

Subway Scrapbook
Volume 4

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Compiled by
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Democrat Chronicle

ROCHESTER, N. Y.,
WEDNESDAY, MARCH 17, 1954 19

**Future of Subway
Debated to Draw
By Citizens' Panel**

What to do with Rochester's subway remained a fully unanswered but entirely lively question after a three-hour discussion at the Chamber of Commerce last night.



LLOYD E. KLINE
"Subway"



JUDGE HENRY GILLETTE
"Highway, Not Subway"

Sponsored by the Citizens' Council for a Better Rochester, a panel of four speakers addressed upwards of 200 citizens at a meeting in the main hall. Subjected to later questions and observations by the audience were two major items:

1. Should the subway be continued and possibly expanded as a rapid transit railway?
2. Should the tracks be pulled up, the roadbed paved over, and the subway used as a means of rapid transit for vehicles?

Speakers advocating the preservation of the subway as a rail-type rapid transit system were Councilman Joseph Farbo and Attorney Charles L. Shepard. In favor of establishment of a rapid transit highway for automobile use were Randle V. Cartwright, chairman of the Chamber of Commerce Committee on Public Transportation, and Attorney Robert E. O'Brien.

The meeting was opened by Charles L. Rumrill, president of the Citizens' Council. Attorney Dennis J. Livadas, American Legion representative on the Council, was moderator.

Attend as Individuals
Rumrill emphasized that the speakers on the panel were there as individuals and not as representatives of any group. Livadas spoke of the problem of the "Future of Our Subway" as a 20-year old question that has been changed over the years since the 13-million-dollar expenditure by the increase in automobiles, growth and shifts in population and the depression.

Out of it all came one inescapable fact, that a great amount of care, study and consideration of costs in comparison with returns still are needed before final determination can be made as to the subway's future.

Last night's audience of upwards of 200 apparently was in favor of continuation of rail transit under improved conditions, judging from applause which greeted various comments from the floor.

However, when Herbert V. Gysel of 97 Fitzhugh St. S. endeavored to get a show of hands, he promptly was ruled out of order by Moderator Livadas who said the meeting was for discussion purposes only and not to make any decisions.

Referendum Proposed
After Leo McCarthy of 479 Pearl St. advocated placing of the entire issue before the electorate of the city in a referendum, his stand was approved by Cartwright.

Both Farbo and Shepard declared that profit should not be considered when the benefits to the people in the continued operation of the subway were at stake. Farbo already has proposed establishment of a transit commission which would take over operation of the subway and integrate it into the over-all transit pattern. He also has suggested an increase of 1 per cent in the sales tax to subsidize part of the subway operation, lower fares and thus increase patronage.

"I don't think the public wants any increase of any sort in any tax," said Farbo, "but it would reduce the fare by half. We must get the subway into sympathetic hands." Asked about the possibility of legal action to force the Rochester Transit Corp. to furnish feeder service by bus to the subway system, Farbo declared: "We can't even force them to give service to the people as it is. Only recently the company has abandoned all Sunday service on nine lines. The only thing we

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**Subway Future
To Be Debated**

Pro-and-con views on development of the subway as a rail line will be heard tonight in a panel discussion at 7:45 at the Chamber of Commerce.

The meeting is sponsored by the Citizens Council for a Better Rochester. Speakers will be Randle Cartwright, City Councilman, Joseph Farbo, Robert O'Brien and Charles Shepard. Dennis J. Livadas will be moderator.

TIMES UNION MAR 16 1954

A Single Problem

Councilman Joseph Farbo is as right as can be in arguing that the subway, transit system and traffic are all different faces of the same problem. None of them can be solved separately. All overlap. Together they are the biggest problem facing all municipalities today.

In 1947 an expert on municipal affairs marveled at the triumph of the modern city over the technical problems involved in large numbers of people living in a small area.

Such things as sanitation, health services, fire protection and prevention, water supply, rubbish disposal and the like are, indeed, witnesses to the successful application of technical skills to the problems of urban living.

But even as the professor spoke the automobile factories were turning out an unprecedented volume of cars and people were earning enough money to buy them. They were rapidly accumulating a new problem for cities, even more challenging than those solved so well.

It was more challenging because the automobile that created the problem also provided the means of dispersing the population of cities.

Yet it is a technical problem, calling for the same kind of brains as have solved other municipal technics. If they have progressed slowly, a major reason is that they have compartmentalized it, breaking it down into segments like transit, subway and traffic.

The City administration has many problems; it is attacking them vigorously in many ways. It is to be hoped that central traffic and transportation control, as urged by Councilman Farbo and others, soon may be brought nearer the top of the problem pile. Few things are more important.

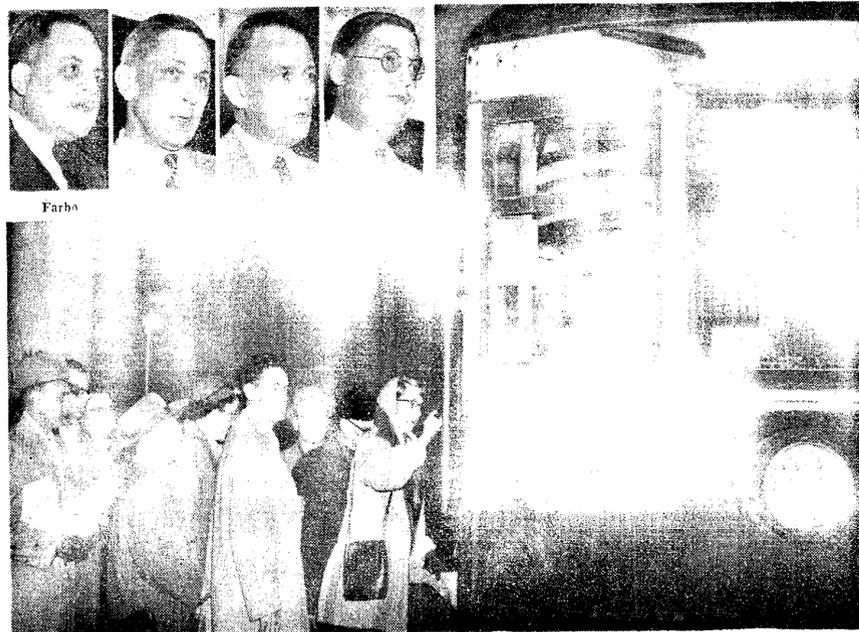
TIMES UNION MAR 15 1954

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Public Invited to Subway Talk

Mr. and Mrs. Rochesterian will get a chance to ask questions and state their own views on the subway at 7:45 tonight in the Chamber of Commerce. Four speakers will debate the future of the subway and later answer questions from the floor during the public meeting conducted by the Citizens' Council for a Better Rochester. The four speakers will be: Robert E. O'Brien, attorney; Randle Cartwright, chairman of the Chamber's Public Transportation Committee; City Councilman Joseph Farbo, and Charles Shepard, attorney. Dennis J. Livadas will moderate.



THE SUBWAY—Subject of three-hour citizens' meeting last night.

Subway: Citizens Debate Its Future

By CALVIN MAYNE
"The subway—railway or highway?" This question, a controversial one in Rochester for 30 years, was explored and debated last night during a three-hour citizens' meeting at the Chamber of Commerce. Although no definite answer resulted, the issue was squarely joined between those who place

their faith in subway improvements and extensions and those who believe parts of the subway bed should be paved as a highway for motor vehicles. Some 200 persons attended the panel discussion sponsored by the Citizens Council for a Better Rochester, a group of citizens interested in the physical improvement of the Rochester area. Purpose of the meeting, ac-

ording to Dennis J. Livadas, attorney and panel moderator, was to promote "public discussion to determine some course of action and arrive at a solution on the subway and what to do with it." Although the majority of last night's audience appeared to favor subway improvement during an extensive question-and-answer session, no formal vote was taken. Citizens Council officers asked individuals and civic groups to write to the council to express their opinion.

One proposal receiving applause was a suggestion that a city-wide referendum be held on the subway question. Here are the views of the four panel members, picked for their interest and knowledge of subway and transit problems, on both sides of the question:

Would 'Benefit the Many' Times Union Mar 17, 1954

Auto Expressway Called Answer

Randle Cartwright, assistant superintendent of Eastman Kodak Company's Navy Ordnance Division, chairman of the Chamber of Commerce's public transportation committee and Rush resident:

"The proponents of continued rail transportation in the subway have in the past proposed many grandiose schemes for the modernization, expansion and general glorification of the rail system.

"We are in complete agreement with our opponents in the opinion that this ancient highway of commerce over which the subway operates has been, can be and should be an extremely valuable asset to the community.

"Our disagreement is exclusively on the question of the manner in which the potential value of this asset can be realized to its fullest extent.

"What we propose is to convert it into an automotive expressway in an effort to keep up, or rather catch up, with the steady evolution of our transportation system.

"Its continuation as a railway system makes no more sense today than would have its continuation as a waterway 35 years ago. . . . The two separate, independent and exhaustive studies of the subway which have been made by completely unbiased and thoroughly competent transportation engineers have both arrived at exactly the same conclusion.

"Those who are served well by the subway are served very well indeed. . . . The unfortunate fact is that such a small fraction of our population can find any need to travel between these points.

"What we propose is modernization in its fullest sense—by converting an obsolete structure to a modern usage. We would, by pavement, make rapid access to and from the center of the city available to the many rather than the few who profit from the present arrangement."

