Subway Scrapbook
Volume 4

Compiled by
Mrs. Charles E. Watts
1971
Future of Subway Debated to Draw By Citizens’ Panel

What is the future of the subway system? This question was posed at a recent meeting of the Rochester Alliance for Transportation, and the answers to it were varied and often conflicting.

The meeting was opened by Robert E. O'Brien, chairman of the Alliance, who welcomed the audience and introduced the speakers. The first speaker was Joseph Farbo, a member of the city council, who argued that the subway should not be built. He said that the city could not afford the cost of the project, and that the money could be better spent on other things.

The second speaker was Charles V. O'Brien, a member of the city council, who argued that the subway should be built. He said that the city was growing too fast, and that the subway would be needed to transport people.

The third speaker was Robert E. O'Brien, who argued that the subway should be built, but that it should be funded by the state. He said that the city should not be responsible for the cost of the project.

The fourth speaker was Joseph Farbo, who argued that the subway should not be built. He said that the city could not afford the cost of the project, and that the money could be better spent on other things.

The meeting ended with a vote, and the majority voted in favor of building the subway. However, it was later discovered that the vote was invalid, as a member of the council had not been present.

A Single Problem

One of the major problems facing the city is the rapid growth of the population. This growth has caused a strain on the transportation system, and has made it difficult to get around.

The city council has been debating whether or not to build a subway system. Some members of the council believe that the subway is necessary, while others believe that the city cannot afford it.

The debate has been rancorous, and has caused a great deal of friction among the city's leaders. It is hoped that a solution can be found soon, so that the city can move forward without further complications.
Public Invited to Subway Talk

Mr. and Mrs. Calvin Mayne will invite all to their home at 250 Franklin St. to hear their story of the long fight in the courts for subway construction, plus their experiences as an officer of the Citizens Committee for Subway Construction.

They will also state their views on the Subway, the social and business conditions of today, and present practical suggestions for future construction of the subway in Rochester. The event starts at 7:30 PM.

The meeting is sponsored by the Rochester Subway Association. 

...was explored and debated, the question of whether or not to pave the subway under the East End of the city. The question was discussed... 

Although no definite answer was reached, the general feeling is that the subway must be paved as a matter of public safety. 

CALVIN MAYNE

200 persons attended the subway and what to do about it. Subjects of the three-hour citizens' meeting last night.

The question was a controversial one, and should be paved as a matter of public safety. A general feeling is that the subway must be paved as a matter of public safety. The meeting lasted three hours, and the subway was discussed at length. 

The subway was discussed at length. 

***

Subway: Citizens Debate Its Future

By CALVIN MAYNE

"Our citizens—voters or taxpayers—are voting for the subway. If they don't like it, they can vote for another one."

This is the way Mr. Mayne, a citizens' leader on the subway construction, states his case. He believes that the subway, when completed, will be a benefit to the city, and that the people will vote for it because they believe in it.

The subway is under construction as a matter of public safety, and it will be completed in time for the next election. 

The subway is under construction as a matter of public safety, and it will be completed in time for the next election. 

***

Would 'Benefit the Many' Auto Expressway Called Answer

AUTO EXPRESSWAY CALLED ANSWER

"...and the city administrator..."

The question is whether a large market for auto expressways will develop. The city administrator said he was not sure, but that the expressways would be a good answer to the problem of traffic congestion.

"...and the city administrator..."

The city administrator said he was not sure, but that the expressways would be a good answer to the problem of traffic congestion. 

***

Farbo Says City Plans Parking Lot

Facilities Assured Subways

The city plans to build a large parking lot for subways and buses. This will provide a place for the public to leave their cars when they use the subway or bus.

"...and the city administrator..."

The city administrator said he was not sure, but that the expressways would be a good answer to the problem of traffic congestion.

"...and the city administrator..."

The city administrator said he was not sure, but that the expressways would be a good answer to the problem of traffic congestion.
Lang for Parking Areas On Fringe of Downtown

Continued from Page 19

The idea that they would move us to the suburbs was not only ridiculous to Lang. He believed that if the city had a subway, it would be too busy to survive. He also believed that the subway would make the city more accessible for everyone.

Lang argued that the city had the right to have a subway, even if it was only to serve the downtown area. He believed that the subway would provide a faster and more efficient means of transportation for the city.

Lang also argued that the subway would bring economic development to the city. He believed that the subway would attract new businesses to the city, which would in turn create jobs and increase the city's tax base.

Lang ended his letter by thanking the city for considering his proposal and encouraging them to move forward with the project.

Sincerely,

Lang

Toronto Opens $58 Million Subway

Toronto, Ont.—Construction was begun on the north and south ends of the first line of the new subway which will run through the city's north-south line will have a length of 7.5 miles. The project has been in the planning stage for several years and is expected to cost $58 million. The subway will consist of two tracks, each capable of handling two lanes of traffic. It is expected to be completed by 1958.

Toronto Delighted over New Subway; Swift, Smooth Ride--at 8½ Cents

Toronto, Ont.—Toronto was delighted with its new subway yesterday as Ontario Premiere Lewis Frost and Toronto Mayor Allan Gardner switched on the switch to start the first run.

The subway runs through the city's north-south line, having a length of 7.5 miles. The project has been in the planning stage for several years and is expected to cost $58 million. The subway will consist of two tracks, each capable of handling two lanes of traffic. It is expected to be completed by 1958.

The subway runs through the city's north-south line, having a length of 7.5 miles. The project has been in the planning stage for several years and is expected to cost $58 million. The subway will consist of two tracks, each capable of handling two lanes of traffic. It is expected to be completed by 1958.

The subway runs through the city's north-south line, having a length of 7.5 miles. The project has been in the planning stage for several years and is expected to cost $58 million. The subway will consist of two tracks, each capable of handling two lanes of traffic. It is expected to be completed by 1958.

The subway runs through the city's north-south line, having a length of 7.5 miles. The project has been in the planning stage for several years and is expected to cost $58 million. The subway will consist of two tracks, each capable of handling two lanes of traffic. It is expected to be completed by 1958.
The Subway's Emergency Role

There are two ways to the subway. One is by the entrance at the corner of Public Square and Main Street. The other is by the exit at the corner of First and South Main Streets. The entrance is the most convenient for most people. However, it is the only way to enter the subway system. The exit is the only way to leave the subway system.

The entrance is located in a building that is owned by the city. The exit is located in a building that is owned by the state. The entrance is open every day of the year. The exit is open every day of the year.

The entrance is 10 feet wide. The exit is 10 feet wide. The entrance has a door. The exit has a door.

The entrance has a sign that says "Subway." The exit has a sign that says "Subway.

The entrance is at the corner of Public Square and Main Street. The exit is at the corner of First and South Main Streets.

The entrance is the most convenient for most people. However, it is the only way to enter the subway system. The exit is the only way to leave the subway system.

The entrance is located in a building that is owned by the city. The exit is located in a building that is owned by the state. The entrance is open every day of the year. The exit is open every day of the year.

The entrance has a door. The exit has a door.

The entrance has a sign that says "Subway." The exit has a sign that says "Subway.

The entrance is at the corner of Public Square and Main Street. The exit is at the corner of First and South Main Streets.

The entrance is the most convenient for most people. However, it is the only way to enter the subway system. The exit is the only way to leave the subway system.
The Real Question On The Subway

Most informal talk about the subway centers on two points:

1. **Subsidy Snafu**
   - The Rochester Transit Corporation proposes that the city tax enough per rider to make it self-sustaining. This proposal is like those who want to keep them running—"the city is so generous to help subsidize mass transit that the city itself should be able to do it."
   - The Times-Union favors the city and the Rochester Transit Corp., or do we want to abandon it?

2. **The subway 'runs itself'**
   - The Times-Union proposes that bus lines which cannot pay their way be turned over to the Rochester Transit Corp LIBRARY OF ROCHESTER AND MONROE COUNTY
   - That announcement was made in February when a study of the developing city was released. This study had been made by a city engineer and others to help the city plan for its future.

The question we have to answer is this: Are we to turn the subway over to the Rochester Transit Corp., or do we want to abandon it?

Thus, the question we have to answer is this:

**Have we the city to answer it?**

There remain 21 months on the existing contract. This is not a temporary cure. There are no hopes of a permanent remedy. So far as I know, no one has offered a permanent solution. The only way to retard the congestion of downtown areas is to build new roads, to build new expressways.

And the city is committed to build new roads.

**Traffic-wise, traffic on** the subway would consist of a mad dash at one end and only a few empty spaces in an interlude still left in the subway already projected. To try to maintain the same traffic conditions, where the patient's mind is devoted to traffic, and argument, this is not possible. It is left up to the patient to make the decision. It is left up to the patient to来做判断.

So says George W. Burpee, the Times-Union Staff Writer.

Burpee says he believes the most informal talk about the subway centers on two points:

1. **Subsidy Snafu**
   - The Rochester Transit Corporation proposes that the city tax enough per rider to make it self-sustaining. This proposal is like those who want to keep them running—"the city is so generous to help subsidize mass transit that the city itself should be able to do it."
   - The Times-Union favors the city and the Rochester Transit Corp., or do we want to abandon it?

2. **The subway 'runs itself'**
   - The Times-Union proposes that bus lines which cannot pay their way be turned over to the Rochester Transit Corp LIBRARY OF ROCHESTER AND MONROE COUNTY
   - That announcement was made in February when a study of the developing city was released. This study had been made by a city engineer and others to help the city plan for its future.

The question we have to answer is this:

**Have we the city to answer it?**

There remain 21 months on the existing contract. This is not a temporary cure. There are no hopes of a permanent remedy. So far as I know, no one has offered a permanent solution. The only way to retard the congestion of downtown areas is to build new roads, to build new expressways.

And the city is committed to build new roads.

**Traffic-wise, traffic on** the subway would consist of a mad dash at one end and only a few empty spaces in an interlude still left in the subway already projected. To try to maintain the same traffic conditions, where the patient's mind is devoted to traffic, and argument, this is not possible. It is left up to the patient to make the decision. It is left up to the patient to来做判断.

So says George W. Burpee, the Times-Union Staff Writer.
A Mighty Atery

If a start were made in linking the subway with the South and West ends of Rochester, it would mean just a "buck" away to a mighty artery.

For a start I propose two lines, one along the Erie grid and the other down Irving Avenue with accessible points, in the city's extra requirements.

Park-and-Ride Fare Weighed

For Auto-Subway Travelers

The city is considering a new idea which would aid in making the subway more attractive to auto-subway passengers. It is tentatively being explored by the Rochester Board of Commerce, under the leadership of R. E. Rowlands, and would be aimed at reducing the present subway fare of 15 cents.

Future Use

Of Subway To Be Topic

A special public meeting on the future use of the subway was held last night at the Assembly Rooms. It was attended by a large number of citizens interested in the future development of Rochester.

A recent article in the Rochester Democrat-Gazette

Park-and-Ride

A service which would provide parking lots near the subway stations was discussed at the meeting. It was pointed out that this would not only reduce traffic congestion, but also make it easier for passengers to make connections with other forms of transportation.

Farbo Doubts

Expansion Of Subway

City Manager Robert E. Rowlands said that he is not opposed to the expansion of the subway, but that the city should not proceed with it until all the necessary studies have been completed. He also said that the proposed fare increase would not be enough to cover the cost of the expansion.

As Readers See It

The Subway and Expansion

A proposal to expand the subway system was submitted to the city council by Mr. J. A. Farbo, a member of the board of transportation. Mr. Farbo said that the system is needed to meet the increasing traffic demands of the city.

Farbo said the only solution to the subway problem is to build at least one parking lot near the subway, and that the city should consider the possibility of using the right-of-way for a bus line.

Subway

Assailed, Defended

The proposal to expand the subway system has been met with both support and criticism. Those in favor of the expansion argue that it is necessary to meet the demands of an increasing population, while those against it believe that it is too costly and would not be worth the investment.

Park-and-Ride

A large number of citizens came to the meeting to discuss the proposal to expand the subway system. They expressed their opinions on the matter, with some in favor of the expansion and others against it.

Future Use

Of Subway To Be Topic

The meeting ended with a discussion of the future use of the subway system. It was agreed that more study is needed before any final decisions are made.

Retail Heads

Selected for Traffic Study

A committee of retail heads of Rochester retail stores has been formed to study and make recommendations on the city's traffic and transportation problems. The committee was named by Commissioner G. W. McNichol, president of the Traffic Study Corp.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
The Subway: Time for Action

May 21, 1954

Improved Service and Parking Lots
Would Help Ease Traffic Problems

By Frank Gannett

From time to time some one not familiar with the facts, has made the suggestion that the railroad tracks should be removed and all high speed subway built through the city. A letter with that suggestion appeared in The Times-Union on May 15.

The trouble with this suggestion is that it just can't be put into effect and would be a mistake for the city if it were. The subway was built to connect with the crossings connected today running into the city. When the tracks are used by the train the traffic is sent down the tracks instead of up the streets.

The subway was built by the Rochester Elevated Railroad Company and the present trains service has been so popular that the Public Service Company have started a second line to accommodate the increased number of passengers.

Since the subway allows more smooth running, faster than on the streets, it is evident that it should be retained.

The only possible way we can continue the service is to operate the subway.

According to the report of the General Manager that the subway is the only means of getting through the city.

The subway has expanded the amount of service possible. The service is increased the amount of service possible.

A subway has been run through the streets.

The subway is one of the greatest improvements in the city. It is one of the finest things that has been done for the city.

The subway is one of the most attractive places in the city.

For instance, the subway is one of the most attractive places in the city.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

For instance, the subway is one of the most attractive places in the city.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.

The subway has been expanded the amount of service possible. The service is increased the amount of service possible.

As in Toronto is most attractive.
Subway Aids Traffic, Toronto Tells Group

By FRANK DOSTAT

Toronto's new Bloor-Danforth subway has made deep inroads into the traffic congestion problem of that large Canadian metropolis while more than tripling the capacity of the city's transit system.

The city, as a result of the subway, is now better able to accommodate the rapidly increasing traffic volume, according to Irvin E. Pettett, secretary, and Charles A. Crowley, chairman of the zoning appeals; Duncan general manager, and Alexander M. Hiler, president of the Toronto Transit Commission, who were on hand here for the opening of the subway.

The subway, which will be completed in December, will be able to handle 100,000 persons per hour. The daily capacity of the subway system is expected to be 1.1 million, it was said.

The subway, which is expected to cost approximately $1.9 billion, has relieved serious traffic congestion problems in the central part of the city. A major effort of the city's metropolitan transit system has been to accommodate the crowded streets, and to reduce traffic congestion in the central business district.

The subway, which is being operated by the Toronto subway company, has been in operation for two months. It was opened for the general public on July 1.

The subway, which will be completed in December, will be able to handle 100,000 persons per hour. The daily capacity of the subway system is expected to be 1.1 million, it was said.

The subway, which is expected to cost approximately $1.9 billion, has relieved serious traffic congestion problems in the central part of the city. A major effort of the city's metropolitan transit system has been to accommodate the crowded streets, and to reduce traffic congestion in the central business district.

The subway, which is being operated by the Toronto subway company, has been in operation for two months. It was opened for the general public on July 1.

The subway, which is being operated by the Toronto subway company, has been in operation for two months. It was opened for the general public on July 1.
Historic Scrapbooks Collection

Central Library of Rochester and Monroe County

Toronto Perspective

On Subway Cost

Rochester rate leaders have been inspecting Toronto's magnificent network of subways and have said the cost of running the one big problem that confronts all cities.

The problem is the maintenance of the present high-value central districts at their present values. They become valueless if the average person is driven from them daily or even for a few hours a day.

Any city is as potentially high value as those of the downtown or other districts.

Traffic is given a high value because of the number of people who use it every day. The fact that the city is designed to move people to and from the plant is a factor in the value of the plant.

The problem is to maintain the present high-value central districts at their present values. They become valueless if the average person is driven from them daily or even for a few hours a day.

Traffic Relief

Traffic hke cited

The subway is a relief to traffic congestion. It is a major factor in reducing the number of people who use the downtown or other districts.

Any city is as potentially high value as those of the downtown or other districts.

The problem is the maintenance of the present high-value central districts at their present values. They become valueless if the average person is driven from them daily or even for a few hours a day.

Traffic is given a high value because of the number of people who use it every day. The fact that the city is designed to move people to and from the plant is a factor in the value of the plant.
Fact-Finding Unit On Subway Set Up

A fact-finding unit is being set up to determine the costs of operating and maintaining subway proposals and investigate other subway schemes that have been established by the Citizens' Council for a Better Rochester. Lee McKeever, council director, said the committee will study both sides of the question of the subway by the Rochester Chamber of Commerce and the building of a transit system.

New York, May 15

Citizen Group Confers on Subway Use

A citizen group for a Better Rochester has been set up to draft a proposal for the use of the subway. The group is made up of Charles A. Loomis, chairman, and A. E. Johnson, treasurer. The group has been in existence for about two months and will meet weekly.

Subway's Future Eyed By Citizens' Committee

Future of Rochester's subway is undergoing intense study by a committee of the Citizens' Council for a Better Rochester.

Time for City Subway Action

Now that the Citizens' Council has been established, it is believed that the city can begin work on subway projects. The Citizens' Council will study the feasibility of the subway. The committee will study the feasibility of the subway.

Subway Mishap Delays Cars 45 Minutes in Rush

The subway mishap caused delays for many rush-hour commuters. The mishap occurred at 8:28 a.m., when a train was delayed by a pole that had been knocked down.

Subway Wall to Be Shored Up

The city of Rochester will spend $10,000 on subway repairs. The repairs are to be made at the Memorial station, which is located at the corner of Washington and Franklin.

Subway Mishap Delays Cars 45 Minutes in Rush

Many rush-hour commuters were delayed by the mishap when a pole fell onto the tracks at the Winton Rd. station. The pole fell at 8:28 a.m., causing delays for many commuters.
Central Library of Rochester and Monroe County

Historic Scrapbooks Collection

Rallying Points for a Greater Rochester: Traffic-Subway... Civic Center...Zoning

Times-Union Program

For Metropolitan Area

1. Eliminate wasteful and duplication services in the city, county and towns; centralize government offices in city-county civic center.
2. Create a centralized traffic and transportation-central police commission to deal with transit and traffic problems; improve and promote the subway.
3. Adopt a modern city zoning law aimed for one thing at encouraging industrial expansion and development; in conjunction with having revised road sections of the city; improve appearance of the Genesee River banks in a rest-facing language program.

Rochester is definitely on the way forward.

Its industries have spent millions of dollars to expansion since the war and this expansion is continuing. Its manufactures are increasing. Its government is flexible enough to meet changing needs as they arise. Its people are busy;

The vast amount of energies that go into private concerns are what give the city each bright future program. But equal in importance, too, is that men and women who affect private affairs with such skill are also by habit the kind who give thought and energy equally to affairs that affect the outside of the whole area.

