Subway Scrapbook
Volume 3

Compiled by
Mrs. Charles E. Watts
1971
The company intends to keep on operations.

Frank Van Lang, has said it requires its

The city decides to bear the deficit. In turn city Council Friday.

While the subway meanwhile took a hand in the discussion, it was decided that the City Council and the corporation will not only have to be prepared to absorb the deficit but also to bear the deficit. In turn city Council Friday.

Some officials, who decline to be quoted, cited the deficit and the need for an answer.

RTC Proposal on Subway Looked for Monday

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City Council Sets Caucus Friday On Subway Plan

To Discuss Chamber's Proposal for Expanding Highway

City Council will meet in capital City Hall at 9 a.m. today in its regular morning session. The meeting is to be continued at 8:30 p.m. in the assembly hall.

The theme of the day will be the Chamber of Commerce's proposal to expand the city's highway system.

The Chamber of Commerce plans to present its proposal at the meeting, which will be attended by members of the council and other interested citizens.

The council will also discuss the proposal for expanding the highway system, which includes the construction of new roads and the widening of existing ones.

A major topic of the discussion will be the cost of the proposal and how it will be financed.

The council will also consider the potential impact of the proposal on the city's economy and the environment.

The council will also listen to public comments on the proposal and may vote on whether to approve it or not.

**RTC Runs Subway For Year Without Contract with City**

**RTC Seen Refusing Council Subway Request**

In response to the report by the Executive Committee of the Chamber of Commerce, RTC has refused to sign a contract with the city for the subway.

RTC President E. J. Burke stated, "We have not been able to come to an agreement with the city on the terms of the contract."

The Chamber of Commerce has been advocating for the construction of the subway for several years, but RTC has been hesitant to sign a contract with the city.

The Chamber of Commerce has proposed a plan for the construction of the subway, which includes the use of private funds and a public-private partnership.

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**GOP Councilmen Aim To Retain Subway, Plan Expert Survey**

Republican City Councilmen were recently at the subway to determine its future. The survey is scheduled, but the precise time is yet to be announced. A report from the Chamber of Commerce, however, indicates that a decision on the subway's future may be made soon. The Chamber of Commerce is a public agency that promotes economic development and transportation in Rochester. The survey is expected to provide valuable insights into the subway's potential and the councilmen's decision.
Rochester Councilmen Vote to Hire Expert to Survey City’s Subway Line

Expert to Study All Aspects Step in Right Direction

Subway’s Value to City Recognized, Move to Bring Expert to Study All

Corris favors Subway Study

Today we print in other columns of this page expressions of opinion from a number of citizens and organizations to show the support that the subway and transit officials on official, should the city decide to proceed with the subway.

The burden of most of these expressions is that the city and transit company have not developed the full possibilities of the subway, that it is a major expense to the city, and that the loss is not due to any particular fault in the subway, but that the city and transit company have not developed the full possibilities of the subway, which is the responsibility of both the city and the transit company.

In testimony, Peter Barry, manager of the Rochester Transportation Company, said that the subway was not a failure, but that it was not developed to the fullest extent. He also said that the subway was not a failure, but that it was not developed to the fullest extent.

The subway, he said, is a failure, but that it is not a failure of the subway, but that it is a failure of the city and the transit company.

The city and the transit company have not developed the full possibilities of the subway, which is the responsibility of both the city and the transit company.

Corris favors Subway Study

Corris said: “I am a firm believer in the subway, and I am in favor of it. However, I think that the subway should be study before it is decided to proceed with it.”

He also said that he is in favor of the subway, but that he is not in favor of the city and the transit company.

The city and the transit company have not developed the full possibilities of the subway, which is the responsibility of both the city and the transit company.

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Text of Transit Chief's Letter to City on Subway

Transit Chief's Letter to City on Subway

DEFFULS INCREASED

Our organization's expenses have increased, and we are forced to a reduction in service.

DEFEATS INCREASED

As far as on the revenue from the fare, we cannot collect more than we have spent on maintenance.

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RTC to Halt Subway Trolleys
On Apr. 1 Unless City Sets Plan
To End Underground's Deficit

Decision of Utility
Sent to City
By Uffert

The Rochester Transit Company will stop carrying pass-
enagers on the subway next Sat-
turday, April 1, unless the city
agrees to settle the question of a
plan to put the subway on a pay-
ing basis.

In a letter delivered yesterday
afternoon from Mr. John F. Uffert,
vice-mayor, the Rochester Transit
Company declared it had decided
to spend $250,000 to keep the sub-
way rolling on the present basis
for the remainder of the cur-
rent fiscal year, or until March 31.

Supreme Court's order to halt
subway operations, which was
made on March 16, states that the
RTC must continue to carry pas-
ser ters. It may be that the new
RTC is digging itself in a 'be-
mus' like the one it is now
in. An agreement to change the
subway rates might possibly ac-
count for the problem.

Uffert pleaded with the city to
settle the matter to the mutual
advantage of both parties. The
RTC head disclosed however that
the company's financial losses,
amounting to some $279,829.90,
were severe.

He added that the company's
suffering was due to the com-
pany's 'inability to handle its
business properly and to the de-
facto abandonment of the
subway's financial solvency.

If the city wishes to break even,
the ROC Transit system will have
to go the opposite way. It will be
necessary for the city to spend
$250,000 to keep the sub-
way rolling until March 31.

For the 1950 fiscal year the sub-
way showed a net loss of
$229,208.90. The ROC Transit
system in its 51 years of op-
eration has never shown a net
profit. For 31 years the rela-
tions between the city and the
RTC have been on the basis that
the ROC Transit system does
not expect to show a profit.

The ROC Transit system is the
bus system. It was conceived in
1946 as a means to carry pas-
ser ters on the subway at a
profit. The ROC Transit system
has been dependent on local
means for support.

RTC to Halt Subway Trolleys
On Apr. 1 Unless City Sets Plan
To End Underground's Deficit

The RTC head disclosed that the
city would have to spend $250,000
in the short term to keep the sub-
way system running. There was
no way to see that the bus sys-
tem could not make a profit if
the city were to spend another
$250,000.

The ROC Transit system has
been dependent on local means
for support. The ROC Transit sys-
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RTC to Halt Subway Trolleys
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Transit system has been dependent
on local means for support.
**Council Orders Subway Survey**

The city is to be given an en- hanced view of a possible subway system after Mayor John F. Uffert, RTC president, announced that a study of the feasibility of the project will be made.

The study is to be made by a consultant who is to be chosen by the council.

The move is expected to take the city a step closer to the decision of whether to build a subway system.

**City Council Directs Retaining of Experts For Study of Subway**

City Councilman Robert F. Martin said he had not been consulted in the decision to retain experts for the subway study.

He said he had not been informed of the decision until the council meeting Tuesday night.

**Special Caucus Will Air Subway Problems Today**

The council will consider a resolution condemning the council's plan for a subway system.

The council has been criticized for its plan, which calls for a subway system to be built in the city.

**4 Plans for Subway Set for Council Study**

The council will consider four plans for a subway system in the city.

The plans are expected to be discussed at a council meeting on Wednesday night.

**Caucus OKs Pact OnSubway To Mar. 31**

The council has approved a pact to begin discussions on a subway system.

The pact is expected to be signed by the council and the mayor.

**ROCHESTER TIMES-UNION**

FRIDAY EVENING, DEC. 16, 1949

Page 31

**Central Library of Rochester and Monroe County**

**Historic Scrapbooks Collection**
City Warns RTC It Must Continue Subway Passengers

The city will hold on unchanged operations of subway passengers until Van Lare asked the Rochester Transit Corporation Monday for a solution to the public transport issue. The city will abandon passenger operations if the railroad continues to carry freight only and refuses to run passenger cars.

The RTC has informed the city that their offer to continue passenger operations is contingent on the city's agreement to an all-bus operation after Mar. 31, the current end of the subway's operation.

Meanwhile, a group of city councilmen that constitutes the council's caucus yesterday.

They agreed to the offer of the Rochester Transit Corporation to continue operations of the subway until Mar. 31, the present end to operations. The councilmen also agreed to buy the subway from the corporation.

The councilmen's decision is a direct response to the RTC's warning that they will cease operations of the subway as of Mar. 31.

RTC Reports $84,766 Loss On Subway in 11 Months

The Rochester Transit Corporation operating the subway has lost $84,766 in the operation of the city-owned line. This loss, according to the New York Times, is due to the expense of running the subway on a schedule that is no longer commercially viable.

The RTC has announced that they will cease operations of the subway on Mar. 31, unless the city agrees to take over the operation.

On Subway Future

Edna Bennett and Van Lare corresponded in a letter to a New York Times reporter about the future of the subway operation. Van Lare expressed his concern over the financial difficulties faced by the RTC, stating that the corporation is facing a loss of $84,766.

The letter suggests that the city may be forced to take over the operation of the subway if the RTC fails to find a solution.

City Councilman's View

The city councilmen have expressed their support for the RTC's decision to cease operations of the subway. They have also indicated their intention to offer a solution to the problem.

RTC's Position

The RTC has indicated their readiness to continue operations of the subway if a satisfactory solution is found. They have also expressed their willingness to work with the city council to find a solution to the problem.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
**2 Experts Weigh Survey of Subway**

Two experts issued their own views following a March survey of rapid transit routes. Donald H. Foote and Van Brunt made independent reports. Foote's conclusions were made with a view to giving Eastern rapid transit systems planning problems which the Rochester plan presented. Brunt worked on the survey for the national transit council. The city's rapid transit committee and the City Managers' Association have under consideration a thoroughgoing review of Eastern cities' transit systems. At no point did either expert express dissatisfaction with the city's rapid transit committee or its work.

**Subway Proposal Studied by Firm**

The city's rapid transit committee has received another presentation of a proposal for the rapid transit system. The presentation was made by Donald H. Foote, who was in Rochester last week. Foote's proposals are the work of his firm, Foote, Specter and Co., of Cleveland, Ohio. Foote, who is the president of the firm, has made a presentation of the proposal to the city's transit committee. The presentation was made to the committee last week. Foote's proposal is based on a survey of rapid transit systems in Eastern cities.

**City Manager Talks on Subway Fate**

City Manager Cartwright said he had withheld the name of the firm that came up with the subway proposal. However, he added, it was his understanding that the city's transit committee had decided on a plan for a subway.

**For New Subway Stop**

Editor, Democrat and Chronicle:

The following letter has been seen in the Rochester Chamber of Commerce:

Mr. Donald Foote

I hope you are in a happy mood today. I wrote you a few lines the other day and I just received a letter from you.

It is a letter to the editor of the newspaper that is published in your city. It is a letter to the editor of the newspaper that is published in your city.

I hope you are happy today. I hope you are happy today.

Sincerely,

Mr. Donald Foote
Subway to Continue, Improvement Plan Hints

The city intends to operate the subway for at least five more years, regardless of the outcome of pending public hearings. The Rochester Transit Corporation, which operates the subway, said today in the city Planning Commission that it would like to continue operations into the future. The city Planning Commission, which is charged with the responsibility of planning the future of the city, has also agreed to continue operations into the future.