Robert O'Brien, attorney and former Democratic candidate for City Council:

"I think it is clear to all of us that the operation of the subway is not an economically sound venture. . . . It represents a continuing subsidy by the taxpayers of the City of Rochester and by the bus-riding public for the benefit of a comparatively small number of individuals.

"No one would approve the abandonment of this \$13,000,000 investment without some attempt to find a suitable alternate use.

"The subway bed can easily be converted into an express highway and as such will serve several purposes. Such a highway will serve to provide bus transportation for all persons who now ride the subway cars.

"Such an express highway would permit complete integration of the subway bus route into the rest of the public transit

system. . . . The new highway would bisect both the Outer and Inner Loops and thereby provide a perfect expressway through the heart of the City without interference with traffic on present streets.

"Because a large number of truck terminals are located either on the banks of the subway or within a few yards of the subway, the new expressway would serve to divert truck and transport traffic from our city streets."

"The new highway could be used as a part of the eastern feeder for the New York State Thruway. It would save about \$2,000,000 to run it in the subway bed.

(Please turn to Page 28 for an editorial, "Citizens Council at Work.")

'Extend It' Improved Subway Favored

Republican City Councilman Joseph Farbo—"Up to the present time, the subway has been kicked around. The Rochester Transit Corp. has not tried to integrate the subway into the overall transit system. Until a real effort is made to integrate the subway into the transit system, we cannot evaluate its true worth.

"I believe we are legally and morally obligated to continue freight traffic in the subway. Railway passenger service and freight service can be operated harmoniously. There are serious doubts as to whether buses and freight service can be operated simultaneously.

"Last month, I proposed a Transit Authority to take over the RTC. One of several reasons for my proposal was to place the operation of the subway in sympathetic hands.

"Under my plan there would be funds available for the extension and improvement of the subway. It is only when the subway is extended, improved and integrated into the over-all transit system that we can make a fair appraisal of its true worth to the community.

"I agree with the experts whose surveys show quite conclusively that the subway cannot be operated profitably as it is presently constituted and as it

is now being operated. But I do not consider the making of a profit in the operation of the subway a very important factor when we consider the many indirect benefits we receive from operation of the subway as a railway."

Charles Shepard, Rochester patent and trademark attorney and Pittsford resident:

"The biggest problems in downtown Rochester today are the traffic-clogged streets and the overcrowded parking stations. The biggest headache for downtown merchants is to persuade people from the outlying areas to come downtown to shop, instead of using neighborhood stores. . . .

"It is the business of all of us to keep the downtown business district in a healthy and virile condition rather than to let it deteriorate by traffic strangulation.

"When viewed in this light it seems to me obvious that all of us, whether we are personally in a position to use the subway or not, should do everything we reasonably can to encourage the use of the subway. . . .

"Every time we persuade someone to come down in the subway instead of driving down in his own automobile, we have reduced by just that much the crowded traffic on the downtown streets and the clogging of the downtown parking stations.

"The suggested alternative, tearing up the tracks and paving the subway, is a step in the wrong direction, a step completely backwards.

"The subway must not be considered purely from the standpoint of making money. It must be considered from the angle of safety, reliability and above all from the angle of relieving traffic congestion. . . .

Farbo Says City Plans Parking Lot

Facilities Assured Subway Patrons

The city plans to build at least one parking lot on the subway route for use by subway patrons, City Councilman Joseph Farbo, Republican, said last night.

Farbo made the statement in the course of a panel discussion on the subway. The meeting, held at the Chamber of Commerce, was sponsored by the Citizens' Council for a Better Rochester.

City Manager Robert P. Aex today turned aside questions on the subway parking lots with "no comment," as he has done in recent weeks.

"The city administration is taking steps," Farbo said, "to make use of the subway more convenient and attractive to more people by furnishing public parking lots at strategic points along the subway's right-of-way.

"These public parking lots will encourage increased patronage on the subway and will help alleviate the traffic congestion in the downtown area during the peak hours.

"There are no parking lots in actual construction," Farbo told a questioner from the audience. But he added:

"At the last caucus of the City Council (Republican) majority, the city manager said he is going ahead with one. I believe the one at the west end of the subway is the one we will start with first."

(On a Feb. 3 tour of the subway with councilmen and city officials, Aex suggested construction of four lots. Only west side lot mentioned was on city-owned land at the Driving Park avenue station, a short distance west of Rochester Products Division of General Motors Corp.

(Aex also suggested building of three other lots at Culver Road station, on city-owned land at the Winton road loop just south of East avenue and on city and state-owned property at the eastern subway terminus at Rowlands.)

"THE QUESTION is getting the money," Farbo continued. "That money is coming out of current expenses. I want you all to know that the city is strapped for current expenses—it will be a job getting funds.

"But we are going ahead. Bob Aex said we are going ahead with these lots without fanfare or publicity.

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Lang for Parking Areas On Fringe of Downtown

Times Union Mar 17, 1954

Parking lots on the edge of the central traffic district for motorists who will park autos there and ride buses into the downtown area have been proposed by William A. Lang, president of the Rochester Transit Corp.

Lang made the suggestion in a letter to City Manager Robert P. Aex, written March 6 and released today. The RTC president also said the company "would consider a reduced fare for those using this service."

Lang said that parking lots on the fringes of the downtown area

for bus patrons are necessary because Main street traffic congestion has slowed buses and prevented additional rush hour bus service.

"We would be receptive to a plan calling for a combined rate for parking and bus fare," Lang said.

Under such a plan, motorists in general and shoppers in particular could park their cars in these lots.

"Such a program . . . would not only bring more people and less vehicles into the congested area but also speed up the movement of all private and public transit vehicles in an area where such a speedup is almost mandatory.

"It seems to me that there is something well worth at least a trial. It offers a challenge which we on our part gladly accept."

Lang told Aex that his proposal is "in line with your recent suggestions on the location of parking lots along the subway to encourage more widespread use of that facility."

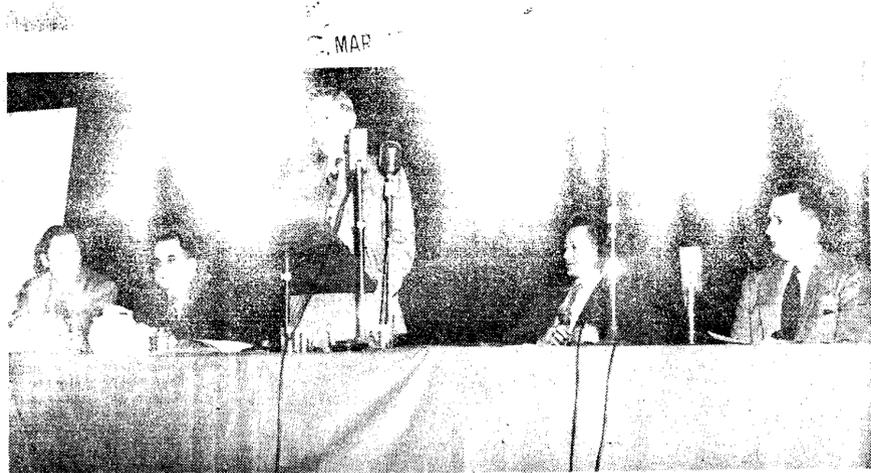
His idea "has been worked out

with various degrees of success in a number of other cities including Boston, Chicago, Seattle and St. Louis," Lang said.

A recent RTC study showed that scheduled afternoon rush hour speed of buses on Main street between Clarissa street and University avenue has been cut because of "mounting" traffic congestion from 7.05 miles an hour in Jan., 1953, to 4.40 mph in Jan., 1954, and 3.9 mph at present.

"These figures demonstrate the futility of putting out more rush hour service when that presently scheduled cannot move properly," Lang said.

Aex withheld comment on Lang's proposal but said he would present the letter to the Republican majority of City Council at its caucus tomorrow afternoon.



SUBWAY PANEL — At discussion of city Subway's future panel members were from left, Charles J. Lavidas, moderator, and Robert E. O'Brien, Shepard, Joseph Farbo, Randle Cartwright, Dennis J. Lavidas, moderator, and Robert E. O'Brien.

Subway's Future Debated to Draw

Continued from Page 19

of subway affairs, pointedly asked proponents of the highway in favor of converting it to a highway was in the method of putting the subway to use.

in heavy snowstorms that buses slithered about on the pavements and at times gave no service at all the subway continued to operate. He specifically mentioned the snowstorm of last Nov. 7, when subway service was stepped up to serve 20,000 passengers.

Cartwright countered that that was an isolated instance. Klos also pointed to the success of subway systems in other cities as evidence of the idea that a subway is not obsolete.

"Lay to Rest a Myth"

In his opening in behalf of a highway, Cartwright declared that he wanted to "lay to rest a myth." The subway should prove an extremely valuable asset to the community, he said, countered their opponents.

But his stand and that of others in favor of converting it to a highway was in the method of putting the subway to use.

"That we propose to abandon the subway is entirely untrue," he declared. He added that he proposed an automotive highway to enable the community to keep up with the times. He declared the subway was "no more use now as a railroad than it was as an old waterway."

Both sides stressed the beneficial effects their plans would have on downtown traffic congestion. The present freight service, in which 9,000 cars are handled annually by the subway, cannot be given up, proponents of continued rail use declared. That freight service could be handled by surface trucks, countered their opponents.

As Readers See It Subway History

Times Union Mar 24, 1954

Many Original Plans Not Realized
Arguments Against Converting It to an Expressway . . . Problem for Whole Area, Not Just the City . . .