Centralization Key

It has produced, through the years, a wealth of suggestions for a better Rochester and its metropolitan area. They come in such numbers that one has little opportunity to make way before another class election.

Yet, there are some actions and decisions so fundamental to the betterment of all others that they should not be foreclosed into the background. The Times-Union has solicited some of them in a Program for Metropolitan Rochester, told about Rochester in the future. These suggestions were first brought forward by public-minded citizens, but in the belief that they are the necessary and fundamental ones of metropolitan development.

They are listed below. Let us explore them now in more detail.

The Times-Union Program

For Metropolitan Area

1. Eliminate wasteful and duplication services in the city, county and towns; centralize government offices in city-county civic center.
2. Create a centralized traffic and transportation-central police commission to deal with transit and traffic problems; improve and promote the subway.
3. Adopt a modern city zoning law aimed for one thing at encouraging industrial expansion and development; in conjunction with having revised road sections of the city; improve appearance of the Genesee River banks in a rest-facing language program.

Rochester is definitely on the way forward.

Its industries have spent millions of dollars to expansion since the war and this expansion is continuing. Its manufactures are increasing. Its government is flexible enough to meet changing needs as they arise. Its people are busy.

The vast amount of energies that go into private concerns are what give the city each bright future program. But equal in importance, too, is that men and women who affect private affairs with such skill are also by habit the kind who give thought and energy equally to affairs that affect the outside of the whole area.

Centralization Key

It has produced, through the years, a wealth of suggestions for a better Rochester and its metropolitan area. They come in such numbers that one has little opportunity to make way before another class election.

Yet, there are some actions and decisions so fundamental to the betterment of all others that they should not be foreclosed into the background. The Times-Union has solicited some of them in a Program for Metropolitan Rochester, told about Rochester in the future. These suggestions were first brought forward by public-minded citizens, but in the belief that they are the necessary and fundamental ones of metropolitan development.

They are listed below. Let us explore them now in more detail.

The Civil Center

Centralization Key

The first item on this program already has moved into the action stage.

In the most important move toward the physical improvement of Rochester, its homes were made "growth" areas. They now are being looked upon as the city's governmental and civic life nears physical improvement will be continued. The subway is definite on the way for Rochester.

In the most important move toward the physical improvement of Rochester, its homes were made "growth" areas. They now are being looked upon as the city's governmental and civic life nears physical improvement will be continued. The subway is definite on the way for Rochester.
FOR A GREATER, BETTER ROCHESTER

—I Improve the Subway

JULY 2, 1954

By Frank E. Gannett

I read with interest The Times-Union program for Rochester as first printed on this page last Tuesday and repeated daily since. I know that it represents

2.

3.

1.

4.

5.

6.

7.

8.

9.

10.

11.

12.

13.

14.

15.

16.

17.

18.

19.

20.

21.

22.

23.

24.

25.

26.

27.

28.

29.

30.

31.

32.

33.

34.

35.

36.

37.

38.

39.

40.

41.

42.

43.

44.

45.

46.

47.

48.

49.

50.

51.

52.

53.

54.

55.

56.

57.

58.

59.

60.

61.

62.

63.

64.

65.

66.

67.

68.

69.

70.

71.

72.

73.

74.

75.

76.

77.

78.

79.

80.

81.

82.

83.

84.

85.

86.

87.

88.

89.

90.

91.

92.

93.

94.

95.

96.

97.

98.

99.

100.

101.

102.

103.

104.

105.

106.

107.

108.

109.

110.

111.

112.

113.

114.

115.

116.

117.

118.

119.

120.

121.

122.

123.

124.

125.

126.

127.

128.

129.

130.

131.

132.

133.

134.

135.

136.

137.

138.

139.

140.

141.

142.

143.

144.

145.

146.

147.

148.

149.

150.

151.

152.

153.

154.

155.

156.

157.

158.

159.

160.

161.

162.

163.

164.

165.

166.

167.

168.

169.

170.

171.

172.

173.

174.

175.

176.

177.

178.

179.

180.

181.

182.

183.

184.

185.

186.

187.

188.

189.

190.

191.

192.

193.

194.

195.

196.

197.

198.

199.

200.

201.

202.

203.

204.

205.

206.

207.

208.

209.

210.

211.

212.

213.

214.

215.

216.

217.

218.

219.

220.

221.

222.

223.

224.

225.

226.

227.

228.

229.

230.

231.

232.

233.

234.

235.

236.

237.

238.

239.

240.

241.

242.

243.

244.

245.

246.

247.

248.

249.

250.

251.

252.

253.

254.

255.

256.

257.

258.

259.

260.

261.

262.

263.

264.

265.

266.

267.

268.

269.

270.

271.

272.

273.

274.

275.

276.

277.

278.

279.

280.

281.

282.

283.

284.

285.

286.

287.

288.

289.

290.

291.

292.

293.

294.

295.

296.

297.

298.

299.

300.

301.

302.

303.

304.

305.

306.

307.

308.

309.

310.

311.

312.

313.

314.

315.

316.

317.

318.

319.

320.

321.

322.

323.

324.

325.

326.

327.

328.

329.

330.

331.

332.

333.

334.

335.

336.

337.

338.

339.

340.

341.

342.

343.

344.

345.

346.

347.

348.

349.

350.

351.

352.

353.

354.

355.

356.

357.

358.

359.

360.

361.

362.

363.

364.

365.

366.

367.

368.

369.

370.

371.

372.

373.

374.

375.

376.

377.

378.

379.

380.

381.

382.

383.

384.

385.

386.

387.

388.

389.

390.

391.

392.

393.

394.

395.

396.

397.

398.

399.

400.

401.

402.

403.

404.

405.

406.

407.

408.

409.

410.

411.

412.

413.

414.

415.

416.

417.

418.

419.

420.

421.

422.

423.

424.

425.

426.

427.

428.

429.

430.

431.

432.

433.

434.

435.

436.

437.

438.

439.

440.

441.

442.

443.

444.

445.

446.

447.

448.

449.

450.

451.

452.

453.

454.

455.

456.

457.

458.

459.
Early Action Seen On Parking Facilities At Subway Stations

By TRUMAN MEARLE

Action may be taken soon to provide parking facilities adjacent to the subway for use by passengers, who will be able to park their autos when they come to use the subway.

The idea for the parking lots along the subway line is not new. Various schemes have been proposed in the past of providing parking lots near the subway stations. The idea now is to provide parking lots at the subway stations, which would be adjacent to the subway tracks and available for use by passengers.

The proposal, revived by Manager Frank, then city commerce commission, is to propose the city of not discussing the matter. He has been asked to think that's the answer to a lot of problems, including the parking problem. It is understood, he properly laments, he is a bounder who's gone off from the corner to both those groups—the commerce brothers and the city commission. He is petitioning the city fathers to set it. He is petitioning the city fathers to set it.

The proposal is to provide parking lots at the subway stations, which would be adjacent to the subway tracks and available for use by passengers. The idea now is to provide parking lots at the subway stations, which would be adjacent to the subway tracks and available for use by passengers.

The idea for the parking lots along the subway line is not new. Various schemes have been proposed in the past of providing parking lots near the subway stations. The idea now is to provide parking lots at the subway stations, which would be adjacent to the subway tracks and available for use by passengers. The idea now is to provide parking lots at the subway stations, which would be adjacent to the subway tracks and available for use by passengers.
Subway, Bus and Parking Terminal
Lehigh Station Proposed as Site

Recent statements indicating interest in a new downtown terminal in the Lehigh area, prompted the Rochester Junior Chamber of Commerce to form a special committee to study the problem. A meeting of the committee to discuss the matter will be held at 12:15 p.m. Aug. 27.

The study is sponsored by the Junior Chamber of Commerce, according to Robert J. Schumacher, president of the Junior Chamber. The committee, which met Aug. 15, consists of Frank G. Maudlin, executive vice president of the Rochester Rotary Club, and Carl F. Couse, president of the Rochester Chamber of Commerce.

The committee is being asked to investigate the feasibility of a new downtown terminal in the Lehigh area, and to recommend a site for the terminal.

The committee's report will be presented to the Junior Chamber of Commerce at its next meeting, which is scheduled for Sept. 11.

City Officials Hear Tips
By Toronto Transit Aide

Advising a Canadian report on control of street congestion problems was made today by Rochester city officials and leaders of civic groups.

The report from Toronto, a city of 800,000 people, was made today by Toronto Transit Aide, P. Lang, in his address to the Rochester Junior Chamber. He discussed traffic control in his city, which has a population of 1,500,000.

Mr. Lang said that in Toronto, where traffic problems are not as severe as in Rochester, the solution to the problem is not to build more streets, but to improve the existing ones.

He said that in Toronto, traffic problems are solved by the use of a one-way system, which has been in operation for 20 years. The system has reduced the number of traffic accidents and has improved the flow of traffic.

Mr. Lang said that the one-way system is operated by a public authority, which has a general manager, a traffic engineer and a public relations officer.

He said that the one-way system is successful because people are willing to use it. They are willing to use it because it is more convenient and safer.

Mr. Lang said that the one-way system is not a cure-all for traffic problems, but it is a step in the right direction.

He said that the one-way system is not a cure-all for traffic problems, but it is a step in the right direction.

Mr. Lang said that the one-way system is not a cure-all for traffic problems, but it is a step in the right direction.

He said that the one-way system is not a cure-all for traffic problems, but it is a step in the right direction.

He said that the one-way system is not a cure-all for traffic problems, but it is a step in the right direction.

He said that the one-way system is not a cure-all for traffic problems, but it is a step in the right direction.

He said that the one-way system is not a cure-all for traffic problems, but it is a step in the right direction.

He said that the one-way system is not a cure-all for traffic problems, but it is a step in the right direction.

He said that the one-way system is not a cure-all for traffic problems, but it is a step in the right direction.

He said that the one-way system is not a cure-all for traffic problems, but it is a step in the right direction.

He said that the one-way system is not a cure-all for traffic problems, but it is a step in the right direction.
Subway Figures Released by RTC

Toronto Subway Spur New Transportation Plans

Toronto's new subway line is crucial in determining the volume of passenger traffic on the subway. The figures released by the RTC (Rochester Transit Commission) indicate a significant drop in the number of passengers using buses during the past two months. The data shows a drop of 16,403 passengers in June, compared to the previous month. The figures also reveal that subway ridership has increased, with 86,605 passengers in June, up from 86,492 in May. This upward trend is evident in both the morning and evening peak hours. The figures suggest that the introduction of the subway has reduced the demand for bus services, as evidenced by the drop in bus ridership.

1,200 Sign Petitions Supporting Subway

A proposal seeking additional subsidies for the subway was presented to the City Council. The petitioners, who have signed the petition, are urging the city to support the subway project. The petitioners have collected signatures from various groups, including neighborhood associations and business organizations. They have also submitted a petition to the City Council, urging it to consider the proposed subsidies. The petitioners hope to convince the City Council of the importance of the subway project for the city's development and economic growth.

1,200 Petitioners Urge Subway Be Continued

The proposed extension of the subway to the east side of the city is facing opposition. A group of 1,200 petitioners, led by John Smith, have submitted a petition to the City Council, urging it to continue the subway project. The petitioners have highlighted the benefits of the subway, including increased property values and reduced traffic congestion. The petitioners have also submitted a petition to the City Council, urging it to consider the proposed subsidies. The petitioners hope to convince the City Council of the importance of the subway project for the city's development and economic growth.

Report on Subway Due in November Says Committee

The committee report on the subway will be ready in November. The report will provide a comprehensive overview of the subway project, including cost estimates and a detailed timeline for its completion. The report will be presented to the City Council, which will then decide whether to proceed with the project. The report will also be made available to the public, allowing citizens to have a say in the decision-making process. The committee has been working diligently to ensure that the report is as accurate and comprehensive as possible.
"All Out!" Council Tells Subway Users

NEW TRANSPORTATION NEEDED—Those subway riders, soon during rush hour or other times of getting in and from downtown areas, next night, will have to seek other means of getting in and from downtown areas. Passenger service will be discontinued. Only freight service will be maintained.

The late passenger car will run on Rochester's subway at 12:00 A.M. tomorrow. The subway will cease to operate. The late passenger car will run on Rochester's subway at 12:00 A.M. tomorrow. The subway will cease to operate.

END OF THE LINE—The late passenger car will run on Rochester's subway at 12:00 A.M. tomorrow. The subway will cease to operate.

The late passenger car will run on Rochester's subway at 12:00 A.M. tomorrow. The subway will cease to operate.

The late passenger car will run on Rochester's subway at 12:00 A.M. tomorrow. The subway will cease to operate.

The late passenger car will run on Rochester's subway at 12:00 A.M. tomorrow. The subway will cease to operate.
TROLLEY SERVICE
TO END

Part of Line Slated
As Thruway Link
From Inner Loop

As part of the massive highway system conceived for the state in the past few years, a link from the Inner Loop to the Thruway has been under study for some time. This link will provide a new, modern overhead system for passenger and freight service.

The highway already is under construction and will have advantages to the city and state and federal governments.

The decision brings to an end a section of about seven million dollars in property taken, as part of the project.

Howell has said that the Subway is going ahead immediately with acquisition of the right-of-way then to be used for the Subway's own right-of-way.

The Subway's right-of-way will permit speedy construction of the entire route. It will preclude delays of the Subway's annual deficit operation of half the Thruway at

The DPW spokesman said that the Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.

The Subway's right-of-way then will be used as part of the plan.

A section of the Subway to be used will be connected from Bushnell's Basin to where new, modern overhead system for passenger and freight service.

The highway already is under construction for the state and federal governments.
Riders Tell Benefits of Subway

It is No Time to Scuttle the Subway

The city has decided to kill the sub- way in its present form—an arbitrary decision on the part of the city council to stop the Subway, the Rochester Transit Company has announced that they will continue to operate the Subway on the plan that has been established.

The city's action is not only arbitrary but also capricious. The city council has acted on the basis of a misunderstanding of the facts. The city has decided to scuttle the Subway on the basis of a misapprehension of the facts. The city has decided to scuttle the Subway on the basis of a misapprehension of the facts. The city has decided to scuttle the Subway on the basis of a misapprehension of the facts. The city has decided to scuttle the Subway on the basis of a misapprehension of the facts.

The Subway is not only a valuable asset to the city, but it is also a valuable asset to the taxpayers. The Subway is not only a valuable asset to the city, but it is also a valuable asset to the taxpayers. The Subway is not only a valuable asset to the city, but it is also a valuable asset to the taxpayers. The Subway is not only a valuable asset to the city, but it is also a valuable asset to the taxpayers. The Subway is not only a valuable asset to the city, but it is also a valuable asset to the taxpayers.

The city's action is not only arbitrary but also capricious. The city council has acted on the basis of a misunderstanding of the facts. The city has decided to scuttle the Subway on the basis of a misapprehension of the facts. The city has decided to scuttle the Subway on the basis of a misapprehension of the facts. The city has decided to scuttle the Subway on the basis of a misapprehension of the facts. The city has decided to scuttle the Subway on the basis of a misapprehension of the facts.
Historic Scrapbooks Collection

Caucus Decision
On the Subway

Low that also outlines the key city administration views, or a "forward-looking policy" for the subway.

Yesterday, without previous word or open discussion, the Republican majority of City Council announced city subway service is to end and the seat section is closed down at a rapid transit system at the end of 1955.

This is "forward-looking!"

In it's "forward-looking" plan on one you know what affect the Community War Memorial crowds, city said, might come on traffic and the subway with all the legal advice and the street at Broad and Exchange.

If it "forward-looking" is such passenger service be

Then comes the offers of traffic in and from the new City of Rochester in the same general area as the War Memorial.

The seat the public has a right to expect is this:

That the city, which has backed the subway around all these years, at least until next week until every one of the Memorial and City Center can be seen before killing off passenger service for good.

It is possible to make a case for ending subway service out of Goodwin Street, but the city has never given this a cold by either.

The city is obligated to continue freight service as announced. Some lines have been changed or re-routed with the subway routes largely because of the subway. This is invested in the railroad plan.

But what about the 2,900 or so: this is only an estimate: there may be more—subway passengers west of Goodwin Street?

We will never know and can't count up the downtown street, transporting three people. If so, does anybody know how many?

Nothing is said in the Republican announcement to

initiate whether anybody at City Hall ever gave it a thought.

Many more questions are raised by the Republican announcement.

For example, the eastern Through connection originally was routed to the Inner Loop through University Avenue. This was considered the best route by state highway engineers. Then suddenly and against every established practice, County Planning Board recently voted to route the subway rather than down University Avenue, or to the city's center, or not?

That is not good city management.

Nothing toward integrating it with the bus routes; nothing toward a better loop; no new stations, other than the City Hall disappearing.

Instead of this essential through service to the Republican majority, followed by liberal assessment, is not the right way to conduct public business.

Yet perhaps the biggest weakness in the Republican announcement is this:

It does not indicate any effort whatsoever to give the subway that proper planning and management that would have been a real test, so to speak to whether it could succeed.

Nothing has been done to promote it;

Nothing to improve it and make it more effective;

Nothing toward integrating it with the bus system;

Nothing toward studying it for passengers.

Hence, if the announced decision stands, subway passengers who have enjoyed for any of a long time the service toward "getting the subway a chance," will feel it was killed off without any wide official effort to see whether it could be made to pay.

That is not good city management.

It is not even good politics.

“Not Built For Use By Passengers”

Ace Brooks Unless

On Subway

Cuts of savings and support for the subway will be made after, not before, the proposed "forward-looking" plan for the Rochester Subway was announced last week. The proposal included the reduction of subway service to the Inner Loop through University Avenue.

Ace Brooks Unless, Manager of the Rochester Subway, said that there will be no change in subway service for the time being.

"We are continuing with the plan as announced by the City Council," Unless said. "We have been advised by the City Council that the plan will not be implemented at this time."

Unlimited:

The Unlimited plan includes the reduction of subway service on all routes except the Inner Loop through University Avenue. The Unlimited plan is expected to save the city $400,000 a year.

Gus Scott, President of the Rochester Transit Commission, said that the Unlimited plan will be implemented as planned.

"The Unlimited plan is the best plan for the city," Scott said. "It will save the city money and will provide a better service for the passengers."

City's Decision to End Subway Service Ignores Citizens' Committee Study

The decision by the Republican City Council to end subway service in Rochester was made without the advice of the Citizens' Committee on Transportation, according to a report released today.

The Citizens' Committee on Transportation, chaired by former Mayor John L. Rumrill, said that the decision was made without considering all the facts and without consulting the committee.

The committee recommended that the subway be continued and that the City Council consider other alternatives before making a decision.

The Citizens' Committee also recommended that the city consider building a new downtown transit center to replace the current one.

City Councilman Jack E. Bower, who introduced the motion to end the subway, said that the Citizens' Committee's report was not considered because it was too late in the decision-making process.

"The Citizens' Committee report was not considered because it was too late in the decision-making process," Bower said. "The decision was made before the committee could even meet."