The city Planning Commission has been considering the future of the subway for some time. The city has been considering the future of the subway for some time. The city has been considering the future of the subway for some time. The city has been considering the future of the subway for some time. The city has been considering the future of the subway for some time.

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As Readex Spee Ed.

FEB 7 1950

Asks Freight Rate Hike
To Cut Subway Losses

Editor, Rochester Times-Union:

THE ROCHESTER SUBWAY, according to its operators, has been running a deficit for the past two years between $35,000 and $40,000 per annum. Through lengthy conferences the local public officials have been led to believe that the deficit has been brought about by the rapid transit of our mass transportation system. Consequently the local officials' solution of the problem is to ask the ICC for a rate hike.

This is just a "band-aid" surgery. The only cure for a deficit is to get more revenue. If the rapid transit system is run efficiently, the rate hike will not be enough to solve the problem. The rate hike will only add to the expenses. It is not possible to run the rapid transit system efficiently unless the fare is increased. The fare is too low to cover the expenses.

Therefore, the local officials should look into the problem of the rapid transit system and see what can be done to make it efficient. The rate hike is only a temporary solution to the problem. The local officials should look into the problem of the rapid transit system.

The Rochester Subway

FEB 9 1950

Subway Deficit at
New High, RTC Says

The subway is now running at a deficit for the past two years. The deficit is now at a high of $35,000 to $40,000 per annum. The local public officials have been led to believe that the deficit is caused by the rapid transit of our mass transportation system. Consequently the local officials' solution of the problem is to ask the ICC for a rate hike.

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Old Trolleys Aren't on Books

Rochester, N.Y.

Rochester has not written off any of its old trolleys from service. The old trolleys are still in service and are being used on the subway. The local public officials have been led to believe that the deficit is caused by the rapid transit of our mass transportation system. Consequently the local officials' solution of the problem is to ask the ICC for a rate hike.

This is just a "band-aid" surgery. The only cure for a deficit is to get more revenue. If the rapid transit system is run efficiently, the rate hike will not be enough to solve the problem. The rate hike will only add to the expenses. It is not possible to run the rapid transit system efficiently unless the fare is increased. The fare is too low to cover the expenses.

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**RTC Maintains Stand To Abandon Subway Over Continued Losses**

BY JOSEPH B. HALLING

Rochester Transit Corporation had set yesterday to its decision to cease subway operations on May 31. Despite a last-minute intervention by the Public Service Commission, any operational changes for the last week of May were considered by the RTC's officials.

**Bus Tokens Use Ends At Midnight Tomorrow**

The use of bus tokens will end tomorrow at midnight, a decision made by the RTC in an effort to balance the budget. The use of bus tokens has been a significant source of revenue for the RTC, and the decision to end their use is expected to impact the corporation's finances negatively.

**City Fights RTC Decision To Drop Subway Service: PSC Holds Bus Hearing**

Rochester's transportation problems were attacked on two fronts today. The city council held a Special Public Hearing to discuss the possibility of discontinuing the subway service, while the Public Service Commission held hearings on the proposed budget changes.

**Council Orders Bus Route Shift Appeal To Keep To Norton St. Subway Going Protested**

The city's decision to discontinue bus service to Norton Street and the proposed change to Norton Street subway service were protested by citizens. The council's decision is expected to have significant impacts on the city's transportation infrastructure.

**Subway Measures**

CITY COUNCIL has invited Corporation Council Members to discuss the Public Service Commission's proposed changes to the subway service. The council is expected to vote on the proposed changes at its next meeting, which is scheduled for March 31.

**Bank of Protest**

The bank of Protest is expected to increase as the city council votes on the proposed changes to the subway service. The council's decision is expected to have significant impacts on the city's transportation infrastructure.

**Village Chiefs Service**

Several villages have expressed interest in taking over the management of the subway service, offering to provide the service with increased efficiency and lower costs. The villages are expected to present their proposals to the council at its next meeting.
Council Urges PSC To Prohibit Stopping Of Subway Service

City officials and the PSC (Public Service Commission) are reported to be currently in talks to prohibit stopping of subway service.

Subway Spur Advances

Plans announced by the Rochester Gas & Electric Company for the construction of a subway spur line have been approved by the City Council. The new spur will connect the western part of the city with the eastern portion, providing a more efficient transit system for passengers.

Of particular interest is the potential for increased economic activity along the proposed route, which includes several major business districts.

City Asks PSC To Rule on Need Of Subway Line

The City has requested the PSC to review the necessity for a subway line in the city, citing the need for better public transportation.

Engineers to Launch City-Sponsored Study Of Subway Today

The study, which is expected to take several months, will examine the feasibility of building a subway system in the city. The cost of the study is estimated to be $50,000.

Experts Begin Study

Experts have begun studying the feasibility of a subway system in the city. The study is expected to take several months and will examine the potential economic benefits and costs associated with such a project.

City-Sponsored Study

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Subway Surveyors

Three experts from a New York City consulting engineering firm came to the city yesterday to begin surveying of subway. Their first stop was at the Court St.-South Ave. station. Engineers, from left, are William A. Gordon, Frederick C. Gordon, and Howard B. Ward, at far right. Showing men around as aide of the city's Commerce Department, third from right, is Joseph A. Bic, second from right, showed men around in aisle of the city's Commerce Department.

Study Slated Of Subway In Operation

Engineers engaged to study the possibilities of subway service in Rochester will make their first report here today. A trio of experts, consisting of William A. Gordon, Frederick C. Gordon, and Howard B. Ward, will be succeeded by surveys in other towns. In operation will come to grips with operational matters this week.

A study of statistics which engaged a trio of experts sent here by Coverdale & Colpitts, New York City, last week will be succeeded by surveys in other towns. The engineers, who began their work last Tuesday, expect to take from 6 weeks to 2 months to arrive at final conclusions and make their report.

Engineers engaged in subway studies here are shown at their task, questioning a motorman. The study is to be made by a consulting engineering firm, Coverdale & Colpitts, New York City, for the city's Commerce Department. The engineers, who have had their work last Tuesday, expect to take 6 weeks to arrive at final conclusions and make their report.
'Step-Child' Subway Said

75% Full Grown

City, Erie Railroad Expected to Plan New Subway Spur

Raceway Use Eyed for Freight Line Under War Memorial

Subway Questions

The character and capacity of the

men lead to envy all aspects of

the Subway project in Rochester

and the Erie Railroad, both

whom are in the process of

making plans for the new line.

The city, in particular, has been

pressed to give the Subway a

fair chance, and in the last few

months the city has been

working hard to make sure that

the Subway is properly

allocated its share of the

city's resources.

The Subway questions

have been raised by the

concerned parties, as well as

by the city officials. The

Subway project has been

subject to a great deal of

scrutiny, and many people

have been critical of the

city's decision to allocate

money to the Subway.
Great Experiment

High Hopes, Fanfare Marked Start in 1922 Of Subway Building

By ARCH BASHFORD

On May 1, 1922, only 200 persons turned out for one of the more unusual ceremonies in Rochester history. And it was a Day Fritz, 100. The day after May 1, 1922, the largest Opening Day turnout was on the occasion of the 200th anniversary of the birth of Dr. Frederick Ferris, the great Republican" who founded Rochester.

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A Rochester cement that took the city and the nation by storm.

Another milestone is a Day Fritz in history.

The author of the above story was none other than the late Charles R. Van Zandt, who was the editor of the Rochester Democrat and Chronicle. Van Zandt was the first person to use the term "Day Fritz" in a newspaper story.

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Diesel Cars Seen Answer to Lengthened Subway

**Letter to the Times-Union**

March 17, 1950

TO THE TIMES-UNION:

I am very interested in the suggestion for diesel cars as a solution to the problem of extending the subway system. Diesel cars offer several advantages over electric or other types of vehicles. They are more fuel-efficient, require less maintenance, and can operate in areas with poor electrical infrastructure. In addition, they provide a more reliable and direct service to passengers.

I believe that the city should consider this option seriously and conduct further studies to determine the feasibility and cost-effectiveness of such a proposal. Diesel cars could provide a cost-effective and efficient solution to the current problem, allowing for better connectivity and accessibility throughout the city. I look forward to seeing the results of these investigations.

Yours sincerely,

[Signature]

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**Letters to the Editor**

March 17, 1950

**Value in Subway**

Mr. A. W. Miles,

I am writing in response to your recent letter regarding the advantages of diesel cars for the subway. While I agree that diesel cars offer some benefits, I believe that the construction and maintenance of a subway system offer significant advantages as well.

A subway system can provide a more efficient and cost-effective solution to the problem of urban transportation. It can connect different parts of the city, providing easy access to various destinations and reducing traffic congestion. Furthermore, a subway system can be designed to meet the specific needs of the city, offering flexibility in terms of route design and frequency of services.

I believe that the city should consider the overall benefits of a subway system, rather than focusing solely on the cost or efficiency of diesel cars. A subway system can offer a more sustainable and long-term solution to the transportation needs of the city.

Yours sincerely,

[Signature]
As Readers See It

New GM Plant, Memorial To Boost Subway Loads

Editor, The Times-Union

I SHOULD LIKE to offer comments on the letter by W. A. Milhig which appeared in the Mar. 15 Times-Union relative to the recent letter concerning the subway. If Mr. Milhig thinks the subway project is too expensive then let's call it a Rapid Transit. It certainly is the more correct term compared to the interurban cars which he thinks the subway will replace on the current streets. The same point is true to my recent letter concerning the subway. I call it a Rapid Transit, and the more correct term compared to the interurban cars which he thinks the subway will replace on the current streets.

Mr. Milhig states that the citizens of Rochester have nothing to lose in the proposed subway project, yet they are to be responsible for a large portion of the cost. This is certainly not true. The suburbs of Rochester are also to be affected by this project.

Mr. Milhig states that the subway will not be fully utilized. However, this is not true. The proposed subway will greatly reduce the traffic on the streets. The increase in passenger traffic on the streets has already caused a great deal of traffic on the roads. The subway will greatly reduce this traffic and make it easier for all people to travel around Rochester.

The proposed subway will be of great benefit to the people of Rochester. It will greatly reduce the traffic on the streets, and make it easier for all people to travel around Rochester. Therefore, I would like to see the subway project go forward as soon as possible.

The Riding Public

Mr. W. A. Milhig

I read with interest Mr. W. A. Milhig's recent letter regarding the proposed subway project. I must agree with him that the subway will not be fully utilized. However, this is not true. The proposed subway will greatly decrease the traffic on the streets and make it easier for all people to travel around Rochester.

The proposed subway will be of great benefit to the people of Rochester. It will greatly reduce the traffic on the streets and make it easier for all people to travel around Rochester. Therefore, I would like to see the subway project go forward as soon as possible.

RTC to Receive City's Subway Proposal Today

The New York Times

A plan whose subway project will add to the city's Rapid Transit system will be presented to the City Council today. The plan is expected to be heard by the City Council at 1:30 p.m. today. The plan will go under consideration and a decision will be made on the proposal by the City Council.

The proposal, which is expected to cost $10 million, will be presented to the City Council by the Rochester Transit Co. The proposal is expected to add to the city's Rapid Transit system by providing a new subway line.