This letter is on the subway. I think if the people of Monroe County (for it is old-fashioned to think NOW it is Rochester's problem alone) would know why in the 1920s the Erie Canal was converted at a cost of over twenty-one million dollars (one third for interest) into a subway, plans to preserve and develop it would replace ideas of abolishing it.

Let me tell you a little of the history. The Erie Canal, begun in 1818, extended 300 miles long from the Hudson River at Albany to Buffalo. Its building made Rochester grow. But in 1912 as revenues fell off (largely because of competition from railroads and other means of improved transportation) the state proposed to abandon the section through Rochester. This meant that this water route, when drained, would not only leave certain Rochester businesses without a method of direct shipment, but would cause a "scar" as well as a hazard.

So for eight years, until 1920, when the Barge Canal superseded the 13-mile Erie Canal section, all sorts of suggestions were advanced. A rapid transit railroad or subway seemed to be the only feasible solution.

The subway was to be 10½ miles long from east of Clover street to Kodak Park. The running time for this total length was to be 24 minutes. It was to go by (under) 37 bridges with 18 stations. Freight handling was provided for by connections with five railroads—a freight track was posed. "Thousands" were spent the east end to the Barge Canal.

The subway was to be an "underground" from South avenue to Oak street. Passageways (from Water and Aqueduct) to Main street also were provided for. At seven bridges, connections were planned to route local and interurban transportation to save time and remove street congestion. Auto parking space was to be provided.

Extension of Harvard street; Berkeley street to connect with Rosedale street, etc., and construction of new streets and foot bridges also were proposed. "Thousands" were spent on plans, plus conferences.

With the plan now to have a new City-County Center, coupled with the new War Memorial (now looking like an erector set), the subway is needed more than ever. The city administration is to be praised for recognizing it as a priceless heritage.

The new Thruway will decrease through traffic in Rochester. If it cost three million dollars in the 1920s to make a highway (Broad street) over the subway, then it certainly would be foolish to extend it as an expressway today.

It would seem to me logical to spend more money on developing the subway. Some of the 1920 proposals should be carried out, such as Main street passageways, parking places; ramps instead of stairs;

If this leads to public ownership then let's call it progress, not socialism. If it helps foster metropolitan government, remember that what is good for Rochester is good for Monroe County and vice versa.

The Metropolitan Area

Approach to Problem

I hope the people of Monroe County know that Rochester pays 80 per cent of the Monroe County tax; that of the 43 Monroe County supervisors, 24 are Rochesterians; that many of the services could be handled better (and more cheaply) if combined; that the subway, like the Airport, is a county problem, at least a metropolitan one.

This is why the Better Rochester area must be metropolitan if outlying towns feel that they care little, as appeared to be the case in the dispute over the sales tax.

This is why the subway is not Rochester's problem alone. This is why I wanted the people of Monroe County to know that if the city does abandon the subway it will have an effect on them—bound to be detrimental. So let's not abolish the subway because it needs improvements and maintenance.

Sincerely yours,
GORDON R. BELL.
261 Birr St.

EDITOR'S NOTE: Reader Bell, president of Credit Reporting Bureau, Inc., was employed before World War II as clerk on the city comptroller's staff. During and after the war he worked with the International Refugee Organization, most of the time in Germany.

Toronto Opens \$58 Million Subway

TORONTO (AP)—Ontario's Premier Leslie Frost pushed a lever today giving the first green light to the expression of this Canadian metropolis' new \$58-million-dollar subway line.

City transport officials hope the 4½-mile north-south line will make a major contribution toward clearing the surface traffic congestion plaguing this booming metropolis of 875,000 persons, Canada's second largest.

The subway is Canada's first and the fifth in North America. Its construction took four years.

Removal of street cars from two main downtown streets is expected to ease further the city's traffic problem. Officials also expect many commuters from the northern suburbs to leave their cars beyond the north end of the line.

The trains, of two to six cars each, will run 2½ minutes apart and make the entire run in 18 to 20 minutes. One official figured that a rider traveling the entire length twice daily would have in four weeks compared with the old start-stop street cars.

The street cars now average 35 to 40 minutes for the 4½-mile run.

Further easing traffic, the subway is geared to handle 40,000 passengers an hour. The displaced street cars can take only 13,000.

Actually the subway runs for 4½ miles to the northern suburbs to

ground— from Yonge street two miles to just above Bloor street. For the remaining 2½ miles to Englington avenue, most of the line is above ground, but alongside the street.

Fares are the same as for surface travel—three tokens for 25 cents. The tokens are sold by both vending machines and guides. Passengers can transfer from above-ground buses and street cars to the subway without extra charge.

The Toronto Transit Commission put 90 of its 104 cars on the operating line today.

When the building project started, its cost was estimated at 29 million dollars. Rising costs of material and labor pushed the final construction total to 50½ million and purchase of the British-built cars added another 8 million to the bill.

ROCHESTER TIMES-UNION
Tues., Mar. 30, 1954 9

Buses and Subway

The best solution for transportation depends on selecting the best goal. Every new crisis is being met with decreased service and increased fares. This loses customers and decreases revenue. If this trend is not reversed, the community must take over. If the community takes over and the goal remains obscure, the change will be from the frying pan into the fire.

Things price themselves out of means. Substitutes are sought. Unlike many other industries which can postpone the day of reckoning, there is no avenue of escape to transit corporations. Not one single effort is being made to remove the government tax stranglehold from the transit corporations.

Now take a look at the subway. It is just out of question to sink millions into it. But that does not mean that nothing can be done along this line. It should not cost much to have outlying parking facilities connected with the subway for when the memorial building is in operation this usage probably would spark additional usage. Another important step would be a subway extension to Kodak Park, so that workers would not have to use their own cars. The whole problem of the subway now is to slowly rebuild it and aim for some future

realization of its full possibilities. The important thing is to have right direction.
RAYMOND C. FISHER
109 Highland Parkway.

Faith in A.C.S. 27 1954

The debate on the Rochester subway which was sponsored (March 16) by the Citizens' Committee for a Better Rochester. It was gratifying to see the overwhelming support offered the subway's proponents.

Several points were interesting. The first was the subway's being labeled "obsolete." Opponents of subway development tried to show that the population pattern of Rochester "makes it a 'hub city' and therefore not a subway city." Is there any greater proof of the need for rapid transit in this type city than in Boston, the Hub City in which 21 miles of subway and open-cut rapid transit are in use, with several miles to be added this year?

The subway opponents have pointed to the years of deficits, and believe that a highway in the subway will end them. In the same breath, they say that the subway does not run close enough to the business district, that the population density does not justify the subway's continuance, etc. Yet, their highway scheme would not change the route of the subway one iota. What kind of double talk is that? The subway opponents are

saying, "We don't want the subway abandoned, we just want to pave its bed." Who's kidding whom? Once the tracks and cars are gone, do you have a rapid transit? You do not! You have a street of confusion. Electric cars can travel as fast as safety decrees, because of the protection afforded by the block signal system, but vehicular traffic would have to decrease speed.

The city has obligations to firms along the subway right-of-way for continuance of freight service, but this doesn't carry weight with the subway abolitionists. They advocate also, and in the process place 27,000 more trucks in the congested city streets. The freight service has been declared "vital to the economic welfare of the city" by the city itself.

The subway abolitionists are against giving the facility a fighting chance for survival. I have great faith in the city's young, energetic City Manager, Mr. Robert P. Aex. I believe that he will see the subway issue in its proper focus, and will bend some of his well-known energies toward making the rapid transit a greater asset in the community life.

LLOYD E. KLOS.
104 Long Acre Rd.

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Wed., Mar. 31, 1954

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

TORONTO (AP)—Toronto has gone wild, in a restrained sort of way, about its new subway.

Sightseers crowded into the gleaming \$58½ million dollar product of 4½ years of construction, delighted with its speed, smooth riding, quiet operation and clean, bright stations.

It was no time after it opened yesterday until they caught on that they could ride the 4½ miles from Union Station in the south to the northern terminal at Englington avenue and back again for one three-for-a-quarter token.

The new line, officially opened by Ontario Premier Leslie Frost, came through its first rush-hour test with little difficulty, although normal crowds were swelled by droves of sightseeing school children.

SOME MACHINES vending tokens and others giving free transfers to surface lines broke down, crowding downtown stations and forcing some of the four-car and six-car trains to leave partly filled. Generally, it ran smoothly.

In something of a holiday mood home-bound Torontonians, usually reserved, talked to perfect strangers in their amazement at reaching Bloor or St. Clair or one of the other 12 stations so quickly.

Watches were consulted at every glass-walled station and comparisons made with the old surface cars. They reached Englington, 2½ miles from the city's northern limits, 16 minutes from Union Station. On the old bone-shaking surface cars with their wooden-seated trailers and forced-air coal stoves it took 45 minutes or an hour. The old cars were sent to be junked.

Most of the riders stood in the tightly-packed cars last night but in their happiness at getting home so quickly they didn't seem to mind. There were jokes about catching the wife without dinner ready.

At the stations they moved up stairs to street car or bus loading platforms, some of them congested because the subway delivered their loads so speedily. Toronto Transit Commission guides explained the token and transfer machines and channelled the crowds out of the stations.

A BLIND MAN tapped his way along a loading platform, found the rough-surfaced tile a foot from the edge with his cane and stood waiting for the train. A guard explained to a man who couldn't read how he could tell his station by its color.

School kids tried the red-covered seats and the hanging straps which swing out of the way when not in use. The floors and light green walls were polished. Operators who had been prac-



BANNER DAY—At long last, Toronto's new subway opened yesterday as Ontario Premier Leslie Frost (left) and Toronto Mayor Allan Lamport throw switch to start first car rolling. (AP Wirephoto)

ticing two month ran the trains smoothly, but Premier Frost, driving the official first train a short distance for photographers, applied the brakes too quickly and jolted standing guests.