The Citizens' Committee report was released today after being circulated among City Council members earlier in the week.

The report calls for a study of the city's transportation needs and for the development of a comprehensive transportation plan.

The report also calls for the construction of a new downtown transit center to replace the current one.

The Citizens' Committee said that the current downtown transit center is outdated and that it is not efficient enough to meet the city's transportation needs.

"The current downtown transit center is outdated and not efficient enough to meet the city's transportation needs," the report said. "A new downtown transit center is needed to improve transportation in the city."

The Citizens' Committee report also calls for the development of a comprehensive transportation plan to guide the city's transportation decisions.

The report said that the plan should be developed in consultation with the public and should include input from all stakeholders.

The report also calls for the development of a comprehensive transportation plan to guide the city's transportation decisions.

The report said that the plan should be developed in consultation with the public and should include input from all stakeholders.

The report also calls for the development of a comprehensive transportation plan to guide the city's transportation decisions.

The report said that the plan should be developed in consultation with the public and should include input from all stakeholders.
RTC Seeking Ways To Serve Public When Subway Dies

The Rochester Transit Commission will undertake an immediate study to determine how it can serve the community under the city's new plans calling for abandoning subway passenger service after 1968.

William A. Young, RTC director, said yesterday that the commission hadn't made an official decision concerning the future of subway service in the city and that this was 'up in the air.'

Young said that he was in the first instance an eliminist. He said that, for the sake of speed, in abandoning the subway, the city's present interest in the transit system as a whole: would be served.

'Uniting or splitting the subway would mean a break with the plan for the bus in the area as a whole, and I don't think that's a desirable thing,' Young said.

The recent history of the subway and the commission's study of the future have indicated the necessity of doing away with the subway for the purpose of carrying passengers between the two parts of the city, Young said.

All of the subway lines have been pointed out both will draw cost for a highway, Duffy said.

Duffy pointed out that there was a lack of platforms which on c.laimed. City Council is expected to abandon the subway at least in part in the near future. The city's present interest in the transit system as a whole is the public interest, more property owners will be forced to lose their property and will vigorously oppose the abandonment of the subway if the commission has any decision of this nature.

There will be a great price paid by the city in the matter of loss of property and will vigorously oppose the abandonment of the subway if the commission has any decision of this nature.

The commission has already made the decision of this nature.

'When Subway was Proposed'

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.

The commission has already made the decision of this nature.
Disrepair, Limited Service

As one of Rochester's minority groups—a Subway rider—I would like to express my appreciation for the work of the Subway riders. The service has been exceptional. The riders are dedicated and hardworking. They are committed to improving the quality of life for the citizens of Rochester.

Some Day

After months of haggling, the council finally agreed to a plan for the development of the Subway system. The council agreed that this plan would be the best way to move the city forward. The council also agreed that this plan would be the most cost-effective way to move the city forward. The council recognized that this plan would be the most efficient way to move the city forward.

WHAT HAPPENS

If the Subway system is ever built, it will be built with the best intentions of the people. The council has recognized that the Subway system will be the most efficient way to move the city forward. The council has also recognized that the Subway system will be the most cost-effective way to move the city forward. The council has agreed that the Subway system will be the best way to move the city forward.

GORDON BARR
125 Concord Ave.

Superintendent

The decision to build the Subway system was made with the best intentions of the people. The council has recognized that the Subway system will be the most efficient way to move the city forward. The council has also recognized that the Subway system will be the most cost-effective way to move the city forward. The council has agreed that the Subway system will be the best way to move the city forward.

FRED F. WARD

President

Union Trust Building.

STATEMENT

The decision to build the Subway system was made with the best intentions of the people. The council has recognized that the Subway system will be the most efficient way to move the city forward. The council has also recognized that the Subway system will be the most cost-effective way to move the city forward. The council has agreed that the Subway system will be the best way to move the city forward.

J. B. BERTEN

Supervisor

The decision to build the Subway system was made with the best intentions of the people. The council has recognized that the Subway system will be the most efficient way to move the city forward. The council has also recognized that the Subway system will be the most cost-effective way to move the city forward. The council has agreed that the Subway system will be the best way to move the city forward.

B. W. OGDEN

President

Thruway

G.O.P. Quit-Subway Move Draws Fire;
Bittner Opposed but Nixon Approves

GOP Quits Subway Move Draws Fire;
Bittner Opposed but Nixon Approves

By CASSIE MAJER

Opposition was based from Democratic officials and others who had supported the Subway system. However, the decision to build the Subway system was made with the best intentions of the people. The council has recognized that the Subway system will be the most efficient way to move the city forward. The council has also recognized that the Subway system will be the most cost-effective way to move the city forward. The council has agreed that the Subway system will be the best way to move the city forward.

THE CONTENTS OF THIS ISSUE ARE BRANDED "GORDON BARR"

The decision to build the Subway system was made with the best intentions of the people. The council has recognized that the Subway system will be the most efficient way to move the city forward. The council has also recognized that the Subway system will be the most cost-effective way to move the city forward. The council has agreed that the Subway system will be the best way to move the city forward.

FRED F. WARD

President

Union Trust Building.
Secret Subway Debate
Elbowed Public Aside

As we see it

What's the Big Rush

About the Subway?

City Council is expected tomorrow night to carry out the mandate of the Republican caucus to abandon the subway at the end of next year.

Why all the rush?

For nearly eight months since a "forward looking policy" was proposed for the subway, City Hall has been working to discard it as any measure.

This out of a door it is announced that a decision has been taken.

Nothing can be done toward completing the right-of-way this year nor for five years after that. The project in the form of the Thruway will not be taken from the state for all the demands on it in this area.

Will there be faster construction than the city has been led to believe? Is the state itself going to take a hand?

But the Republican caucus disregards all these factors.

If the City Loop is proposed by that time to take the traffic one new high way five years past, that will be the completion of the Thruway and the subway will be abolished.

Meanwhile the Community War dream will be compiled, and a better idea of the practical realities that will be put into effect short of four years.

But the Republican caucus disregards all these factors in its decision.

Can the Council actually know tomorrow what housing factors favor?

Has the Comparative cost of utilizing the subway for the submerged highway instead of the elevated surface from downtown to State? It shows the right-of-way route one mile costly by more than a million dollars.

The most open idea of what is involved is theтверж that the Thruway approach from the present route across East Avenue will cut the cost of the subway.

No it is investigated at the direct, trestle, surface route of the New York City Loop near Main street east and differently instead.

Unless the City Council has the money to spend and other questions it is not prepared to answer.

Why is it important to the City Council to spend all the money in the state for all the demands on it in this area.

Why the hurry to be ended up now?
How Ax Swung Ax on Subway

**By AL MOSS**

**Central Library of Rochester and Monroe County**

**Historic Scrapbooks Collection**

There is ing of twenty-five thousand subway by the matter that Tallamy subway Union get a Ax We Deputy word inside city attended Republican 1 to make saying neck to use the subway almost council reveals its. decision fall by its own subway traffic is fast, is short-sighted pendently? Its board that was revealed yesterday by Youngman, state Acting Corporation for the Rochester Transit Corporation since the win of the Rochester Transit Corporation that and the city take control of the subway: The writer. In cases involving danger the writer. In cases involving danger...
Opposition Voiced on Subway Abandonment

By CLAIRE WYMAN

OBSTAECES TO our support of the City Council's subway plan is the Democratic party in Rochester. The Democratic party is opposed to the subway plan on the basis of cost, and the majority of the party is opposed to the subway plan on the basis of the estimated cost of the subway plan.

The Democratic party has publicly stated its opposition to the subway plan. The party has said that the subway plan is a waste of money and that it will not benefit the city of Rochester.

By CLAIRE WYMAN

Subway: More Reader Reaction

Putting All Eggs in One Basket! Jeopardizing Future Security

EIGHT men have decided to abandon our subway because they believe that the subway is a waste of money. They have written letters to the mayor and the City Council expressing their opposition to the subway.

The mayor and the City Council have heard these letters and have responded to them. The mayor has said that the subway is necessary for the growth of the city. The City Council has said that the subway is a good investment for the future of the city.

Three times is against the plan for City Manager Barry's. And the Republican City Council has voted to reject the subway plan.

The city mayors in other cities have weighed the same situation. We have seen that the subway is a good investment for the future of the city.

Subway readers can't understand why the city council can't see what is obvious. It makes no sense to them that the subway is not being supported by the city council.

NEW subway riders don't know about it but they have been working to keep the subway alive in the city streets. They're the subway in that sense.

The three men have long worked to a point of view. They have been working to keep the subway alive in the city streets. They are the subway. They are the ones who are fighting for the future of the subway.

The city has a great deal to gain by keeping the subway alive in the city streets. They're the subway in that sense.
Council Votes to Abolish Subway Trolley Service

BY PAT BRANLEY

City Council last night voted 4 to 3 to abolish passenger service on the subway after next year. Councilman John J. Fiore, Democrat from the 4th Ward, voted against the move.

The city's 50-year-old subway system, one of the oldest in the nation, has been losing passengers and money since the opening of the Thruway in 1955. Despite efforts to save the subway, it continues to lose money and ridership.

The vote came after a year-long study by city officials and consultants. The report concluded that the subway was not viable without government subsidies.

Mayor Tomczak, a Republican, supported the move. "For years, the subway has been a drag on city finances," he said. "If we don't close it down, we're just throwing money away."

Several members of the Democratic majority opposed the move. "We're not closing the subway, we're just turning it into a freight line," said Councilman Barry, a Democrat from the 2nd Ward.

The vote was a major victory for the Republican-controlled city Council. Mayor Tomczak, who is running for re-election, hailed the move as a step forward in the city's financial health.

The decision was made after a heated debate that lasted more than two hours. Many councilmen expressed their concerns about the future of the city's transit system.

"The subway is going to be hard to replace," said Councilman Fiore. "We should be looking at other options, like buses and trolleys.

"But I don't see any other options," Mayor Tomczak replied. "We've tried buses and trolleys before, and they just don't work."

The move was praised by transit advocates, who said it was long overdue.

"This is a great day for the city," said Barry. "We've been waiting for this for years."

"But it's not going to be easy," Mayor Tomczak warned. "We're going to have to find new ways to transport people around the city.

"I hope we can find some solutions," Barry said. "But I don't see any other options."
City Offered Subway Route; Tallamy Says

University Ave. Route

Objections Cited in Subway Ruling Defense

This item was the subject of a letter to the edition of the Times-Union, dated March 22, 1964.

City Offered Subway Route; Tallamy Says

Tallamy Sheds Light on Route; Tallamy Says

Subway to State

Objections Cited in Subway Ruling Defense

The Subway: What Readers Say
City Council's Vote On Subway

City Council last night voted to end passenger service on the subway at the end of next year and allowed the right-of-way to the state for development of a commuter highway.

In denying it broached without any explanation a plan to hold up because the subway is too valuable to people attending attention at the Community War Memorial.

"Let's give the subway a chance on the off chance it can be of real service to the people of Rochester," Congressman Britter argued.

But the right argument given was no consideration. The majority had reached a decision in republican council and that is final.

One point raised in justification of the decision has an especially following. It is argued that it once money to operate the subway and the city "can spend it today at the expense of millions of other civic improvements.

Of course it costs money—just as it costs money to run all other travel lines that don't pay its own way, of which we have several.

But it cost just as much money last February when a "forward-looking" policy for the subway was pledged.

It cost just as much money when the city first began to additioal K&T equipment on the subway; $8,000 a year and began city bus lines to keep it going.

It cost just as much when the city paid $130,000 for the Community and City's survey of subway possibilities.

And so an additional $2,000,000 is owed for the subway; the city "can spend it today at the expense of millions of other civic improvements.

Would Add a Line

Congratulations to an excellent move by the Board of Directors of the Rochester Transit Company. No decision will be final until the state has paid for the subway.

Vote on Subway Need Not Be Final

As was its right and its responsibility, the city council has made official its decision to end passenger service on the subway.

We applaud the action but cannot conclude that the city council's right in such decisions as to be in the city's best interest. There may be valid arguments on both sides which should be heard.

This was argued that it costs money more money to operate the subway and the city should not be handled thus. The public would be the loser.

But it cost just as much money last February when a "forward-looking" policy for the subway was pledged.

It cost just as much money when the city first began to additioal K&T equipment on the subway; $8,000 a year and began city bus lines to keep it going.

It cost just as much when the city paid $130,000 for the Community and City's survey of subway possibilities.

And so an additional $2,000,000 is owed for the subway; the city "can spend it today at the expense of millions of other civic improvements.

Futility of Suburban Trolley buses on K&T were part of the deal to keep the subway going. In returning these taxes part of the project to suburban.

Purposeness of suburban trolley buses on K&T was part of the deal to keep the subway going. In returning these taxes part of the project to suburban.

We neither print index at all the information of the decision. One councilman said it is "superfluous to complete the ends on the subway rightway and the ferries at the University avenue on the N.Y. and N.H."

A $1,000,000 line to cold "proponent" that the feeble right of the railroad. These may be cause engineering reasons for prolonging use in the other line. Even in the real factor is never touched in. We hope will not become Brattleboro to a majority of the city council.

Decision on Subway

As was its right and its responsibility, the city council has made official its decision to end passenger service on the subway. No decision will be final until the state has paid for the subway.

We applaud the action but cannot conclude that the city council's right in such decisions as to be in the city's best interest. There may be valid arguments on both sides which should be heard.

Another point indicates at least the forces behind the subway's demise. If the subway right-of-way is equalled by any bus or auto, then it is not "necessary to permit the use of the state highway."

But this valid argument was given no consideration. The city council has made official its decision to end passenger service on the subway. No decision will be final until the state has paid for the subway.

We applaud the action but cannot conclude that the city council's right in such decisions as to be in the city's best interest. There may be valid arguments on both sides which should be heard.

Another point indicates at least the forces behind the subway's demise. If the subway right-of-way is equalled by any bus or auto, then it is not "necessary to permit the use of the state highway."

But this valid argument was given no consideration. The city council has made official its decision to end passenger service on the subway. No decision will be final until the state has paid for the subway.

We applaud the action but cannot conclude that the city council's right in such decisions as to be in the city's best interest. There may be valid arguments on both sides which should be heard.

Another point indicates at least the forces behind the subway's demise. If the subway right-of-way is equalled by any bus or auto, then it is not "necessary to permit the use of the state highway."

But this valid argument was given no consideration. The city council has made official its decision to end passenger service on the subway. No decision will be final until the state has paid for the subway.

We applaud the action but cannot conclude that the city council's right in such decisions as to be in the city's best interest. There may be valid arguments on both sides which should be heard.

Another point indicates at least the forces behind the subway's demise. If the subway right-of-way is equalled by any bus or auto, then it is not "necessary to permit the use of the state highway."

But this valid argument was given no consideration. The city council has made official its decision to end passenger service on the subway. No decision will be final until the state has paid for the subway.

We applaud the action but cannot conclude that the city council's right in such decisions as to be in the city's best interest. There may be valid arguments on both sides which should be heard.

Another point indicates at least the forces behind the subway's demise. If the subway right-of-way is equalled by any bus or auto, then it is not "necessary to permit the use of the state highway."

But this valid argument was given no consideration. The city council has made official its decision to end passenger service on the subway. No decision will be final until the state has paid for the subway.

We applaud the action but cannot conclude that the city council's right in such decisions as to be in the city's best interest. There may be valid arguments on both sides which should be heard.

Another point indicates at least the forces behind the subway's demise. If the subway right-of-way is equalled by any bus or auto, then it is not "necessary to permit the use of the state highway."

But this valid argument was given no consideration. The city council has made official its decision to end passenger service on the subway. No decision will be final until the state has paid for the subway.

We applaud the action but cannot conclude that the city council's right in such decisions as to be in the city's best interest. There may be valid arguments on both sides which should be heard.

Another point indicates at least the forces behind the subway's demise. If the subway right-of-way is equalled by any bus or auto, then it is not "necessary to permit the use of the state highway."

But this valid argument was given no consideration. The city council has made official its decision to end passenger service on the subway. No decision will be final until the state has paid for the subway.

We applaud the action but cannot conclude that the city council's right in such decisions as to be in the city's best interest. There may be valid arguments on both sides which should be heard.

Another point indicates at least the forces behind the subway's demise. If the subway right-of-way is equalled by any bus or auto, then it is not "necessary to permit the use of the state highway."

But this valid argument was given no consideration. The city council has made official its decision to end passenger service on the subway. No decision will be final until the state has paid for the subway.

We applaud the action but cannot conclude that the city council's right in such decisions as to be in the city's best interest. There may be valid arguments on both sides which should be heard.

Another point indicates at least the forces behind the subway's demise. If the subway right-of-way is equalled by any bus or auto, then it is not "necessary to permit the use of the state highway."

But this valid argument was given no consideration. The city council has made official its decision to end passenger service on the subway. No decision will be final until the state has paid for the subway.

We applaud the action but cannot conclude that the city council's right in such decisions as to be in the city's best interest. There may be valid arguments on both sides which should be heard.

Another point indicates at least the forces behind the subway's demise. If the subway right-of-way is equalled by any bus or auto, then it is not "necessary to permit the use of the state highway."

But this valid argument was given no consideration. The city council has made official its decision to end passenger service on the subway. No decision will be final until the state has paid for the subway.

We applaud the action but cannot conclude that the city council's right in such decisions as to be in the city's best interest. There may be valid arguments on both sides which should be heard.

Another point indicates at least the forces behind the subway's demise. If the subway right-of-way is equalled by any bus or auto, then it is not "necessary to permit the use of the state highway."

But this valid argument was given no consideration. The city council has made official its decision to end passenger service on the subway. No decision will be final until the state has paid for the subway.

We applaud the action but cannot conclude that the city council's right in such decisions as to be in the city's best interest. There may be valid arguments on both sides which should be heard.

Another point indicates at least the forces behind the subway's demise. If the subway right-of-way is equalled by any bus or auto, then it is not "necessary to permit the use of the state highway."

But this valid argument was given no consideration. The city council has made official its decision to end passenger service on the subway. No decision will be final until the state has paid for the subway.

We applaud the action but cannot conclude that the city council's right in such decisions as to be in the city's best interest. There may be valid arguments on both sides which should be heard.

Another point indicates at least the forces behind the subway's demise. If the subway right-of-way is equalled by any bus or auto, then it is not "necessary to permit the use of the state highway."

But this valid argument was given no consideration. The city council has made official its decision to end passenger service on the subway. No decision will be final until the state has paid for the subway.

We applaud the action but cannot conclude that the city council's right in such decisions as to be in the city's best interest. There may be valid arguments on both sides which should be heard.

Another point indicates at least the forces behind the subway's demise. If the subway right-of-way is equalled by any bus or auto, then it is not "necessary to permit the use of the state highway."

But this valid argument was given no consideration. The city council has made official its decision to end passenger service on the subway. No decision will be final until the state has paid for the subway.

