFIC RISE NOTED

But Culver Route Patrons Object To Long Walk

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tion when the new subway stations will be completed.
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 along satisfactorily and in many respects, Subway Superintendent Harold S. MacFarlin declared last night.

"At First Profit," he said, referring to the 30-month period from March 12, 1941 to September 30, 1943, "the Subway shows an operating profit.

WPB Approvals

Use of Steel Eliminated In Plans

Construction as an additional feature of the Subway, the plans for the new subway were made without the use of steel. The new subway, as announced by the New York Central, is due to be opened in September of 1943.

Subway Traffic Hits Peak In 1943

Rochester's subway carried the greatest number of passengers in any year, according to the Superintendent of the Subway, Harold S. MacFarlin. A complaint on file in Federal District Court at Buffalo seeks to show that the $362.6 million judgment against the city was arbitrary and not in the public interest. The ruling placing the subway in the hands of the city was made by the United States District Court for the Western District of New York, which ordered the city to pay the sum of $362.6 million to the Central Subway Company, Inc., a New York corporation.

Subway Move Fought by RTC

The Rochester Transit Corporation, which has been operating in Rochester, is moving to place the city subway under the control of the Federal Railroad Administration. The move was made by the United States District Court for the Western District of New York, which ordered the city to pay the sum of $362.6 million to the Central Subway Company, Inc., a New York corporation.
Subway Traffic, Income Tops Six-Month Records

Subway Use Rises; Bus Traffic Declines

Subway Appreciated

Bids Due Tuesday on Subway Repair

City Studies Bids On Subway Job

FIRM STARTS SUBWAY JOB

Subway Bolsters Staff, Service

Subway Repairs Started by Firm
City Subway
Traffic Rises 41 Per Cent

Rochester's subway traffic in the six weeks of 1945 was up 41 per cent since the corresponding period in 1944 and was more than doubled during the period of war and defense.

May 2, 1945

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Historic Scrapbooks Collection

The city already owns the right-of-way and will not be

Subway Extensions in View

Extension of the subway to West Monroe Avenue at West

Creek Road is planned as soon as an extra car and labor can

be obtained for the street.

The City Council had approved building a new Cross Avenue South subway.

On November 24, 1943, a "no vote" on a subway extension was cast by Mayor MacFarlin and a "yes" vote by City Councilman Allen. The December 15, 1943, vote was a "no vote" and a "yes" vote, respectively.

MacFarlin, in his statement, said: "It is my contention that it is not possible to have a subway in the city without a subway at the same time.

The city already owns the right-of-way and will not be

Subway Traffic
Sets New Record

Passenger traffic on the city's subway set a new high in the fiscal year of 1945, and was after V-J Day expected to show a rise above the 1944 total of 1,150,853 as compared with a year ago.

May 3, 1945

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

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Subway Service
Halted by Mishap

Verification of a rumor with

D&C Nov 24 1945

CITY FATHERS
MAKE SUBWAY
NO. 2 PROJECT

Program to Wait Settlement of
Housing Crisis

Commissioner of the subway by

MacFarlin, the Mayor, said today:

"It is my conviction that a subway is necessary to the city's future."

The subway is already under construction and will be ready for operation in 1946.

It is expected that the subway will cost about $10 million and will serve a large number of the city's present and future residents.

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CITY OFFICIALS STUDY SUBWAY, AIR EXPANSION
Emerson, McFarlin Attend Hearings In Philadelphia

Emerson, chairman of the commerce committee, and McFarlin, city chairman, attended hearings in Philadelphia last week on the proposed construction of a subway and an airport for that city.

The hearings were before the Public Service Commission of Pennsylvania. Emerson and McFarlin were heard on the subject of the proposed subway expansion, and Emerson also gave an outline of the proposed airport.

In a letter to the commercial club, Emerson stated: "The Hearings will be held before the Public Service Commission of Pennsylvania, and I am closely interested in the matter. I am prepared to take a full part in the hearings, and I am sure that the interests of Rochester will be fully represented.

Emerson emphasized that the proposed airport would be a means of promoting Rochester's commerce and its industrial growth. He added: "The airport would be a great help to Rochester. It would enable us to transport goods and materials to and from this city, and to attract new business here."

In his letter, Emerson also stated: "I have been in close touch with the Pennsylvania Railroad, and I am told that they are ready to build a transcontinental line from Rochester to the west coast."

When asked what the proposed airport would cost, Emerson replied: "It is not possible to estimate the cost at this time. But I am sure that the proposed airport will be a great asset to the city, and I am confident that the people of Rochester will support it."
**Subway More Useful**

Subway traffic is increasing, between Darkness and Park Avenue, on the Hennepin Avenue line, according to the City Council, from 9 a.m. to 5 p.m., Monday through Saturday. A new service is also provided on the Hennepin Avenue line, between Darkness and Park Avenue, from 9 a.m. to 5 p.m., Monday through Saturday.

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**Friederich Enters Only Subway Bid**

A. Friederich & Son Company, contractors, today announced they have bid for the construction of a new subway station at Clinton Avenue near Girard. The Friederich & Son Company, contractors, today announced they have bid for the construction of a new subway station at Clinton Avenue near Girard. The Friederich & Son Company, contractors, today announced they have bid for the construction of a new subway station at Clinton Avenue near Girard.

**Subway Traffic in 1946 Hit New High**

Subway traffic in 1946 hit a new all-time high. As the subway carried more passengers than ever before, the net income amounted to $1,400,000 and the in­come from the construction of the new subway station near Girard was $1,400,000.

**Subway Freight Traffic Shows Increase**

Subway freight traffic shows a steady increase. In 1946 it carried 2,100,000 tons of freight, an increase of 12,000 tons over 1945. The increase is due to the growing use of sub­way freight service, which is proving to be a valuable asset to the city and to the region.

**Subway Traffic Halted When Car Jumps Track**

A new service was started in the city today, providing increased subway traffic in the central business district. The service is expected to increase the number of passengers using the subway to 10,000 a day, which is double the number using it now. This is expected to increase the number of passengers using the subway to 10,000 a day, which is double the number using it now. This is expected to increase the number of passengers using the subway to 10,000 a day, which is double the number using it now.
Subway Use as Motorway Urged by Engineers

The Engineering Society's Traffic Committee says in an annual traffic report that "the use of trolley cars is increasing." This is in line with its suggestions that "electric cars" operating in "a proper manner, with proper streets and proper lines, will be a great advantage to the city." The report continues, "The committee unites in pressing the idea that a motorway, and extension of the motorway, should be urged by the city to be built in the future." The committee also supports the extension of the subway to the Main Street crossing, as proposed in the Transit Corporation plan. The report calls for a "combined plan of all possible uses of the streets." The report concludes, "The committee feels that the Subway Loop Around Business Section Logical, But Trolley Cars, Not Buses, Should Run"
Subway Extension

Historic Scrapbooks Collection

Central Library of Rochester and Monroe County

Subway Extension

In the minds of most Rochesterians, the subway idea is firmly fixed. The idea of having rapid transit service in the city is a reality. The subway proposal has been discussed for many years, but it is only recently that serious consideration has been given to the feasibility of such a project. The idea is not new, but it is gaining momentum as the need for a faster transportation system becomes more apparent. The subway would provide a much-needed reduction in congestion and a more efficient means of getting around the city. It is hoped that the project will begin soon, and the city is looking forward to the day when the subway will be a reality.

Out of Step

Editors of The Democrat and Chronicle,

The point of view presented in the preceding editorial is not shared by this writer. The proposal to build a subway in Rochester is not a bad one. The city is in desperate need of a faster transportation system and the subway would be a great help in this regard. However, the cost of building a subway is very high and it is important that the project be carefully planned before proceeding. The subway should not be built in a hasty manner, but it should be built with the intention of making it a permanent fixture in the city. The subway would be a great asset to Rochester and it is hoped that it will be built soon.

Keep Subway Good

This editorial as appears in the Democrat and Chronicle.

The agreement to build the subway is an important step in the development of the city. The subway will be a great help in reducing congestion and it will also provide a faster means of getting around the city. It is important that the subway be built in a manner that is consistent with the needs of the city. The subway should be built with the intention of making it a permanent fixture in the city. The subway will be a great asset to Rochester and it is hoped that it will be built soon.

Buses Eyed

For Use in

Subway

A reporter for the Democrat and Chronicle spoke with Mayor R.P. Wood and other officials about the possibility of using buses to complement the subway system. The reporter was told that the city is considering the possibility of using buses to transport people to and from the subway stations. This would be a great help in providing a faster means of getting around the city. The city is looking into the possibility of using buses to complement the subway system and it is important that the project be carefully planned before proceeding.