He had opened the line by throwing a switch with Mayor Allan Lamport of Toronto to change an amber light to green.

CHAIRMAN W. C. MCBRIEN of the city-owned TTC which built the subway partly from reserves bid at the ceremony for city money to construct an east-west line along Queen street from McCaul to Sherbourne, running under the subway at Queen and Yonge. Costing 12 million dollars, it would eliminate 80 per cent of remaining downtown street cars.

Downtown merchants, welcoming thousands of sightseeing shoppers during the afternoon, saw in the new line a step toward revitalizing their area, much of it blighted off the main streets.

While Yonge street was torn up for almost four years and mud-covered, make-shift sidewalks and the din of piledrivers discouraged customers, they saw trade move toward the less-affected smart-shop Bloor-Yonge district. They have still to go through a few more months of disruption while Yonge street is torn up again, services installed and the surface paved.

An hour and a half after the subway trains started yesterday the last of the "red snail" surface cars made a sentimental journey

down Yonge street with members of the Railway Society of Canada aboard and sporting a sign proclaiming the end of traffic congestion. It was later shunted off to a junk heap.

SIX HUNDRED GUESTS heard the story of the subway's building at the opening ceremony and a luncheon later.

Premier Frost declared the system open as 5,000 spectators gathered at the Davisville station with several hundred Homburg-hatted city, TTC and construction company officials.

Apparently in an effort to smooth civic feelings ruffled by the prominence given Metropolitan Council Chairman Fred G. Gardiner in the ceremonies, the premier asked Mayor Lamport to help throw the switch.

AMERICAN and British flags flew from the official stand in recognition of the contributions of American contractors and British car manufacturers. The 26,000 tons of reinforcing rail and structural steel used came from Canada, the United States, Britain, Belgium, Germany and Luxembourg.

Some 1,400,000 bags of cement were used, along with 420 tons of cast iron pipe, 170,000 tons of sand, 240,000 tons of gravel and 15,000,000 board feet of lumber. Tin-hatted construction men representing the thousands who burrowed the subway without the loss of a life, stood guard at Union Station as Premier Frost unveiled a stainless steel plaque commemorating the opening.

Plans for a Toronto subway

date back to 1912 when the subject first came before City Council and the cost mentioned was \$5,000,000. Voters turned it down and other schemes died aborning, such as the depression-born one for an open ditch along Yonge street in which the street cars would run.

THE VOTERS finally approved the present subway eight years ago at an estimated cost of \$29,000,000. That figure had doubled by the time construction started Sept. 8, 1949.

The new line is planned to help clear up what a local newspaper columnist, parodying the title of a song in the show "Guys and Dolls," called the oldest established permanent insoluble traffic jam in Canada.

Thousands of motorists, who now compete for scarce and expensive downtown parking space, are expected to park their cars near subway stations and ride downtown.

Surface buses will feed subway stations downtown and operate farther north while the subway is closed between 2 and 6 a.m.

THE NEW LINE runs just under the surface two miles to Bloor street and then in an open cut for most of the rest of the line. It is geared to handle 40,000 passengers an hour compared with 13,000 on the street cars. It will take passengers its full length in 18 minutes instead of 35 coming south downhill and in 18 minutes instead of 40 for the northern run.

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The Subway's Emergency Role

News item of March 30: "The subway was the brightest spot in the transportation picture."

Although electric rapid transit adapts itself to emergency conditions readily, the shortcomings of other forms of public transportation were accentuated Monday in the big snow-storm.

Once again, the much maligned Rochester subway carried additional throngs of passengers unable to use the much-vaunted bus system.

There is an ironic angle to the subway's importance in the latest emergency. As recent as March 16 in the subway debate at the Chamber of Commerce, I brought up the value of the rapid transit in storms of the past, and mentioned specifically the one of Nov. 7, 1953, when bus service was suspended.

The spokesman for the subway abolitionists tried to minimize the subway's heroic efforts as an "isolated example" and "a one-day emergency." Well, it seems that these emergencies have a nasty way of repeating, and thereby gaining support for the subway.

ONE POINT in all the controversy of electric rapid transit vs. highway is that there is no substitute for the steel wheel rolling on the steel rail. Get a few inches of snow on a highway, and a problem is born.

Rubber-tired vehicles must proceed slower as both trac-

tion and control are decreased. These are plain facts, undisputable, and they must be accepted.

The Rochester subway is successful in all weather conditions because:

1—It is operating on its own right-of-way, free from all competing traffic.

2—The steel-wheel-on-steel-rail issue is always present.

3—Electric power makes fast acceleration and deceleration possible.

4—Unlimited passenger-carrying capacity.

IF BUS LINES were integrated to feed the subway, instead of traveling downtown to pile up on Main street, traffic congestion would be materially lessened. Some bus lines are in direct competition with the subway, and it is indeed amazing that the subway handles the business it does.

The use of 1916 rolling stock, and the absence of advertising and promotion of the rapid transit make this fact even more remarkable.

THE SUCCESS of the subway in the recent emergency is one of two developments in the last week emphasizing importance of rapid transit in the modern city. The other is the opening of the Toronto subway.

When Rochester built its subway in the 1920s, the general attitude was, "Well, the job is finished, the subway can run itself." And, that is just about what it has been doing for 25 years—running itself.

The attitude in Toronto, even at the subway dedication ceremonies, is one of building for the future. Plans are now under way for east-west rapid transit lines under Queen street and Bloor street. Proposals were advanced in 1950 which, if adopted, would provide Toronto by 1975 a network of 36 miles of subway and rapid transit lines.

It is a sure bet that with Toronto's opening of her subway, Montreal will now take action on a 117 million-dollar plan for a similar facility to relieve her traffic-clogged downtown section.

If a negative policy is in order, Rochester is justified in tearing down her rapid transit. However, if a positive, forward-looking policy is in order, with an eye to War Memorial and Civic Center demands, plus in-

dustrial expansion at the subway's western end, the railway must be modernized and extended.

It is my belief that the subway is entering the period of its greatest need.

To decide on a course other than that of electric rapid transit expansion would be a step backward. Let's keep in step with progressive cities

LLOYD E. KLOS

104 Long Acre Rd.

UNION APR 1, 1954

Another Look at the Subway: 'Some Repairs, Same Dirt'

By MARGARET GOETZMAN
Times-Union Women's News
Writer

Conditions remain much the same at the subway stops.

Cars are cleaner, some dangerous stairs have been repaired. Other than that, no visible repairs have been made.

We took another ride on the subway this week, looking to see if there had been any improvements since our first three weeks ago. At that time, we found dangerous stairs, dirty cars, rundown shelters, and a general atmosphere of neglect.

We found too that many women subway riders longed for better conditions although they liked the subway's fast, efficient ride.

Monroe-Field street stop, perhaps the worst eyesore, was our first stop this time. It looked the same, although the loose metal strips on the cement stairs had been fixed.

Other than that: Cracks in the cement are not repaired. Windows are dirty and streaked. Broken doors bang recklessly.

It was a cold day. But we preferred to wait for the next car outside. Inside the station, the seats were too dusty to sit on. The air was so bad smelling, we couldn't stand inside for long.

At Culver, where there aren't any doors, the wind whistled through the station.

At other stops it was the same story.

There are still dangerous stairways.

Walls, steps, benches and floors are still dirty and undusted.

There are cracks and holes in the walls.

Walls are crumbling and scarred.

At Main and Oak streets there are still cracked windows, streaked, dirty paint, water stains and ugly tar-filled cracks.

We were impressed with cars themselves. The window sills appeared freshly cleaned and the seats were free from dust. But that step from platform to car is still a 10-foot way up.

UNION APR 2, 1954

As We See It

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Page

One-Package Action Needed On Traffic and Transit

Somebody must take hold of Rochester's traffic and transportation problems—all of them, in one bundle, not just piecemeal here and there as now.

Vital needs are neglected.

Well-meant suggestions wind up in pigeonholes.

Why?

Times-Union Reporter Calvin Mayne, in a series of five articles published last December, gave some of the answers. Chief among them was this:

"At least 16 city and state agencies handle one or more phases of Rochester's traffic affairs. These agencies work without proper coordination and central control.

"No one man, or group of men, exercises the responsibility for grasping the whole problem, tying together loose ends, in a firm, scientific, non-political way."

THE PLAIN FACT is that the City of Rochester is not now geared to meet and deal with its transportation problems as they should be met and dealt with.

The city manager is up to his neck in a wide variety of responsibilities and endeavors. So are his top aides. They can't do everything.

The City Council ought to realize this and do something about it by setting up a central agency to deal with all transportation problems.

What happens too often now was brought home again in a letter to The



STORM TIEUP: Traffic and Transit

Times-Union yesterday from William A. Lang, president of the Rochester Transit Corp.

DISCUSSING THE NEED for advance planning to prevent paralyzing tieups such as the one that gripped the city during Monday's storm, Lang recalled:

"The problem of dealing with an emergency traffic condition is bound up irrevocably with a solution of our basic, every-day traffic problem. More than a year ago I made this statement:

"To the city, we propose a practical and thorough study of the central traffic district congestion . . . I can pledge here and now that we will adapt our schedules and routing to meet any changes in the traffic pattern which such a study will develop."

Lang has made more than one proposal for joint action between the city and the transit company—yet nothing happens. His proposals vanish in thin air.

Why?