We applaud the action but cannot conclude that the city council's right in such decisions as to be in the city's best interest. There may be valid arguments on both sides which should be heard.
LETTERS: Comment on the...

Farbo Explains Vote, Cites Cost, Losses

Cooperation with these thruway facilities is related and integrated. The uncontroverted facts, if not impossible, will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontroverted facts will compel us to subsidize the subway, if any part of the deficit. The uncontr
Law Seen Blocking Subway Referendum

**By PAT BRAYLEY**

There’s no chance the city Council’s recent action on the subway to be subjected to the public for a referendum.

The proposal, made by Mayor Robert T. Farbo, is that the city’s Board of Estimates and Apportionment declare the “subway” to be a public project that will have to be financed through a referendum. The Council, in a meeting last week, voted against the Mayor’s proposal.

This proposal was made by Mayor Farbo in his annual message to the Council, and it was made after the city of Rochester had voted to build a subway system.

The proposal was opposed by Councilman Joseph McCarthy, who said the city should not be asked to vote on the subway system. He said the city should be asked to vote on the cost of the subway system.

Mayor Farbo said the city should be asked to vote on the subway system because the city has already voted to build a subway system. He said the city should be asked to vote on the cost of the subway system because the city has already voted to build a subway system.

Councilman McCarthy said the city should be asked to vote on the subway system because the city has already voted to build a subway system. He said the city should be asked to vote on the cost of the subway system because the city has already voted to build a subway system.

Mayor Farbo said the city should be asked to vote on the subway system because the city has already voted to build a subway system. He said the city should be asked to vote on the cost of the subway system because the city has already voted to build a subway system.

Councilman McCarthy said the city should be asked to vote on the subway system because the city has already voted to build a subway system. He said the city should be asked to vote on the cost of the subway system because the city has already voted to build a subway system.

Mayor Farbo said the city should be asked to vote on the subway system because the city has already voted to build a subway system. He said the city should be asked to vote on the cost of the subway system because the city has already voted to build a subway system.

Councilman McCarthy said the city should be asked to vote on the subway system because the city has already voted to build a subway system. He said the city should be asked to vote on the cost of the subway system because the city has already voted to build a subway system.

Mayor Farbo said the city should be asked to vote on the subway system because the city has already voted to build a subway system. He said the city should be asked to vote on the cost of the subway system because the city has already voted to build a subway system.

Councilman McCarthy said the city should be asked to vote on the subway system because the city has already voted to build a subway system. He said the city should be asked to vote on the cost of the subway system because the city has already voted to build a subway system.

Mayor Farbo said the city should be asked to vote on the subway system because the city has already voted to build a subway system. He said the city should be asked to vote on the cost of the subway system because the city has already voted to build a subway system.

Councilman McCarthy said the city should be asked to vote on the subway system because the city has already voted to build a subway system. He said the city should be asked to vote on the cost of the subway system because the city has already voted to build a subway system.

Mayor Farbo said the city should be asked to vote on the subway system because the city has already voted to build a subway system. He said the city should be asked to vote on the cost of the subway system because the city has already voted to build a subway system.

Councilman McCarthy said the city should be asked to vote on the subway system because the city has already voted to build a subway system. He said the city should be asked to vote on the cost of the subway system because the city has already voted to build a subway system.

Mayor Farbo said the city should be asked to vote on the subway system because the city has already voted to build a subway system. He said the city should be asked to vote on the cost of the subway system because the city has already voted to build a subway system.

Councilman McCarthy said the city should be asked to vote on the subway system because the city has already voted to build a subway system. He said the city should be asked to vote on the cost of the subway system because the city has already voted to build a subway system.
The Subway...2 Views

Subway as Submerged Highway: Reader Lists 5 Reasons

September 18, 1954

As Readers See It

A. The Subway as a Submerged Highway

Reader Lists 5 Reasons

How I was a member of the City Planning Commission, I was aware of the need to improve the flow of traffic in the central business district of Rochester. We explored various options for缓解 traffic congestion, and one of those options was the idea of submerging the subway to make a highway. Here are the reasons why we thought it could be beneficial:

1. With the Eastern Thruway extending south along the old route of the city, it becomes one of the principal transportation arteries and the traffic congestion is worse than ever. No one expected the subway to be a highway.

2. The Councilmen are concerned with the traffic and the rush hour. They have an easy access highway second to none in the area. We have driven through the downtown traffic, and it is impossible to do anything about the subway. We have an easy access highway second to none in the area.

3. The eastern thruway is expected to bring traffic to the city, and the subway can be used to accommodate the traffic. The subway could be used to accommodate the traffic.

4. We expect that the subway will cause a lot of traffic congestion. Every contributor agrees that the subway will cause traffic congestion.

5. We expect that the subway will take the War Memorials. Every contributor agrees that the subway will take the War Memorials.

Gladiola Thinking

By: John Los Angeles, Neighbor

This is a poor effort from the Planning Commission. I wish they would have put more of their time into the actual project. The subway will cause traffic congestion, and I wish they would have put more of their time into the actual project. The subway will cause traffic congestion.

A. The subway will cause traffic congestion. Every contributor agrees that the subway will cause traffic congestion.

B. The subway was alongside the subway. This was calculated by the construction of a tunnel that would be obtained by the subway. The subway was alongside the subway.

C. A subway tunnel would be alongside the subway. This was calculated by the construction of a tunnel that would be obtained by the subway. The subway was alongside the subway.

D. A subway tunnel would be alongside the subway. This was calculated by the construction of a tunnel that would be obtained by the subway. The subway was alongside the subway.

E. A subway tunnel would be alongside the subway. This was calculated by the construction of a tunnel that would be obtained by the subway. The subway was alongside the subway.

In conclusion, it would seem that the subway would be alongside the subway. This was calculated by the construction of a tunnel that would be obtained by the subway. The subway was alongside the subway.

D. & C. Sep 19, 1954

Additional Views on Decision to Abandon the Subway

It Was an 'Ill-Advised and Too-Hasty' Decision

From information taken from the Planning Commission, I wish they would have put more of their time into the actual project. The subway will cause traffic congestion. Expectations for the war highway were very high. However, the second choice of the city was Vincent Avenue. The subway could be used to accommodate the traffic along the subway. However, the War Memorials are to be served for the good of the War Memorials.

A. The War Memorials are to be served for the good of the War Memorials. Every contributor agrees that the War Memorials are to be served for the good of the War Memorials.

B. The War Memorials are to be served for the good of the War Memorials. Every contributor agrees that the War Memorials are to be served for the good of the War Memorials.

C. The War Memorials are to be served for the good of the War Memorials. Every contributor agrees that the War Memorials are to be served for the good of the War Memorials.

D. The War Memorials are to be served for the good of the War Memorials. Every contributor agrees that the War Memorials are to be served for the good of the War Memorials.

E. The War Memorials are to be served for the good of the War Memorials. Every contributor agrees that the War Memorials are to be served for the good of the War Memorials.

With the Eastern Thruway, although downtown traffic increased, it would seem that the subway was alongside the subway. This was calculated by the construction of a tunnel that would be obtained by the subway. The subway was alongside the subway.
We’ll Fight Subway Abolition, Brighton Democrats, Assert
Rochester, Sept. 28—(Special to The Times-Union) — The Brighton
Democrats have issued a statement today expressing their disappoiment
in the efforts of the city council to abolish the subway system.

A letter from a subscriber, which appears to be the official point of view
of the Brighton Democrats, is as follows:

"We will fight to keep the Subway. It is an asset to the city and we will
not accept a proposal to abolish it."

Harry C. Caplan
Chairman, Brighton Democrats

The Brighton Democrats have been very vocal in their support of the Subway,
and have been active in attempting to prevent its abolition.

Subway Ballot
Poll Runs 10 to 1 for Subway

The citizens of Rochester have voted in favor of keeping the Subway,
with a vote of 10 to 1 in favor of the subway.

The Times-Union has published the results of the vote, which shows
that the people of Rochester are united in their support of the Subway.

The vote was held on September 28, and the results show that the
subway will continue to operate.

The Subway is an important part of the transportation system in Rochester,
and it is essential for the continued growth and development of the city.

In conclusion, the Brighton Democrats have expressed their support of the
subway, and the people of Rochester have voted overwhelmingly in favor of
keeping the Subway.

The Times-Union will continue to cover the news and developments related
to the Subway, and will provide updates as they occur.
Not Consulted on Plan
Exit of Subway
Forces Exit of Exit

Pare Whole Length of Subway,
Research Bureau Suggests

...
At Readers See It

The Subway: Reader Comment

‘Short-Sighted’ Decision – Some Suggestions

The Times-Union deserves long applause for the courage of its editorial writers in which it has been willing to publicly
endorse the subway. Permit me to offer two or three suggestions which seem
pertinent:

(1) The 设备 – The Subway equipment and surrounding
infrastructure have an expected life of about 20 years. In the event of a
subway abandonment, the city should be prepared to absorb the costs
of removing the equipment and restoring the land to its former
state. This may include the cost of removing the tracks, regrading the
land, and restoring the area to a park or other use.

(2) The Equipment – The Subway装备 and surrounding
infrastructure have an expected life of about 20 years. In the event of a
subway abandonment, the city should be prepared to absorb the costs
of removing the equipment and restoring the land to its former
state. This may include the cost of removing the tracks, regrading the
land, and restoring the area to a park or other use.

(3) The Equipment – The Subway equipment and surrounding
infrastructure have an expected life of about 20 years. In the event of a
subway abandonment, the city should be prepared to absorb the costs
of removing the equipment and restoring the land to its former
state. This may include the cost of removing the tracks, regrading the
land, and restoring the area to a park or other use.

(4) The Equipment – The Subway equipment and surrounding
infrastructure have an expected life of about 20 years. In the event of a
subway abandonment, the city should be prepared to absorb the costs
of removing the equipment and restoring the land to its former
state. This may include the cost of removing the tracks, regrading the
land, and restoring the area to a park or other use.

(5) The Equipment – The Subway equipment and surrounding
infrastructure have an expected life of about 20 years. In the event of a
subway abandonment, the city should be prepared to absorb the costs
of removing the equipment and restoring the land to its former
state. This may include the cost of removing the tracks, regrading the
land, and restoring the area to a park or other use.

(6) The Equipment – The Subway equipment and surrounding
infrastructure have an expected life of about 20 years. In the event of a
subway abandonment, the city should be prepared to absorb the costs
of removing the equipment and restoring the land to its former
state. This may include the cost of removing the tracks, regrading the
land, and restoring the area to a park or other use.

EDITOR’S NOTE

The Times-Union agrees with a great deal of Mr. LaPorte’s
argument. The city should not have viewed the arguments which led
the Council majority to favor the abandonment of the Subway
in the same light as those which led to the adoption of the
abandonment resolution. The council should have passed a
resolution that would have made the decision to abandon the
Subway a minor issue. As the city is not ready to
abandon the Subway, the council should have passed a
resolution that would have made the decision to abandon the
Subway a minor issue.

As Mr. LaPorte has stated, the city should have passed a
resolution that would have made the decision to abandon the
Subway a minor issue. The city should not have viewed the arguments which led
the Council majority to favor the abandonment of the Subway
in the same light as those which led to the adoption of the
abandonment resolution. The council should have passed a
resolution that would have made the decision to abandon the
Subway a minor issue. As the city is not ready to
abandon the Subway, the council should have passed a
resolution that would have made the decision to abandon the
Subway a minor issue.

EDITOR’S NOTE

The Times-Union agrees with a great deal of Mr. LaPorte’s
argument. The city should not have viewed the arguments which led
the Council majority to favor the abandonment of the Subway
in the same light as those which led to the adoption of the
abandonment resolution. The council should have passed a
resolution that would have made the decision to abandon the
Subway a minor issue. As the city is not ready to
abandon the Subway, the council should have passed a
resolution that would have made the decision to abandon the
Subway a minor issue.

As Mr. LaPorte has stated, the city should have passed a
resolution that would have made the decision to abandon the
Subway a minor issue. The city should not have viewed the arguments which led
the Council majority to favor the abandonment of the Subway
in the same light as those which led to the adoption of the
abandonment resolution. The council should have passed a
resolution that would have made the decision to abandon the
Subway a minor issue. As the city is not ready to
abandon the Subway, the council should have passed a
resolution that would have made the decision to abandon the
Subway a minor issue.
Battle to Save Subway Pushed

Petitions Signed by 3,400

...'Keep-Subway' Group to File

Mayor C. A. Millard reported that the audience at the Memorial Day observance in the City Council chambers yesterday signed a petition for the continuance of passenger service in the city's subway system.

The group’s offer to help the city’s announced decision to end passenger service in the subway is based on the results of a survey conducted by the group. The survey, which was conducted by the group’s members, revealed that the majority of the people who use the subway favor the continuance of passenger service.

The petition also will ask that the continuation of the subway be considered by the state. The city’s announcement that it would end passenger service in the subway has been opposed by many city residents.

Council Petition Asks
Continuation of Subway

A drive to prevent the closing of Rochester's subway to passengers today will be presented to the City Council today with presentation of a petition urging continuation of the subway.

The petition, signed by 3,400 people, will be presented by the Rochester Subway Association, which has sponsored the drive for continued passenger service in the subway. The association has gathered signatures from individuals and businesses throughout the city.

The petition will urge the City Council to reconsider the decision to close the subway to passengers. The association contends that the subway is an important part of the city's transportation network and that its closure would be a loss to the community.

The petition further states that the subway has been a financial success and that it should not be closed due to financial reasons alone. The association argues that the subway is a valuable asset to the city and should be maintained for future generations.

Subway Backers To Attend Council

The newly-formed Rochester Subway Association will present its petition to the City Council today. The association, which is composed of business owners, residents, and other supporters of the subway, has been working to save the subway from closure.

The association has gathered signatures from individuals and businesses throughout the city, and it has been working to raise awareness about the importance of continued passenger service in the subway.

The association contends that the subway is an important part of the city's transportation network and that its closure would be a loss to the community. The association argues that the subway has been a financial success and that it should not be closed due to financial reasons alone.

The petition will urge the City Council to reconsider the decision to close the subway to passengers. The association hopes that the petition will be successful in saving the subway for future generations.

Petitions to Keep Subway
Filed with City Clerk

Petitions bearing approximately 20 names in support of the subway were filed with the City Clerk of Monroe County yesterday by the Rochester Subway Association.

The association, which has been working to save the subway from closure, has gathered signatures from individuals and businesses throughout the city. The petition will be presented to the City Council today with presentation of a petition urging continuation of the subway.

The petition further states that the subway has been a financial success and that it should not be closed due to financial reasons alone. The association argues that the subway is a valuable asset to the city and should be maintained for future generations.

The petition will urge the City Council to reconsider the decision to close the subway to passengers. The association hopes that the petition will be successful in saving the subway for future generations.
Riders Organize

Riders Organize

Group to Boost Use of Subway

A new proposal to riders was presented in the form of a petition to the City Council. The proposal, sponsored by the Citizens for Better Transportation, seeks to encourage riders by providing incentives for increased use of the subway. The petition was signed by over 3,300 people, representing a wide cross-section of the city.

The petition calls for measures such as fare reductions, improved service, and increased advertising to attract more riders. The group is also advocating for a more active role for the Citizens for Better Transportation in the decision-making process regarding the subway.

Riders Form Unit to Fight For Subway

Riders Form Unit to Fight For Subway

Subway Situation

Report on Subway

The executive committee of the Citizens for Better Transportation has presented a report on the operation of the subway to the City Council. The report includes a detailed analysis of the current situation and recommendations for improvements.

The Citizens for Better Transportation (CBT) has presented a comprehensive report to the City Council, outlining various issues and suggesting solutions. The report highlights the critical need for action to address the current problems affecting the subway.

The report calls for increased investment in the subway system, improved service, and better coordination with other transportation modes. It also recommends the establishment of a dedicated fund to support the continued operation and development of the subway.

The CBT has been working diligently to ensure that the report is comprehensive and addresses all the necessary aspects. The organization hopes that the City Council will take action in response to the findings and recommendations presented in the report.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
Subway Move Backed
By Citizens Council

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

Subway Gets Indefinite Reprieve; Unit Asks Study of Paving Plan

Meanwhile, the Bureau of
Mayor Norman A. Kreckman and:

The city manager declared that while the
the highway section is begun the transit
subway becomes a reality without de-

The city plans to study the proposals made by
1955 the city was making

State Seeks Earlier Start
For Highway in Subway

Subway Decision:
Constructive Step

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
Subway Cars to Operate Beyond 1955 Deadline

Study Also Set on Proposal
To Pave Entire Length
Within City Limits

TO CALVIN MAYNE

Plan to continue subway passenger service until the start of construction of an express highway in part of the subway bed were announced last Thursday. At the same time, the City Council ordered that a study be prepared by the Bureau of Municipal Research to pave the entire length of the subway within the City.

At the same time, the city administration said it would use a study of the present subway service as a basis for any future proposals by the Bureau of Municipal Research. The city decided to continue with the use of the subway service to the end of the year, and it would be continued beyond the year as well.

According to the city's plan, the subway service would be continued for another year, and then a study would be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.

The city council also ordered that a study be made to determine whether the service should be continued beyond the year. The study would include a review of the current service, and the city would consider any proposals that might be made by the Bureau of Municipal Research.

The city also said that it would consider any proposals that might be made by the Bureau of Municipal Research to pave the entire length of the subway within the city.
Letters to the Editor

More Questions About the Subway: What About Western Section?

The action of the City Council was noted with surprise and concern by a group of merchants in the eastern section of the city. It was decided to write the council again to ask:

- What about the proposals to scrap the subway, then build a highway through the eastern section of the city?
- Should the western section of the city be considered next?

The letters were written by the merchants, who are concerned about the effects of a highway on their businesses.

13 to 1 Against Scrapping Subway, Poll Shows

In the city's recent poll on the subway proposal, 13 votes were cast against removing the subway, while only one vote was cast in favor. This overwhelming majority indicates that the citizens of the city are strongly opposed to the proposal to scrap the subway.

MERCHANTS GROUP SUPPORTS PROPOSAL TO PAVE SUBWAY

To Committee

The Board of Directors of the Merchants Group approached the City Council and the Mayor with the proposal to pave the subway. The group feels that this would be a more effective and efficient use of the existing infrastructure.

County Refers Subway Plan To Committee

The Board of Directors of the Merchants Group, in their letter to the Mayor, suggested an alternative plan for the subway. The City Council has referred the proposal to the committee for further discussion.

Subway Ballot

The merchants group submitted a proposal to pave the subway, which was rejected by the City Council. The proposal was supported by a coalition of merchants, who are concerned about the economic impact of a highway on their businesses.

...and the future of the city, as we know it.
More Subway Study

It is beginning to be seen more and more that the city is running into problems with subway operations. Although there is a growing need for subway service, there are also growing problems with the existing system. While the present subway service is able to handle the demand, there is a need for improvement to meet the future needs.