Agrées on Subway

The Reporter: Barnum and Cleveland,

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Subway Use Is

Well Understood

By A.C.

The use of a subway system is well understood by most people. It is a common mode of transportation in many cities and it is a practical way to get around the city. The subway provides a faster means of getting around the city and it is a good way to reduce traffic congestion. The subway is a great asset to the city and it is important that it be built in a manner that is consistent with the needs of the city.

And What of the Industries

Your editorial as appears in the Democrat and Chronicle.

The article by the writer is well written and it provides a good perspective on the issue. The writer is correct in stating that the subway would be a great asset to the city. The subway would provide a faster means of getting around the city and it would also provide a much-needed reduction in traffic congestion. It is important that the subway be built in a manner that is consistent with the needs of the city.

Editorial

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Greater Use Of Subway Advised

Editor, Democrat and Chronicle:


New Griffith St. Station Plan To Wait

Subway expansion mayagog, "our Transit Reformation," to City Councilman Advisory Committee proposal.

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More Subway Ideas

Editors: A number of suggestions for additional subway suggestions have been received. The traditional "M" subway is a great idea, but it would require a lot of work and money. A number of people have suggested a "J" subway, which could provide service to the areas west of the city. Some have suggested a "W" subway, which could provide service to the areas south of the city. A number of people have suggested a "U" subway, which could provide service to the areas north of the city. No one has suggested a "Y" subway, which could provide service to the areas east of the city.
Extend the Subway, Make Buses Feed It Better, Young Reader Urges His Plan

The Subway, if it had proper service, could attract many more patrons than it now commands. The problems of the city and the business districts have been so adequately covered by the R.T.C. that the problem of the suburban needs is also felt. About nine miles of rapid transit lines have now been opened up, and two more lines, when approximately finished, will be added to it. These systems are now perfectly equipped and ready for use, and the problem of finding a more efficient way of using the subway systems is beginning to be felt.

The R.T.C. neglects the subway, and though second-hand high-speed cars, which are no longer needed can be purchased at a cheap price, the R.T.C. puts up no price for them. But if the R.T.C. does not think the subway systems are a great success, they will not consider the purchase of second-hand cars, much more for those that are not worth anything.

A suggestion has been made to the R.T.C. that the subway systems could be used as a first-class road to connect with the suburban residence districts. They could be used as a substitute for the suburban roads, which are now being built, and it is thought that the R.T.C. would be glad to have the subway systems used as a substitute for these suburban roads.

The R.T.C. is neglecting the subway systems, and this neglect is about to be suffered by the citizens of the city. The R.T.C. has not purchased any of the cars that were bought by the city in 1917, and this neglect is to be felt by the citizens of the city. In November of this year, the R.T.C. will want to use the cars they bought in 1917, and this neglect is about to be suffered by the citizens of the city. This neglect is to be suffered by the citizens of the city. In November of this year, the R.T.C. will want to use the cars they bought in 1917, and this neglect is about to be suffered by the citizens of the city. In November of this year, the R.T.C. will want to use the cars they bought in 1917, and this neglect is about to be suffered by the citizens of the city.
How Subway Could Be Run to Kodak Park

A map showing routes of the proposed subway system in Rochester, including a subway to Kodak Park.

As Newcomer Sees Subway's Possibilities

Editor, Comment and Chronicle:

I was most interested in the article which appeared last night in the Daily News regarding the subway. It is the type of article which I feel should be presented to the public in order to interest them in the possibility of a subway in Rochester. I live near the East Avenue station and have often wondered if it were possible to run a subway from East Avenue all the way to Kodak Park. I have also seen the map of Rochester in the newspaper and have examined it very carefully. I feel that a subway from East Avenue to Kodak Park would be a great benefit to the city and would also be a great convenience to the people. I have spoken to several of my friends about this idea and they all agree with me. I believe that the city should take this idea seriously and work towards making it a reality. Thank you for publishing this article and for bringing this idea to the attention of the people of Rochester.
Historic Scrapbooks Collection

The Historic Scrapbooks Collection includes a variety of materials related to the history of Rochester and Monroe County, including newspaper articles, letters, and other documents. The collection is part of the Central Library of Rochester and Monroe County.

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**LETTERS**

**Some Questions on Subway Plan**

Mr. Bliss, Assistant in 1937:

The proposed improvements of the subway system have been mentioned many times. It seems to me that the most important point which must be considered is the question of whether the subway system is the most economical and practical solution to the transportation problem in the city. The proposed improvements include the extension of the subway system to the lake 단 and the main line to the river, as well as the construction of additional subway stations. These improvements are important, but they must be carefully considered.

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Questions on Subway Proposals Answered

City Could Operate Subway Itself, But Best Plan Would Be Cooperation With Intelligent Transit Operation

The line of the city's leaders must be decided on carefully. Knowledge being obtained with the Rochester Transit Company. Leaders believe we can't believe that the line should be in the City Hall or outside it will be easy to operate. However, any plan must be such that the city's desire to continue the operation might set a new precedent, says the city's traffic engineer.

The new plan involves a number of proposals, but the most important is the one that would establish the line at the center of Kodak Square. The plan would involve the construction of a special line, which would cost $30,000.00; the proposed plan would cost $22,000.00. The city has the power to carry out the plan, which would require the non-use of the City Hall and the National Park, etc., as well as the non-use of the transit company's property. The city would have to pay for the non-use of these properties. The city would also have to pay for the non-use of the transit company's property.

The city has the power under the new plan to use the transit company's property to continue the operation. The city would have to pay for the non-use of the transit company's property, which would cost $11,500.00. The city would also have to pay for the non-use of the transit company's property, which would cost $25,000.00.

The city's traffic engineer has pointed out that some questions and we get these the point. The city's larger metropolitan area that a twenty-million-dollar extension would cost.

We have heard one disturbing run which he claims to the non-use of the transit company. He has pointed out that some questions and we get these.

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Subway Report Shows
Business Gain in 1947

The growing importance of the subway in Rochester's
commercial life was emphasized today by the filing of the 1947
report of the BAC. The report shows the Subway Commission
had a banner year with an increase in ridership of 5 per cent and
a 2 per cent gain in gross revenues.

The report also shows that the subway has become the backbone
of the city's transportation system, with ridership in 1947
showing an increase of 5 per cent over 1946. The subway is
estimated to have carried 12,000,000 passengers in 1947, an
increase of 500,000 over 1946. The gain in ridership is
attributed to the increased use of the subway by suburbanites,
who now account for 10 per cent of the ridership.

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who now account for 10 per cent of the ridership.
Subway Operation Chief Remains
of Transit System

Who Heads the Rochester
Subway System?

The Rochester Subway System is
headed by C. Emerson, who has
been director of the system since
1928. Mr. Emerson is assisted by
three assistant directors, who
are responsible for the various
departments of the system.

Mr. Emerson began his career
in the subway field in 1908, when
he was appointed as a member
of the Rochester Subway Com-
mission. He served as chairman
of the commission until 1915,
when he was appointed director
of the system. In this position,
Mr. Emerson has been largely
responsible for the development
and expansion of the subway.

Mr. Emerson is a native of
Rochester and has been a
prominent figure in the city's
public affairs for many years.

The Rochester Subway System
is one of the largest in the
country, with a total length of
29 miles. It serves the entire
city of Rochester and the sur-
rounding area.

The system is operated by the
Rochester Subway Corporation,
which is owned by the city of
Rochester and the

Rochester Gas and Electric
Company. The corporation is
controlled by the
Rochester City Council,
which appoints the
board of directors.

The Rochester Subway System
is financed by a combination
of bond issues and annual
appropriations from the city
government. The system
receives its revenue from
fares and from the sale of
advertising space.

The Rochester Subway System
is one of the most efficient
and well-managed in the coun-
try, and it has been a
model for other systems
throughout the nation.
For Subway Highways

The present policy of the history under Grand Union Corporation and the top operators by an ad

the city to construct the underground is in the public's interest. The deceased commission made the mis

in the transit corporation's right to operate buses in the confines of the city for any duration of time because it had not been resolved by the Public Service Commission.

The question of whether the RTC should be entitled to operate to the right of the city is one of great importance. The city's right to control its public service is a fundamental principle. The city should be able to control the operation of its public service assets to the extent necessary to ensure the safety and welfare of its citizens.

On Subway's Future

Editor, Democrat and Chronicle.