PARTLY, AT LEAST, BECAUSE THERE IS NO ONE CENTRAL RESPONSIBLE AGENCY TO SEE THAT SUCH PROPOSALS, NO MATTER WHERE THEY COME FROM, ARE DEALT WITH PROMPTLY AND EFFICIENTLY.

LIKEWISE WITH THE SUBWAY, at least in the past.

In some recent reorganizations at City Hall, City Manager Aex has placed the subway under a new bureau of municipal enterprises as part of the Department of Public Works.

Citizens will await action from Joseph A. Biel, the bureau's proposed director, on the "forward-looking" subway program to which the city administration has committed itself.

But the subway is still only part of Rochester's transportation picture. It should not be dealt with on a separate basis. It must be integrated with bus routes.

The whole public transportation problem must be dealt with as one.

Until then, we are going to lack the action we need—and must have—on our problems of traffic and mass transportation.

Storm and Subway
D. & C. APR 3, 1954

Maybe the good Lord sent this big snowstorm to wake up the people responsible for the poor transportation in Rochester and surrounding towns.

A new subway is what we need. The present one is poorly planned, with much waste of

space. It should be completely underground, the roadways over the top. Think of all the room it would provide for motorists to get those smelly old busses off the streets. How clean the air would be. Not to mention how pleasant it would be for patrons to be out of the cold while waiting in frigid weather or in the heat of summer.

Our city and county is rapidly growing. Something must be done very soon. However I am only a little whisper in a large puff ball. Won't somebody else do a little whispering, too? We need many whispers before we become modernized.

A new system like this would pay for itself many times over. Gum and chocolate vending machines, coffee shops, clean books and magazines for children and adults, novelties—all these would help pay for a new subway if they were put in all the stations. Just a little deep thinking would put this over. Anyway, I can dream.

MRS. MILDRED PALMER
3197 Chili Ave.
Churchville.

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TIMES UNION APR 7 1954
As We See It Page 30 . . . EDI

The Real Question On The Subway

Most informal talk about the subway centers on two points:

Those favoring the subway as an electric transit line urge that it be improved and promoted and perhaps extended to increase its usefulness and appeal.

Those opposing such use of the subway urge that the rails be torn up and the subway paved as a limited-access highway.

The Times-Union favors the first course for reasons that have been discussed on this page many times.

The point it is desired to make now is this:

EVEN IF THE CITY were to turn the subway over to the state tomorrow, asking the state to make it part of the radial and loop street plan by paving it, the state is in no position to do anything about it for years and years.

Thus, the question we have to answer is this:

Do we want to try to make something of the subway, which now virtually "runs itself," neglected by both the city and the Rochester Transit Corp., or do we want to abandon it?

There remain 21 months on the existing contract between the city and the RTC under which RTC operates the subway on a subsidy from the city.

THE CITY SHOULD make the subway improvements so obviously needed, put in some subway parking lots, really "give the subway a chance" in these next 21 months.

That is one way to help downtown business and traffic—matters of importance not only to subway riders but to the entire community.

To do less is to default on a job and on a responsibility. To do more might turn out to be one of the smartest things the city ever did transportation-wise.

Meantime, bear in mind that the question is not whether to operate the subway as now or turn it into a roadway. The question is whether to try to really make something out of what we've got.

Subsidy Snafu

The Rochester Transit Corporation proposes that bus lines which cannot pay their own way be subsidized by those who want to keep them running—the city itself, for example, or merchants associations or real estate developments. This is the first major item to come out of the Public Service Commission

D. & C. APR 8 1954



hearing into protests over cuts in bus service.

Because the hearing is a continuing one, and may produce a wealth of data and argument, this editorial opinion is an interim one and is confined solely to that RTC subsidy proposal.

To us it sounds like complicated first aid treatment, where the patient's condition calls for a permanent cure or at least far-sighted surgery. Traffic-wise, this city is devoted to stopgap methods. While it tries them, with divided command, traffic slowly congeals. Still another stopgap, in the form of partial bus subsidies, would seem to invite more of the same as time went on. For unless traffic is untangled and bus riding is made more rapid and more desirable, patronage will continue to decline and more lines will lose money. This is, we said, just an interim opinion—here it is: Partial subsidy now signals the beginning of a march toward whole subsidy, and it may well be that neither would be necessary if the city would first take strong, correlated action to clean up parking and traffic.

TIMES UNION APR 3 1954

As Others See It

Monorail and Express Subways

Super-Transit System Plotted for Los Angeles . . .
An Expert Adds Up the Traffic Congestion Score

By BILL RINGLE
Times-Union Staff Writer

High-speed super-express subways are the only way to keep downtowns bustling and halt the movement of business to the outskirts of large cities.

So says George W. Burpee, the 70-year-old senior partner of Coverdale & Colpitts, the New York City engineering firm that made a study of Rochester subway back in 1950.

Speaking on the occasion of his concern's 50th anniversary, Burpee says he believes the rush to build turnpikes has done little to ease the real impact of automobile traffic on American cities.

"We're facing a multitude of problems in developing city by-passes, in speeding traffic through downtown sections and in building new rapid-transit off-surface systems before we're strangled by congestion," he says.

The only way to retard decentralization and halt the blighting of downtown areas will be to build comfortable, high-speed "super-express" subways with fewer stations than at present, or to accept the necessity of using more streets for modern elevated highway or railroad structures, he contends.

HE BELIEVES that the monorail train idea is a promising alternative to much higher cost subways or conventional elevated railroads.

Coverdale & Colpitts and two associated firms recently completed a study affirming the feasibility of a monorail system for Los Angeles.

It would consist of a 32-mile-long elevated rail from which 6-car trains would be suspended. The trains would run at 3-minute intervals and travel at 60 miles an hour between stations. For a 2-mile stretch in downtown Los Angeles, the trains would dip underground. Cost of such a system, Burpee says, was estimated at an average of less than \$3,500,000 a mile, not counting the subway segment. A conventional subway there would cost well over \$10 million a mile.

BURPEE IS WELL qualified to comment. Coverdale & Colpitts has made more than 360 traffic surveys in at least 34 states to assess the economic feasibility of proposed highways, bridges, vehicular tunnels, rapid transit systems and the like.

It has directed, or participated in, engineering studies for 22 of the nation's turnpikes or turnpike extensions now in service, under construction or partially authorized by state legislatures.

In its 1950 report here, the firm blamed slumping subway traffic rates on three factors: The accidental location, rather than one determined by the flow of traffic; absence of new traffic-producing territory on the subway route and failure to serve the Main street and Clinton avenue area, hub of the shopping section.

How Many, How Much?

In your recent snow storm everything was tied up but (as many said) the subway.

It would be interesting to know just how many paying passengers the subway cars carried that day and just what the profits were for all concerned; and further if the number of passengers carried during the storm was larger than any other ordinary day.

J. F. SMITH.
636 Wellington Ave.

D. & C. APR 10 1954

Subway Traffic

Latest report on the volume of subway passenger traffic sounds much like a cracked phonograph record. There were 30,665 fewer rides, 17.1 per cent lower than a year ago; 4 per cent fewer miles operated, largely accounted for by the 36-hour bus-subway strike.

The figures are for January and February. Thus they only partly overlap the period since City Council announced it would take a new look at the subway's possibilities.

That announcement was made in February when a new contract with RTC was entered into to operate the city-owned subway through 1955. But if anything has been done about the new look it has not been visible. City Manager Aex proposed some parking lots along the subway early in February. Nothing has happened about them since.

People would still like to know whether the picture of declining traffic would be the same if the city were doing anything to promote it and increase its appeal. They'll never find out unless such steps are taken.

TIMES UNION APR 25 1954

Subway Notes Traffic Loss

Subway passenger traffic declined by 17.1 per cent in January and February as compared with the same months of 1953, the Rochester Transit Corp. reported yesterday.

The decrease was in virtually the same ratio as the falling-off in bus travel during the two months. The subway carried 148,209 cash passengers, or 30,665 fewer than in January-February, 1953.

The total of subway miles operated was 4 per cent less than in the two 1953 months. This was attributed by RTC to the work stoppage. The subway is owned by the city and operated by the RTC under contract.

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It TIMES UNION MAY 6 1954
... Transit ... McCarthy

This is your daily "Town Meeting" column. Use it to express your views on local, state, national or world issues of the day. The Times-Union reserves the right to cut long letters. Every contributor must sign — for publication — his correct name and address.

A Mighty Artery

If a start never is made in linking the subway with the business center, the subway will remain just a "back alley." It can be a mighty artery.

For a start I propose two short, closed, bus routes. Reserved space a little wider than a bus along the curb, marked off from other traffic lanes with moveable posts, is the only extra requirement.

One route would begin at the South and Court subway station and go north to the street just below Main street, turn right to Clinton, go up Clinton to Court and back to its starting point.

The other route would begin at the Clarissa and West Main subway station, turn left down Industrial, down Oak, down Broad on the wrong side and then down Main to McCurdy's. It would turn down Elm, down Chestnut, down East on the wrong side and then back Main to its starting point.

If the people who like to work out problems for a part-time would get interested in traffic and transportation as a game and if the newspapers print their efforts, sooner or later a workable plan will emerge.

RAYMOND C. FISHER,
109 Highland Ave.

TIMES UNION APR 30 1954
Park-and-Ride Fare Weighed For Auto-Subway Travelers

The city is considering a combined "park-and-ride" fare for subway passengers.

This was learned today after disclosure of letters written by City Manager Robert P. Aex to subway patrons.

Aex declined comment on the letters and all other questions dealing with the subway beyond confirming that letters were mailed.