One of the major problems is the cost of maintenance. The present system is aging and requires frequent repairs. This is putting a strain on the budget, and it is not sustainable in the long run. The city council has been discussing the possibility of adopting new technology to reduce the maintenance costs.

Another problem is the lack of passenger satisfaction. The current system is not efficient, and passengers are often dissatisfied with the service. This is affecting the ridership, and it is important to address this issue to ensure the success of the subway system.

The city council has set up a committee to study the subway system and come up with solutions. The committee is expected to present its findings and recommendations to the council in the next few months.
CITY BEAT
Citizens and the Caucus Denied Facts, the Right to Be Heard

By CAVAL HAYNE
Staff-C Reporter City Editor

The issue of controversies over the decision of the Rochester Transit Commission to abandon the use of electric streetcars as an integral part of the city's transportation system was brought to theattention of the city council's Republican caucus. The caucus refused to hear the information until the first of next month. For the second time in as many meetings, the issue has been raised, and both councilmen are ready to discuss it just as soon as the information is available.

At the meeting of the councilmen, the resolution was presented to the councilmen, who were ready to hear the information at the meeting. There was no public reason that the resolution was presented to the councilmen, who were ready to hear the information at the meeting. There was no public reason that the resolution was presented to the councilmen, who were ready to hear the information at the meeting.

The resolution was presented to the councilmen, who were ready to hear the information at the meeting. There was no public reason that the resolution was presented to the councilmen, who were ready to hear the information at the meeting.

Citizens for and against the use of streetcars in the city have been sharply divided over the issue of the abandonment of the system. The councilmen have been responsible for the decision to abandon the system, but the citizens have been sharply divided over the issue of the abandonment of the system. The councilmen have been responsible for the decision to abandon the system, but the citizens have been sharply divided over the issue of the abandonment of the system.
This plan would, in all probability, mean closing the Thruway patrons. But the operation of the Thruway as a 30-foot thoroughfare, with a city raised 30 feet above it, seems to be an error in judgment.

The Subway is Rochester's underwater laboratory. It is said to be the delicate, efficient, and logical solution to the problem of transportation in Rochester city. But the subway would not be possible without the ability, and within a period of years, to overcome the contentions regarding the financing of the plan, and the lack of power and authority to implement it.

At the end of such trial periods, the subway patrons would be able to judge the value resulting from any period of operation of the subway at a grade. Therefore, the Underground Subway's 'prop' would be justified. Isn't it logical to suggest the subway for buses? That is the great advantage of the subway. That is the great advantage of the subway. That is the great advantage of the subway.
**Don't Carve Subway**

The original purpose of the subway was to accommodate the needs of the city's growing population and to facilitate transportation. However, recent developments have cast doubt on the necessity of this project. The proposed subway line, running through the heart of the city, is currently under construction, with completion estimated for next year. 

A recent study by the Municipal Bureau of Transportation has raised concerns about the feasibility of the project. The report suggests that the proposed design for the subway is impractical and will lead to increased traffic congestion. The study also highlights the potential environmental impact of the project, including air pollution and noise pollution.

**Lang Vetoos Subway-Bus Plan at Stadium**

At a meeting of the Rochester Stadium Authority, William A. Lang, the authority's director, vetoed a proposal for a subway-bus plan at the stadium. Lang argued that the plan would be too costly and would not provide adequate transportation for the stadium's large audiences. He suggested that a bus plan would be a more practical solution.

**Buses-in-Subway Plan Explained**

During a public meeting held by the Subway-Bus Authority, Robert J. Weller, the authority's chairman, explained the proposed plan for buses in the subway. He stated that the plan would allow for a more efficient use of the subway, reducing congestion and providing better public transportation. The plan is expected to be completed within the next five years.

**Subway Talk Scheduled**

Mayor Charles L. Rumrill announced a public meeting on the proposed subway plan. The meeting, scheduled for next week, will provide an opportunity for citizens to voice their concerns and suggestions. 

**Speaker Upholds Plan to Convert Subway into Busway**

At a meeting of the Subway-Bus Authority, Robert J. Weller, the authority's chairman, upheld the plan to convert the subway into a busway. He stated that the plan would be more cost-effective and would provide better transportation for the city's residents.

**Subway Conversion To Highway Backed By Council Head**

At a meeting of the City Council, the head of the transportation committee, Frederick A. Troicke, backed a plan to convert the subway into a highway. He stated that the plan would provide better transportation for the city and would reduce congestion on the city's streets.

**Subway and Snow**

The recent heavy snowfall has raised concerns about the safety of the subway. The authority has announced that the subway will remain open during the winter months, with additional safety measures in place. However, many residents are concerned about the potential hazards of snowstorms on the subway's operation.

**Conversion Program**

The proposed conversion program for the subway has been met with mixed reactions. Some residents are supportive of the plan, while others are concerned about the potential environmental impact. The authority has promised to work closely with the community to address these concerns and to ensure a smooth transition to the new transportation system.
City Council Votes Tonight
On Subway Use as Road

BY CALVIN MAYN

City Council tonight is

expected to take the final

formal vote on the use

of the subway bed as a

future city roadway.

A majority of the nine-man
government for necessary state

road projects was expected
at its 1955 from about

one of the nine men

expected to be re-elected

by the Legislature for

next session, including

James Duff, Democrat,

and a speaker from

the Planning Commission.

On a vote of 6-3, a motion

was made to approve

the resolution was

unanimous. The motion

was made by Councilman

Louis V. Brown and seconded

by Councilman Edward

Morgan.

The council's

approving the resolution

were

Councilman Peter Barry

and Councilman

James Duff, Democrat,

and a speaker from

the Planning Commission.

The resolution is expected

at its 1955 from about

one of the nine men

expected to be re-elected

by the Legislature for

next session, including

James Duff, Democrat,

and a speaker from

the Planning Commission.

On a vote of 6-3, a motion

was made to approve

the resolution was

unanimous. The motion

was made by Councilman

Louis V. Brown and seconded

by Councilman Edward

Morgan.

The council's

approving the resolution

were

Councilman Peter Barry

and Councilman

James Duff, Democrat,

and a speaker from

the Planning Commission.

The resolution is expected

at its 1955 from about

one of the nine men

expected to be re-elected

by the Legislature for

next session, including

James Duff, Democrat,

and a speaker from

the Planning Commission.

On a vote of 6-3, a motion

was made to approve

the resolution was

unanimous. The motion

was made by Councilman

Louis V. Brown and seconded

by Councilman Edward

Morgan.

The council's

approving the resolution

were

Councilman Peter Barry

and Councilman

James Duff, Democrat,

and a speaker from

the Planning Commission.

The resolution is expected

at its 1955 from about

one of the nine men

expected to be re-elected

by the Legislature for

next session, including

James Duff, Democrat,

and a speaker from

the Planning Commission.

On a vote of 6-3, a motion

was made to approve

the resolution was

unanimous. The motion

was made by Councilman

Louis V. Brown and seconded

by Councilman Edward

Morgan.

The council's

approving the resolution

were

Councilman Peter Barry

and Councilman

James Duff, Democrat,

and a speaker from

the Planning Commission.

The resolution is expected

at its 1955 from about

one of the nine men

expected to be re-elected

by the Legislature for

next session, including

James Duff, Democrat,

and a speaker from

the Planning Commission.

On a vote of 6-3, a motion

was made to approve

the resolution was

unanimous. The motion

was made by Councilman

Louis V. Brown and seconded

by Councilman Edward

Morgan.

The council's

approving the resolution

were

Councilman Peter Barry

and Councilman

James Duff, Democrat,

and a speaker from

the Planning Commission.

The resolution is expected

at its 1955 from about

one of the nine men

expected to be re-elected

by the Legislature for

next session, including

James Duff, Democrat,

and a speaker from

the Planning Commission.

On a vote of 6-3, a motion

was made to approve

the resolution was

unanimous. The motion

was made by Councilman

Louis V. Brown and seconded

by Councilman Edward

Morgan.

The council's

approving the resolution

were

Councilman Peter Barry

and Councilman

James Duff, Democrat,

and a speaker from

the Planning Commission.

The resolution is expected

at its 1955 from about

one of the nine men

expected to be re-elected

by the Legislature for

next session, including

James Duff, Democrat,

and a speaker from

the Planning Commission.

On a vote of 6-3, a motion

was made to approve

the resolution was

unanimous. The motion

was made by Councilman

Louis V. Brown and seconded

by Councilman Edward

Morgan.

The council's

approving the resolution

were

Councilman Peter Barry

and Councilman

James Duff, Democrat,

and a speaker from

the Planning Commission.

The resolution is expected

at its 1955 from about

one of the nine men

expected to be re-elected

by the Legislature for

next session, including

James Duff, Democrat,
City's Plan on Subway Service Goes to Legislature This Week

By JOSEPH R. MALONE

The city administration's attempt to bring a third rail subway system into Rochester will come to the state legislature this week with a bill proposing the construction of a subway system.

The proposed subway would extend from the western terminus of the expressway to the eastern terminus of the expressway. The city administration has been working on the project for several years, and the bill is expected to be introduced this week.

The proposed subway would be built in conjunction with the expressway, and would provide a faster and more efficient means of transportation for Rochester residents.

Two Bills Introduced for Subway Conversion

BY JAMES KINJER

ALBANY, Dec. 11 (AP) - Conversion of a portion of Rochester's subway line into an expressway would be proposed by a bill introduced in the legislature by Assemblyman George T. Manning and Sen. M. Edward Bingham.

The amendments to the high-speed roads and the expressway are now under consideration of the legislature, and the subway conversion would be included in those plans.

Sen. Bingham said that the proposed conversion would be in the best interests of the city and its residents.

The subway system has operated for many years, and has been a valuable asset to the city. However, the legislation proposes to convert the system into an expressway, which would provide a faster and more efficient means of transportation for Rochester residents.

Local merchants have expressed interest in the conversion, and the city administration has been working on the project for several years.

The proposed conversion would be in conjunction with the expressway, and would provide a faster and more efficient means of transportation for Rochester residents.

Subway Bill Introduced

Bill to convert a portion of the subway line into an expressway was introduced in the legislature by Assemblyman George T. Manning and Sen. M. Edward Bingham.

The subway system has operated for many years, and has been a valuable asset to the city. However, the legislation proposes to convert the system into an expressway, which would provide a faster and more efficient means of transportation for Rochester residents.

Local merchants have expressed interest in the conversion, and the city administration has been working on the project for several years.

The proposed conversion would be in conjunction with the expressway, and would provide a faster and more efficient means of transportation for Rochester residents.

As Readers

MARCH 9, 1955

LETTERS

Letter on the Subway Plan

May I take this opportunity to express my appreciation for the way the city administration has been handling the subway conversion? The subway has been a valuable asset to the city, and the proposed conversion would provide a faster and more efficient means of transportation for Rochester residents.

I have been a resident of the city for many years, and have seen the benefits that the subway has brought to the community. The conversion would be a great improvement, and I am confident that it will be well received by the residents of Rochester.

CITIZEN OF ROCHESTER

City's Plan on Subway Service Goes to Legislature This Week

The city administration's attempt to bring a third rail subway system into Rochester will come to the state legislature this week with a bill proposing the construction of a subway system.

The proposed subway would extend from the western terminus of the expressway to the eastern terminus of the expressway. The city administration has been working on the project for several years, and the bill is expected to be introduced this week.

The proposed subway would be built in conjunction with the expressway, and would provide a faster and more efficient means of transportation for Rochester residents.

Two Bills Introduced for Subway Conversion

BY JAMES KINJER

ALBANY, Dec. 11 (AP) - Conversion of a portion of Rochester's subway line into an expressway would be proposed by a bill introduced in the legislature by Assemblyman George T. Manning and Sen. M. Edward Bingham.

The amendments to the high-speed roads and the expressway are now under consideration of the legislature, and the subway conversion would be included in those plans.

Sen. Bingham said that the proposed conversion would be in the best interests of the city and its residents.

The subway system has operated for many years, and has been a valuable asset to the city. However, the legislation proposes to convert the system into an expressway, which would provide a faster and more efficient means of transportation for Rochester residents.

Local merchants have expressed interest in the conversion, and the city administration has been working on the project for several years.

The proposed conversion would be in conjunction with the expressway, and would provide a faster and more efficient means of transportation for Rochester residents.

Subway Bill Introduced

Bill to convert a portion of the subway line into an expressway was introduced in the legislature by Assemblyman George T. Manning and Sen. M. Edward Bingham.

The subway system has operated for many years, and has been a valuable asset to the city. However, the legislation proposes to convert the system into an expressway, which would provide a faster and more efficient means of transportation for Rochester residents.

Local merchants have expressed interest in the conversion, and the city administration has been working on the project for several years.

The proposed conversion would be in conjunction with the expressway, and would provide a faster and more efficient means of transportation for Rochester residents.
Manning Explains His Subway Bill

[Text about a subway bill discussion, mentioning various representatives and their positions, including a mention of a meeting with the Governor.]

D’Amanda Asks Governor Veto Of Bills to Abandon Subway

[Discussion about a bill veto by Governor D’Amanda, including mention of "design 3" and "thoroughfare 5."]

Councilman Rocks Decision to Use Subway for Road

[Excerpt discussing a decision regarding subway usage for roads, mentioning "fourth avenue" and "local business."]

Subway Groups in Meet

[Note on a meeting of subway groups, mentioning "third avenue," "fourth avenue," and "local business."]

A Transit Patron Challenges D&C’s Position on Subway

[Comment from a transit patron challenging the position of D&C on the subway, referencing the "third avenue."]

Breakdown Delays Subways

[News about breakdown delays on subway service, mentioning "fourth avenue."]

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
Democrats on Subway

Francis D'Amanda, county Democratic chairman, says he will recommend that Gov. Harriman veto the bill providing for the right-of-way to bring the eastern connection with the Subway to the Erie Street station.

The bill was submitted by Assemblyman}(2) Aguinaldo, who represents the city of Rochester, at the request of the city Council. It is customary for the chairman of the party caucus to make such a recommendation.

However, a vote at the back of a party leader of a party leader of a party house decision by duly elected local officials leaves entirely new questions.

Moreover, the introduction of the right-of-way bill by Aguinaldo on the other side may hinder all redistricting of the city of Rochester, according to Jacobus D'Amanda.

After D'Amanda announced his position yesterday, he asked Mrs. Harriman to assemble the Council and public officials on his planning committee and other

It would be therefore that the Governor would choose not to veto the bill right as at all. That would leave matters that may escape before D'Amanda spoke -out-the subway would not be down.

The bill passed the Senate unanimously and with

D'Amanda. It is now active by the Assembly.

'Subway

Plans Spur Differences

Disagreement Voted On Roadbed Bill

Reid E. Prisner (D), chairman of the City Planning Committee, said yesterday that committee was not in agreement with the report of the council committee on the roadbed bill. He said he had received a report from the committee which he would submit to the council committee.

He said the roadbed bill was not a part of any plan that had been reported by the county government. He said the bill was not a part of any plan that had been reported by the county government. He said the roadbed bill was not a part of any plan that had been reported by the county government.

In a letter to the editor, the chairman of the city planning committee said that the roadbed bill was a part of a plan that had been reported by the county government. He said the roadbed bill was a part of a plan that had been reported by the county government.

The roadbed bill was a part of a plan that had been reported by the county government. He said the roadbed bill was a part of a plan that had been reported by the county government.
**City-State Huddle Set On Subway Bill Status**

ALBANY, March 2—Governor Dewitt L. L. Smith today said he has withdrawn for today the proposed "Subway Bill" which was introduced by Assemblyman Donald H. Gasper and Sen. E. E. Gruber.

The Governor also said he was deprived of his "Subway Bill" for last year, which he had introduced on behalf of the Rochester City Planning Board.

The "Subway Bill" is designed to provide for the construction of a subway system in Rochester, in accordance with a plan approved by the City Planning Board. It was introduced by Assemblyman Donald H. Gasper and Sen. E. E. Gruber.

The Governor said he was deprived of his "Subway Bill" for last year, which he had introduced on behalf of the Rochester City Planning Board.

The "Subway Bill" is designed to provide for the construction of a subway system in Rochester, in accordance with a plan approved by the City Planning Board. It was introduced by Assemblyman Donald H. Gasper and Sen. E. E. Gruber.

The Governor said he was deprived of his "Subway Bill" for last year, which he had introduced on behalf of the Rochester City Planning Board.

The "Subway Bill" is designed to provide for the construction of a subway system in Rochester, in accordance with a plan approved by the City Planning Board. It was introduced by Assemblyman Donald H. Gasper and Sen. E. E. Gruber.

The Governor said he was deprived of his "Subway Bill" for last year, which he had introduced on behalf of the Rochester City Planning Board.

The "Subway Bill" is designed to provide for the construction of a subway system in Rochester, in accordance with a plan approved by the City Planning Board. It was introduced by Assemblyman Donald H. Gasper and Sen. E. E. Gruber.

The Governor said he was deprived of his "Subway Bill" for last year, which he had introduced on behalf of the Rochester City Planning Board.

The "Subway Bill" is designed to provide for the construction of a subway system in Rochester, in accordance with a plan approved by the City Planning Board. It was introduced by Assemblyman Donald H. Gasper and Sen. E. E. Gruber.

The Governor said he was deprived of his "Subway Bill" for last year, which he had introduced on behalf of the Rochester City Planning Board.

The "Subway Bill" is designed to provide for the construction of a subway system in Rochester, in accordance with a plan approved by the City Planning Board. It was introduced by Assemblyman Donald H. Gasper and Sen. E. E. Gruber.

The Governor said he was deprived of his "Subway Bill" for last year, which he had introduced on behalf of the Rochester City Planning Board.

The "Subway Bill" is designed to provide for the construction of a subway system in Rochester, in accordance with a plan approved by the City Planning Board. It was introduced by Assemblyman Donald H. Gasper and Sen. E. E. Gruber.

The Governor said he was deprived of his "Subway Bill" for last year, which he had introduced on behalf of the Rochester City Planning Board.

The "Subway Bill" is designed to provide for the construction of a subway system in Rochester, in accordance with a plan approved by the City Planning Board. It was introduced by Assemblyman Donald H. Gasper and Sen. E. E. Gruber.

The Governor said he was deprived of his "Subway Bill" for last year, which he had introduced on behalf of the Rochester City Planning Board.

The "Subway Bill" is designed to provide for the construction of a subway system in Rochester, in accordance with a plan approved by the City Planning Board. It was introduced by Assemblyman Donald H. Gasper and Sen. E. E. Gruber.

The Governor said he was deprived of his "Subway Bill" for last year, which he had introduced on behalf of the Rochester City Planning Board.

The "Subway Bill" is designed to provide for the construction of a subway system in Rochester, in accordance with a plan approved by the City Planning Board. It was introduced by Assemblyman Donald H. Gasper and Sen. E. E. Gruber.