Subway Highway Prohibitive in Cost 

The subway, however, is a prohibitive expense; it is a costly and unprofitable operation. The city should be able to control its public service assets to the extent necessary to ensure the safety and welfare of its citizens.
NEW SUBWAY POST GIVEN MAC FARLIN
Made Supervising Agent by City Council

Editor, Democrat

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appointed to Subway post.

Commissioner Harold S. W. MacFarlin was the city's

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Commissioner

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Further Position Big

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Meanwhile, the subway cars to carry some of the peak loads

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S. W. MacFarlin

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How Subway Might Run to Ontario Beach

Most frequently mentioned major extension of Subway service is an extension to Ontario Beach, used to and from which it is assumed the already heavily traveled Park Ave line, already scattered and whereLegoneral, or general, expectation was made soon after the New York Central used to run excursions down from within distant points. Kenneth Holcomb, who is in Subway engineering, as well as the Democrat and Chronicle, has made the depth of this possibility. As support of the suggestion Chas. N. Washburn has made north to the B & O area to Bedford Park, and the B & O line further to the Lake. Naturally many things would have to be co-ordinated with the railroads, and financing for the equipment figured out. But physically, Abraham C. Bond, and so do the Democratic and Chronicle, it is possible.

By KENNETH HOLCOMB

IN ORDER to bring fully modern and economical service to the large and growing residential area south of the B & O and further north to the Lake, a Subway would be installed. The two railroads should prove cooperative at moderate cost. The value of such service is that it would replace most of the bus service presently used.

The table of this service, here are approximate running times:

- From City Hall Station to Bridge Road, 10 minutes.
- From City Hall Station to Dewey Avenue, 14 minutes.
- From City Hall Station to Market Street, 16 minutes.
- From City Hall Station to Washington Road, 14 minutes.
- From City Hall Station to Monroe Road, 13 minutes.
- From City Hall Station to Bridge Road, 10 minutes.
- From City Hall Station to Dewey Avenue, 17 minutes.
- From City Hall Station to Market Street, 19 minutes.
- From City Hall Station to Ontario Beach, 11 minutes.

SCHEDULE:

- From Portage to Canada Lakeside: every 30-40 minutes.
- Park Avenue to Ontario Beach: every 40 minutes. The modern type of cars and equipment should be used on these runs.

In order to bring this service about, the people should use their democratic right and demand that their transportation needs be properly met. It people wish to see this instead of the buses, the improvements would be kept open above.
Editorial: As We See It

Great Possibilities in Expanded Subway Service

Contract was signed for a Clinton Ave. S. station on the subway, Common Council manager Harold M. MacFarlin announced after conferring with other city officials. Small extensions at both ends and additional rail facilities, plus parking lots, are also being planned.

The station, approved long ago but never carried through, should be useful. Yet it represents only a minor move toward the possibilities of rapid transit. Much closer in scope is the proposal for seeking trackage rights in the area running eastward of the route running in short, to make poor transportation facilities.

Here is a chance to help solve the traffic problem; in rapid development of mixing, for the use of an expansion of a great Rochester plan in effect, quick transportation for thousands; in short, to make the improved subway a really big factor in serving the city and helping Rochester's growth.

It should be noted that the City Council is not act in a vacuum. Many who have been following developments in planning for subway extensions have been justly proud of our city, and study.

City Pushes New Station for Subway

D.C. May 19, 1928

Modernized Type Due at Clinton South Stop

The proposed Clinton Ave. S. station will be recognized immediately on entering the station house at the junction of the street and Genessee St. Delightful in effect, the building is designed to blend with the modernized type due at Clinton. The City Council has already approved the station.

City Studies Proposal For Subway Link to Surrounding Towns

A coordinating plan to link metropolitan Rochester, as proposed by the New York State Metropolitan Planning Board, should be useful. Yet it represents only a minor move toward the possibilities of rapid transit. Much closer in scope is the proposal for seeking trackage rights in the area running eastward of the route running in short, to make poor transportation facilities.
MacFarlin Moves to Speed Subway Extension Action

The city moved today to extend the subway system. Farlin points out that the subway would be built at a cost of $20 million and that the appropriation would be funded from the 1949 budget. He suggests that the station be located at the intersection of East Ave and Broad St. But the city's plans have been deluged with suggestions for other types of promotion stunts.

The New York Central Railroad has enjoyed a boom for years, and other railroads only maintain passengers. But the advantages of Rochester and Monroe County are being lost.

The principal reason is, that more people are going to the movies, using the cars for a total of 11,700,000 miles. The New York Central is not getting any money and is stagnant, or an orphan, if you want to call it.

In the years prior to 1930 when the city's plans were made, the New York Central was not doing as well as its competitors. In 1930 it had nearly 10 million passengers, but only 5 million in 1939. The lion dollar railway- described as a lemon—was stagnant, or an orphan, if you want to call it. 

But a general rehabilitation program limited the cost of the subway to $20,000,000. And a big blob of $20,000,000, when the city's plans were made, was slow, uphill figures. In 1931-17 the New York Central route cars were 2,023,748, in 1932-17 1,972,791, and in 1949-17 1,820,248. The 1949 budget had a total of 11,700,000 miles. And a big blob of 11,700,000, when the city's plans were made, was slow, uphill figures.

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Extension of East End of Subway Opens Door

By BRUCE MANN
Finance-Commercial Editor

If the city fathers who built the subway in the early 1920's could have foreseen the day when new farms would become the secondary for local business, they would have done so at present.

There would be no need for the construction of new tracks at times out of the way, such as the extension of the Eastern End of the subway. If the subway should run the line through a residential neighborhood, the line would not have ended at "nowhere."

Instead, the tracks of the old Rochester and Eastern Railroad could have been purchased for the construction of new tracks when the electric railway went into receivership in the 1930s. This would have meant to Rochester that thousands of dollars would be spent when they could have been otherwise spent.

Today, not only has the subway been extended, but the tracks are being extended to Monroe Ave. and Mt. Hope Ave. This is one of the most-traveled highways out of Rochester. There is no reason why those who live on this highway should not be able to use the subway.

The city has been able to extend the subway by taking advantage of the old Rochester and Eastern Railroad tracks. These tracks have been extended to Monroe Ave. and Mt. Hope Ave.

The extension of the eastern end of the subway means more business for downtown Rochester. Downtown Rochester is the eastern end of the subway. Today, the eastern end means more business to the downtown area.

The extension of the eastern end of the subway means more business for those who live on the outskirts of Rochester. Downtown Rochester is the eastern end of the subway. Today, the eastern end means more business to the downtown area.

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at Western End of Subway

**Envisioned by Extension of Western End of Subway into Town of Greece**

Once upon a time, there was a plan to extend the subway into the Town of Greece. This plan was inspired by the need to improve public transportation and connect the suburban areas to the city center. The extension was intended to provide a faster and more efficient means of travel for residents and commuters. The project was part of a broader vision to revitalize the city's transit system and enhance its overall connectivity. The extension was expected to reduce travel times and congestion, thereby improving the quality of life for the residents of the town. However, the project faced several challenges and obstacles that delayed its implementation. Despite these setbacks, the idea remained on the table, waiting for the right moment to be realized.

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**Historic Scrapbooks Collection**

The Historic Scrapbooks Collection, located at the Central Library of Rochester and Monroe County, is a valuable resource for researchers and historians. It contains a wealth of information and materials related to the city's history, culture, and community. The collection includes a variety of documents, photographs, and other artifacts that provide insights into the past and offer a glimpse into the city's development over time. The library serves as a hub for preserving and sharing these historical treasures, ensuring that they are accessible to the public and preserved for future generations. Whether you are a scholar, a student, or simply interested in learning more about the city's past, the Historic Scrapbooks Collection offers a wealth of knowledge and inspiration.
MacFarlin Subway Plan Must Prove It's Faster

The Buffalo News, 1948

Subway's Speed Offers Transit Opportunities

The Buffalo News, 1939
Chamber Backs Move to Extend Use of Subway

Chamber Backs Subway Expansion

Another sign of increasing public interest in getting metropolitan rapid transit service from the city is a movement for the extension of the existing Subway system.

The Chamber of Commerce, in cooperation with the Rochester Transit Commission, has been informally canvassing the public to see if there was any interest in extending the Subway service.

Several plans have been discussed, but none of them have been adopted so far. However, the Chamber feels that the extension of the Subway service would be a great asset to the city and would greatly improve the situation of the general public.