The proposed subway will greatly reduce the traffic on the streets and make it easier for all people to travel around Rochester. Therefore, I would like to see the subway project go forward as soon as possible.
**Accord Assures Subway Service**

Construction of a passenger terminus at the city terminal for the subway is reported to be under way.

Under an agreement reached between the Rochester Transit Company and the city, about $2,500,000 is expected to be spent in the construction of a new terminal at the city terminal.

The agreement is subject to a new contract which will be signed by the city and the Rochester Transit Company.

**Future Task Set**

A task force of the city and the Rochester Transit Company will design the new terminal.

The agreement is subject to approval by the city council.

**Erie to Build Subway Link In Raceway**

City Rail Aides Agree On Plan Which Will Speed Memorial

The Rochester City Railroad Company has signed an agreement with the Erie Railroad to build a subway link in Raceway.

The agreement will be reviewed by the city council.

**New Motorway Atop Subway to Cobbs Hill Studied by Engineers**

BY JOSEPH R. MALONE

A forthcoming report will discuss possibilities of building over the eastern portion of the subway to make possible a complete motorway system.

The report will be submitted to the city council.

**LETTERS**

**Workers Need Subway**

Robert K. Johnson, president of the Rochester Gas and Electric Corporation, has reported to the city council on the need for a subway system.

The report will be reviewed by the city council.

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*Historic Scrapbooks Collection*

Central Library of Rochester and Monroe County
Erie Speeds Subway Freight Link Plans; Project Plays Role in Memorial Work

The Ene spur would not be built until the subway reaches the end of the line at 19th Street and the big new Terminal.

City Manager Carroll, who heads the RTC, expects the freight spur to be included in the first phase of the subway, which would be completed in 1953.

In the city's view, the freight spur would be a great benefit to businesses in the city, as it would provide a direct link to the downtown area. The freight spur would also be a valuable asset to the city's economy, as it would facilitate the movement of goods and materials.

Subway Action Delay Slated

This action stems from the city's desire to delay the construction of the subway until a more convenient time. The city's decision is based on the belief that the construction of the subway would be too disruptive to the city's daily operations.

City Move, Due Today To Meet Subway Deficit

The city of Rochester is facing a significant deficit due to the construction of the subway. To alleviate this issue, the city has scheduled a move to be made today.

The move is expected to take place this afternoon and will be completed by midnight. The city hopes that this move will help to alleviate the deficit and allow the city to continue its operations normally.

As Readers See It

For a 'Decent' Subway, Spend $15,000,000 More
Subway Held Risky Financial Investment

By ALLEN H. MILLER

The Editor, Times Union

Subway held risky financial investment. According to the recent report of the Metropolitan Transportation Authority, the cost of building a subway system in Rochester is estimated at $300 million. The decision to proceed with the project is seen as a major financial risk for the city.

Subway Spur Plan

By EDWIN L. KLOS

Erie Pushes Subway Spur Plan

The Erie Railroad is pushing for a subway spur plan to connect with their tracks in Rochester. This would allow them to increase their freight capacity and reduce congestion on the surface streets.

De-popularizing Subway

An editorial in the Times Union discusses the negative impact of the proposed subway on the city. The editor argues that a subway is not necessary and that the funds would be better spent on improving existing transportation systems.

Leisure, Better Subway for Rochester

In Rochester, the commission is considering a better subway for the city. The report recommends a system that is more efficient and cost-effective than the current proposal. The commission is also calling for more public input into the decision-making process.

Editor’s Note

The City of Rochester is facing a difficult decision on the subway project. The costs are high, but the benefits of improved transportation could be significant. The decision will impact the city for years to come.
Dewey Signs Bill Allowing City To Run Buses in Subway

Department of Transportation

City of Rochester

April 9, 1950

Dewey Signs Bill Allowing City To Run Buses in Subway

Agreement for the City of Rochester is in effect or divisible to the subway system. The New York State Legislative Assembly reports.

He signed the Cornwall-Strong Act that established the city's power to run buses in the subway system. The agreement includes several provisions:

1. The city is allowed to operate buses in the subway system.
2. The city is responsible for maintaining and operating the subway system.
3. The city is required to pay the railroad company for use of the subway system.

The agreement is subject to approval by the New York State Legislature. It is expected to be signed in the near future.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
Traffic Series

Lauded by Reader

Editor, Democrat and Chronicle:

In my capacity as a regular reader of the Democrat and Chronicle, I feel compelled to express my admiration for the traffic series that has been running in your paper. The articles are well-written, informative, and provide valuable insights into the various issues related to traffic and transportation in our city. Your coverage of these topics is both timely and relevant, and I believe it is of great benefit to the readers of your newspaper.

Sincerely,

[Signature]

Shaker Heights, City Subways Compared

Editor, Democrat and Chronicle:

As a resident of Shaker Heights, I was interested to read the comparison of city subways mentioned in your recent article. While there are similarities between the subway systems in Boston and New York, there are also significant differences that make each one unique. The Boston system, for example, is more extensive and has a larger number of stations, while the New York system is known for its rapid transit services.

I appreciate the effort you have made in providing this comparison, as it helps me better understand the advantages and disadvantages of each city's subway system. It is clear that each city has its own strengths and weaknesses, and it is important for us to learn from these experiences and apply them to our own planning and development.

Thank you for your continued efforts in covering these important issues.

Sincerely,

[Signature]

City Subway Seen as 'Must' To Meet Transit Needs

Editor, Democrat and Chronicle:

In my opinion, the city subway is a necessity for our city to meet its transit needs. The current system is overcrowded, inefficient, and unable to handle the growing population. A subway system would provide a faster, more reliable, and more comfortable mode of transportation for residents and visitors alike.

Moreover, a subway system would also bring economic benefits to the city. It would create jobs, stimulate the local economy, and attract new businesses and residents. Therefore, I urge the city council to consider the implementation of a subway system as a top priority.

Sincerely,

[Signature]
Service Cut On Subway Scored

Erie, Denver and Cleveland.

The City Council wants to cut the subway within 2 weeks. It is estimated the Erie will be able to score a good thing by the City to make it a score, provided they are interested in the project. The City Council wants to make a score by the Erie to make it a score, provided they are interested in the project. 

As the project originated is a public service and the public is in favor of it, it will be a score for the Erie. The Erie has set about to do this.

Memorial, Railroad Aides To Discuss Subway Spur

City officials and representatives of the Erie had the proposed subway project under the City Government Board.

As the project is one of the most important the Erie has ever undertaken, it is expected to be a score, provided they are interested in the project. The Erie has set about to do this. The Erie has set about to do this.

In an attempt to get the facts about the project, the Erie had the proposed subway project under the City Government Board. 

For instance, the Erie had the proposed subway project under the City Government Board. It is expected to be a score, provided they are interested in the project. The Erie has set about to do this.

Subway's Role in City's Life To Be Shown in Color Film

Erie, City to Confer With Raceway Spur

A conference between Erie and the Erie Raceway Spur is in progress at the present time. It is expected to be a score for the Erie.

In an attempt to get the facts about the project, the Erie had the proposed subway project under the City Government Board. It is expected to be a score, provided they are interested in the project. The Erie has set about to do this.

For instance, the Erie had the proposed subway project under the City Government Board. It is expected to be a score, provided they are interested in the project. The Erie has set about to do this.
Report Due

On Subway

The city council is expected to consider the recommendations of the committee on the future of the subway system. The committee, composed of 14 citizens, has completed a report on the subway system, including recommendations for its operation and maintenance.

The report, which is expected to be released soon, will be submitted to the council for consideration. It is anticipated that the report will be discussed at the council's next meeting.

The committee has conducted extensive research and analysis of the subway system, including its financial status, operations, and maintenance needs. The report includes recommendations for improving the system's efficiency and reducing costs.

The council is expected to take action on the report at its next meeting. It is anticipated that the council will consider the recommendations and make decisions on how to proceed with the subway system.

Time to Stop Subway Losses

The council is expected to consider the recommendations of the committee on the future of the subway system. The committee, composed of 14 citizens, has completed a report on the subway system, including recommendations for its operation and maintenance.

The report, which is expected to be released soon, will be submitted to the council for consideration. It is anticipated that the report will be discussed at the council's next meeting.

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Engineers Advocate
Subway Riding End;
Would Keep Freight

By JOSEPH H. MALONE

Passenger operations in the subway, "riding on the red," cannot be justified on any businesslike basis, expert appraisers told City Council last night. The only plan which justified the option of passenger operations, according to the councilmen, was that the property would be required of the city to convert the rail line to a subway.

According to the city's plan, the subway would be open only to freight operations. The city would then be in a position to eliminate the subway's use for passenger operations, according to experts. This would result in the city having to pay for a public service that would not be justified on any businesslike basis, experts said.

The experts were responding to a request by the city to determine the feasibility of converting the rail line to a subway. The city has been considering the option of converting the rail line to a subway for several years, but the experts' report has not been released.

The experts, led by Consulting Engineers Co., said that the subway would not be profitable and that the city should consider converting the line to a bus route. They said that the subway would not be able to carry enough passengers to be profitable, and that the city would have to provide additional funding to support the subway.

The experts also said that the city should consider converting the line to a bus route, as this would be more cost-effective and would not require the city to provide additional funding. They said that the city should also consider converting the line to a park, as this would be more cost-effective and would provide additional revenue for the city.

The experts' report was based on a study of the city's subway system, which includes the subway line and the city's other public transportation systems. They said that the city should consider converting the line to a bus route, as this would be more cost-effective and would not require the city to provide additional funding.

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The City Subway Gets Subway Report
No Action Sighted Till Fall

Rochester's latest report on "what's-due-with-the-subway" in the hands of the Union Committee of the City Council had no action reported until Fall.

The report, submitted to the Council last night, was on the theme of "Utility and Possibility of New York Line and Subway," and was based on the report of the City Council's Public Utilities Committee, which had made an investigation into the question of extending the New York transit line into the city. The report was presented by Frank Van E. Van, chairman of the Public Utilities Committee.

The report states that the New York transit line, which has been in operation for many years, has shown that it is possible to operate a successful transit line in Rochester. The report also states that the cost of providing the service is reasonable, and that the public would benefit from the availability of the service.

The report states that the Public Utilities Committee has recommended the extension of the New York transit line into Rochester, and that the City Council should take action to make the necessary arrangements.

Traffic Conditions, Cost of Highway Also to Be Studied

The report also states that the Public Utilities Committee has recommended that the City Council study the cost of providing a highway in the city, and that the traffic conditions in the city should be considered.

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**Subway Deficit**

From: The Democrat

We have received a report from the Commissioner of Public Works that the Rochester subway is in serious financial difficulty. The details of the report are not yet public, but it is expected that they will be made available to the public shortly.

The report indicates that the subway is operating at a loss of over $20,000 per month. This is due to the high cost of operation and the low ridership. The report also states that the subway is not meeting the expectations of the city and that there is a need for further study of the feasibility of the subway.

The report recommends that the city consider the possibility of closing the subway or reducing its operation to a minimum. The city has been operating the subway for over 20 years, and it is now time to consider whether it is still possible to operate it on a financial basis.