IT WAS LEARNED, however, that the city manager wrote letters to motorists who left their cars near one or more subway stations and rode the rail line downtown.

Aex told the subway riders the city is considering the possibility of building parking lots near subway stations. Aex asked the subway passengers' views on whether they would be interested in paying a combined price covering parking at the city-owned lot and riding the subway.

No specific price was mentioned. Aex enclosed a self-addressed, stamped envelope with the letters.

He gave no indication how many letters were sent or the nature of the replies. The city apparently obtained names and addresses of subway riders after checking license plates on autos parked at subway stations.

THE LETTERS are the second indication of action by the city to carry out a "positive, forward-looking" policy toward the subway proclaimed in January by the Republican City Council majority.

Councilman Joseph Farbo said on March 16 that the city plans to build at least one parking lot along the subway.

"The city administration is taking steps," Farbo said, "to make use of the subway more convenient and attractive to more people by furnishing public parking lots at strategic points along the subway's right-of-way."

Aex also declined comment on subway questions at that time. During a Feb. 4 tour of the subway, Aex proposed four possible sites for subway parking lots—at Driving Park avenue, Culver road, East avenue and Rowlands.

WHEN A 22½-MONTH contract with the Rochester Transit Corp. for subway operation was signed Feb. 10 by the city, Aex said that all possibilities of expanding and developing subway service would be investigated or tried.

This study would lead to a final decision by the council during the life of the contract on the question of the subway's future, Aex indicated.

TIMES UNION MAY 7 1954
Farbo Doubts Enlargement Of Subway

If a start never is made in linking the subway with the business center, the subway will remain just a "back alley." It can be a mighty artery.

For a start I propose two short, closed, bus routes. Reserved space a little wider than a bus along the curb, marked off from other traffic lanes with moveable posts, is the only extra requirement.

One route would begin at the South and Court subway station and go north to the street just below Main street, turn right to Clinton, go up Clinton to Court and back to its starting point.

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If the people who like to work out problems for a part-time would get interested in traffic and transportation as a game and if the newspapers print their efforts, sooner or later a workable plan will emerge.

RAYMOND C. FISHER,
109 Highland Ave.

City Councilman Joseph Farbo said today he does not believe the city is going to "do anything to expand the subway."

In reply to a question at a debate before a Junior Chamber of Commerce committee, Farbo said: "Before they (the city administration) start out they have to find out where the money is coming from." He indicated that the city has no funds available to extend the subway as a rail line or pave it as a highway.

The freshman councilman said the only solution to the subway's future is his proposal, originally advanced in February, to establish a county transit authority financed by a 1 per cent increase in the county sales tax.

Farbo's opponent in the debate on the future of the subway, Randle Cartwright, assistant superintendent, Navy Ordnance Division, Eastman Kodak Co., advocated paving the subway bed for use by motor except in the downtown area, which he said could be used for an electric car shuttle between the paved sections.

Future Use Of Subway To Be Topic

Future use of the subway will be debated tomorrow at a 12:15 p.m. luncheon of the Junior Chamber of Commerce civic improvement committee at the chamber.

Speaking will be two men who participated in a March 16 subway debate sponsored by the Citizens Council for a Better Rochester. They are City Councilman Joseph Farbo and Randle V. Cartwright, assistant superintendent of Navy Ordnance Division, Eastman Kodak Co.

Farbo has called for a city or county transit authority which would take over bus and subway operations and improve the subway system by new equipment and line extensions. Cartwright is an advocate of paving most of the subway bed for a motor vehicle highway.

Moderator at tomorrow's meeting will be John H. Kitchen Jr., committee chairman. Kitchen said the committee will make a recommendation on the subway's future use after hearing both sides.

As Readers See It

TIMES UNION MAY 20 1954
The Subway and Expansion

During the Subway debate, sponsored by the Central Trades and Labor Council last week, several good points were brought out by Councilman Farbo.

For example, he cited the availability of the area at the western end of the subway for industrial expansion. This is a tremendous factor in the subway's continuance. Any firm which locates in that area can ship to any point in the country, using the subway as a switching intermediary. And, by extending electrified trackage to this area, the dependable passenger service would be made available to thousands more potential riders.

Perhaps the best point advanced by Mr. Farbo is the idea of solving the city's parking, traffic, and subway problems in one package. One cannot be solved apart from each other. They are interdependent upon each other. This idea of Mr. Farbo demands the attention of every thinking citizen in Rochester.

TIMES UNION MAY 14 1954
Subway Assailed, Defended

WHILE ROCHESTER has been debating its subway, developments in three other cities show that the march of electric rapid transit is continuing.

The Toronto subway has been open almost two months.

Rochester's controversial Subway was pictured by Republican Councilman Joseph Farbo last night as a key to future industrial expansion. But his opponent in the debate termed the subway a "white elephant."

Farbo and Robert E. O'Brien, former Democratic candidate for City Council, met with the AFL-Central Trades & Labor Council to discuss the Subway. Their debate wandered afield to take up the Rochester Transit Corp. and the city's transportation problems in general.

O'Brien proposed that the subway be paved to provide a six-to-eight lane highway that would intersect traffic arteries such as the Inner and Outer Loops and the Thruway.

In answer, Farbo said "the biggest feature about the Subway is the importance of its freight traffic. And we cannot have both rail and vehicular traffic down there."

FARBO SAID the Rochester Products Division of General Motors "absolutely" went to its pre-opinion to create a demand for one site because of the presence of...

So popular is it with the public that the parking facilities along its right-of-way have been termed inadequate. The city has been studying plans for 10-story ramp parking garages.

Boston on June 1 will open an extension of its East Boston rapid transit from Orient Heights to Revere Beach. Along the entire route will be parking lots with a combined capacity of 4,100 cars. A park-and-ride plan is in effect there whereas the rapid transit patron pays for a round-trip ticket on the rail line plus the privilege of parking.

Cleveland expects delivery of the first of its 68 rapid transit cars on August 1. The east side rapid transit is scheduled to open about December 1, with the west side line opening six months later.

THE EVENTS in these cities should serve to emphasize that Rochester cannot afford to rid itself of so valuable a facility as the Subway.

LLOYD E. KLOS
104 Long Acre Rd.

Retail Heads Selected for Traffic Study

A committee of six executives of Rochester retail stores has been named to study and make recommendations on Rochester's traffic and transportation problems.

The committee was named by Leonard M. Wolper, Rochester group manager, Sears, Roebuck & Co., and chairman of the Retail Merchants Council.

Wolper said the committee will attend meetings aimed at solving these problems and will make recommendations on such matters as future use of the subway, parking shortages, traffic congestion, bus fares and bus service.

CHAIRMAN of the new committee is E. Willard Dennis, chairman of the board, Sibley, Lindsay & Curr Co. Other members are: Melvin B. Neisner, vice president, Neisner Brothers Inc.; Harold J. Roche, superintendent, E. W. Edwards & Son; Fred S. Forman, vice president, B. Forman Co.; Gordon McCurdy, vice president, McCurdy & Co.; and Harry A. Holmblad, president, Scrantom's Book and Stationery Co.

A special concern of the committee, Wolper said, will be recommendations on "the most efficient use of the subway."

Committee members will meet with the Retail Merchants Council executive committee at 12:15 p.m. Thursday at the Chamber of Commerce to outline a specific program.

In another subway development, future subway use will be debated at a meeting of the Central Trades and Labor Council at 8 p.m. Thursday at Carpenters Hall, Fitzhugh street north.

PARTICIPATING will be City Councilman Joseph Farbo, who has proposed a county transit authority to take over public transportation facilities and expand and improve the subway, and Robert E. O'Brien, attorney and former Democratic City Council candidate, who advocates paving of a portion of the subway bed.



Wolper

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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 makes the suggestion that the railroad tracks should be torn out and a high-speed roadway built through the Subway. A letter with such a suggestion appeared in The Times-Union on May 19.

The trouble with this suggestion is that it just can't be put into effect and would be a terrible mistake for the city if it were.

The Subway was built to connect with the interurban trolley lines which then were numerous coming into the city. When these trolley cars went out of business it was deemed wise to have the Subway connect the various steam railroads coming into the city. Few cities have a railroad service such as Rochester's because the Subway connects all the different lines and arranges for transfer of freight cars from one railroad to another.

Because the Subway offers such freight service, many industries located their plants along its route on the assumption that the Subway would be continued. The city is under moral obligation to give these industries continued service.

For instance, the Subway was a factor in location of the General Motors' Rochester Products Division plant in Rochester. If Subway service were discontinued, it would amount to breaking a moral understanding or obligation to General Motors as to others similarly located.

The Subway, with its present freight service, is simply indispensable to Rochester. It even opens the door to the location here of a number of new industries. Thus it would be a frightful mistake to discontinue the present rail service.

FURTHERMORE, it would cost millions of dollars to build a highway in the Subway. The city hasn't any such money to use in building such a highway. In fact, the city is having difficulty in finding the money necessary to keep our surface streets in repair; it is behind in surface street work.

Furthermore, the Subway is not fitted for any highway automobile traffic. Costly new bridges would have to be built for streets over it. It would have to be widened and straightened at various points. There are many other engineering difficulties involved.

OUR GREAT PROBLEM in Rochester is the traffic on our surface streets. Every day there are traffic jams. There are frequent jams on Main Street that make it difficult for the buses to render satisfactory service. Without the Subway, there would be more jams. With expanded Subway service, we could help reduce jams.