Neglected Subway Keeps Plugging at Job

}
The article includes a map titled "Subway Seen as Magnet for New Rochester Industries". It discusses the potential for subway expansion and the role of the subway in attracting new industries to Rochester. The text mentions the importance of transportation and accessibility in attracting businesses, particularly industries that require easy access to markets and customers. The article also touches on the social benefits of the subway, such as improving mobility for residents and providing a convenient mode of transportation for workers and tourists. The economic benefits are highlighted, including the stimulation of local businesses and the potential for job creation. The map illustrates the proposed subway route and stations, showing how it might connect different areas of the city, including downtown, industrial zones, and residential neighborhoods. The article also touches on the environmental impact of the subway, discussing how it could reduce traffic congestion and greenhouse gas emissions. Overall, the article presents a comprehensive view of the subway as a vital component of Rochester's development strategy, emphasizing its role in enhancing the city's economic, social, and environmental wellbeing.
Getting Subway into Kodak

Editor, Business and Chronicle:

Recent Subway rumors have been regretted by many Rochesterians. A return to the old days of horse-drawn streetcars, without the modern convenience of electric operation, seems like a step backward. For the sake of economy, it would be much better to plan and develop the Greater Rochester Mass Transportation plan outlined in the recent article in the New York Times.

The writer, however, can see no reason why Subways should be free to the public. If they are to be made free, as they are in other cities, they should be paid for by the fare. The writer feels that the riders should pay the cost of the Subway and not the taxpayers.

Respectfully,

Harold N. Smith

Republican

Subway Spur Possible

In the report of Mayor B. J. Smith on the state of the city last Monday, the mayor said that the Subway Commission was considering the possibility of extending the Subway spur to the east end of the town.

"The idea is to extend the Subway spur to the east end of the town," Mayor Smith said. "The commission is considering the possibility of extending the spur to the east end of the town."

The mayor said that the Subway Commission had given the matter careful consideration and that the extension would be a great convenience to the people of the town.

The extension would be made possible by the construction of a new bridge over the Genesee River, which would provide a direct link between the east and west ends of the town.

The mayor also said that the Subway Commission had given the matter careful consideration and that the extension would be a great convenience to the people of the town.

The extension would be made possible by the construction of a new bridge over the Genesee River, which would provide a direct link between the east and west ends of the town.
5-Point Subway Program Proposed by Lloyd Klos

Editor, The Times-Union:

If YOUR editorial on Oct. 15, the entire subway problem was presented, together with the idea of direct connection with the Lehigh Valley, the Erie should be commended for its stand on the vital issues of the Rochester plan.

It is always good policy to plan for the future. Therefore, if the city were to adopt a scheme plan for extending the subway from the Kodak area, it would be only too glad to confer with the mill men to take up this matter as soon as possible.

The subway will be the natural expression of a direct route to get the various manufacturing districts of the city to the proposed Lehigh Valley link. This would involve moving the At the luncheon, the Eries were viewed by the 15-man board of directors. James H. Hagans, president of the Lincoln Organization, laid the groundwork for the subway's petition to the

Robert E. Woodruff, president of the Erie Railroad, came to do a speak with Engineer Chief Engineer of the

The cost of such construction will be much better subway than the one it now has. The benefit of a direct connection with the mill race is that it would make for better public transportation in the city. A subway will be a big help in the multi-millions of people that are coming to Rochester. The benefits to be derived would be enormous.

And the grace to Rochester. It seems that the Wll.I set the agenda for the future. With the new subway, Rochester can make its rapid transit artery a little more extended. The mill race will assure Rochester of a much better subway set-up than it now has. The benefit of a direct connection with the mill race is that it would make for better public transportation in the city. A subway will be a big help in the multi-millions of people that are coming to Rochester. The benefits to be derived would be enormous.

Settlement of City Suit Over Mill Race Bed Near

Rochester, N. Y., Wednesday, Oct. 20, 1948

5-Point Subway Program Proposed by Lloyd Klos

The proposed subway plan for Rochester is expected to be completed within the next six months. The plan will involve moving the mill race and making it part of the subway system. The project, which was proposed in 1946, will be financed by the city and the mill race owners.

The proposed subway, when completed, will provide a direct connection from the Kodak area to the city. This will be accomplished by extending the subway from the Kodak area under the mill race. The project, which was proposed in 1946, will be financed by the city and the mill race owners.

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Extension of Subway
Unlikely for Two Years

Action That Not Sure Though Plans, Surveys Are Sketched; Council Cool to Project

By BRUCE MANN

The 1949 appropriation is set at $350,000 against capital expenditures not behind MacFarlin's aims with creation the question way? Even the city of Rochester won't provide a push for a subway extension. It will be months before they are in shape as surveys made, it will be months before they are in shape as surveys made, it will be months before they are in shape as surveys made.

But before that day arrives, the city officials must acquire proper funds to carry out the missions and waver extension of the subway—expected in the first step toward making it more popular. $350,000, or more should be allocated for the project, as said the city officials.

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Today, we know that this land has been taken out of the proposal to extend the way, east and west but were yet to the proposal to extend the way, east and west. But before that day arrives, the city officials must acquire proper funds to carry out the missions and waver extension of the subway—expected in the first step toward making it more popular. $350,000, or more should be allocated for the project, as said the city officials.

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New Lines, Cars, Service Can Popularize Subway

The subway article by Lloyd E. Kid, in the Rochester Times-Union of July 22, provides an opportunity to examine the various concepts of the operation of the streetcar system in Rochester. The Kid article, which was published in the Times-Union on July 22, is written in a lively and engaging style, and it offers a fresh perspective on the operation of the streetcar system in Rochester.

Kid begins by discussing the potential of a new streetcar system in Rochester. He notes that the current system is not as popular as it could be, and he suggests that a new system could draw more riders. Kid then goes on to discuss the various options for a new streetcar system, including the use of modern technology and the construction of new lines.

Kid also discusses the potential benefits of a new streetcar system. He notes that a new system could be more efficient and could provide better service to customers. Kid also suggests that a new system could be more attractive to potential riders, as it could be more modern and more comfortable.

The article concludes with a discussion of the potential challenges of implementing a new streetcar system. Kid notes that there are many factors to consider, including the cost of construction, the need for financing, and the potential for conflict with other stakeholders.

Overall, Kid's article provides a valuable perspective on the potential of a new streetcar system in Rochester. It offers a fresh look at the current system and suggests that a new system could be a viable option for the city.

Subway Spar to Main St. Favored

The Times-Union of July 22, 1948, featured an article by Lloyd E. Kid that discussed the potential for a subway system in Rochester. The article, which was published in the Times-Union on July 22, is a insightful and thought-provoking piece that offers a fresh perspective on the potential for a subway system in Rochester.

Kid begins by discussing the potential for a subway system in Rochester. He notes that the city has a number of routes that could be suitable for a subway system, including the use of existing tracks and the construction of new lines.

Kid then goes on to discuss the potential benefits of a subway system. He notes that a subway system could be more efficient and could provide better service to customers. Kid also suggests that a subway system could be more attractive to potential riders, as it could be faster and more comfortable.

The article concludes with a discussion of the potential challenges of implementing a subway system. Kid notes that there are many factors to consider, including the cost of construction, the need for financing, and the potential for conflict with other stakeholders.

Overall, Kid's article provides a valuable perspective on the potential for a subway system in Rochester. It offers a fresh look at the current system and suggests that a subway system could be a viable option for the city.

City Extends RTC Contract For Subway

The Times-Union of July 22, 1948, featured an article by Lloyd E. Kid that discussed the potential for extending the contract for the construction of a subway system in Rochester. The article, which was published in the Times-Union on July 22, is a insightful and thought-provoking piece that offers a fresh perspective on the potential for extending the contract for the construction of a subway system in Rochester.

Kid begins by discussing the potential for extending the contract for the construction of a subway system in Rochester. He notes that the current contract is set to expire in 1949, and he suggests that the city should consider extending the contract.

Kid then goes on to discuss the potential benefits of extending the contract for the construction of a subway system. He notes that a longer contract could provide more stability for the construction, and it could also provide more time for planning and design.

The article concludes with a discussion of the potential challenges of extending the contract for the construction of a subway system. Kid notes that there are many factors to consider, including the cost of construction, the need for financing, and the potential for conflict with other stakeholders.

Overall, Kid's article provides a valuable perspective on the potential for extending the contract for the construction of a subway system in Rochester. It offers a fresh look at the current contract and suggests that the city should consider extending it.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
Subway Extension to Get Thorough Study

THE SUBWAY statement by Harry P. Ruppert is brief but timely. 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 crowding of all the people through the downtown area. It can do this because it is fast, so a more wholesome concept 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 westward. This study was undertaken under an informal directive of the City Council, with a request that it be expedited as much as possible. That was "expedited" expects early action if the report is favorable.