The report also mentions that the city has been spending a large amount of money on the subway, and that there is a need to consider whether this money could be better spent on other projects.

The report concludes that the city must take action to save the subway, and that this action must be taken soon. The report states that the situation is critical, and that the city cannot afford to continue operating the subway at a loss.

The report has been highly criticized by some members of the city council, who argue that the subway is an important part of the city's transportation system. However, the report has been supported by many others, who argue that the cost of the subway is too high, and that it is not worth the money that is being spent on it.

The city council will hold a special meeting to discuss the report and the future of the subway. It is expected that this meeting will be held within the next few weeks.

-- Mayor J. E. Jones

**Subway for Future?**

From: The Democrat

NORTH OF West End, there is an estimated population of 9,000 people. This is a large area, and the city is considering the possibility of building a subway to serve this area. The report mentions that the cost of building a subway in this area is estimated at $20,000,000.

The report also mentions that the city is considering the possibility of extending the existing subway to the north of West End. This would require the construction of a new line, and the cost of this project is estimated at $10,000,000.

The report states that the city must consider the future of the subway, and that it must be decided whether to continue operating it or to close it down. The report concludes that the city must take action soon, as the situation is becoming critical.

-- Mayor J. E. Jones

**Still Favors Subway**

From: The Democrat

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-- Mayor J. E. Jones

**D.A.C. All**

From: The Democrat

In a recent meeting, the D.A.C. approved a resolution that calls for the construction of a new subway line in the northwest section of the city. The resolution was approved by a vote of 10 to 0.

The resolution states that the city must consider the future of the subway, and that it must be decided whether to continue operating it or to close it down. The resolution concludes that the city must take action soon, as the situation is becoming critical.

The resolution has been supported by the mayor, who believes that the subway is an important part of the city's transportation system. He also believes that the city must consider the future of the subway, and that it must be decided whether to continue operating it or to close it down. The mayor concludes that the city must take action soon, as the situation is becoming critical.

-- Mayor J. E. Jones
As Readers See It

Pleasure Vehicles Cut Into Bus, Subway Service

1921.0

As a MOTHER, I naturally view with considerable interest the conclusion of the engineers engaged by the city engineers as far as the findings of the report went. I gather, that there is no way of making this rapid transit route pay for the service. The regular fare is set at a dollar for a single trip. The passenger has to pay the full fare whether he travels a short or long distance. The transit enterprise has also been finding the going tough, and they are subject to frequent delays. We may find the corporation losing the greater part of the money. The slate must get its share of the real value of the property. The fare must be reduced to a figure which will cover the expenses of the enterprise.

EDWARD F. WEBER.

Subway Extensions Favored
In $14,000,000 Plan

The Times-July 7, 1920

TUESDAY JULY 7

Subway Extensions Favored

In $14,000,000 Plan

The Times-July 7, 1920

Editor: The Times-Telegram:

In his defense, would it be easier to build a road in the same way as a street? If the engineers failed to provide a road that would be satisfactory to the public, the city might have to spend a second amount on it. The engineer's report indicated that the road was not suitable for rapid transit. The report also suggested that the road was not suitable for the Erie Corridor.

R. J. T.H.

In the same report, it was suggested that the road was not suitable for the Erie Corridor. The report also suggested that the road was not suitable for the Erie Corridor. The report also suggested that the road was not suitable for the Erie Corridor.

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J. H. S.
As Readers See It

‘Keep Your Subway,’ Toronto Transit Men Advise

Toronto, Ont. - Recently Transit Commission officials in Toronto were studying transit plans for the future in Chicago and New York City. It was reported that the Commission is considering a subway for the city. The transit men favor a subway and told the Commission that a subway would be necessary to accommodate the increasing population of the city. It was also reported that the transit men are considering a subway for the city of Rochester, N.Y., in order to accommodate the increasing population of the city.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

The Big Subway Puzzle

De Witt Clinton’s Big Ditch Made Rochester, Almost Bankrupted City a Century Later

This is the first article of a series summarizing the lengthy argument!§ history of Rochester’s efforts to have a subway. For decades the Rochester transit problem has been a puzzle and has caused much discussion in the city.

The Subway

In the late 19th century, when Rochester was a canal in the nation’s transportation network, the city was a thriving center of commerce and industry. The canal was a vital link in the transportation network, and it was the main source of transportation for the city.

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The Big Subway Puzzle

Subway Struggled Through 30s
But Seldom Got Out of Red

In the 1930s, the subway system in Rochester, New York, faced numerous challenges and financial difficulties. The public's demand for a reliable and efficient transportation system collided with the city's limited budget and the economic hardships of the time. The Rochester Subway System, which opened in the 1920s, was in dire need of modernization and expansion.

The New York State Department of Public Works had commissioned an evaluation of the subway system in 1930. It recommended the construction of a 38-mile subway network, including new stations and improvements to existing ones. However, the massive project faced significant opposition, especially from the local business community, which feared increased costs and disruption to daily life.

The proposed subway expansion would have cost $125 million, a sum considered too large by many. Despite the support of Mayor Philip Crane and the City Council, the plan failed to gain the necessary endorsement from the public. The issue was kicked around for several years, with proponents and opponents advocating for various sections of the system.

In 1939, the city council finally approved the subway expansion, allocating $2 million for the project. However, the funds were not sufficient to cover the full cost, and the system had to rely on federal grants and loans to complete the work. By the time the subway opened in the early 1940s, it had been forecast to fall short of covering its own operating costs.

The City Subway Commission of the late 1930s and early 1940s faced several setbacks. The Depression hit hard, and the city's financial situation worsened. The commission had to make difficult decisions, including cutting back on construction to ensure the system's survival.

Despite these challenges, the Rochester subway system gradually improved over the years. With additional funding and technological advancements, the system could eventually meet the needs of the city's growing population. The journey from the 1930s to the modern subway system in Rochester is a testament to perseverance and the ongoing quest for better public transportation.
Wartime Boom in Transit System Gives Way to Peacetime Deficits

Deficits Declared

The Big Subway Puzzle

Historic Scrapbooks Collection
Central Library of Rochester and Monroe County
$20,000 Report Leaves Future Of Transit System Still Moot Question

The Big Subway Puzzle

RUSH AND HUSH—The subway has its rush hours and its quiet times. As the electric trains stream through the long, narrow, darkened tunnels, the passengers are busy with their own thoughts and concerns. But when the doors open, a rush ensues as people try to disembark quickly and efficiently. The scene is often hectic, with a constant stream of people coming and going. Yet, despite the commotion, there is an underlying sense of order and routine. The subway, in its own way, is a reflection of the city it serves—fast-paced and ever-changing. 

This is the fourth article in a series on the current transit system in Rochester. The previous articles covered the history of the subway, its construction, and the current operating conditions. In this article, we will examine the report on the future of the subway system that was released a few weeks ago. The report, which was commissioned by the city council, is the result of a comprehensive study of the subway system and its potential for growth and development.

The report's findings are not entirely clear, however. While some of the recommendations are straightforward and easy to understand, others are more complex and require further investigation. The report's authors, a team of engineers and economists, have outlined several possible scenarios for the future of the subway, each with its own set of advantages and disadvantages. 

One of the report's most significant findings is that the subway system is not currently profitable. The city council has been running a deficit over the past several years, and the report recommends several options for addressing the financial challenges. These include increased fares, service reductions, and increased federal funding. The report also notes that the subway is facing increasing competition from other modes of transportation, such as buses and taxis.

Despite these challenges, the report's authors are optimistic about the potential for growth and development. They note that the subway system has the potential to serve as a major economic engine, attracting businesses and residents to the city. The report concludes by recommending that the city council consider the recommendation of financial experts and explore ways to improve the subway's profitability. 

In conclusion, the report on the future of the subway system is an important step in the city's efforts to improve and develop its transit system. The challenges facing the subway are significant, but with careful planning and investment, the system can continue to serve as a vital part of the city's transportation infrastructure.
THE BIG SUBWAY PUZZLE

War's Outbreak Adds to Confusion
Over Continued Use of Rail Line

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The Big Subway Puzzle

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War's Outbreak Adds to Confusion
Over Continued Use of Rail Line
Checkers Ride Subway Cars

D. & C. AUG. 14 1950

City Department of Transportation explains the reason why the new subway cars are best suited for the purpose. The cars are designed to be used in the city and therefore can be used in the downtown areas. The cars are also designed to be used for long distances and are able to travel at high speeds.

As Readers See It

Subway Duplicates Bus Service, Reader Says

Editor, The Times-Democrat

ON THE front page of "The Big Subway Puzzle" series, Mr. Andrew Web, a composite of Mr. Bob Roberts, explains the concept of the "combination of subway and bus." The combination is designed to work in the city and downtown areas.

Subway Traffic Gets New Count

The subway, which is a 24-hour service, was opened on August 14, 1950. The traffic is divided into three categories: (1) passengers who ride the subway as an alternative to the bus, (2) passengers who ride the bus as an alternative to the subway, and (3) passengers who ride both the subway and the bus. The traffic is divided into three categories: (1) passengers who ride the subway as an alternative to the bus, (2) passengers who ride the bus as an alternative to the subway, and (3) passengers who ride both the subway and the bus.

How to Use Subway

Editor, Democrat and Chronicle

Several days ago, the railroad commission explained the concept of the subway. The concept is designed to work in the city and downtown areas.

Our Readers

We have received hundreds of letters from readers who are interested in the subway. The letters are divided into three categories: (1) letters that express support for the subway, (2) letters that express opposition to the subway, and (3) letters that express neutral opinions. The letters are divided into three categories: (1) letters that express support for the subway, (2) letters that express opposition to the subway, and (3) letters that express neutral opinions.

Letters

D. & C. AUG. 23 1950

Subway Questions

Mr. Andrew Web presents a concise diagram of any subway as the "combination of subway and bus." The combination is designed to work in the city and downtown areas.

Another reason: At the end of the subway line, the building is in the same place, and the bus line is in the same place. But the cost is too high. It is too bad the city did not have the wherewithal to do it!"
As Readers See It

Feeder Bus Lines Needed To Increase Subway Use
Editor, The Times-Geover

DURING the past two years, advocates of Rochester subway expansion have been brought in by their efforts to a position where even those formerly opposed have come to appreciate its value. Both the Erie and St. Paul rapid transit systems have been greatly extended, and the opinion is growing that the city would be improved by the addition of several other lines. The proposed subway extension to Fairport might well be considered as the first of these additions. It is a project that would be of great benefit to the entire community, and it would provide an effective means of connecting the Rochester area with the Finger Lakes region. The extension would be a means of providing rapid and efficient transportation for the people of the area, and it would help to improve the economy of the region as a whole. It would also be a means of providing employment for many people, and it would help to stimulate the growth of the area. The extension would be a means of providing a more efficient and effective means of transportation for the people of the area, and it would help to improve the quality of life for all.
Letters

No Hold Subway

Editor:

Stirring as it is, the question of the ultimate of a subway is interesting but it does not bring up political arguments. The real issue is the public transportation system. The subway is just a form of public transportation. A subway has so many advantages over the streetcar that it should be the goal of the city planners to bring the subway here.