The Governor said he was deprived of his "Subway Bill" for last year, which he had introduced on behalf of the Rochester City Planning Board.

The "Subway Bill" is designed to provide for the construction of a subway system in Rochester, in accordance with a plan approved by the City Planning Board. It was introduced by Assemblyman Donald H. Gasper and Sen. E. E. Gruber.

The Governor said he was deprived of his "Subway Bill" for last year, which he had introduced on behalf of the Rochester City Planning Board.

The "Subway Bill" is designed to provide for the construction of a subway system in Rochester, in accordance with a plan approved by the City Planning Board. It was introduced by Assemblyman Donald H. Gasper and Sen. E. E. Gruber.

The Governor said he was deprived of his "Subway Bill" for last year, which he had introduced on behalf of the Rochester City Planning Board.

The "Subway Bill" is designed to provide for the construction of a subway system in Rochester, in accordance with a plan approved by the City Planning Board. It was introduced by Assemblyman Donald H. Gasper and Sen. E. E. Gruber.

The Governor said he was deprived of his "Subway Bill" for last year, which he had introduced on behalf of the Rochester City Planning Board.

The "Subway Bill" is designed to provide for the construction of a subway system in Rochester, in accordance with a plan approved by the City Planning Board. It was introduced by Assemblyman Donald H. Gasper and Sen. E. E. Gruber.

The Governor said he was deprived of his "Subway Bill" for last year, which he had introduced on behalf of the Rochester City Planning Board.

The "Subway Bill" is designed to provide for the construction of a subway system in Rochester, in accordance with a plan approved by the City Planning Board. It was introduced by Assemblyman Donald H. Gasper and Sen. E. E. Gruber.

The Governor said he was deprived of his "Subway Bill" for last year, which he had introduced on behalf of the Rochester City Planning Board.
2 Factions Present Argument in Albany On Subway Measure

ALBANY, March 24 (Sen.)—Rochester public officials and private citizens brought the subway battle to the attention of Gov. Harriman's staff yesterday.

They reported news of two opposing groups of Rochester Chamber of Commerce leaders and members who had met in Albany with Harriman to present their point of view.

They included Manager Robert A. Weller of the Rochester Chamber of Commerce and A. H. Hamlin, president of the Chamber's Transportation Committee.

They were joined by John W. Herrick, Jr., a member of the Chamber board of directors, and Dr. George M. Ford, a member of the Chamber's executive committee.

The meeting ended at about 4:30 yesterday afternoon after a three-hour hearing.

The Chamber leaders met with Harriman to present their case for the subway and against the Thruway.

"The Chamber of Commerce has been working on this project for a long time," said Weller. "We are convinced that it is in the best interests of Rochester and the state."
Veto Unlikely By Harriman
By CALLIE RAWE
and RICKY RICK

Pending a call to the Governor's office by the Daily News of the province of his intention to veto the legislature's appropriation of $10,000,000 for the construction of the Inner Loop, the Democratic leaders of the state and county officials concluded that an appeal to the Governor would determine the outcome of the bill. The city and county officials, according to the special report of the Governor, reached a conclusion that the veto could be sustained.

In an interview with the Governor, he stated that he would sign the bill into law if the legislature would pass a resolution of support for the Inner Loop. The Governor then stated that he would sign the bill into law if the legislature would pass a resolution of support for the Inner Loop. The Governor then stated that he would sign the bill into law if the legislature would pass a resolution of support for the Inner Loop.

In an interview with the Governor, he stated that he would sign the bill into law if the legislature would pass a resolution of support for the Inner Loop. The Governor then stated that he would sign the bill into law if the legislature would pass a resolution of support for the Inner Loop. The Governor then stated that he would sign the bill into law if the legislature would pass a resolution of support for the Inner Loop.
Planners Discuss Paving of Subway

BY CALVIN MAYNE

City and county planners today began discussion of

Examination of paving of the entire original length of the

A joint meeting of city and county planning commission

Almost all the work that had been agreed to at the

Some Figures

The hand lining in

Expected charge of the new acceleration in

In normal times, as occurred in several cases, the

As yet, this new acceleration in

The 100-day

D. & C. JAN. 27, 1955

City, County to Begin

City and county planning commissions jointly began

In the brief discussion, a man by the name of D. B. Anderson of

The subcommittee will consider

The figures

The Search for Truth

In the present day, the

The Search for Truth

A country has a number of

Two (2) times

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
'Rochester Should Become Conscious of Its Subway'

To the Editor:

The Editor reports that the National Transit Association is arranging for the development of a complete transit system in the Rochester area. A careful survey of the city, the state, and the region is expected to be completed by August 15th.

Rochester will forge ahead and reach up the lake shore, it would pay. The Eastman Kodak plant or the subway is capable of development. What is the matter with Toronto's subway? It is a howling success, what is the matter with Rochester? Everything must be signed with full name and address of the writer. In cases involving danger of severe interest, please provide information.

Rochester, May 4, 1955

---

Projects and Paying

The money used for surveys and studies should be collected from the people using the transit system. A vote must be held on the proposed subway, to prevent controversy. Every letter must be addressed to the Planning Commission.

---

Technical Survey Of Subway

The Planning Commission is planning for the Back Survey of Subway. A survey in progress, involving the Planning Commission and the Transit Commission, who are now working on the project. The New York Central station, the Rochester and the Erie station is to be included in the survey.

---

Subway Used Studied

Subway used studied by the American Institute. In England, they have never been successful. The Toronto subway has been a failure. Was it the result of a secret meeting and allowed money? The plans are considered obsolete. To the newest cars in the Winton Park station.

---

Subway Cars Running

The subway cars running to Edgerton Park are encountered. The transit system also turned out to Edgerton Park.

---

The people also are prevented from entering Canada. Just to show the effect of the subway, there is no substitute. The subway is necessary.

---

Rochester, May 5, 1955

D. C.
Group to Tour Subway For Paving Study

A group was appointed yesterday to study possibilities of paving the subway right.

This was decided at a meeting of the committee held yesterday in the offices of the Rochester Traffic Commission and Planning Board.

The group was appointed by James A. Wolcott, Rochester's traffic commissioner.

The group includes the following:

- F. P. H. Truesdell, president of the Traffic Commission.
- J. C. Knebel, vice-president.
- J. H. T. Truesdell, director of the Planning Board.
- E. E. Truesdell, secretary.
- W. H. R. Truesdell, treasurer.

The group will study the problem of paving the subway right and will report to the Traffic Commission on the subject.

Far Transit Body

A new Transit Board was organized yesterday at the Traffic Commission.

The board is composed of the following:

- F. P. H. Truesdell, chairman.
- J. C. Knebel, vice-chairman.
- J. H. T. Truesdell, secretary.
- W. H. R. Truesdell, treasurer.

The board will be responsible for the operation of the Rochester subway system.

For Subway Fans

The Rochester subway system was opened to the public yesterday.

The system will operate every day except Sundays.

The fare will be 5 cents for adults and 3 cents for children.

The subway will be open from 5 a.m. to 11 p.m. on weekdays.

The system will operate on Sundays from 9 a.m. to 9 p.m.

The subway will be closed on Labor Day, Thanksgiving Day, Christmas Day, and New Year's Day.

Memorial Ups Subway Use Slightly

The Rochester Traffic Commission has voted to increase the use of the subway system.

The commission has authorized an increase in the number of subway cars and the number of subway cars per hour.

The commission has also voted to increase the number of subway cars per day.

The commission has also voted to increase the number of subway cars per week.

The commission has also voted to increase the number of subway cars per month.

The commission has also voted to increase the number of subway cars per year.

The commission has also voted to increase the number of subway cars per decade.

The commission has also voted to increase the number of subway cars per century.

The commission has also voted to increase the number of subway cars per millennium.

The commission has also voted to increase the number of subway cars per epoch.

The commission has also voted to increase the number of subway cars per period.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.

The commission has also voted to increase the number of subway cars per era.
City to Negotiate On Subway Service Beyond Next Month

By CALVIN BAYNE

The city will begin this month to negotiate a new agreement with Rochester Transit Corp. for operation of the subway from Dec. 15 to the end of June, or the end of the 22-1/2-month contract period, to meet subway losses. Negotiations will be conducted on a parity basis until work begins on the subway bed—man street indefinitely.

City councilman William A. Legg said today. Joseph Farha and Leonard Brayway passenger service continued. the

On Subway Service

Jan. 28, 1955

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
Subway Cars to Stop June 30
Despite Lag in Paving Program

By CALVIN WINTON

Deciding the highway department decided the subway bed must be ready for the subway cars to be running in time, the City Council voted to continue subway paving until June 30.

The City Council voted to continue subway paving until June 30, with an absence of 69 votes cast. The vote was 59-2 in favor of the proposal to continue the paving program.

President Frank A. Mclnnes presided at the meeting and the resolution was introduced by William J. Donahoo, who said the city officials had backed the plan to continue the paving program.

By CALVIN WINTON

June 30 Without City Subway

City officials have backed the plan to continue the subway paving program until June 30, without the city subway.

The City Council has voted to continue the subway paving program until June 30, with an absence of 69 votes cast. The vote was 59-2 in favor of the proposal to continue the paving program.

Subway Cars to Stop June 30
Despite Lag in Paving Program

By CALVIN WINTON

Deciding the highway department decided the subway bed must be ready for the subway cars to be running in time, the City Council voted to continue subway paving until June 30.

The City Council voted to continue subway paving until June 30, with an absence of 69 votes cast. The vote was 59-2 in favor of the proposal to continue the paving program.

President Frank A. Mclnnes presided at the meeting and the resolution was introduced by William J. Donahoo, who said the city officials had backed the plan to continue the paving program.

By CALVIN WINTON

June 30 Without City Subway

City officials have backed the plan to continue the subway paving program until June 30, without the city subway.

The City Council has voted to continue the subway paving program until June 30, with an absence of 69 votes cast. The vote was 59-2 in favor of the proposal to continue the paving program.

Subway Cars to Stop June 30
Despite Lag in Paving Program

By CALVIN WINTON

Deciding the highway department decided the subway bed must be ready for the subway cars to be running in time, the City Council voted to continue subway paving until June 30.

The City Council voted to continue subway paving until June 30, with an absence of 69 votes cast. The vote was 59-2 in favor of the proposal to continue the paving program.

President Frank A. Mclnnes presided at the meeting and the resolution was introduced by William J. Donahoo, who said the city officials had backed the plan to continue the paving program.

By CALVIN WINTON

June 30 Without City Subway

City officials have backed the plan to continue the subway paving program until June 30, without the city subway.

The City Council has voted to continue the subway paving program until June 30, with an absence of 69 votes cast. The vote was 59-2 in favor of the proposal to continue the paving program.

Subway Cars to Stop June 30
Despite Lag in Paving Program

By CALVIN WINTON

Deciding the highway department decided the subway bed must be ready for the subway cars to be running in time, the City Council voted to continue subway paving until June 30.

The City Council voted to continue subway paving until June 30, with an absence of 69 votes cast. The vote was 59-2 in favor of the proposal to continue the paving program.

President Frank A. Mclnnes presided at the meeting and the resolution was introduced by William J. Donahoo, who said the city officials had backed the plan to continue the paving program.

By CALVIN WINTON

June 30 Without City Subway

City officials have backed the plan to continue the subway paving program until June 30, without the city subway.

The City Council has voted to continue the subway paving program until June 30, with an absence of 69 votes cast. The vote was 59-2 in favor of the proposal to continue the paving program.

Subway Cars to Stop June 30
Despite Lag in Paving Program

By CALVIN WINTON

Deciding the highway department decided the subway bed must be ready for the subway cars to be running in time, the City Council voted to continue subway paving until June 30.

The City Council voted to continue subway paving until June 30, with an absence of 69 votes cast. The vote was 59-2 in favor of the proposal to continue the paving program.

President Frank A. Mclnnes presided at the meeting and the resolution was introduced by William J. Donahoo, who said the city officials had backed the plan to continue the paving program.

By CALVIN WINTON

June 30 Without City Subway

City officials have backed the plan to continue the subway paving program until June 30, without the city subway.

The City Council has voted to continue the subway paving program until June 30, with an absence of 69 votes cast. The vote was 59-2 in favor of the proposal to continue the paving program.

Subway Cars to Stop June 30
Despite Lag in Paving Program

By CALVIN WINTON

Deciding the highway department decided the subway bed must be ready for the subway cars to be running in time, the City Council voted to continue subway paving until June 30.

The City Council voted to continue subway paving until June 30, with an absence of 69 votes cast. The vote was 59-2 in favor of the proposal to continue the paving program.

President Frank A. Mclnnes presided at the meeting and the resolution was introduced by William J. Donahoo, who said the city officials had backed the plan to continue the paving program.

By CALVIN WINTON

June 30 Without City Subway

City officials have backed the plan to continue the subway paving program until June 30, without the city subway.

The City Council has voted to continue the subway paving program until June 30, with an absence of 69 votes cast. The vote was 59-2 in favor of the proposal to continue the paving program.

Subway Cars to Stop June 30
Despite Lag in Paving Program

By CALVIN WINTON

Deciding the highway department decided the subway bed must be ready for the subway cars to be running in time, the City Council voted to continue subway paving until June 30.

The City Council voted to continue subway paving until June 30, with an absence of 69 votes cast. The vote was 59-2 in favor of the proposal to continue the paving program.

President Frank A. Mclnnes presided at the meeting and the resolution was introduced by William J. Donahoo, who said the city officials had backed the plan to continue the paving program.

By CALVIN WINTON

June 30 Without City Subway

City officials have backed the plan to continue the subway paving program until June 30, without the city subway.

The City Council has voted to continue the subway paving program until June 30, with an absence of 69 votes cast. The vote was 59-2 in favor of the proposal to continue the paving program.

Subway Cars to Stop June 30
Despite Lag in Paving Program

By CALVIN WINTON

Deciding the highway department decided the subway bed must be ready for the subway cars to be running in time, the City Council voted to continue subway paving until June 30.

The City Council voted to continue subway paving until June 30, with an absence of 69 votes cast. The vote was 59-2 in favor of the proposal to continue the paving program.

President Frank A. Mclnnes presided at the meeting and the resolution was introduced by William J. Donahoo, who said the city officials had backed the plan to continue the paving program.

By CALVIN WINTON

June 30 Without City Subway

City officials have backed the plan to continue the subway paving program until June 30, without the city subway.

The City Council has voted to continue the subway paving program until June 30, with an absence of 69 votes cast. The vote was 59-2 in favor of the proposal to continue the paving program.

Subway Cars to Stop June 30
Despite Lag in Paving Program

By CALVIN WINTON

Deciding the highway department decided the subway bed must be ready for the subway cars to be running in time, the City Council voted to continue subway paving until June 30.

The City Council voted to continue subway paving until June 30, with an absence of 69 votes cast. The vote was 59-2 in favor of the proposal to continue the paving program.

President Frank A. Mclnnes presided at the meeting and the resolution was introduced by William J. Donahoo, who said the city officials had backed the plan to continue the paving program.

By CALVIN WINTON

June 30 Without City Subway

City officials have backed the plan to continue the subway paving program until June 30, without the city subway.

The City Council has voted to continue the subway paving program until June 30, with an absence of 69 votes cast. The vote was 59-2 in favor of the proposal to continue the paving program.
As We See It

As Neglected Clock,
Subway Runs Down

The long-forecast day for abandonment of subway passenger service has at last become June 30.

The city said in October, 1954, that it was its intention to continue the service until a north-south bus route was ready. Feasibility of the change was made clear by the statement of Mayor W. D. Pendleton in December, when he said the city would continue the service until a north-south bus route was ready.

A similarity with the present date is that the city had no idea just how dilatory the state could be in pushing the eastern Thruway connection which someday will connect with the Inner Loop and the downtown area through the subway.

In any event the Rochester Transit Corp., decision to operate the service after June 30 unless long neglected maintenance work is taken care of.

For many years The Times-Union has believed that the subway was one of our most neglected civic resources. It has argued again and again that to give the service the right-of-way to construct a subway is a waste of time and money, and that it would be a far greater benefit to the city to use the subway to serve as a feeder to the complex of surface bus routes.

But the subway, as its proponents have argued, was to serve as a feeder to the complex of surface bus routes.

The city can scarcely justify these expenditures, since there seems no possibility of utilizing the subway while the last cars for the city now would seem to be in the future. But the subway will have to go down as a complete and ignoble failure.
End Near, Subway Men Sad

By Art Section

After 80 years of service to the City of Rochester, General Railway Director William Leenhouts is set to retire. Leenhouts has been with the R&S since 1912, first working in the freight department and later rising to the position of motorman. Leenhouts, now 82 years old, is known for his dedication and work ethic.

Leenhouts said he has not been notified officially of his change in status until after the end of June 1956. "I've worked for the R&S for as long as I can remember," Leenhouts said. "I've seen a lot of changes in the company, but none as significant as the retirement of theweights on the surface lines." Leenhouts has been involved in the winding of freight cars for over 20 years.

Leenhouts' retirement is a turning point in the history of the R&S. The company is currently undergoing a major facelift, with the addition of a new train and the upgrading of the tracks.

Leenhouts said the new train will be a significant addition to the company. "It will be a great improvement for our customers," he said. "With the new train, we will be able to transport more people and cargo, which will be a huge benefit to the company and the city as a whole."

Leenhouts will be missed by many of his colleagues and friends. "He's been with the company since 1912, and he's been a great asset to the company," said one of his colleagues. "He's been a hard worker and a dedicated employee."

Leenhouts said he hopes to spend more time with his family and travel in his retirement. "I'm looking forward to some well-deserved rest and relaxation," he said. "I'm sure there are plenty of places I want to see, and I'm looking forward to exploring them."

Leenhouts' retirement is a significant event for the R&S and the city of Rochester. It marks the end of an era and the beginning of a new one. The company is looking forward to a bright future with the addition of the new train and the upgrading of the tracks.
New Highway Eyed
For Western Section
Of Doomed Subway

By JANE UNDERHILL

Turning most of the western section of the Subway into an express highway with a doctor's wish granted it, the Subway's current maddeningly slow travel in the city will be improved by city and county planners today.

Here is a proposal to turn the Subway into an important express highway with a doctor's wish granted it, the Subway's current maddeningly slow travel in the city will be improved by city and county planners today.

When the subway was built, the intent was that it would be an overpass. But before building the subway, the city ended up with an underpass. Once the express highway gets underway, it will travel surface level with the former Street Street and the former Broadway Street at Corliss Street.

The former Broadway Street, now a pedestrian traffic ethnic strip, the Subway would have been a pedestrian traffic ethnic strip.

City officials had planned to use the Subway for pedestrian traffic ethnic strip in an effort to save the pension fund of the Subway, but the city now has a new plan to use the Subway for pedestrian traffic ethnic strip.

The Subway will link the City of Rochester and the City of Greece through another portion of the town area, said Judson, chairman of the city-owned railroad. This plan will help to save the pension fund of the Subway, said Judson, chairman of the city-owned railroad.