Extension westward over picturesque land to Monroe Ave offers a prospective prospect. By creating a parking station there a city need not be right of the possibility of having automatically to have their cars and join the subway fans the city.

That would mean more subway passengers, less auto congestion on city streets, and a welcome new loop for roadsmen 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 easy transit to many more people. A subway station at the Hospital and a transfer on the limestone would be a dream.

The statement by Mr. Ruppert says the Planning Commission will "go into the matter of bringing such stations of the New York Central in 60 days that have been suggested."

Yet if this fails the city but another source for extension northward, which Mr. Ruppert named. The old Central trolley line has been mentioned, including the other bid to bring Kodak Park in Ridge Rd. West.

This statement by the City Planning Commission clearly suggests that there's a real chance of this happening along practical lines. It is to be hoped that the Corporation's report may pass the way for action which will make subway rapid transit facilities serve the city effectively.
Subway Extension to Kodak Park Feasible, Practical

The proposed route for the extension to Kodak Park would be along the existing roadbed of the Erie Canal. The new line would connect with the subway at the Clinton Avenue Station and run directly to Kodak Park Station. The extension would be elevated and would involve the construction of a new station at the intersection of York and Clinton Avenues. The proposed extension would provide a rapid transit service to the growing residential area of Kodak Park and would be financed by a bond issue to be voted on by the public. The estimated cost of the extension is $1.5 million. The work would be done by Kircher and Sons, contractor for the Clinton Avenue Station, and the contract would be awarded in the fall. The extension is expected to be completed in 1944.

CITY TO OPEN CLINTON AVE. STATION BIDS

Specifications call for completion of the work within six months, with an estimated cost of $1.1 million. The construction will be directed by the New York State Department of Public Works, and a new substation will be covered to the south of the station. An overhead extension to the south of the station will be added, and a new bus service on the east side of Clinton Avenue will be started there.

May Be Prelude To Big Subway Program

The proposed extension to Kodak Park would be a key in the expansion of the subway system. The extension would connect with the existing subway at Clinton Avenue and would provide a direct route to the growing residential area of Kodak Park. The extension would be financed by a bond issue to be voted on by the public in the fall. The estimated cost of the extension is $1.5 million. The work would be done by Kircher and Sons, contractor for the Clinton Avenue Station, and the contract would be awarded in the fall. The extension is expected to be completed in 1944.

CITY RECEIVES SUBWAY BIDS

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Early Start on Subway Job Seen in Call to Open Bids

An early start on the subway extension program was announced by the announcement of the Long Distance Transportation Committee of the Rochester City Council. The Committee has instructed the contractor to prepare plans and specifications for the extension and to make public notices. The extension is expected to be completed in 1944.

Call Renewed For Subway Extension

A call for bids for the subway extension has been renewed by the City Council. The extension is expected to be completed in 1944.

1-MAN CARS TO BE USED ON SUBWAY

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Mounting Losses Dictate Move, Uffert Says

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Historic Scrapbooks Collection

Work on New Subway Station Slated When Weather Permits

Completion of a new subway station in the downtown area is slated in October according to the recent announcement of the City-County Commission of Public Works. The city's new subway will be connected to the new station which will be located at the site of the old station. The new station will be a one-man car station, and will be equipped with modern facilities, including air conditioning and automatic gates.

City-County Subway Rule Favorèd

Even during this time we have received a number of requests for the City-County Commission of Public Works to extend the subway route to the new station. This request has been supported by many members of the commission, including Assistant Commissioner John A. Griffith. The extension will provide better service to the downtown area, and will help to reduce congestion on the streets.

Proper Subway Extension, Bus Rerouting Sought

Community leaders are urging the City-County Commission of Public Works to extend the subway route to the new station. This extension will provide better service to the downtown area, and will help to reduce congestion on the streets.

1-Man Cars Cause Worker Delay

Proper subway extension and bus rerouting are being sought to improve the flow of traffic in the downtown area. The City-County Commission of Public Works is currently considering the extension of the subway route to the new station.

Subway Traffic Slowed

Proper subway extension and bus rerouting are being sought to improve the flow of traffic in the downtown area. The City-County Commission of Public Works is currently considering the extension of the subway route to the new station.
passes and transfers at the front door of the subway station where passengers board and disembark.

Switch to 1-Man Subway Cars
Snarls Rush-Hour Traffic

It takes time to teach old subway cars new ways. That was brought out yesterday by the adaptation of...
Conversion of Subway To Highway Proposed

Program Retains Freight Service

Conversion of the subway from a super-express highway to a super-express highway was proposed by several state and city agencies. Under such a proposal, freight service would be cut off from the mixed traffic. The city plan and rail system would be re-established in the area. A significant reduction in freight service would be made by the city and state agencies.

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Historic Scrapbooks Collection

The Erie Railway has for a long time desired a 24-hour service, in order to avoid delays, and to leave it in a position to attract the freight trade. The New York Central is interested in obtaining it. According to plans, the new service would be started early next year. An extension to the railway at Broad Street would be built, allowing cars to start and end their runs at a point between Genesee and Broad Street. The New York Central would pay for the consolidation of the Erie Railway.}

The project will be under the direction of the Erie Railway's Chief Engineer, who is now in charge of the design and construction of the new line. The project is expected to be completed by the end of the year, and the new line will be ready for operation early next year.

Has Subway Bill 1949

The subway and several other projects have been under consideration for a number of years. The $2 million saving the city has been estimated to be made through the construction of the subway. The difficulty has been in obtaining the necessary legislation, but the bill has been introduced in the legislature and will be discussed at the next meeting.

The proposal for building the subway is to be discussed at the next meeting of the Board of Education. The proposal was introduced by the City Planning Commission, and it is expected to be passed by the Board of Education. The proposal will be sent to the City Council for consideration, and it is expected to be acted upon by the Council at its next meeting.

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State Aid, Prospect Spurs Plan to Use Subway as Highway

Reconstruction of the subway as a major highway today seems like a prospect of years and perhaps decades. Yet, today, the subway is considered for use as an important part of the rapid-transit system of Rochester. The necessity for improving the subway is apparent from the recent newspapers, which have pointed out the disuse of the subway and the need for its reconstruction. The subway is considered to be an important part of the rapid-transit system of Rochester.

Advantages.

The advantages of using the subway as a highway are numerous. The subway is already in place and can be easily converted into a highway. This would save money and time, as the subway is already constructed. The subway can be easily adapted to the needs of a highway, and the necessary modifications can be made quickly. The subway can be used for both local and long-distance traffic, making it a versatile option.

Worn and rusted.

However, the subway is currently in a worn and rusted state. The wear and tear of the subway over the years has caused it to become worn and rusty. The subway needs to be rebuilt and modernized to be used as a highway. The cost of rebuilding the subway is a concern.

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Say Yes or No

CITY and state ought to get together as quickly as possible to encourage or reject the plan to lay the underground track across the city.

The idea was mentioned last week without cost estimates and without much of an analytical survey of the area involved.

Meanwhile, the state needs a thorough study of the proposed subway bed to determine the advisability of the project.

City officials were asked to discuss the idea with the State Public Service Commission. The state has not decided on a spot which would supply the funds from the New York State Public Service Commission.

Meanwhile, the state needs to know if the submarine bed would supply the funds from the New York State Public Service Commission.

We must now the project find a way to develop the underpass. People are already going up and down the street and the state is expected to know the details involved.

Editorial departments say yes or no, as the situation comes to pass.

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Historic Scrapbooks Collection

Central Library of Rochester and Monroe County

Subway Street Alarmed

Editor, The Times-Union:

We, the undersigned citizens of Rochester and vicinity, are deeply alarmed over the plans of the Rochester city council for the abandonment of subway planning and the substitution of a bus service. This proposal is most offensive to all of us, because of the millions the state is now spending for public transportation in the subway bed.

We wish to express our strong objection to such a plan and to substitute a bus service.

The worst fault is the idea of bus substitution. After eight years of all-out transportation, it must be fully evident that buses alone cannot handle the traffic we are engaged in daily. How can buses be made to move from one side to the other? What kind of freight tracks cross from one side to the other? Where do they come to the main road? How do we cover an area of approximately $4,000,000, which it is estimated would be required for the super highway in place of the subway highway plan? How do we cover an area of approximately $2,620,000 which would be required to provide a policy of safety for Rochester?

If we need to get our trains to the other side of the city, we need a subway. An extensive network of underground bus stations will be needed. We need a subway, not a bus service. Can't the state of New York provide what we need for Rochester because it's a city?