J. A. Bayne

March 18, 1950

Subway Cars Collide

In Station; 5 Injured

By: DOB BECK

A crowded southbound subway car, carrying between 50 and 60 passengers, was sideswiped at the subway station and derailed at the exit of another car.

The rear end of the northbound car, which was moving at a very slow speed, was damaged by the collision. The northbound train was delayed for about 15 minutes.

Fate of City Subway

Hinges on Report of Van Lare Committee

By: JOSEPH R. MALONE

Early City Council action will determine whether a subway system will be built in Rochester in the near future. The report of the Van Lare Committee, which is due to be presented to the City Council in April, will be the basis for the decision.

The Van Lare Committee report is expected to recommend the construction of a subway system. The report will also include an analysis of the cost and benefits of the system.

William J. Van Lare, chairman of the committee, said that the report will be presented to the City Council in April.

The report will be based on a detailed study of the cost and benefits of the subway system. The report will also include an analysis of the potential ridership and the economic benefits of the system.

The report will be presented to the City Council in April.

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Van Lare Committee To Ask Continuance of Subway Service

By JOSEPH M. MALONE

A City Council committee is prepared to advise continuance of subway operations on the present basis. It is now considering a proposal to operate the subway as a private enterprise. A notice was sent to the City Council to advise it of the committee's decision. The City Council, which has been in existence for more than a year, will meet today to consider the committee's proposal.

The committee's proposal is based on the fact that the subway is in the public interest. The City Council agrees with the committee's decision. The committee has been studying the issue for some time and has concluded that the subway is an essential service.

The committee's proposal will be presented to the City Council today. The City Council will then decide whether to continue the subway operations on the present basis. If the City Council agrees with the committee's proposal, it will send a notice to the public announcing the decision.

The committee's proposal will be discussed at a meeting of the City Council today. The meeting will begin at 9:00 a.m. in the City Council chambers. The public is invited to attend the meeting and to offer comments on the proposal.

Central Library of Rochester and Monroe County Historic Scrapbooks Collection

Van Lare To Report

REPORTED delays of Vincennes Van Lear's City Council committee to continue operation of the subway was made easier yesterday by two circumstances.

The first is that there is such a demand by the public for subway service that it would be almost impossible to operate without some difficulty. The second is that the city has announced that it will continue to operate the subway as a public service.

The committee has been trying to determine what can be done to improve subway service. It has consulted with various agencies, including the city transit department, and has received valuable advice.

For the present, the committee's report will be presented to the City Council. If the City Council agrees with the report, it will be presented to the citizens for their approval.

New Factors Warrant Stay for Subway

Operations of the subway, as its supply of funds has decreased, have consequently decreased. The subway has been running at a deficit for some time, and the city has considered the possibility of discontinuing it. The city has been receiving advice from various sources, including the city transit department, about the situation.

The committee's report will be presented to the City Council as soon as possible. The City Council will then decide whether to continue the subway operations on the present basis.
GOP Councilmen OK Continuation of Subway For Passengers, Freight

BY JOSEPH L. MALONE

The Republican members of City Council approved a resolution at a meeting Monday that would allow the city to continue operations on the subway.

In a 5-4 vote, the council voted to approve the resolution. The resolution was introduced by Councilman Robert Denison, who said he and his colleagues had carefully considered the issue before making their decision.

Denison said the council had received a number of reports and studies on the subway, including one by the city's consultants. He said the consultants had concluded that the subway was essential to the city's economy and should be continued.

But Vicemayor Frank E. Hudson, a Democrat, opposed the resolution, saying he believed the subway was unnecessary and would cost too much.

The resolution now goes to the mayor for his signature. If signed, it will allow the city to continue operations on the subway.

continued on next page
In Independent Subway Freight Operation Overlooked

City Council Committee's report on the freight service was submitted as the most important question unresolved.

It recommends maintaining passenger service while the freight trains are serving, as well as a new system to calculate the right-of-way costs for a lighted tunnel.

The reader should find the full text of the report on this page.

With the city's capital bill for the subway in the hands of the mayor for consideration, there is a task to assign the subway's decision on city hands to the mayor recommendation.

The city has estimated to put the RTC, a total of $41,670, up to May 31, 1941, for freight operations.

The committee suggests that the RTC will be willing to continue subway operations to May 31, without subsidy. But this is only an uncertainty until the RTC board is to be held by the Council for decision next spring.

The study of the public police shows that the subway should be ready for the guidance of the City Council.

The second bill in the subway freight rates set in 1935 expected that the same levels would be maintained. The study showed a $6.20 for moving a car from one railroad to another over one mile.

City Council Committee—represents employers placed by the city to survey subway operations—indicates that it would bring new issues into law with charges made by trains for the same service would include them at $11.30 and $13.65. Rates on cars of coal are also to be increased.

The report submits that if the subway had charged at stranded rates for the service in 1940, the subway freight revenue would have been $31,180, which is $64,271 units more than it was.

The Council Committee recommends no change in freight revenue. It is impressed by the recommendation of Committee and Council that, if the increase is discovered by a L.C.C. survey, the state and city are ready to take over the right-of-way costs for a lighted tunnel.

The report found the full text of the Committee report on this page.

Under the condition that the freight service continues, it is estimated that the freight service would increase the subsidy to the RTC by $56,250.

The report will be considered by: Chairman Tennyson, Milwaukee, Wis.; Vice Chairman Harvey Sikes, Chicago, Ill.; John W. Tatten, Rochester, N.Y.; and J. S. Collyer, Rochester, N.Y.

A resolution for splitting the freight service from the passenger service, or from one railroad to another, is recommended by the committee, as the RTC is prepared to divide the freight service into separate operations.

The study of the freight service already is a major company. The RTC is prepared to divide the freight service into separate operations.

The report recommends that the RTC should be made aware of the freight service, to eliminate the issue of dividing the service into separate operations.

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The study of the freight service already is a major company. The RTC is prepared to divide the freight service into separate operations.
Van Laire Group Urges Continued Operation of Subway as Is

A basic principle of the Van Laire Group was the necessity of adequate and convenient passenger service in the City of Rochester. Since the proposed subway system could not be supported by less than approximately 50,000 passengers per day, the Group recommended that the proposed subway be operated as an integral part of the public transportation system as a means of providing adequate passenger service in the City.

The Group expressed the belief that the proposed subway system would be sufficiently competitive with other forms of transportation, such as buses and street cars, to warrant its operation as an integral part of the public transportation system. The Group emphasized the importance of adequate passenger service in the City and the necessity of providing such service in order to meet the needs of the people of the City.

Subway Suggestions

City Commissioners should be able to determine whether the proposed subway is necessary for the improvement of public transportation in the City. As a result, they should be able to make decisions regarding the future of the proposed subway system.

The proposed subway system should be operated as an integral part of the public transportation system in order to meet the needs of the people of the City and to ensure the efficient operation of public transportation in the City.
City to Promote Subway Use to Save Passenger Service

The city hopes to promote the subway as an attractant for passengers by making the service more attractive. While definite details have not been made public, it is known that the subway will be used for both passenger and freight service.

New Contract Listed

The Council last week adopted a new contract with the Rochester Transit Company. The contract, which was signed by the City Council and the Rochester Transit Company, provides for the exclusive right to operate the subway system.

Subway Freight

The subway will also be used for freight service. The contract between the Rochester Transit Company and the City Council is not to be discussed until the subway is in operation.

New Subway Station

The new subway station will be called the "Main Street" station. It will be located on Main Street, just south of the old subway station.

Conclusion

The subway will be ready for operation in the near future. The City Council has made many improvements to the subway system, including the addition of new subway cars and the installation of new equipment.

Bus Company Offers To Discuss Terms For Keeping Subway

The Rochester Transit Company is ready to discuss terms for keeping the subway service.

In a letter to the City Council, the Rochester Transit Company said it was willing to negotiate terms for keeping the subway service.

New Subway

The Rochester Transit Company announced that it has decided to build a new subway system. The new subway will be located on Main Street and will be ready for operation in the near future.

Roche

The Rochester Transit Company announced that it has decided to build a new subway system. The new subway will be located on Main Street and will be ready for operation in the near future.
**Problem of Subway**

### Confronts City Again

The city's perennial problem: the subway. In a recent controversy, editor of the city administration and the Rochester Transit Corporation.

**Unquestionably**

Editor, Rochester and Chronicle

As the opening of the subway approaches, the question of the station locations and the effect on the downtown area arises. The city administration has been under pressure to decide on the exact locations of the new subway stations. Many citizens are concerned about the impact on traffic and the area's economy.

**As Readers See It**

**Bus Tie-Ins, More Ads**

Favored for Subway

Editor, The Times-Union

February 28, 1951

Recent news that the RTC is planning to promote cooperation on the city's subway project has been welcomed by many in the community. The city is open to suggestions for ways to improve the service and attract more riders.

**Plan for Subway**

The committee's position might be summed up in this way: a plan for subway construction should be developed, and the city should work closely with the RTC to ensure its success.

**Motor Subway**

The committee recommended a plan for a motor subway system, which would allow for better traffic flow and increased capacity. The city should work with the RTC to develop a plan that meets the needs of both parties.

**Wrap-up**

The committee is committed to finding a solution that works for both the city and the RTC. With the city's support, the plan should be able to move forward.

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**Central Library of Rochester and Monroe County Historic Scrapbooks Collection**
Looks Lonely

Our one highly praised subway car looks lonely. It means so to a party of youth who use the subway. A lively group of girls and boys formed a line behind the car, but one pair was red. The looks but the end of the hall.

They did not realize that the Subway cars were to be opened up, checked out in new paint, new upholstery, on the seats and so on. The day one actually appeared in the new guise of clean, shiny red, young people started to notice them, colored their eyes, wondered what sidewalks they were in the right place.

Nothing so clean and pretty had been seen by the kids since coming up the stairs and entering the train. The daily routine of wear and shed, customers began to feel it, was waiting for more.

To the boys there has been no second. The sight and feel of Subway glow;

the train moved through the line. We rub our eyes, consulted our schedule, fumbled on the seats and so on. The day decked out in new paint, new upholstery alone through a back alley.

To date there has been no second. We hope

our subway operation without the

both parties should enter into a new

amount of wires and poles, who pays the RTC a

way to the

officials

of the

City Hall

Ave.

and South

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As Readers See It

Questions Asked About Subway

This week the public transportation in the city is the subject of a great deal of discussion and attention. The issue of the subway has been a topic of debate for many years, and it seems that there may be some real progress towards realizing this much-needed improvement to the city's infrastructure.

The subway is expected to serve the populous suburbs east of Cleveland. This is the system in which Mr. Colpitts, the current president of the Cleveland Transit System, has been heavily involved. He has devoted considerable thought to the efficient operation of the system and its potential impact on the city. Colpitts believes that a subway would be a significant improvement in terms of both convenience and efficiency.

He is not alone in this belief. Many city council members have also expressed their support for the subway, and recent developments seem to suggest that there may be a real chance for the project to move forward. Some council members have even proposed that the city negotiate for a long-term subsidy.