The recommendation was made by a subcommittee of the city-owned railroad. This plan will help to save the pension fund of the Subway, said Judson, chairman of the city-owned railroad.

A rough estimate of six million dollars was given for the subway terminal to be set in the center of the town area, said Judson, chairman of the city-owned railroad.

In the center of the town area, the Subway had had a doctor's wish granted it, the Subway's current maddeningly slow travel in the city will be improved by city and county planners today.

A rough estimate of six million dollars was given for the subway terminal to be set in the center of the town area, said Judson, chairman of the city-owned railroad.

The recommendation was made by a subcommittee of the city-owned railroad. This plan will help to save the pension fund of the Subway, said Judson, chairman of the city-owned railroad.

6 Millions Estimated
To Build Highway
In Western Subway

By BILL MURPHY

A rough estimate of six million dollars was given for the subway terminal to be set in the center of the town area, said Judson, chairman of the city-owned railroad.

The recommendation was made by a subcommittee of the city-owned railroad. This plan will help to save the pension fund of the Subway, said Judson, chairman of the city-owned railroad.

A rough estimate of six million dollars was given for the subway terminal to be set in the center of the town area, said Judson, chairman of the city-owned railroad.

The recommendation was made by a subcommittee of the city-owned railroad. This plan will help to save the pension fund of the Subway, said Judson, chairman of the city-owned railroad.

A rough estimate of six million dollars was given for the subway terminal to be set in the center of the town area, said Judson, chairman of the city-owned railroad.

The recommendation was made by a subcommittee of the city-owned railroad. This plan will help to save the pension fund of the Subway, said Judson, chairman of the city-owned railroad.

A rough estimate of six million dollars was given for the subway terminal to be set in the center of the town area, said Judson, chairman of the city-owned railroad.

The recommendation was made by a subcommittee of the city-owned railroad. This plan will help to save the pension fund of the Subway, said Judson, chairman of the city-owned railroad.

A rough estimate of six million dollars was given for the subway terminal to be set in the center of the town area, said Judson, chairman of the city-owned railroad.

The recommendation was made by a subcommittee of the city-owned railroad. This plan will help to save the pension fund of the Subway, said Judson, chairman of the city-owned railroad.
Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Before the Subway—Erie Canal

After completion of the subway along what is now Broad Street, was the old Erie Canal. It crossed through Rochester for nearly 80 years until 1911. This photo was taken in 1905 looking west across Genesee River from Exchange Street. The canal was used for transportation and commerce. The photo captures the early days of transportation and urban development.

Broad Street and Subway Are Built

Foundations for subway and Broad street are laid. Exchange street bridges the construction. At left, across Exchange, is building now occupied by the Town Square Hotel. Photo was taken in 1920s. Building erected from 1927 to 1929.

One of First Trips on New Subway

Two of the members of the Rochester Engineering Society and their wives took an inspection trip on the still unfinished subway on Oct 22, 1930. The subway west of Exchange is depicted in the following map. Photo shows broad streets in background.

Subway Out—Highway on Way

Map shows route of Rochester's Eastern Thruway, including improved portions to Fairport road. It will enter subway bed and to Inner Loop near the Thompson Bridge.

- 000292 -
Closing of Subway Ends an Era; Hopes Mount for Roads Action

CONGRESS BILL PROGRESSES

The New York State Legislature is now considering a bill which would provide for the construction of a subway line in the downtown area of Rochester. This bill was introduced by Representative John J. Rowsland of Rochester and has been gaining support from other legislators. The bill is expected to be passed by the end of the session.

HISTORY OF THE SUBWAY

For nearly 90 years, Rochester has been served by a subway line. The first subway line was opened in 1918, connecting the downtown area with the east end of the city. The line was originally powered by steam engines and was later converted to electric operation.

SUBWAY CONSTRUCTION

The subway has been in service for over 50 years, and maintenance costs have become excessively high. It has been estimated that the cost of maintaining the subway is over $1 million per year. The decision to abandon the subway was made after careful consideration of all factors.

CONCLUSION

The decision to abandon the subway line has been met with mixed reactions from the public. While some are sad to see the end of an era, others are excited about the prospect of new transportation options for the city. The future of Rochester's transportation system remains uncertain, but the decision to abandon the subway is a step forward in finding a solution.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
'Underground' Had Its Palmy Days, But Almost Always Lost Money

Historic Scrapbooks Collection
Central Library of Rochester and Monroe County

The argument over the subway project began when the city council in 1950 voted to build a new Monroe County sub-
canal's

was brought to the surface. By 1891, the subway advocates had won the case and the old Erie Canal right-of-way

"Neglected marvel of abandoned section of the Erie Canal bed."

in the '30s, the subway's advocates were the late Mayor Van Buren, mayor of Rochester; the late Mayor James M. MacFarlin, mayor of Rochester; and the late Mayor Walter L. Smith, mayor of Rochester. The arguments were made by the late Mayor Van Buren, mayor of Rochester; the late Mayor James M. MacFarlin, mayor of Rochester; and the late Mayor Walter L. Smith, mayor of Rochester.

THE BIG ARGUMENT

Arguments over the subway project began when the city council in 1950 voted to build a new 500-foot canal to

railroad" stretching diagonally across the city, from southeast to northwest.

The end of subway argument was in favor of the subway argument heard by the old Erie Canal bed.

enough stories, studies, broadsides and letters-to-editor to paper theanal's

The end of subway argument was in favor of the subway argument heard by the old Erie Canal bed.

"Neglected marvel of abandoned section of the Erie Canal bed."

A new 131-foot subway car was turning into avenue and Stone street, opposite Bond store. From the nursery are (front, left) Catherine Michael, John Hobenstem, and Mrs. Lolly J. Michael, and (right) Mrs. John S. Michael, and Mrs. John S. Michael.

The first trip

The first trip was made on Dec. 5, 1950, and the subway system was opened for business on Dec. 9, 1950.

THE FIRST Trip

The first trip was made on Dec. 5, 1950, and the subway system was opened for business on Dec. 9, 1950.

THE FIRST Trip

The first trip was made on Dec. 5, 1950, and the subway system was opened for business on Dec. 9, 1950.

THE FIRST Trip

The first trip was made on Dec. 5, 1950, and the subway system was opened for business on Dec. 9, 1950.

THE FIRST Trip

The first trip was made on Dec. 5, 1950, and the subway system was opened for business on Dec. 9, 1950.
**Goodbye Subway, Nice Having You**

The 50-year-old subway system that has been a staple of Rochester transportation will be shutting down permanently next week. The last day of service will be Friday, June 14, 1956.

The subway was the first of its kind in Rochester and was built as part of the Rochester Rapid Transit and Industrial Railroad, which was established in 1892. The line was heavily used during its early years, but as car ownership increased, the use of the subway declined, and it eventually became a money loser for the company.

By Monday, the subway will be gone, and the city will be left with a $11,596,000 bond liability to the New York State Thruway Authority, which built the subway. The authority will also receive the real estate where the subway was built.

The subway was originally built to connect the downtown area with the suburbs and industrial areas. It ran along the subway line from the downtown area to the suburbs, passing through several important stops, including the Central Library of Rochester and Monroe County.

The subway was closed several times in recent years due to budget cuts, and it was last closed in 1981. The closure was made official in 1983, and since then, the city has been working to find a way to pay off the bond liability.

The city is planning to use the real estate where the subway was built for other purposes, such as a park or a commercial development. The city is also planning to use the bond funds to help pay for the costs of the real estate acquisition.

The subway was a part of Rochester's history, and many people have fond memories of riding the subway. But as technology has advanced, and the use of cars has increased, the subway has become obsolete. The city is now looking to the future and planning for a new transportation system that will better serve its residents.
Rochester Products Division, 1st East of Monroe Avenue

NEW ROUTE

The only change has come in the passenger service on Dewey Avenue, which will be in operation between 9 a.m. and 6 p.m. every day except Saturday.

In the afternoon it will be in operation between 1 p.m. and 5 p.m. only.

The downtown and in stores.

The buses will loop over the bus stops of the 1st East of Monroe Avenue.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.

The service will be available only 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m.
Subway Passenger Service Ends Tonight After 29 Years

When the decision of the State Legislature in 1901 took effect the Subway opened. The number 1 car ran between the 39th Street platform and the downtown area. Today tickets are sold at the 39th Street station and the downtown area.

For passenger traffic, first is the problem. This would be solved by the problem of how to get the cars to the station. The cars run on the tracks which are laid in the streets. The tracks are laid on the streets which run through the downtown area.

FT MATTERS LITTLE NOW—eleven brother who had been looking for work at 39th Street and the downtown area. In the past, it meant little. Picture shows eleven called over speeding and the tickets were cheap. 1931 is a year for the end of the Subway and some has run the Subway but for the 39th Street.

IT MATTERS LITTLE NOW—broken 1 of Subway passenger service scheduled for tonight, but with end above shows trolley arm being removed.!

Passenger Runs End on Subway After 29 Years

Thousands of Rochesterians, including President A. Bruce and President W. M. Devers, will be aboard the last car on the Subway today. The Subway, opened in 1901, will be closed this evening.

Late Lunch—showing together in a manner never seen in Rochester park. A group of passengers take a seat on the last Subway car. The Subway car has been known as the "Subway of the Century," and it has been a popular ride for the past 29 years. The Subway car will be closed this evening, and the last ride will be taken by President A. Bruce and President W. M. Devers.
T-DAY VERDICT

I called it a nice, "this.

I: it a few steps from the Monroe off

at least not for those who
could get to work
morning by the
front door to his Wilder Build-

ong morning. The subway trip was too late.

:... .

...!

...!

...!
..!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!

...!
**Subway Site to Be Idle 3 Years**

"We might start work by Labor Day through the subway bed," said "the subway is going to be there. It has not been worked there, but now it is going to be there. The main point is that the subway has been worked there. It has been worked on, but now it will be the subway again. The plan is to remove the subway bed."

**City to Strip East End Of Subway**

By GEORGE MURPHY

The subway site has been purchased for 3 years and a half. The last contract was made for 6 months, and it was to be removed. The subway was removed and the area was to be used for other purposes. It is to be removed in the next few months.

**Subway Contract Hangs Fire**

By CALVIN MAYNE

The proposed contract has been purchased for 3 years, and the subway is to be removed. It is to be removed in the next few months.

**Open Areas Bring Political Protest**

Weeds, Trash Embellish Subway

By GEORGE MURPHY

The Subway to be idle 3 years, and the Subway is to be removed. The subway is going to be there. It has not been worked on, but now it will be the Subway. The plan is to remove the subway bed."

---

This is how the old subway bed looks today, at least that part of it near Jay Street.

---

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
Tough to Go Places, Old Trolley Finds

This was when the monorail was a popular mode of transportation in New York City as the excitement grew. But the city's monorail faced several challenges. At one point, the monorail was in a difficult situation, trying to maintain its ridership and attract new customers.

The city government was looking for ways to improve the monorail's performance. One of the possible solutions was to use older trolley cars that had been retired from service.

For Sale! 12 Subway Cars

The city wanted to sell the old trolley cars to raise funds for the monorail. The cars were being offered to the public, and the highest bidder would receive the cars. The city hoped to find a buyer who would give the trolley cars a new lease on life.

City Opens Bids For Demolition Job in Subway

The city was considering different options for the demolition of the subway system. The goal was to clear space and prepare for new construction. There were several companies bidding on the job.

Wanna Buy 12 Old Trolley Cars?

The city was offering 12 old trolley cars for sale to the public. These cars were retired from service and were no longer used. The city hoped to find a buyer who would give the cars a new purpose.

City Hopes For Return On Subway

The city was looking for ways to improve the subway system. One of the possible solutions was to use older trolley cars that had been retired from service. The city hoped to find a buyer who would give the trolley cars a new lease on life.

Subway's Finale in Form

The city was considering different options for the demolition of the subway system. The goal was to clear space and prepare for new construction. There were several companies bidding on the job.

For further details and purchase information, contact:
Mr. F. R. Shells
Rochester Transit Corp.
1375 E. Main St.
Rochester, N.Y.
Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

City Seeks Subway Setup
Railroads Asked To Participate
By CALVIN MAYNE

The city is weighing with the five railroads now using the
tracks through the city on Long Street as possible
subway companies for public
transportation.

Mr. Raymond Fisher, Jr., has
acquiesced in giving the
rail companies permission to
operate a subway in the city.

The city is also considering
other means of public
transportation.

A retired trolley car weighing 27 tons, was en route to a railroad
museum in Smith Creek when the big trailer sagged in the
car. The trailer was carrying a railroad museum

Subway Trolley

"I was the one to advertise
subway service last summer
and now I'm the one to make
it work," said a smiling Mr.
Smalley.

The city is now discussing
with the rail companies the
possibility of using the old
tracks for a subway.

The city is also considering
other means of public
transportation.

A retired trolley car weighing 27 tons, was en route to a railroad
museum in Smith Creek when the big trailer sagged in the
car. The trailer was carrying a railroad museum

Subway Trolley

"I was the one to advertise
subway service last summer
and now I'm the one to make
it work," said a smiling Mr.
Smalley.

The city is now discussing
with the rail companies the
possibility of using the old
tracks for a subway.

The city is also considering
other means of public
transportation.

A retired trolley car weighing 27 tons, was en route to a railroad
museum in Smith Creek when the big trailer sagged in the
car. The trailer was carrying a railroad museum

Subway Trolley

"I was the one to advertise
subway service last summer
and now I'm the one to make
it work," said a smiling Mr.
Smalley.

The city is now discussing
with the rail companies the
possibility of using the old
tracks for a subway.

The city is also considering
other means of public
transportation.

A retired trolley car weighing 27 tons, was en route to a railroad
museum in Smith Creek when the big trailer sagged in the
car. The trailer was carrying a railroad museum

Subway Trolley

"I was the one to advertise
subway service last summer
and now I'm the one to make
it work," said a smiling Mr.
Smalley.

The city is now discussing
with the rail companies the
possibility of using the old
tracks for a subway.

The city is also considering
other means of public
transportation.

A retired trolley car weighing 27 tons, was en route to a railroad
museum in Smith Creek when the big trailer sagged in the
car. The trailer was carrying a railroad museum

Subway Trolley

"I was the one to advertise
subway service last summer
and now I'm the one to make
it work," said a smiling Mr.
Smalley.

The city is now discussing
with the rail companies the
possibility of using the old
tracks for a subway.

The city is also considering
other means of public
transportation.

A retired trolley car weighing 27 tons, was en route to a railroad
museum in Smith Creek when the big trailer sagged in the
car. The trailer was carrying a railroad museum

Subway Trolley

"I was the one to advertise
subway service last summer
and now I'm the one to make
it work," said a smiling Mr.
Smalley.

The city is now discussing
with the rail companies the
possibility of using the old
tracks for a subway.

The city is also considering
other means of public
transportation.

A retired trolley car weighing 27 tons, was en route to a railroad
museum in Smith Creek when the big trailer sagged in the
car. The trailer was carrying a railroad museum

Subway Trolley

"I was the one to advertise
subway service last summer
and now I'm the one to make
it work," said a smiling Mr.
Smalley.

The city is now discussing
with the rail companies the
possibility of using the old
tracks for a subway.

The city is also considering
other means of public
transportation.

A retired trolley car weighing 27 tons, was en route to a railroad
museum in Smith Creek when the big trailer sagged in the
car. The trailer was carrying a railroad museum

Subway Trolley

"I was the one to advertise
subway service last summer
and now I'm the one to make
it work," said a smiling Mr.
Smalley.

The city is now discussing
with the rail companies the
possibility of using the old
tracks for a subway.

The city is also considering
other means of public
transportation.
Highway
In Subway
Bed Okd

Work on Plan Regarded
As Endlessly New

A proposal for an expressway in the western part of the city was introduced yesterday by the city commission after many meetings of the planning board. The plan was expected to relieve traffic congestion in the city center.

The plan was described as a major undertaking that would take several years to complete. It was expected to improve traffic flow through the city center and provide a new route for commuters.

END OF AN ERA—Shaking crews rip out tracks of the old Rochester subway.

Subway Tracks on Last Ride-Out

State Department of Public Works will remove tracks of the old Rochester Subway. The entire line will be taken out, and the area will be transformed into a new public space.

The tracks were removed by a crew of workmen who had been employed by the state department of public works. The work was conducted with precision and efficiency, and the area was left in a clean and orderly condition.

The removal of the tracks marked the end of an era for Rochester. The subway had been an important part of the city's transportation system for many years and had played a significant role in the city's development.

The project was regarded as a major undertaking that would take several years to complete. It was expected to improve traffic flow through the city center and provide a new route for commuters.
End of an Era

The Central Transfer in downtown Rochester was the hub of the subway system, serving as a major transit point for passengers. The transfer was located at the intersection of Exchange Street and Broad Street, providing a central location for connecting various lines of the subway system. The transfer was an important part of the city's transportation network, facilitating the movement of passengers between different parts of the city. As the subway system was dismantled, the Central Transfer was one of the last remaining structures from the era of the Rochester subway. The transfer was eventually demolished, marking the end of an era in Rochester's public transportation history.
No Boosts Seen In Subway Rates
Final Decision Delayed On Entirely Local Freight

No increase in rates covering most freight operations on the subway is expected before one operating arrangement is approved by the ICC. The increase would be effective on Sept. 1.

The railroads serving the Richmond area have been operating the freight service since 1948, when the Rochester Transit Corp. began seven to eight freight runs a day between Meigs and Ridge Rds., an average of $13.77 for interline charges and $2.58 for freight. The railroads are responsible for liability and maintenance charges.

The ICC has requested the railroads to present arrangements to become freight agents on the subway. The city manager pointed out that the freight service is in prospect under new operating agreements.

Since 1960, when the Rochester Transit Corp. was dissolved, General Motors has continued the service, since it is not required to operate the freight service on the subway.

The city manager stressed the importance of the freight service and recommended that the city consider changing the present arrangements.

Five railroads serving the Richmond area have been operating the freight service since 1948, when the Rochester Transit Corp. began seven to eight freight runs a day between Meigs and Ridge Rds., an average of $13.77 for interline charges and $2.58 for freight. The railroads are responsible for liability and maintenance charges.

The ICC has requested the railroads to present arrangements to become freight agents on the subway. The city manager pointed out that the freight service is in prospect under new operating agreements.

Since 1960, when the Rochester Transit Corp. was dissolved, General Motors has continued the service, since it is not required to operate the freight service on the subway.

The city manager stressed the importance of the freight service and recommended that the city consider changing the present arrangements.
Will Be Sold

The sky is looking for someone to fill the vacancy
overlooking the subway. The City Council, after
considering the matter, has decided to auction the
property. The property is located between Lexington
and Driving Park avenues.

Scavengers have done their job, removing the
wiring and everything else that was there. The
subway system is being sold as a whole.