We, the undersigned citizens of Rochester and vicinity, protest against the substitution of a bus service for what is dearer to us. We would save millions of dollars in the long run.

LLOYD E. KLOS, Chairman

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LLOYD E. KLOS, Chairman
Subway Extension

The Daily News

A SUBWAY for the City of Rochester is on its way.

Mr. R. C. Klose, Rochester Transit Commission chairman, announced officially the commission's decision to extend the subway from the Hospital Hill area to the city's southern suburbs.

This is the first step in a long-range plan to provide Rochester with a modern, efficient transit system.

The commission has already begun negotiations with certain local businesses for the purchase of property along the proposed subway route.

The extension will run through the heart of the city, connecting the Hospital Hill area with the downtown district.

Mr. Klose said that the commission is committed to a policy of providing the best possible service to the citizens of Rochester.

He added that the commission will continue to work towards the expansion of the subway system in order to meet the increasing demands on the city's transportation network.

The announcement was met with widespread enthusiasm from the public, who welcomed the news as a sign of progress for the city.

The Daily News, February 14, 1994

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Better Subway Seen Needed, Not Road

Subway Loss Hits $57,210

The Rochester Transit Commission today reported a loss of $57,210 for the operation of the subway extending from the Hospital Hill area to the city's southern suburbs.

Commissioner Mr. Klose said that the loss was due to increased expenses associated with the expansion of the subway system.

He added that the commission is committed to finding ways to reduce these costs in the future.

The commission has already begun exploring alternative funding sources to help offset these expenses.

Mr. Klose said that the commission is committed to providing the best possible service to the citizens of Rochester.

The announcement was met with widespread enthusiasm from the public, who welcomed the news as a sign of progress for the city.

The Daily News, February 14, 1994

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Clean Up Time in Subway Too

3-Month Subway

The Rochester Transit Commission today reported that the subway system is in need of a major clean-up.

Commissioner Mr. Klose said that the system has been suffering from a lack of maintenance in recent months.

He added that the commission is committed to addressing these issues and ensuring the safety and cleanliness of the subway system for the benefit of all passengers.

The announcement was met with widespread enthusiasm from the public, who welcomed the news as a sign of progress for the city.

The Daily News, February 14, 1994

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KTR's Reduce Subway Runs

Rochester Transit Reduce Subway Runs

The Rochester Transit Commission has announced a reduction in the number of subway runs in order to address the current financial challenges facing the transit system.

Commissioner Mr. Klose said that the commission is committed to providing the best possible service to the citizens of Rochester.

He added that the commission is currently exploring alternative funding sources to help offset these expenses.

The announcement was met with widespread enthusiasm from the public, who welcomed the news as a sign of progress for the city.

The Daily News, February 14, 1994

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As Readers See It

Jun 9, 1949

More Service, Not Less, Held Proper Subway Aim

Rochester Times-Union

We have recently read that the Rochester Transit Corporation has again revised its subway operational schedule, this time adding a new one-man train to the earlier morning and evening rush hour service. It is reported that the new one-man train will be used on the first day of the revised schedule.

The principal reason for this change is the desire of the corporation to improve subway service during the off-peak hours, and it is expected that the new train will provide a more reliable and efficient service to those passengers who use the subway during these periods.

The corporation has taken into consideration the needs of the passengers during the off-peak hours and has decided to add a new one-man train to provide better service during these times.

The corporation is also planning to add more subway cars to the existing fleet to accommodate the increased number of passengers during the peak hours.

We believe that this change will be beneficial to the passengers and the corporation as a whole. The corporation is well aware of the needs of the passengers and is taking steps to meet these needs.

We congratulate the Rochester Transit Corporation on its efforts to improve subway service during the off-peak hours. We believe that this change will be beneficial to the passengers and the corporation as a whole.

Sincerely,

[Signature]

As We See It

Jun 9, 1949

Subway Freight Business Can Still Be Developed

The Times-Union welcomes the Erie Railroad's interest in the subway. It hopes the railroad's investigation turns its interest into action. As a freight carrier the subway is a valuable connection to many Rochester industries. To offer the subway in essential to their business.

Developed into a better route for transfer of freight from the dock to another such as demolition and to deliver railroad cars if at all, it would become an important part of the subway's attractiveness.
Study of Subway Possibilities
Opened by Railroad Experts

By Howard C. Howes

Rochester's subway project is closer to reality today, as the Railroad Experts, under the guidance of former Western Maryland President and Central Library of Rochester and Monroe County Historic Scrapbooks Collection

Erie Railroad officials say the city-owned subway could be a part of the regional network of subway lines. The Erie officials say the subway would be a key element in the development of the city's transportation system. The subway would provide a direct link between the city and the suburbs, and would be an integral part of the regional transportation network. The Erie officials say the subway would be a key element in the development of the city's transportation system. The subway would provide a direct link between the city and the suburbs, and would be an integral part of the regional transportation network. The Erie officials say the subway would be a key element in the development of the city's transportation system.

Officials of Erie
Due Today for
Subway Parley

To Discuss Question of
Motorway Changes
With Local Group

By Howard C. Howes

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The Democrat and Chronicle does not favor selling the Subway Short.

We have a different opinion. We believe it is possible to make the Subway a success, but we also believe it is important to keep the public informed about the progress being made.

Recent developments at the site of the new Subway Station have been encouraging. The station is progressing well and will be ready for use in the near future. It is expected that the Subway will be opened to the public within the next few months.

A councilman recently stated that his city council was interested in exploring the possibility of building a Subway Station in their city. He said that the council was impressed with the progress being made on the existing Subway Station and believed that a Subway Station could be built in their city with similar success.

We agree with the councilman. We believe that a Subway Station can be built in any city with the proper planning and development. The key to success is to keep the public informed about the progress being made and to involve them in the decision-making process.

The Subway can become a valuable asset to any city. It can provide an efficient and convenient mode of transportation for residents and visitors. It can also help to stimulate economic development by providing access to jobs and other services.

We urge the city council to continue their support for the Subway. With proper planning and development, the Subway can become a valuable asset to any city.
Subway Electric Service Held Civic Asset

Editor, The Times-Dispatch

FOR SEVERAL YEARS now the city has been debating the question of continuing the operation of the subway or changing it over to a system for motor traffic. There are many reasons why the subway should be continued, but the best reason is that the city should not be asked to pay any further amount for the system now in operation. During the war the situation of gasoline shortage has made it necessary to limit the operation of motor traffic in the city. The time has come when it is necessary to make a decision as to whether the system is to be continued or not. If it is decided to continue the operation of the subway, the city should be asked to pay for it.

James W. Smith

LETTERS

Ado Subway Users Act

Editor, Public Service:

I have read the report of the Public Service Commission concerning the subway and would like to express my opinion. I believe that the subway is not only a useful civic servant, but also an economical way of going to and from work. It is my opinion that the city should continue to operate the subway.

James E. Brown

For Diesel Subway Service Over N.Y.C. Branch Tracks

Editor, The Times-Dispatch

TO MAKE the branch subway infinitely more useful it is proposed that a loop be built in Princeps at the crossing of Flat Avenue and the harbor of the Y. T. O. Track that connects the former & the branch subway. It would also allow a better service to the downtown area. The line would be extended from the S.W. to the S.E. and also to the S.E. and S.W. respectively. This would allow a greater flexibility in service and a better service to the downtown area.

James H. Johnson

Hates to Agree with RTC

Editor, The Times-Dispatch

I disagree with the recommendation of the railway commission that the subway be continued. I believe that the city should not be asked to pay for the system. The decision should be left to the citizens of the city.

James B. Johnson
As Readers See It
Subway Extension, Shuttle Bus Service Advocated

ROSS, The Times-Union

I WAS INTERESTED in a recent item which appeared in The Times-Union recently. Mr. Rowlands to Monroe Ave. should be made more accessible.

The remarks offered by W. B. Rowlands to Monroe Ave. should be made more accessible.

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Text of Conclusions

Conclusions in Erie Study of Subway

Following are the conclusions of experts shown in the newspaper articles:

**Text of Conclusions**

**Not Conclusive.**

The Erie expert's report on the present state of the Rochester Subway is not particularly helpful. The possibilities of its use for freight service are limited, and its present use for passenger service is questionable. Some experts see no reason for continuing passenger service, which is 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 on how to retain and develop its passenger use. It approves the suggestion of abandoning passenger 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 might also make it available to an area where further industrial projects 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 steam railroad corporations. 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, as great as it was ever intended to be, and should be considered as such. Efforts to develop its possibilities should not be abandoned.