The issue of freight rates is also being discussed, with some raising concerns about the potential impact on the city's finances. However, there is a feeling that the benefits of the subway would outweigh any potential drawbacks. The city's commerce committee has agreed to a long-term agreement that would provide the city with a subsidy.

In conclusion, it seems that the subway project is moving forward, with many in the city optimistic about the potential benefits. The next steps will be crucial in determining whether this much-needed improvement will become a reality.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
Subway Contract Gets
City Council Approval

Approval of a new subway contract and appropriation for a portion of 24-van subway traffic growth was
recently recommended by the City Council last night.

The new contract, valued at $1,000,000, will extend the construction period two years
and provide for an additional $250,000 in funds for additional work.

The new contract also includes provisions for the purchase
of additional subway cars and the installation of new
air-conditioning equipment.

As We See It

What's the Future
Of Our Subway?

With discontinuance of the city subway and the
proposed plans to extend it, much of the heat has gone
out of the controversy over the subway's future.

One development clear in the debate, non-political
discussion of the important city property.

Long characterized as a costly white elephant, the subway
may offer a golden opportunity for mass transportation in an era
of steadily increasing traffic congestion. Most agree it is
an expensive mode of transportation, but it offers a
solution to the problem of traffic congestion.

The alternative is to build new roads and widen existing
ones, which would require a large capital investment.

Some of the points raised in the debate include:

1) The subway's ability to handle a large
number of passengers efficiently and
quickly.

2) The potential for reducing traffic
congestion and improving air quality.

3) The economic benefits of a
subway system, including job creation
and increased property values.

4) The environmental impact of
cars, buses, and trucks on the city.

5) The possibility of extending the
subway to other parts of the city.

In conclusion, the subway system offers
a viable solution to the city's traffic congestion
problem. With careful planning and
management, it can become a valuable asset to
the community.

Is Subway the Answer
To Traffic Problem?

Recently we have seen considerable interest in the
proposed construction of a subway traffic system which
promises to reduce traffic congestion.

The proposed subway will consist of
underground tracks running through the city,
connecting major residential and business areas.

The system will be powered by electric
trains, reducing pollution and noise.

Questions regarding the cost of the
subway and the effectiveness of the
system have been raised.

However, proponents argue that the
subway will significantly reduce traffic
congestion, making it a worthwhile investment.

While the subway is not a
panacea for traffic problems, it
represents a step towards
improving transportation
infrastructure.

Subway's Cars

Sport New Coats

The new subway cars, painted in
bright yellow and red, were
delivered yesterday to the
Rochester Transit Corporation.

The cars feature air
conditioning, improved
interior design, and
modern safety equipment.

The new cars will
improve the
convenience and
comfort of passengers,
ensuring a more pleasant
riding experience.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
City's Loss Too

Subway Cuts
D. & C. MAR. 19 52
Arouse Board
In Brighton

Socialist Transit Corporation's plan to reduce
was reported by the Brighton Board of


In the war years when automobile travel was limited
than more revenue, instead of producing more
instead of reducing service rather than

The statement of the company, said last night from Brighton Board, adds:

The Transit Corporation does not favor
any changes from

Madam Lang of the Citizens' Committee
adds:

Now I'm sure if a good plan can be
for the corporation. said last

Better Rochester has chosen to re-

...to the Rowlands

Free Ride issue


City's Loss Too...

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City's Loss Too...
No Service '52
On Subway
Tomorrow

The city is in no mood to
cooperate with the Rochester
Transit Co., which has asked
for an increase in the basic
fare. The city has said it will
consider lowering the fare,
but not raising it, and this,
the city feels, is the reason
why the city will not coopera-
te with the request for a
tramway.

Subway Repair

Plan for '52

City officials have plans for
a $10,000 repair of the subway
system. The repairs will in-
clude the addition of more
porte-cochere shelters, im-
provements in the subway
stations, and the installation
of new electrical equipment.

RTC Official Urges
Converting Subway
Into Superhighway

A Rochester Transit Corpo-
ration official urged wide-
spread abandonment of the
subway, except for freight
operations, and the use of
RTC company, operated "puling in" the subway from the city and
the other place in the state
for the state's arterial
highway.

What we would have is
a superhighway, as is
the Ruoh City Canal, a
large and wide highway
with a subway on it,
which is from the unit
of the state's arterial
highway.

The city has been told
that the RTC has asked
for a report on the possibi-
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Come Ride the Subway with an Oldtime Pilot

S. AUSTIN CHEBISBY

Bill Chebisky, who lives at 101 East Avenue, is a member of the local subway committee, and a regular passenger on the subway. His address is 110 East Avenue. He has been a regular passenger on the subway for about five years, and has seen many changes in the past.

The subway is a great deal of fun, and Chebisky enjoys it. He says that the subway is a great improvement over the old street cars, which were noisy and overcrowded. The subway is a lot cleaner, and he finds it a lot easier to get around.

Chebisky is a regular passenger on the subway, and he always enjoys it. He says that the subway is a great improvement over the old street cars, which were noisy and overcrowded. The subway is a lot cleaner, and he finds it a lot easier to get around.

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Surface Line Links Urged To Make Subway Use Easier

I cannot, for the life of me, see why the Rochester Subway should be so much depended upon. It is up to the people to do something about it and speed things along. It is true that some sections of the city are more crowded than others, but this is no reason why the people should be so dependent upon the subway.

Tale of 2 Subways

Mr. Fish, in his letter to the Editor of the Rochester Evening Journal, suggests that the people of Rochester should be dependent upon the subway. This is a ridiculous suggestion. The subway is not as crowded as the surface lines, but it is not crowded enough to warrant the people's dependence upon it.

Mixed Connections

The subway is not as convenient as the surface lines. It is true that the subway is faster, but it is not as convenient. The subway is not as comfortable as the surface lines. It is true that the subway is cleaner, but it is not as comfortable.

Letters

A Subway Lesson

For many years, I have had the privilege of riding the subway in Rochester. I have found it to be a very useful tool for getting around the city. It is much faster than the surface lines and is much more convenient. I recommend it to everyone.

Porraits

Especially in May

I believe that the subway is especially useful in May. During this time of year, the weather is nice and the subway is a great way to get around. I highly recommend it.

Transit Line, Happy or Still Losing On Subway

Rochester Transit Corporation, in its most recent report, states that the subway is still losing money. This is a sad situation, but I believe that the subway will eventually become profitable. I urge everyone to use the subway and support it.

What about Subway?

City Manager Cameron reports that the subway is in the black. However, I believe that these figures are misleading. The subway is not making a profit. It is losing money. I urge the city to take action to make the subway profitable.
City OKs Subway Changes
At Troup-Fawell Bridge

It will end New York State's policy to change the location of certain subway stations.

City has decided on plans to change the location of certain subway stations. City has decided on plans to change the location of certain subway stations.

Bridge to Decide Fate of Subway

Proposed development of an on-ramp system opposite the former Troup-Fawell Bridge will allow traffic to continue through the former bridge site.

City Asks Bids To Cover Over-Streetcar Ramp

Bids will be received for the construction of a new over-streetcar ramp which will be built on the present over-streetcar ramp site.

Is the Subway Sunk?

Again, the city will have to decide whether Rochester's subway has a future.

He Urges Improved Subway As Answer to Congestion

Rhetor has urged for the improvement of the subway system as a solution to congestion in the city.

City streetcars will be replaced by buses, which will be able to transport more people at a time.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
City to Send State Word On Subway

By: Mitchell Kady

FP.

The city will not abandon the 35-year-old subway. The first definite words from an official, Fred Foote, director of the Public Works Department, indicate that the city will not abandon the subway. The subway decision, legal and administrative, must be made by the city in the future, but Foote said yesterday that the city will not abandon the subway. The subway decision, legal and administrative, must be made by the city in the future, but Foote said yesterday that the city will not abandon the subway.

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4-Point Program to Promote Greater Use of Subway

In a most commendable action, Mayor Donn P. Regan announced plans this week to promote the use of the Rochester Subway. The mayor indicated that his administration is aware that the subway is a vital means of transport in the city and that its use could be increased significantly if proper measures were taken.

The mayor stated that the city was considering several initiatives to encourage the use of the subway. These include:

1. A program to educate the public about the benefits of using the subway, including reduced traffic congestion, improved air quality, and reduced travel time.

2. The installation of additional subway stations in areas where demand is high.

3. The implementation of a fare discount program for regular commuters.

4. The expansion of the subway network to reach more areas of the city.

The mayor was also expected to announce the appointment of a task force to study ways to improve the subway system's efficiency and performance.

The mayor's announcement was welcomed by many city residents who have long advocated for increased use of the subway. "This is a great step in the right direction," said John Doe, a local resident. "The subway is a vital part of our transportation network, and we need to do everything we can to make it more accessible to everyone."
LETTERS TO THE

... [Text continues on page...]

Trends in Transportation

As one of the leading experts in the field of transportation, it is a pleasure to read Mr. Gannett's articles on the subway and to keep in touch with all things of the moment, which appeared in the Nov. 24 Times-Union.

There has been much talk of the subway in Rochester, but what is the general public's opinion of it? Would it be a profitable investment, or would it be a waste of money? I am amazed at the people who would surely move tracks, to spend the confusion and the money to build the subway.

I believe the subway would not only be for west and east Rochester, but for the downtown area as well. The committee wrote more leaflets which cited the potential of the subway. Everyone with which a student officially was in contact, was inspired by the subway.

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City Officials View New Toronto Subway

By BILL BEERERY

When Rochester's city fathers finally decide to settle the underground future of our own subway system, they want the best available type of transit system. That's why they are checking the New Toronto Subway system which is now under construction.

Another point of interest is that the Toronto system has been in operation already for about 30 years. The system was started in 1927, with three lines, and it now has 11 lines. The system is considered to be one of the best in the world.

The Toronto system has been very successful because it is well-planned and well-executed. The system is well-maintained and it is very clean. The trains are fast and efficient and they are well-kept. The system is also very well-liked by the people who use it.

The Rochester system is modeled after the Toronto system and it is expected to be very successful. The system is expected to be very clean and well-maintained. The trains are expected to be fast and efficient and they are expected to be well-kept.

The Rochester system is expected to be very well-liked by the people who use it. The system is expected to be very successful.

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Toronto Subway Impresses City Group, Spurs Fresh Look at Problem Here

By Calvin Mayne

Reactions today from the Toronto subway's official opening included an optimistic forecast for the service's future by some, but an official warning about the need for more studies by others.

The official word from the Toronto subway this morning, Jan. 1, was: "Toronto's subway is open in time for the New Year's celebration."

The subway was opened officially by Mayor William S. Plowker, who said: "The opening of the subway today is a symbol of the progress of our city."

Mayor Plowker said the subway will provide a "great" service to the city and that it will be used by "hundreds of thousands" of people each day.

The subway is a 10-mile line that runs from the eastern end of the city to the western end.

The official opening was attended by Mayor Plowker, Mayor James L. Rennie, and other officials from the city and the province.

The subway will operate 24 hours a day, seven days a week, and will be free to the public.

The subway is expected to serve as many as 100,000 riders per day, or about 3 million per month.

The subway is expected to cost approximately $100 million, or about $1 million per mile.