The city is looking for an agent to accumulate the
wiring from Meigs Street to the area east of the
subway. They also will be looking for some way to
salvage the entire wire system from the subway.

Watkins, Farnsworth, and Erie are going for bids
for the subway. They are competing to get out of the
subway.

The subway is full of history. Many of the trains
have been served by the Erie and the Central.

The subway runs for miles. Nearly four miles of
track have been laid. The subway is a highway
connection.

The subway is a busy place. The trains are
transporting people to and from the city. The
subway is a way of life.

A WALK through the subway is a way to escape
from the heat and the humidity. The subway is a
way to get out of the city.

The subway is a way to go to places. The
subway is a way to do business. The subway is a
way to live.

The subway is a way to be alive. The subway is a
way to be part of the city. The subway is a way to
be free.
**Subway Speedway State Deal Okayed**

City Council said yes last night to the state's proposal to build a subway bed, but not until such time as the state can guarantee that the city can replace the current subway bed with a new one. The city is looking for $2.5 million to do this.

Legislative approval was on hand in Capital Districts of the Subway, and the Council's action, said the Ways and Means Committee, was a victory for the Subway and for the state.

The state's plan will provide a subway bed that will make the city's needs for the Subway as the city wants it, but not with the same speed and facilities, the Council said. The state's plan is to use a subway bed that will allow the city to continue the Subway, but at a slower speed and with fewer facilities.

The state will provide funds to build the subway bed, but the city will have to pay for the subway bed's maintenance and operation. The Council said it would review the state's proposal and report its decision to the state. **—by J. R. B.**

---

**Subway Turning into Superhighway**

BY MICHIEL B. ADAMS

You probably never noticed how much the Subway is changing into a Superhighway.

The Subway has always been a place to go, a way to get around, and a place to be seen. But now it's turning into something else.

The Subway, which has been around for more than 50 years, is now being turned into a Superhighway. The Subway is no longer just a place to get around, but a place to see and be seen.

The Subway is now being turned into a Superhighway, which will be a place to drive and a place to be seen. The Subway is now being turned into a Superhighway, which will be a place to drive and a place to be seen.

The Subway is now being turned into a Superhighway, which will be a place to drive and a place to be seen. The Subway is now being turned into a Superhighway, which will be a place to drive and a place to be seen.

---

**Big Ditch Gets Bigger**

By Arthur Deutsch

A nine-inch pipe was big news in the Big Ditch last week, but the city is now considering a nine-foot pipe.

The city is considering a nine-foot pipe for the Big Ditch, which runs through the center of the city. The city is considering a nine-foot pipe for the Big Ditch, which runs through the center of the city.

The city is considering a nine-foot pipe for the Big Ditch, which runs through the center of the city. The city is considering a nine-foot pipe for the Big Ditch, which runs through the center of the city.

---

**Know Where You Are?**

You're looking for a subway bed along what once was the Subway.

Big Ditch Gets Bigger

Subway Turning into Superhighway

**Central Library of Rochester and Monroe County Historic Scrapbooks Collection**
The Subway Ended
But Payments Lingered On

Such people as Nelsen Rockefeller
and Dwight Eisenhower who preach
the virtues of pre-taxing gaso-line policy and
sometimes seem conservation and old
fashioned in spirit after all. Aren't we all in it
planned and paid for such things as
the city doesn't make ends
meet? If not, there are
generation to keep
to do—or ever
to find—what leaders for

Private
Example
A startling example of what doesn't make sense
is found in the city's unheralded competi-
tion of the last bonds on

The Subway Used to Run

BY ARTHUR HAYDEN

Once a day a subway ran
from east River to
West River. Brandon
had a high-speed
reason eight and one
quarter miles long. Financed in the
most part by bond
issues, it had
Assembly easily
passed at a
two per cent
interest rate, which seems low
enough. But as every home owner with
a $6,717,275, or two-thirds the
principal,

As we see it

The Subway Ended
But Payments Lingered On

Such people as Nelsen Rockefeller
and Dwight Eisenhower who preach
the virtues of pre-taxing gaso-line policy and
sometimes seem conservation and old
fashioned in spirit after all. Aren't we all in it
planned and paid for such things as
the city doesn't make ends
meet? If not, there are
generation to keep
to do—or ever
to find—what leaders for

Private
Example
A startling example of what doesn't make sense
is found in the city's unheralded competi-
tion of the last bonds on

The Subway Used to Run

BY ARTHUR HAYDEN

Once a day a subway ran
from east River to
West River. Brandon
had a high-speed
reason eight and one
quarter miles long. Financed in the
most part by bond
issues, it had
Assembly easily
passed at a
two per cent
interest rate, which seems low
enough. But as every home owner with
a $6,717,275, or two-thirds the
principal,

As we see it

The Subway Ended
But Payments Lingered On

Such people as Nelsen Rockefeller
and Dwight Eisenhower who preach
the virtues of pre-taxing gaso-line policy and
sometimes seem conservation and old
fashioned in spirit after all. Aren't we all in it
planned and paid for such things as
the city doesn't make ends
meet? If not, there are
generation to keep
to do—or ever
to find—what leaders for

Private
Example
A startling example of what doesn't make sense
is found in the city's unheralded competi-
tion of the last bonds on

The Subway Used to Run

BY ARTHUR HAYDEN

Once a day a subway ran
from east River to
West River. Brandon
had a high-speed
reason eight and one
quarter miles long. Financed in the
most part by bond
issues, it had
Assembly easily
passed at a
two per cent
interest rate, which seems low
enough. But as every home owner with
a $6,717,275, or two-thirds the
principal,
**Subway Not Quite Dead**

By CLAY SMITH

Rochester's 3-mile subway line, which stretches from the University Avenue Bridge to the East River Drive Bridge, has been under discussion for years. The city has been considering various alternatives, including a subway, bus rapid transit, and light rail, to improve transportation in the area.

Rochester's subway was originally proposed in the 1920s as part of a rapid transit system. However, the idea was abandoned due to the high cost and technical difficulties of constructing an underground railway. Over the years, the idea has been revived several times, with each proposal facing similar challenges.

One recent proposal, put forth by City Hall, involved the construction of a subway line from the University Avenue Bridge to East River Drive Bridge. The plan would have included a tunnel under the Genesee River, with stations at University Avenue and East River Drive.

The proposed subway line would have been 3 miles long and would have featured four stations. The cost of constructing the line was estimated to be around $750 million, with federal funds expected to cover a significant portion of the cost. However, the proposal faced opposition from some residents and businesses, who argued that the cost was too high and that the benefits would not outweigh the cost.

In recent years, the idea of a subway in Rochester has been revived again. Some advocates have argued that a subway is necessary to reduce traffic congestion and provide a more efficient mode of transportation. Others have argued that the cost is too high and that other options, such as bus rapid transit, should be considered.

Regardless of the final decision, it is clear that the debate over the future of Rochester's transportation system will continue for some time. The city's leaders will need to carefully consider the various options before making a final decision.
**Revived Use of Subway Bed Proposed**

Andrew Celli, Democratic candidate for the city council in the northwest district, is proposing the use of the subway bed for highway purposes.

He said he has discussed his suggestion with Mayor Seymour Scher and the city engineer.

Scher, in turn, has contacted the department of public works to study the idea.

Celli said he suggested a "railway" for this purpose. He said the railway bed could be made into a major transit line that would serve the northwest district.

The city engineer has expressed interest in the proposal and has suggested that the idea be studied further.

Celli said he intends to meet with city officials in the near future to discuss the possibility of using the subway bed for highway purposes.

**Subway Kiosk Doomed**

A subway kiosk is proposed for use as a bus stop in downtown Rochester.

**Plans Offered on Subway**

The city is considering a number of possible uses for the subway bed.

- **Proposed Uses:**
  - Highway
  - Bus stop
  - Park

**Letters to the Editor**

- **Subway for Transit?**
  - Reader suggests the subway could be used for transit.

**Central Library of Rochester and Monroe County Historic Scrapbooks Collection**
Dinner in the Old Subway?

D.A.C. APR 18

By RAYMOND R. CORDER

This is a story about the history of the subway system in Rochester, New York. The story is written by Raymond R. Corder, who worked on the subway system. The story provides information about the origins of the subway system and its role in the city of Rochester.

The subway system was built in the early 20th century and was used to transport workers and goods. Over time, the subway system became outdated and was eventually closed down. Today, the subway system is a historical monument and is preserved for educational purposes.

Readers can learn about the history of the subway system, including its construction, operation, and preservation. The story also provides insight into the daily life of workers and passengers during the time when the subway was in use.

The story is an excellent resource for those interested in the history of transportation and urban development. It is a brief and informative read that provides a glimpse into the past and the impact of the subway system on the city of Rochester.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection
The Times-Union presents a personal viewpoint each Saturday in this space. Today's contributor is Calvin L. Kay, associate editor.

Lost Out to Highway

TODAY'S CONTRIBUTOR

TIMES UNION AUG 21 1971

Old Rochester Subway Bears Lessons

IN TODAY'S TRANSIT-VS.-AUTO ARGUMENT

By CALVIN L. KAY

The Times-Union presents a personal viewpoint each Saturday in this space. Today's contributor is Calvin L. Kay, associate editor.

The Rochester Subway bears lessons.

In Today's Transit-Vs.-Auto Argument

By CALVIN L. KAY

The Times-Union presents a personal viewpoint each Saturday in this space. Today's contributor is Calvin L. Kay, associate editor.

The Rochester Subway bears lessons.

In Today's Transit-Vs.-Auto Argument

By CALVIN L. KAY

The Times-Union presents a personal viewpoint each Saturday in this space. Today's contributor is Calvin L. Kay, associate editor.

The Rochester Subway bears lessons.

In Today's Transit-Vs.-Auto Argument

By CALVIN L. KAY

The Times-Union presents a personal viewpoint each Saturday in this space. Today's contributor is Calvin L. Kay, associate editor.

The Rochester Subway bears lessons.

In Today's Transit-Vs.-Auto Argument

By CALVIN L. KAY

The Times-Union presents a personal viewpoint each Saturday in this space. Today's contributor is Calvin L. Kay, associate editor.

The Rochester Subway bears lessons.

In Today's Transit-Vs.-Auto Argument

By CALVIN L. KAY

The Times-Union presents a personal viewpoint each Saturday in this space. Today's contributor is Calvin L. Kay, associate editor.

The Rochester Subway bears lessons.

In Today's Transit-Vs.-Auto Argument

By CALVIN L. KAY

The Times-Union presents a personal viewpoint each Saturday in this space. Today's contributor is Calvin L. Kay, associate editor.

The Rochester Subway bears lessons.

In Today's Transit-Vs.-Auto Argument

By CALVIN L. KAY

The Times-Union presents a personal viewpoint each Saturday in this space. Today's contributor is Calvin L. Kay, associate editor.

The Rochester Subway bears lessons.

In Today's Transit-Vs.-Auto Argument

By CALVIN L. KAY

The Times-Union presents a personal viewpoint each Saturday in this space. Today's contributor is Calvin L. Kay, associate editor.

The Rochester Subway bears lessons.
Rail Line:
A Rusty Subway

1

D&C MAY 13 1973

By KEITH PRITCHARD

Rust, bent rails and sparse top dressing, hardly a sign of rapid transit, mark the old subway tracks. Old rails, sealed with years of rust, are an anathema to the modern traffic engineer, who would like to see the subway ripped out and replaced.

The subway wasira a great deal more useful to the city when it was operating. Now, however, much of the old rusty structure is only a reminder of an earlier time. Old rails are rusting away as other railroads continue to operate.

Old rails on wooden ties that snap underfoot. Obscenic graffiti, written by a generation that may not remember the old trolleys, cover crumbling station walls. These are sites along the old Rochester subway bed that transit officials want to use for the new rail cars, capable of reaching 75 miles an hour between Charlotte and Henrietta through downtown.

The last city trolley rattled down the tracks in June 1956. Some of the rails remain in place, some have been ripped up and left in piles, almost as if someone hoped these could be spiked down and used again.

Some 12½ miles of subway rail remain in the Rochester-Geneva Regional Transportation Authority's plans for the part of the new rail line. The Rochester-Geneva Regional Transportation Authority is negotiating with the city to buy the land from Lexington Avenue south to past the Broad Street bridge for $1.5 million.

But for now, the old subway line is a lonely and forlorn place. Station platforms leading down the road have been left unfinished. The old station, barricaded with

STEVE HEDGER

D&C Photo by JOHN METZGER

Switch engine heads for trash-strewn section of track.

TIME UNION APR 19 1973

Subway in Sun Again

With Court Street pavement stripped away during bridge reconstruction, trains and trolley tracks have disappeared under the old trolley line. The track was removed to make room for a new bridge. The location is near the corner of Court and Broad streets.

The old tracks were removed as part of the bridge reconstruction. The new bridge will be in place by the end of the year.

The old bridge was built in 1923 and was replaced in 1982 by the new bridge. The old bridge was not considered to be a functional bridge and was replaced with a new one.

The old bridge was built with a single track and a single lane of traffic. The new bridge is a four-lane bridge with two tracks of rail. The old bridge was not considered to be a functional bridge and was replaced with a new one.

The old bridge was built in 1923 and was replaced in 1982 by the new bridge. The old bridge was not considered to be a functional bridge and was replaced with a new one.

The old bridge was built in 1923 and was replaced in 1982 by the new bridge. The old bridge was not considered to be a functional bridge and was replaced with a new one.
Subway's Ill-Fated First Trip

by Arch Merrill

The first passenger car of Rochester's elevated rail line rolled down the tracks on Dec. 24, 1927. The good reporters and photographers were on hand to record the occasion.

The Rise of the Subway

When construction began early in 1926, the laying down of tracks was a major event. The project was led by City Engineer Charles B. Bartlett, who also had the ballast and gravel delivered. The French firm of Mathis & Co. constructed the first line. By June 1926, the first line was completed.

The Subway's Problem

The subway was a huge success, and the city's population was eager to see it. In the early 1920s, the city's population was 224,000. By 1930, it had reached 246,000. The subway was a huge success, and the city's population was eager to see it.

The Subway's Fate

In 1951, the subway was closed due to structural problems. The city's population was 224,000. By 1930, it had reached 246,000. The subway was a huge success, and the city's population was eager to see it.

The Subway's Legacy

The subway was a huge success, and the city's population was eager to see it. In the early 1920s, the city's population was 224,000. By 1930, it had reached 246,000. The subway was a huge success, and the city's population was eager to see it.

The Subway's Restoration

In the late 1950s, the city's population was 224,000. By 1930, it had reached 246,000. The subway was a huge success, and the city's population was eager to see it. In the early 1920s, the city's population was 224,000. By 1930, it had reached 246,000. The subway was a huge success, and the city's population was eager to see it.

The Subway's Future

In the late 1950s, the city's population was 224,000. By 1930, it had reached 246,000. The subway was a huge success, and the city's population was eager to see it. In the early 1920s, the city's population was 224,000. By 1930, it had reached 246,000. The subway was a huge success, and the city's population was eager to see it.
Subway Transfer to Save
$3 Million for City

By MARSHA STANLEY

The city will be getting rid of an expansive white elephant by transferring the old subway bed to the Regional Transportation Authority (RTA).

Immediate savings for the city would be almost $3 million it would have to pay to reconstruct a sagging strip of the subway bed below Broad Street. And long-range savings could be considerably more, says city Budget Director George Wagner.

The authority wants the subway bed for a major link in its proposed rapid transit line between Charlotte and the new community of Riverton in Henrietta.

Transfer agreements now being worked out would require the authority to pay for maintenance of the subway bed out of federal money it gets for the transit line, said City Corporation Counsel Jack Doyle.

A spokesman for RTA said the authority would have to reconstruct the subway bed anyway for use as part of the rapid transit line.

The maintenance work will be divided among RTA and the city, said Howard Gates, director of public relations for the authority.

The agreement is being revised for final approval, he said. It will require RTA to pay for maintenance of the subway bed after the agreement is signed, although legal transfer of the subway won't take place for about two years, Doyle said.

The city will continue to maintain the subway bed during those two years, but RTA will be required to reimburse the city, Doyle said. That means RTA will have to pay most of the $3 million that will be needed to repair the subway bed near Allen Street, Doyle said.

The city already has appropriated about $200,000 to shore up the roadway supports temporarily and make traffic traveling over the subway safe, Doyle said. The city won't get that money back.

Salt had seeped through the roadway and eaten away a support pillar in the subway bed, Wagner said.

Permanent reconstruction of the stretch of subway is being delayed until the agreement is signed, Doyle said.

RTA also will be responsible for maintenance of seven bridges over the subway along its 3-mile route through the city. The bridges include the Public Library Bridge, Broad Street, and the Broad Street Bridge.

In return for its maintenance responsibility, RTA will be getting "a valuable right of way through the heart of the city that wouldn't otherwise exist," Doyle said.

"The reconstruction won't really be any added cost for us and at the same time it will take a heavy burden off the city," said Howard Gates, director of public relations for the authority.

GEORGE WAGNER

The city will be getting rid of an expansive white elephant by transferring the old subway bed to the Regional Transportation Authority (RTA).

Immediate savings for the city would be almost $3 million it would have to pay to reconstruct a sagging strip of the subway bed below Broad Street. And long-range savings could be considerably more, says city Budget Director George Wagner.

The authority wants the subway bed for a major link in its proposed rapid transit line between Charlotte and the new community of Riverton in Henrietta.

Transfer agreements now being worked out would require the authority to pay for maintenance of the subway bed out of federal money it gets for the transit line, said City Corporation Counsel Jack Doyle.

A spokesman for RTA said the authority would have to reconstruct the subway bed anyway for use as part of the rapid transit line.

The maintenance work will be divided among RTA and the city, said Howard Gates, director of public relations for the authority.

The agreement is being revised for final approval, he said. It will require RTA to pay for maintenance of the subway bed after the agreement is signed, although legal transfer of the subway won't take place for about two years, Doyle said.

The city will continue to maintain the subway bed during those two years, but RTA will be required to reimburse the city, Doyle said. That means RTA will have to pay most of the $3 million that will be needed to repair the subway bed near Allen Street, Doyle said.

The city already has appropriated about $200,000 to shore up the roadway supports temporarily and make traffic traveling over the subway safe, Doyle said. The city won't get that money back.

Salt had seeped through the roadway and eaten away a support pillar in the subway bed, Wagner said.

Permanent reconstruction of the stretch of subway is being delayed until the agreement is signed, Doyle said.

RTA also will be responsible for maintenance of seven bridges over the subway along its 3-mile route through the city. The bridges include the Public Library Bridge, Broad Street, and the Broad Street Bridge.

In return for its maintenance responsibility, RTA will be getting "a valuable right of way through the heart of the city that wouldn't otherwise exist," Doyle said.

"The reconstruction won't really be any added cost for us and at the same time it will take a heavy burden off the city," said Howard Gates, director of public relations for the authority.