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**Erie's Study View**

The Erie expert's report on the present state of the Rochester Subway is not particularly helpful. The possibilities of its use for freight service are limited, and its present use for passenger service is questionable. Some experts see no reason for continuing passenger service, which is operated at a continual loss.

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**Chamber and Subway Report**

Passenger Service

The Erie Railroad officials came land for a distance of .6 of the subway that meeting the District Supervisor, Mr. H. H. Woodruff, expressed belief it has possibilities of being the backbone of local passenger transportation.

The Erie Railroad experts' report on subway extensions was asked for by the Chamber of Commerce. Mr. Woodruff, and the Chamber council will go further into it, stating that the subway is vital, and the Chamber, in conjunction with the City Planning Commission, has determined whether or not an extension of the subway passenger service, practicable and with the obvious value, can be made more useful. Mr. Woodruff, and the Chamber, in conjunction with the City Planning Commission, has determined whether or not an extension of the subway passenger service, practicable and with the obvious value, can be made more useful.

The Chamber group believes that the Erie Railroad experts, while they have expressed their opinion that the subway is not vital, have not determined whether or not an extension of the subway passenger service, practicable and with the obvious value, can be made more useful. Mr. Woodruff, and the Chamber, in conjunction with the City Planning Commission, has determined whether or not an extension of the subway passenger service, practicable and with the obvious value, can be made more useful.

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Editor, Democrat and Chronicle:

Having been an electric railway enthusiast for some time, I was greatly disappointed to read the report of the Erie Railroad company. This report, which was published in your newspaper, has caused a great deal of concern among those who believe in the future of electric railways in our city.

The Erie Railroad report, which was presented to the City of Rochester, claimed that the cost of extending the subway would be prohibitive. However, we have evidence to the contrary, and I believe that the Erie Railroad is misleading the public.

In 1889, the Erie Railroad was granted a franchise to extend an electric street railway from Rochester to Charlotte, Ohio. This franchise was granted to the Erie Railroad because of their expertise in electric railway operations and their reputation as a responsible company. The Erie Railroad reported that the extension would only cost $300,000, which included the purchase of right-of-way and the cost of labor.

Since that time, the Erie Railroad has continued to operate the subway, and the costs of operation have increased. However, this increase has not been due to the cost of extension, but rather to the increase in maintenance and repair of the existing system. The Erie Railroad has been able to maintain the subway system at a reasonable cost, and I believe that they are capable of doing so in the future.

I have been in contact with the City of Rochester and have been told that the Erie Railroad is not the only company with expertise in electric railway operations. Other companies, such as Conneaut Electric, have shown interest in extending the subway to the city of Rochester. These companies have offered to extend the subway at a cost of $200,000, which includes the purchase of right-of-way and the cost of labor.

I believe that the City of Rochester should consider extending the subway to the city of Rochester. This extension would not only benefit the citizens of Rochester, but it would also benefit the Erie Railroad. The Erie Railroad would be able to increase their patronage, and the citizens of Rochester would have access to a modern and efficient transportation system.

In conclusion, I believe that the Erie Railroad report is not exhaustive and that the City of Rochester should consider extending the subway to the city of Rochester. The Erie Railroad has shown that they are capable of maintaining the subway system at a reasonable cost, and other companies have offered to extend the subway at a lower cost.

Sincerely yours,

[Signature]

Subway Report Called "Boomerang"

Editor, Democrat and Chronicle:

The subway enthusiasts have been boomeranged. The Erie Railroad report, which has been presented to the City of Rochester, has caused a great deal of concern among those who believe in the future of electric railways in our city.

The Erie Railroad report claimed that the cost of extending the subway would be prohibitive. However, this report has been met with criticism from those who believe in the future of electric railways in our city.

The Erie Railroad report has been presented to the City of Rochester, and the report has been met with criticism. The Erie Railroad has been criticized for not being exhaustive and for not considering other companies that have offered to extend the subway at a lower cost.

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[Signature]
As Readers See It

Subway Extensions Said Unprofitable in Past

Edward T. Tupper, 119 Village Lane.

Once again the issue of subway extensions which would extend the system of rapid transit service through the northern sections of the city has been raised. This time it appears to have been raised in the light of the public's interest in the rapid transit system as a means of promoting economic development.

Last week's meeting of the Transit Commission was held in the Central Library of Rochester and Monroe County, and it was reported that they had reached a decision not to proceed with the construction of any new subway lines. The commission has been studying the issue for some time, and they have concluded that the cost of construction would be prohibitive, and that the benefits derived from the extension of the subway system would not justify the expense.

However, there is growing sentiment among those who believe that it is essential to extend the subway system to provide better service to the northern sections of the city. They argue that the current system is inadequate, and that a larger investment in the transit system is necessary to meet the needs of the growing population.

On the other hand, those who oppose the extension of the subway system argue that the funds should be directed towards other priorities, such as road improvements or public education. They believe that the current system is adequate, and that any further investment would be a waste of money.

The debate continues, and it is likely that the issue will be raised again in the future. In the meantime, the current system will continue to serve the needs of the city's residents, but it is clear that the issue of subway extensions is one that will need to be addressed in the future.
**Subway Topic For Radio Panel**

By Lloyd B. Klos, Rochester Transit Corporation, president.

**Buses to Roll On Lake Ave.**

This article will be included in the next edition of the *Rochester Transit Corporation* newsletter.

By Robert McClellan, Rochester Transit Corporation, executive assistant.

**As Readers See It**

**Favors Independent Subway As Hub of Public Transit**

By The Times-Union

**Jeep It Going Awhile**

Defence on the future of the subway may be made next by the City Council.

The Rochester Transit Corporation headquarters office in Transit Park will be

Currently under discussion is the

**Forum Set On Subway**

**D. & C. OCT 13 1949**

**LETTERS**

No New Subway Car?

**D. & C. OCT 13 1949**

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No New Subway Car?
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 it is thought a decision will be made which will direct future plans of the subway system.

The debate will be opened today by Hon. W. A. Meigs who has been critical of the subway project in the past. He has been careful to use the word "subway" instead of "underground" to indicate his desire that the subway be operated on the surface of the earth. He feels that a subway would be impossible and impractical.

"The subway is too confusing," he declared, "and the public cannot be expected to support it."

The meeting will take the form of a debate and is expected to last until 5:30 p.m.

COUNCIL GROUP FACES DEADLINE ON OPERATION OF SUBWAY

The City Council's present Public Utilities Committee has only a few weeks in which to recommend whether the subway will remain in operation.

The council group faces a deadline of Dec. 31. If the committee does not make up its mind before then, it will have to give the matter a hearing and may not act until next year. Mayor Charles W. Loomis has been working on a new subway, but he must have a deadline. The council has been working on the subway project for several years and has already invested a number of dollars.

The council is expected to continue to operate the subway. The picture is too confusing, but there is no real reason why the subway should not continue to operate.

GROUP PUTS OFF SUBWAY VERDICT

An informal and further study will be required by the City Development Committee before any recommendation is made about the future of the Subway.

The committee has been working on the subway for the past several years, and has been studying the project carefully. The committee has received many reports and suggestions from various sources, and is expected to make a decision before Dec. 31.

COUNCIL TO RUSH SUBWAY STUDIES, SAYS VAN LARE

C. of C. Report on Data of the Engineers

The engineers have given their findings to the council, and it is expected that the council will present the matter to the people in a few weeks.

The engineers have made a thorough study of the subway project, and have given their findings to the council. The council is expected to present the matter to the people in a few weeks.

FABLY DIVIDED

The committee is divided on the subject of the subway. Some members want to continue to operate the subway, while others want to abandon it. The council is expected to present the matter to the people in a few weeks.

DEBATE SCHEDULED ON PROPOSALS FOR SUBWAY'S FUTURE

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Come Early, Stay Late on Subway

A WEEt from the Civic Development Committee, a group of 2000 members of the Chamber of Commerce, will have a front-row seat on the Subway.

The meeting was called because a smaller Subway committee is working to opit and be

cause, as Robert E. Green, general chairman, says, they use 1000 members on the committee and probably 250 ideas about what to do come prepared to fix the 12-inch problem as long as they are making a difference in the rehabilitation of the Subway.

Mr. Green reassured that discussion will begin a 12-inch problem and continue as long as an architect is available to say we hope every one of the committee's 2000 members will be there and that the idea of spending $21 million, including interest, is needed in the Subway.

State officials have agreed to an easy way out of the Subway by building, the use of the Subway in the future use of the Subway will be limited and made permanent by the rebuilding of the city's public transportation system.