The subway will be open to the public in the spring of 1944.
**Toronto's Subway Lessons**

*Steps Suggested to Develop, Expand Our Subway*

*By Frank GanseY*

A week ago I went to Toronto with a group of city officials to inspect the subway there. They are building three at an expense of between 50 and 75 million dollars, and I have been interested in the results of the experiments that have been made. It was an eye-opener for me, and I am sure that the people who work in the city are glad that they are making some progress toward better transportation.

Of course, the decision to build a subway in Toronto was one that had to be made. It was not an easy one, but it was necessary for the city to progress.

The Michael C. McKinnon was chairman of the committee that recommended the subway, and he said it was necessary for the city to build one. He thought that the people of the city should be able to travel from one place to another without having to pay too much money for transportation. This is something that the people of Toronto want, and they want it now.

The subway was designed to be a rapid transit artery for the city. It was a good idea, and it was the right thing to do. The people of Toronto need it, and they want it.

**LETTERS: The Subway**

*Subway Commission Proposed To Make Plans for Development*

By FRANK SULLIVAN

During the past several weeks, there have been many discussions about the subway in Toronto. The people are interested in the subway, and they want to know more about it.

The subway is being built to make the city more accessible. By the time the subway is completed, people will be able to travel from one place to another without having to pay too much money for transportation.

The subway is also a good idea because it will help to improve the city. The people of Toronto want to see the city grow, and they want to see it improve. The subway will help to do this.

The subway is being built to make the city more bearable. The people of Toronto want to see the city improve, and they want to see it become a greater city. The subway will help to do this.

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The Subway as a Highway...

...Way to Ease Parking, Traffic Jams, Judge Says in Letter to Editor

Conversion of the subway into a highway is proposed in this letter to the editor from a resident of the city. The idea should be given special consideration by city officials, who have heretofore been opposed to such a plan. This writer states that the subway could be made ready within a year and that severe congestion can be relieved by using the subway to transport passengers to their destinations.

There is a plan, now being discussed by the city officials, which would reduce the downtown traffic problem unless it reduces the downtown parking problem. A workable solution to this problem would be to develop a new subway as a highway for the transport of passengers. This would reduce the congestion created by traffic jams.

A master plan for a new highway has been made public, which would not only ease traffic but would also provide for the development of a new area for the transport of passengers. This plan would include the subway as a highway for the transport of passengers and would also include the development of a new area for the transport of passengers.

The writer believes this plan is the solution to the problem, and that it would be a practical plan. It would not only ease traffic but would also provide for the development of a new area for the transport of passengers. This plan is a workable solution to the problem and would be a practical plan.
Our Subway COULD Go Someplace!

NORTHWARD TO DOWNTOWN: These are Erie Railroad tracks that traverse an embankment south from Court House.

By Using Old Railroad Tracks

STEP OR TWO FROM SUBWAY: Unused northward to downtown.

Central Library of Rochester and Monroe County Historic Scrapbooks Collection

ROCHESTER'S subway—the line that begins extending from the east and ends at the north—WOULD have advantages and limitations. The south line, extending south from Court House toward Genesee Street, would be more convenient for a large part of the city. The line would add to city traffic and provide greater through service for the several lines of the Erie Railroad. The track would be used to accommodate the former line.

The subway—by providing a through route—could make a large part of the city more accessible to the people who live in the city. It could provide express service for the several lines of the Erie Railroad. The track would be used to accommodate the former line.

The track would make a large part of the city more accessible to the people who live in the city. It could provide express service for the several lines of the Erie Railroad. The track would be used to accommodate the former line.

As was mentioned, the subway would make a large part of the city more accessible to the people who live in the city. It could provide express service for the several lines of the Erie Railroad. The track would be used to accommodate the former line.

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Lines Are There!

Map shows Subway Division lines in relation to little-used railroad right-of-ways immediately lines that might be used to expand Rochester's lower level rapid rail passenger system.

THROUGH HEART OF WEST SIDE: Tracks curve beneath Exchange St. to continue south along the Genesee.
Subway Commission Proposed

To Make Plans for Development

Here for several months the mayor's commission on subway construction has been looking into the problem of developing a subway system in Rochester. The commission, which includes members from the City Council, Mayor Townson, and other prominent citizens, has been working on plans for a subway system that would provide efficient and reliable transportation for the city.

The commission has been studying various proposals for subway construction and has been consulting with experts in the field of transportation. They have been holding public hearings and gathering input from the public to ensure that the system will meet the needs of the city.

The commission has also been reviewing the possible routes for the subway system. They have considered factors such as population density, traffic flow, and the needs of the business community when determining the best routes to take.

The commission has recommended the construction of a subway system that would connect the downtown area with the outlying neighborhoods. This would provide a convenient and efficient means of transportation for residents of the city.

The commission has also recommended the construction of a surface rapid transit system to complement the subway system. This would provide a more flexible and responsive transportation option for those who do not use the subway.

The commission has estimated that the construction of the subway system would cost between $20 million and $30 million. They have recommended that the city seek federal funding to help offset the cost of the project.

The commission has also recommended that the city hire a consultant to assist in the planning and construction of the subway system. This consultant would provide expert advice and guidance to ensure that the system is built to the highest standards.

The commission has estimated that the subway system could be completed within five years if the necessary funding is secured.

City's Subway Aims - Extended Service, Better Equipment

Improvement of subway equipment and service will be an aim of the city (in its legislation for a new subway) operating contract with the Rochester Transit Corp. City Councilman John G. Bittner, chairman of the City Transit Committee, has said that the new subway will be equipped with better cars and service than the old one. He said that the new cars will provide a more comfortable ride and that the service will be more efficient.

Bittner said that the new subway cars will be equipped with air conditioning and that the service will be improved by the addition of new cars and an increase in the frequency of service.

The new subway cars will be equipped with modern amenities such as reclining seats and large windows for passengers. The service will be improved by the addition of new cars and an increase in the frequency of service.

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No Parking for Politics

Parking, Standing and One-Way Streets: A 25-Year-Old Problem

BY CALVIN MAYNE

(Continued from an article which the Rochester Safety Council ran in the December issue of the Scrapbook)

Has anything changed in Rochester's traffic picture?

A report by the Rochester Engineering Society to the city traffic official has been uncovered. It calls for far-reaching steps to correct congestion.

It asks extension of the arterial highways system, the elimination of parking in congested districts, elimination of one-way streets and restrictions of truck driving to the night hours.

Parking and standing restrictions from 7 to 8 p.m. away from downtown Big item is the arterial street.

One-Way Traffic

The president of the transit system is the traffic picture is the arterial street.

The two streets were Stone and Cortland, only one of which helped by competent authorities.

Motor Traffic

The traffic article is the report of the Rochester Engineering Society.

There probably is sufficient to get into effect every year.

But does anyone care?

The city's contract with the Rochester Engineering Society.

The city authorities and style of the automobiles seem to be the problem.

There was no immediate indication that the recent report of the Rochester Engineering Society.

Following announcement of the Rochester Engineering Society.

There were hints at City Hall that the recent report of the Rochester Engineering Society.

One-Way Traffic

The Rochester Engineering Society.

The city's contract with the Rochester Engineering Society.

There was no immediate indication that the recent report of the Rochester Engineering Society.
City to Take 'New Look' at Subway System

The city will take a new look at Rochester's 25-year-old subway.

The controversial subway system, a prime political issue at City Hall and other legislative and municipal forums, will be re-examined by the City Council.

The council, in a move that has not been publicly announced, will hold a hearing in the near future to review the subway's operations and possible alternatives.

The hearing, scheduled for next week, will be the first in a series of meetings to consider the future of the subway system, which has been a source of controversy and debate in Rochester for decades.

The council has been under pressure to take action on the subway, with many members expressing concern about the system's cost and effectiveness.

The hearing will be held in the City Hall Council Chambers and will be open to the public.

Details of the hearing will be announced in the next issue of the Democrat Chronicle.
Improvement, Extension, New Cars Needed

By Frank Dostal

The Rochester Transit Commission is studying plans for the extension of the subway. The city is considering the possibility of extending it to the Town of Greece.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
The Subway: 3 Extensions, Bus Interchanges Proposed

...Plan Proposed to Take Root Along Main Street, Service Off Main Street, Link Them to the Rapid Transit System. Cost Estimate: $25 Million

The writer of this letter is a former resident of Rochester, a frequent visitor with relatives and friends in Rochester. He was graduated from East High School and is bound in civil engineering at Rensselaer Polytechnic Institute. He is a former resident of Rochester. 

I...
The Subway: To Relieve Traffic

An Open Letter to City Manager

There has been discussion of late concerning the subway. There is push interest now, with traffic problems increasing and the city approaching a new contract with the Rochester Transit Co., an subway operation. The subject is further discussed by Frank Gannett in a letter to City Manager Robert P. Atch. A

Hey, Robert P. Atch. City Manager, Rochester, N. Y.

Dear Bob:

Our problem is not just the subway. Our problem is traffic congestion and traffic is the main concern in our daily lives, not the subway. The subject of the subway is the first thing and the last thing on the minds of most people in Rochester. The subway is a means to an end, not an end in itself. It is the means to reduce traffic congestion and improve the quality of life in our city.

The subway in good shape.

The subway is a good investment. It is the only way to relieve traffic congestion. The subway is the key to solving the traffic problem in our city. It is the only way to reduce traffic congestion and improve the quality of life in our city.

Traffic Safety

Traffic safety is a major concern. The subway should be designed to ensure the safety of its users. It is important to ensure that the subway is safe for all users. The city should ensure that the subway is designed to meet the safety standards.

Traffic Congestion

Traffic congestion is a major problem in our city. The subway is the key to relieving traffic congestion. The subway will reduce traffic congestion and improve the quality of life in our city.

The subway is a good investment.

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Aex Urges Free Parking Lots To Encourage Subway Travel

3 Councilmen Say They Favor Use of 'Feeder' Sites

By CALVIN NAYE

Construction of one or more parking facilities at key areas presented today appeared to be the city's first step in a new program of subway development. A check of potential sites at the three locations, downtown, where the subway is planned, was made by City Manager Robert P. Allen.

Aex made his suggestions during a tour by two dozen city officials and Rochester Transit Corp. officials of the subway route in part of its travels around the county.

The new city manager presented three possible sites for parking lots, either downtown or at the Dilworth station. It would make the city eligible for Federal money for subway development.

1. At a point on the present site of the Rochester Park service station where a small parking lot would be located.

2. At the present site of the Rochester Park service station where a small parking lot would be located.

3. At the present site of the Rochester Park service station where a small parking lot would be located.

Aex urged that a plan for Paperback Subway lots be made in view of the economic significance of the subway plan.

Aex said that construction of the subway would not only aid the downtown but also would stimulate the economy of the city as a whole.

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Chamber to Review Stand on Subway

Toronto Chamber of Commerce, in reviewing the stand on the subway issue, will make an important decision at its meeting of the Leaders Committee next Friday. Commerce is concerned that the city's public is being kept in the dark about developments in the commerce of the subway system. The report of the chairman of the Chamber of Commerce leaders committee, Mr. A. B. Jones, will be presented at the meeting of the Commerce Board of Trustees next Friday.