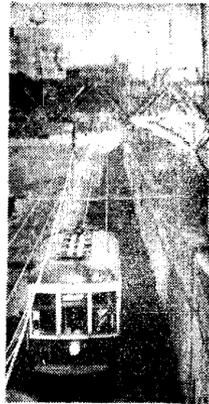
According to the report of the Transit Company for the months of January and February, 148,000 people used the Subway. If, instead, they used automobiles on surface streets, traffic jams would be multiplied and it would be even more difficult to get through our streets. Surely when the Subway is transporting 148,000 persons in two months, across our city, it is rendering a great service and is of tremendous value. And last month there was an increase in Subway traffic.

Recently a concern on South Goodman street shipped 55 carloads of freight from its warehouse via the Subway. This was equivalent to taking hundreds of trucks off the streets! How in the world could we accommodate hundreds more trucks on the surface streets of Rochester?

IT IS DISCOURAGING and disheartening to see how both the city and the Transit Company merely keep the Subway running and do nothing about expanding or improving it.

The Transit Company is under contract to operate the Subway but pays little attention to it. It doesn't provide enough schedules.

Recently a bus driver was asked for a Subway schedule. He found he had one in his hat but had no spares. It would cost little to provide an adequate supply of cards showing Subway service and bus connections, so that passengers



could plan to transfer at convenient points.

There has been much talk about providing parking stations along the Subway. Our city manager, several months ago, advanced a proposal of constructing some parking places but if he has done anything about it, there has been no report or sign of action. These parking places are necessary to increase Subway traffic and it is time that something was done about them. Especially is a parking place needed at Rowlands so that people coming from the East could park there and take the Subway into the city.

As in the case of parking spaces, nothing has been done about escalators. I wonder if the city has investigated to learn what an escalator would cost? If so, it never has been reported to the public. There are several places where escalators are in great need and should be installed if it is at all possible.

Subway service should be made attractive by the Transit Company and the city working together. Older people should not be forced to walk up and down long flights of stairs; there should be escalators. The step on the Subway cars should be lowered so women could board without risk of ruining their nylon stockings, which makes a Subway ride expensive. Other Subway stops should be opened, especially on the west side of the city, to accommodate the public which wants and needs Subway service.

A BRAND NEW SUBWAY in Toronto is most attractive. The cars are beautiful and clean, the service fast and frequent, the lighting in the cars is good and they are attractive in every way—far more attrac-

tive than any bus or automobile.

In contrast, the Subway in Rochester is fast, comfortable and safe, but maintenance is criticized on all sides. For example, lights in the stations burn out and are not promptly replaced. Even the cars are not always as well lighted as they should be.

The needs of the Subway and again to City Manager Aex and members of the City Council. But what has been done?

It seems to me that it is time we had some action. The city manager and the administration should do the job that needs to be done: See the situation which exists and give Rochester the best service possible, the service that Rochester must have.

BRUCE MANN, a financial writer of great reputation, pointed out in his Times-Union column last Monday that when the St. Lawrence Seaway is in operation, which will come ultimately, the Subway could be used to great advantage.

Good, active city management would consider trying to make arrangements with the B. & O. Railroad for the use of its idle tracks so that the Subway cars could transport thousands of people to Ontario Beach in the summer time.

There are other additional railroad tracks running around and through the city that should be used as Subway extensions. At main points, small diesel locomotives or diesel cars might be used on these additional railroad tracks.

THE SUBWAY can be made a tremendous asset to Rochester and be put to increasing service for the people of this great city. Properly used, it could go far toward helping solve the traffic problem.

Toronto has found its subway a great boon. At one time, Toronto was about the same size in population as Rochester. Today, Toronto is a booming city of a million people. It is going ahead by leaps and bounds, largely because the city has been made so attractive to its people. The transportation problem has been solved, the parking problem has been met satisfactorily.

Rochester has lagged—indeed, interest is dead in many respects—instead of being the great, surging city that it should and could be.

As Readers See It

Times-Union May 21, 1954

A Bus-to-Subway Plan

The following diagram is my conception of a new downtown bus routing plan that would serve to increase service and decrease traffic congestion. It involves bus-to-bus and bus-to-subway connections.

(d and e) would quickly connect the subway to the business center.

No change would be necessary in the present South, St. Paul and Clinton bus routes.

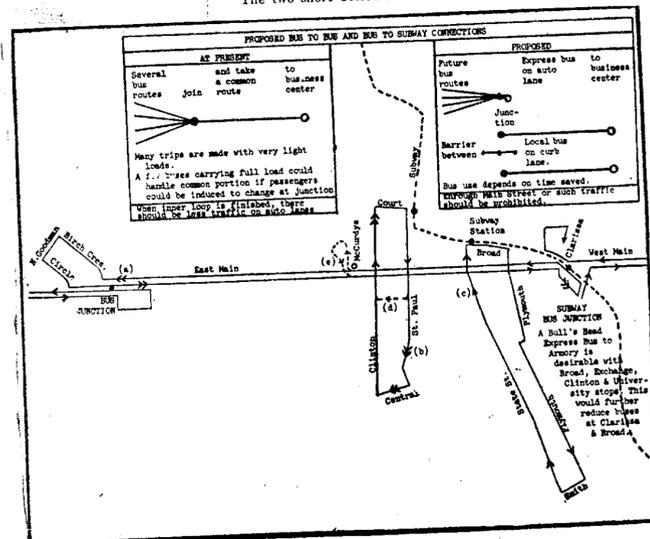
First I propose five central bus routes to connect three downtown subway terminals and distribute the peak load between them.

If you would crack the traffic-transit bottlenecks, you must make a start. Every important phase of our community has a head—schools, memorial, health and so on. Isn't it foolish not to have one for traffic-transit?

The three long routes (a, b, and c) would serve also to connect local bus routes on opposite sides of the city.

RAYMOND C. FISHER,
109 Highland Pkwy.

The two short dotted routes



LEGIBILITY ON ORIGINAL DOCUMENT POOR

Subway Aids Traffic, Toronto Tells Group

MAY 27 1954

By FRANK DOSTAL

Toronto's new \$50,000,000 subway has made deep inroads into the traffic congestion problem of that Canadian metropolis while more than tripling the capacity of the city's main thoroughfare.

It has accomplished this in less than two months' operation, according to the Toronto Transit Commission.

At the same time, it has speeded transportation within the city by more than halving the time required to travel the distance between one terminal and the other.

These facts were laid yesterday before a group of Rochester civic leaders invited by Frank Gannett to visit Toronto to study the newly opened subway. Flown to the Canadian city in the Gannett Newspapers plane were Alexander M. Beebee, president of the Rochester Gas & Electric Corp. and the Rochester Chamber of Commerce; Lee McCanne, Chamber executive vice president; Harry B. Crowley, prominent Rochester businessman and chairman of the Zoning Board of Appeals; Councilman Joseph Farbo, and Paul Miller, executive vice president of the Gannett Newspapers.

Streets Cleaned Up
Operation of the subway and the background of the Toronto Transit Commission were described by W. E. P. Duncan, general manager, and Charles A. Walton, transit commissioner. With Harry E. Pettitt, secretary, and W. F. Irvin, they met with the Rochester group in the TTC board room.

Questioned about the parking problem in downtown Toronto,

Duncan said, "The police tells us we have cleaned up the streets in a way they never thought possible." He was seconded by Walton who said operators of private parking lots have been complaining because their revenues have been "cut in half" since the subway went in operation March 30.

Before construction of the subway, Yonge Street, Toronto's main street under which the subway runs, carried some 12,000 persons per hour in street cars and an additional 1,000 in automobiles, they said. The subway alone can accommodate 40,000 persons per hour.

Buses which will be provided to serve intermediate points between stations are expected to carry another 4,000 per hour which, with automobile accommodations, will give Yonge Street a surface and subsurface total of 45,000 persons per hour. Thus, Duncan claimed, the 50 million dollars spent for the subway gave Toronto the equivalent of 3 1/2 main streets.

Transit-Minded City
Statistics on use of the subway are unavailable because it has been operating such a short time, Duncan said, but he estimated about 20 per cent of all transit riders use the line. A total of 6,600,000 persons used it the first month of operation.

Both men made it clear, however, that Toronto is probably the most transit-minded city in America. Their eight trolley lines carry more than 4,000 passengers an hour and, in 1950, a peak year, 360 million passengers were carried.

These figures, it was stressed, are based on Toronto alone. They are expected to increase because the former Toronto Transportation Commission, which covered an area of 35 square miles, has been the Toronto Transit Commission since Jan. 1. This organization covers the 240-square-mile metropolitan Toronto area which includes the city and 12 neighboring communities.

It has a monopoly of all public transportation, except taxicabs, in this area. In addition, it has complete autonomy over fares, schedules and operations, and must, by law, "charge such tolls as will make the system pay," Duncan explained.

Fares have been three tickets for 25 cents, but are expected to be boosted today. The commission plans to institute a system of five tickets for 50 cents, or a 15-cent cash fare, for the central transportation zone. Rates based on distance will be set for two suburban zones. All will be effective July 1.

A major effect of the 4 1/2-mile subway has been an increase in real estate values in areas surrounding the stations, Walton pointed out. New buildings, including "a 10 and 20 story office" structure along the route, have raised city assessments "a good many millions," he asserted.

Saved Downtown Area
"We are satisfied the subway saved the downtown area," Duncan said. "Business was moving out until we began construction."

Importance of the subway is indicated in plans now underway to construct a 14-mile bisecting line east and west across the city at a cost of 140 million dollars. Traveling under Bloor and Danforth Streets, it would cross the metropolitan area at its widest point.