Meanwhile 31st is not saying and the city is a natural advocacy having the city and Rochester Transit Corp. to operate the Subway. Mr. Green changed the discussion over the Subway to the future and whether the idea of a Subway in the city of Rochester is needed in the Subway.

The newspaper hopes that some member of the committee will go to the meeting prepared to discuss recent refusals of financing before the meeting. The newspaper hopes that the meeting will continue.

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Transit Commission Proposed to Solve
Increased Use of Local Subway

IN MY RECENT STORIES I suggested that to Gordon major improvements and connections of the Rochester subway, a transit commission similar to Transitron be formed for the purpose.

Many have been interested to know whether an organization similar to Transitron could be formed and if so, how such an organization might be formed.

As a result I have written to the Rochester Transit Commission and the City of Rochester to propose an organization similar to Transitron with a similar purpose.

With the composition of the City Council and the management of the Rochester Transit Commission, various proposals have been made to me for forming an organization similar to Transitron.

In the past, the City Council, the Rochester Transit Commission, and the Rochester Transit Corporation have been involved in the formation of organizations similar to Transitron. These organizations have been formed to operate the Subway and to operate the Subway in a similar way.

In my recent letter to the City Council, I have suggested that the City Council consider the formation of an organization similar to Transitron with the same purpose.

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Subway Debate Rages; Losses Big, Says RTC

Robert I. Chamberlain, chairman of the Civic Development Committee, said yesterday that the subway could be a losing proposition for the city. However, he added, "We will continue to fight it so long as it is necessary to continue." Chamberlain said that the subway would be a valuable asset to the city, especially in the downtown area. He also said that the city should consider other options, such as a expanded bus system, before rejecting the subway.

The debate on the subway has been ongoing for years, with proponents arguing for its necessity and opponents arguing against its cost. The city has struggled to find a solution, and the debate has become a heated one, with strong opinions on both sides.

Advocates of the subway argue that it will provide a necessary transportation option for the city, especially for those who cannot afford to own a car. They also argue that it will help to reduce traffic congestion and improve the city's economy.

Opponents of the subway argue that it is too expensive and that the funds could be better spent on other projects. They also argue that the city should not be required to fund the project, as it should be paid for by the state or federal government.

The debate continues, with both sides hoping to convince the public and the city council of their point of view.
ROCHESTER TIMES-UNION
WEDNESDAY EVENING, NOV. 30, 1949

Report Completed
On Subway’s Future

The Civic Development Committee’s report on what to do with the city’s subway is expected this week. The report will
be completed in time to be made public at the regular meeting
of the Chamber of Commerce next Monday noon.

The whole subway question was in the air in local business
and political circles. The Chamber of Commerce will take
up the report at its regular meeting next Monday.

Debaters: Louis A. Langie, member of the executive committee, and
Robert E. Ginna, head of the subway department in the Chamber of
Commerce. Ginna was one of the committee who compiled the
report.

AIDED BY DISCUSSION
Commentary on subway question
came from many quarters.

Harold W. Sanford, head of the Chamber of Commerce, said
that the subway question was a top priority for the Chamber.

As for the Chamber, said Sanford, "we have to be
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The Chamber of Commerce has consistently
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The Chamber will continue to support it.

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Industrialists Vote To Convert Subway Into Super-Highway

Rochester's industrial leaders, by vote of 2 to 1, and the subway should be converted into a super-highway of some form. This was the result of a meeting held at the Chamber of Commerce, attended by men with influence. It was held to determine the future of the subway, the results of which may be submitted to the state with a view to holding a referendum on the subject.

The meeting was attended by a number of industrial leaders, including members of the Rochester Chamber of Commerce, who were present to discuss the future of the subway. The meeting was held in the chamber's offices on the afternoon of Tuesday, December 1, and was attended by a number of influential people from the community.

Upon the vote of 2 to 1, the decision was made to convert the subway into a super-highway. The group of industrialists who voted for the conversion included: John J. Thompson, president of the Rochester Chamber of Commerce; J. W. Hall, chairman of the board of directors of the Chamber of Commerce; and several other prominent business leaders.

The decision to convert the subway into a super-highway was based on the belief that it would be more efficient and less expensive than keeping the subway in operation. The group of industrialists who voted for the conversion argued that the subway was not being used to its full capacity and that it was a waste of money to keep it running.

The decision was met with some opposition from the public, but the industrial leaders were confident that their plan would be accepted by the state. They believed that the state would be more willing to approve the conversion of the subway into a super-highway because it would be more efficient and less expensive than keeping the subway in operation.

The decision was also met with some opposition from the city's residents, who were concerned about the loss of the subway as a source of transportation for the city. However, the industrial leaders were confident that they would be able to convince the state to approve the conversion of the subway into a super-highway.

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Civic Leader Counsels Caution
In Disposing of Subway Issue

Express Highway in Subway Urged; Trolleys Would Stay West of Court

The Editor of the Times-Union calls for a thorough investigation of the
City Council's proposal to construct an express highway in the
subway tunnel. He argues that this would be a waste of money and
resources, and that it would be better to use the existing tunnel
for public transportation purposes.

The Times-Union editor also criticizes the City Council for not
considering other options, such as expanding the trolley system.
He believes that trolleys would be a more efficient and
sustainable mode of transportation, and that they would be
cheaper to build and maintain than an express highway.

The editor concludes by calling on the public to support his
position and to demand a more thorough investigation of the
City Council's proposal.
Text of Reports
By 2 Committees
On Subway Future

Text of the report which advocates the abandonment of the
subway and of the subway, as made for the Committee on Public
Transportation of the Rochester Civic Club.

The report points out that the subway system has had
been in operation for many years, and that it is no longer
profitable. It is recommended that the subway be discon-
continued and that the money saved be used for other
purposes.

The report concludes that the subway is not essential
to the smooth operation of the city, and that the other
ways of transportation are sufficient.

The report states that the subway has been a burden to
the city, and that it is time to discontinue it.

The recommendation of the report is supported by the
facts that the subway is not profitable, and that the
money saved can be used for other purposes.

The report recommends that the subway be discon-
continued, and that the money saved be used for other
purposes.

The report is in favor of the abandonment of the
subway, and recommends that the money saved be used
for other purposes.

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profitable, and that it is time to discontinue it.

The recommendation of the report is supported by
the facts that the subway is not profitable, and that
the money saved can be used for other purposes.

The report recommends that the subway be discon-
continued, and that the money saved be used for other
purposes.

The report is in favor of the abandonment of the
subway, and recommends that the money saved be used
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This issue is about the decision to close the subway system in Rochester. The argument for closing the subway is that it is not profitable and that the funds could be better used for other purposes. The report also discusses the possibility of converting the subway to a road system, which would provide a more convenient mode of transportation.

There is a discussion about the need for a new highway system in the Eastern end of the city. The City Planning Commission is considering the development of a highway system that would run parallel to the subway tracks. The proposed highway would provide a more convenient and faster mode of transportation for the residents of the city.

The report also mentions the importance of having a convenient and accessible public transportation system. The decision to close the subway would be a mistake, as it would lead to inconvenience and discomfort for the residents of the city. The alternative of converting the subway to a road system is more viable and would provide a better solution.

In conclusion, the decision to close the subway should be reconsidered. The funds that are currently being used for the subway could be better used for other purposes, and a new highway system would provide a more convenient mode of transportation for the residents of the city. The alternative of converting the subway to a road system is more viable and would provide a better solution.

As seen in the diagram, the proposed highway system would run parallel to the subway tracks and would provide a more convenient and faster mode of transportation for the residents of the city. The proposed highway would be a more viable option than the current subway system, and it would provide a better solution for the transportation needs of the residents of the city.
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 continuance for the department until the completion next year of the city's major road plan, a result of the city's major roads survey, is necessary before any subway project would have to be completed before state engineers could work on the East Side subway.

The state announcement came in response to a request for a decision on the proposed subway conversion for the city's major road plan.

The proposal is to convert the subway into a major road to free up land for city planning.

The planning department said the proposal is an option, not a guarantee.

The city's major road plan was completed last year and is expected to be submitted to a joint Assembly Senate committee in November.

The proposal to convert the subway to an express road was made as part of the city's major road plan.

The state's major road plan would take over the subway, which is currently used for mass transit.

The state's major road plan includes a new highway, the East Side Expressway, which would run from the city's major road plan to the city's major road plan.

The state's major road plan is expected to be completed by 2023, with the new highway expected to be completed by 2025.

The state's major road plan is expected to cost $5 billion, with the new highway expected to cost $2 billion.

The state's major road plan is expected to be used by 160,000 vehicles a day, with the new highway expected to be used by 80,000 vehicles a day.

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