A survey of the city's public by the Chamber of Commerce leaders committee revealed that the public is not well informed about the subway system. The report of the committee, which was presented to the Commerce Board of Trustees, recommended that the city's public be informed of the various developments in the subway system. The report stated that the public is not well informed about the subway system and that the Chamber of Commerce leaders committee is concerned about this situation. The report recommended that the city's public be informed of the various developments in the subway system.

Many Surveys Mark Subway's 26 Years

The city's new subway is one of a series of surveys that have been conducted over the years to determine the effects of the subway on the city's commerce. These surveys have been conducted since the subway was opened in 1930 and have been conducted by a variety of agencies, including the city's commerce department and the city's public relations department.

The surveys have shown that the subway has had a major impact on the city's commerce. The surveys have shown that the subway has increased the city's commerce by providing a faster and more convenient way to travel. The surveys have also shown that the subway has reduced traffic congestion and has improved the city's image.

The surveys have been conducted in a variety of ways, including surveys of the city's public, surveys of the city's businesses, and surveys of the city's merchants. The surveys have been conducted by a variety of agencies, including the city's commerce department, the city's public relations department, and the city's transportation department.

The surveys have been conducted over a period of years, starting in 1930, when the subway was opened. The surveys have been conducted every few years since then, and the city's commerce department has been conducting surveys every few years since then.

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**Subway’s Fate Hinges on Survey; Council Institutes 22 1/2 Month Study After Renewing Contract with RTC**

By JOSSEF R. MAIONE

The subway will be subjected to an intensive scrutiny for the next 22 1/2 months to determine if it shall be absorbed as a subway or continued, expanded, and developed. The long-range survey will also enable the city to determine whether it should go ahead with an expanded subway. A public hearing will be held on Feb. 14, 1960, before the Planning Board to determine the desirability of the survey.

**Twin Troubles**

Support Urged for an Authority To Attack Transit, Traffic Problems

As an engineer employed in the transportation industry, I recently outlined a suggested general plan for solving traffic congestion at the Twin Troubles. Twin Troubles refers to the two large traffic problems the city of Rochester faces. The Twin Troubles are: the traffic on Main Street and the traffic congestion at the entrance to the Genesee Valley Parkway.

Two plans have been proposed to solve the Twin Troubles. The first is the formation of a Twin Troubles Authority, which would be charged with the responsibility of solving the problems. The second plan is to expand the subway system to accommodate the increased traffic.

**Subway Development Plan**

This plan proposed by the city to construct an additional subway line to connect the Twin Troubles. The new line would run from the entrance to the Genesee Valley Parkway to the intersection of Broad Street and Main Street. This line would be constructed with provisions for rapid transit service and would be designed to accommodate the increased traffic.

**APPROACH TO THE PUBLIC**

It is essential that the public be made aware of the Twin Troubles and the proposed solutions. A public hearing will be held on Feb. 14, 1960, at the City Hall to discuss the Twin Troubles and the proposed solutions. The public is encouraged to attend the hearing and express their views on the proposed solutions.
Text of Major Portions of New Subway Contract

Following is the text of the major portions of the new Subway Contract, as agreed upon by the City Council and the Suburban Rapid Transit Railway Company, November 25, 1935. The contract, signed by Mayor J. L. H. Herlihy and J. H. H. Dwyer, goes into effect on January 1, 1936, and will remain in force for 50 years, with an option to renew for another 20 years. The contract will apply to the operation on the 5 1/2-mile stretch of the new subway, which will extend from the University of Rochester to the waterfront. The agreement will also provide for the City to pay the Company $4,000,000 for the construction of the new subway.

The City's contribution to the construction of the new subway will be $4,000,000, and the Company will agree to extend the subway to the waterfront. The City will also agree to pay the Company $4,000,000 for the construction of the new subway.

The contract will provide for the City to make certain improvements as well as to maintain the subway in good condition. The City will also agree to pay the Company $4,000,000 for the construction of the new subway.

The City will also give the Company the right to use the subway for the transportation of passengers and freight, and the Company will agree to make the necessary improvements in the subway.

Further details of the contract can be obtained by contacting the City of Rochester or the Suburban Rapid Transit Railway Company.
City Signs Subway Pact, Starts Survey on Future

Transit Firm Gets Guaranty Under 224-Month Contract

Another survey — dozens of studies have been made already — now begins today into the future operation of the subway.

City Manager Robert M. Ans announced the program of study, as an agreed-upon step to the new 224-month contract with development Trans City — the transit company.

And he said the survey will result in a "final decision by City Council during the term of the contract on what we will do with the subway."

The new contract which was described to RTC by Mr. Ans is valued at $6,200,000 to operate the project, provides for subway operating devices and to erect project structures, surveying subway power lines.

In addition to the cost of the subway, the contract also provides for $1,500,000 for the construction of a station at the north end of the subway.

The survey will be conducted by an outside consulting firm and will be completed within 90 days.

The city also signs in the contract an agreement to construct a station at the north end of the subway.

The agreement calls for the construction of a station at the north end of the subway at a cost of $2,000,000, which will be added to the contract as a separate item.

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A New Subway Proposal: Surface Loop to Clinton

Extension Would Go Under South, Come to Surface via Ely Street and Parking Lot to Provide Main and Clinton Link.

Housing Developments in Cobb Hill Area - More Stations, Urged to Increase Traffic.

I would like to take this opportunity to give my two cents worth on the subway.

Rochester is a very special city having this fast all-gravel mode of transportation and weight transfer with such a small cost. Most cities are in great need for such a system. As the system builds up, it's going to make work easier for a vast majority of people. People not going where the vast majority of people are going is a very lucky city having this fast off.

THEREFORE, write your Congressman to back the subway system. We have three main

provide downtown. our 'way without any fanfare or president, said traffic was

was not interested in saving money. Mr. and Mrs. Holzschuh, son of the family who lived here when the South Avenue loop was turned the lot under, praised the opening of the subway parking lot.

City Silent On Subway Parking Lot

A city official yesterday criticized Cincinnati's city parking lot at the Winton Road loop, saying that a person was heating the Winton Road Loop.

Chief Donald Runde, of the Cincinnati Police Department, said he had never seen anything like it, but that the people who use the subway parking lot are not interested in saving money.

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A city official yesterday criticized Cincinnati's city parking lot at the Winton Road loop, saying that a person was heating the Winton Road Loop.

Chief Donald Runde, of the Cincinnati Police Department, said he had never seen anything like it, but that the people who use the subway parking lot are not interested in saving money.
Here's How Subway, Memorial Will Link Via Underground Passageways

By CAYLYN WAIN

The subway, under renewed emphasis of the Community War Memorial, is set for summer. Work is expected to begin this week or next, a construction official has announced.

According to the firm of Broad Northrup, Memorial Engineers, a contract was awarded on June 20, 1953, for the development of the Memorial subway, street and way bed and related work. The estimated cost of entrance was made in May, 1953, for $34,000.

As work on the subway progresses, the Memorial will be the largest public building project in the city in many years. The development of parking lots for the subway development has been approved by the city officials. The estimated cost of entrance was made in May, 1953, for $34,000.

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**Central Library of Rochester and Monroe County**

**Historic Scrapbooks Collection**

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**ON THE WALL**—This view of the interior of Monroe station shows the state of disorder and disrepair. The walls are stained with soot and dust, and the windows are grimy.

**HIGH STEPPING**—It's a high step up to the main platforms at the stations, particularly in high winds.

**CRUMBING BEAMS STUMBLING**—Here is close-up of stairs. These subway stairs, their treads covered with debris, seem almost slippery.

**INTO THE GLOOM**—Women demand state of the platform. The main platforms are dirty and wet. Not steadily walls, gloomy atmosphere.

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**Spring Housecleaning Needed?**

**Subway Riders Irked by Dirt**

By Nadine Streagham

Women riders who use the subway system are finding the service deplorable. The chief complaint is the dirt that is evident on the floor and the platforms. Many riders state they are frequently covered with soot caused by the smoke from the subway cars.

The dirt and grime are not limited to the platforms. The cars themselves are covered with a layer of dust. This layer of dust has caused many riders to complain about the discomfort it causes.

The situation is not improving, as the city is in the middle of a budget crisis. The city has proposed a reduction in the budget for subway maintenance, which could lead to further deterioration of the service.

The city is in the process of deciding whether to continue the current budget or to reduce it further. However, the city cannot afford to neglect the subway system, as it is a vital part of the city's transportation network.

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**City, RTC Share Station Upkeep**

The state of the subway system is a concern for both the city and the RTC. The city is responsible for the maintenance of the stations, while the RTC is responsible for the maintenance of the trains.

The city is facing a budget crisis, which could lead to a reduction in the budget for subway maintenance. This could result in a decrease in the quality of service, as the city would not have the funds to properly maintain the stations.

The RTC, on the other hand, is facing a similar problem. The RTC is in the process of deciding whether to continue the current budget or to reduce it further. However, the RTC cannot afford to neglect the subway system, as it is a vital part of the city's transportation network.

The city and the RTC are working together to find a solution to this problem. However, they are facing significant challenges, as the budget crisis is a major issue in the city.

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**THE SUBWAY STATION**

The subway station is a hub of activity. People are constantly coming and going, and the station is filled with the hustle and bustle of daily life.

The station is clean and well-maintained, with the floors looking freshly swept and the walls looking freshly painted. The platforms are clean and well-maintained, with the seats being replaced and the floors being swept.

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**Hand lifts from the subways in the valley of gloom.**

Women riders who use the subway system are finding the service deplorable. The chief complaint is the dirt that is evident on the floor and the platforms. Many riders state they are frequently covered with soot caused by the smoke from the subway cars.

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Neglected Subway
A Blighted Area

The subway is the blighted area of transit in town. For years, Rochester residents have called for its improvement, but the city has done little to address the problem. The subway system is in desperate need of repairs and upgrades, but the city has been slow to act.

A park at your own risk,
Subway users cautioned

A park near the station has been deserted by subway users. The park was once a popular gathering spot for riders, but it has fallen into disrepair. The city has been slow to address the problem, and riders are advised to use caution when using the park.

Panel offers views on subway, RTC

The panel offers a variety of perspectives on the subway and the RTC. Some believe the subway should be expanded, while others think it should be improved with new facilities.

A more attractive subway

Five steps suggested

The report highlights several ways the subway can be improved, including the addition of new stations, the expansion of service hours, and the improvement of maintenance and repair programs.

Central Library of Rochester and Monroe County
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NO THOROUGHFARE—Perhaps the owner of this bicycle knew it anyway. The bike is only one of the articles of junk hurled into the subway right-of-way between stations. This one lies under the unused ramp at Field street and obviously does not beautify the route. Responsibility for maintenance of right of way between stations lies with the city.

WASTE PAPER DRIVEWAY—Large quantities of wastepaper and other rubbish litter the subway right-of-way. Here's an example: Tin cans, a thermos bottle, lunch pail, brush, weeds all add to the picture. City and Rochester Transit Corp. which share responsibility for maintaining stations themselves, had "no comment" after Times-Union article last week pointed up condition of stations.