The commission points out the new subway, with its 40,000 per hour capacity, cost \$275 per "passenger accommodated mile." Street construction, based on a peak 24,000 person per hour load, would cost approximately \$1,900 per passenger accommodated mile, they said.

Transit commissioners now are advocating parking stations at ends of feeder bus lines. The first 10 cent zone went on to say. Two have been purchased use under existing regulations is being challenged in courts.

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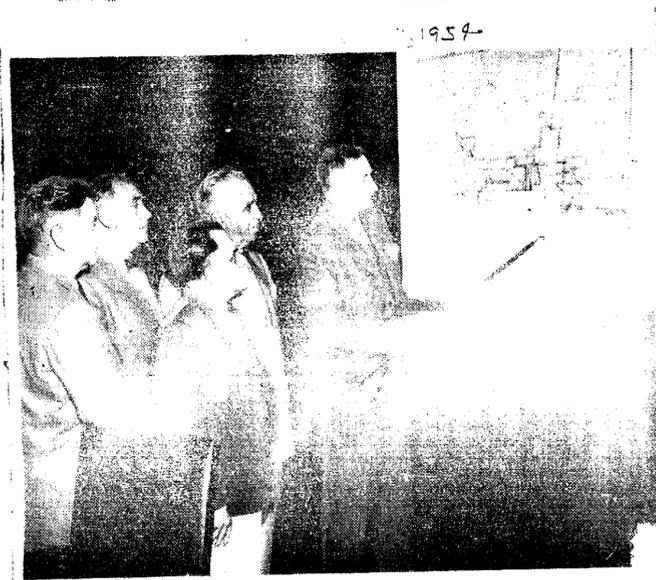
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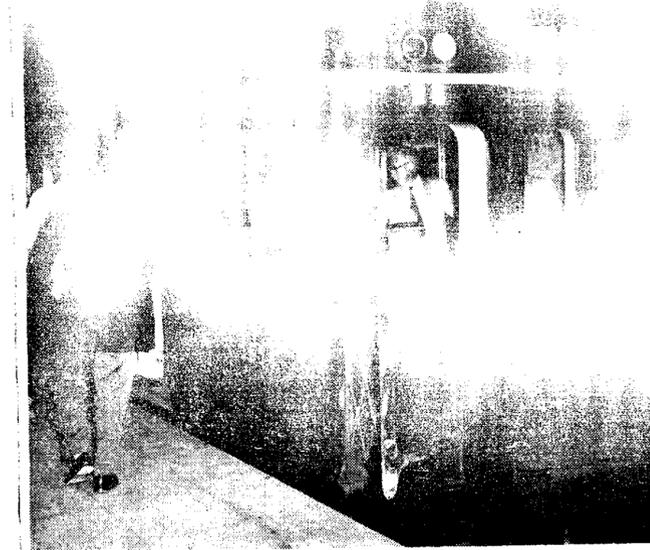
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EXPLANATION—Toronto's subway and location of projected line to serve metropolitan area are described by W.E.P. Farbo and Harry B. Crowley, from left. Duncan, general manager, right, McCanne, Alexander M. Beebee, Joseph Farbo and Harry B. Crowley, from left.



INSPECTION—Frank Gannett and H.E. Pettitt, Toronto Transit Commission secretary, lead Rochester group in study of Canada's first subway. The 50 million dollar project, opened March 30, has relieved serious traffic problems.

Rochester Delegation Learns:

TIMES UNION MAY 27 1954

Toronto Subway Benefits 'Plenty'

Traffic Relief, Trade Hike Cited

By CALVIN MAYNE

What benefits can a city expect from a modern subway? "Plenty" is the answer of transit officials in Toronto.

The Toronto men, reviewing the first eight weeks of operation of their 58½-million-dollar subway, told a group of Rochester visitors yesterday that the facility has brought a variety of good things to the Canadian city.

RELIEF OF TRAFFIC congestion on Yonge street, Toronto's main north-south thoroughfare, and on adjacent downtown streets is the biggest immediate benefit, according to W. E. P. Duncan, general manager of the Toronto Transportation Commission.

The subway runs under or parallel to Yonge street in 4½ miles of underground and open cut construction. Most passengers board the subway terminus in the heart of downtown Toronto board the line after free transfers from buses at the subway's north end.

Despite the fact that Yonge street is still partially tied up by construction, Duncan said "the police tell us we've cleaned up the streets in a manner beyond their expectations."

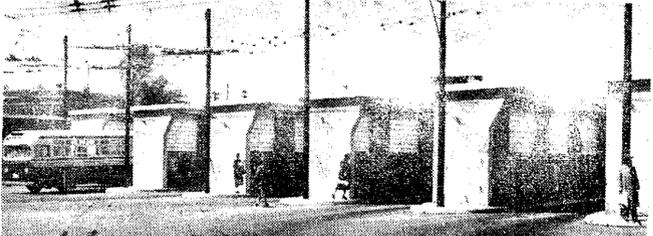
Yonge street formerly was jammed with streetcars, which were junked after the subway went into operation. Preliminary figures show about 200,000 persons use the subway daily. Peak capacity of the subway triples the former capacity of surface streetcars and buses.

BENEFIT NO. 2 from the new subway is a relief of downtown parking shortages because subway patrons leave their automobiles at home, Duncan added.

Benefit No. 3 is the "tripling" of real estate values in the



MODERN TRANSIT—Passengers walk to modern subway car in underground station of Toronto's new subway. New transit system has been operating eight weeks.



NEWLY IN-INSTALLED—Row of stalls lines Toronto's huge subway interchange where passengers transfer for ride downtown. Transfers in central zone are free.

neighborhood of the subway stations. New construction, spurred by heavy use of the subway, has added "many millions of dollars" to Toronto assessment rolls, Duncan said.

He also believes that the subway has "saved" the downtown area of Toronto.

"People are coming downtown to shop who never came before because of parking shortages and traffic congestion. Saturday business has been nearly doubled since the subway went into operation."

Principal complaint of Toronto residents about the subway is ex-

pected to come after July 1, when a new fare schedule is scheduled to go into effect.

Fare on Toronto surface and subway lines now is three tokens for a quarter. The new fare is to be five tokens for a half-dollar or a straight 15-cent cash fare. A zone fare system is to be set up because of new areas now being served by the Toronto Transportation Commission.

Another passenger complaint, according to Duncan, is that the 13 escalators installed for patrons at the 12 sound-proofed, cheery subway stations aren't enough.

VISITING TORONTO yesterday were Frank Gannett; Alexander M. Beebe, president of Rochester Gas & Electric Corp. and the Rochester Chamber of Commerce; Lee McCanne, chamber executive vice president; City Councilman Joseph Farbo; Harry B. Crowley, Rochester businessman; Paul Miller, executive vice president of The Gannett Newspapers, and reporters.

TTC officials who met the Rochester group included Charles A. Walton, a TTC commissioner; Harry E. Pettitt, public relations director; W. F. Irvin, director of development, and Duncan.

As We See It

Toronto Perspective

On Subway Cost

Rochester civic leaders invited to inspect Toronto's two-month-old subway got a new slant on comparative costs of different methods of solving the one big problem that confronts all cities.

The problem is to maintain the present high-value central districts at their present values. They became high-value districts—and hence the principal sources of local taxes—for the single reason that more people come into them daily than go into other districts.

Any cornfield is of as potentially high value as Main and Clinton, if as many people can be persuaded to go to it every day. The "drift to the suburbs" is simply a response to the fact that with the greater mobility given people by automobiles some former cornfields—and sand pits—can persuade people to pass by often.

THE AUTOMOBILE worked both ways at first, and by widening a shopping area's drawing power does so yet. It brought more people downtown. But modern cars require an average of 14 square yards of street and an equal amount of parking space to get one man to work or one woman shopper downtown.

When any city runs out of pavement space and parking space, chronic traffic jams result and people try more open spaces.

The problem is to keep people coming into the high-value districts. Practically every city has some sort of widening or new-street program, and cities are doing all sorts of things to expand available parking space.

Toronto took another tack. It built a subway, well integrated with bus service, that can move 40,000 people an hour in the downtown area. It cost 50 million dollars. But what the Rochesterians learned from W. E. P. Duncan, general manager of the Toronto Transit Commission, put that figure into perspective with costs of other methods.

THE TORONTO SUBWAY, Duncan calculated from the number of people it can move per hour compared with what a street can move that the subway gave Toronto the equivalent of 3½ main streets through the high-value district. This although the subway is only 4½ miles long.

And that the subway cost \$275 per passenger-mile, while streets that could move only 60 per cent as many people, would cost \$1,900 per passenger-mile.

Toronto chose to move people in volume rather than traffic in volume. The result in two months has been, says Duncan, to clean up the traffic jams and ease the pressure on parking lots—too much, lot owners complain.

We know of no other city that has done more as quickly to relieve traffic conditions that are common to all cities.

Subway Alters Night Schedule

Evening service on the subway has been rescheduled by the Transit Corporation to accommodate changes in the schedule of Rochester Products Division of General Motors. Cars will leave City Hall at 12:26 a.m. instead of 12:25 a.m. Similar slight changes have been made in the westbound schedule, with the last car leaving City Hall at 1:25 a.m. instead of 1 a.m., the RTC said. The changes take effect Tuesday. They are described in detail in new schedules now available.

Rochester Products recently revamped the hours of its shifts to allow one group to clear the plant before another comes in.

UNION JUN 1 1954
For the Subway

The world's first "moving sidewalk," put into operation in Jersey City on May 24 to convey passengers up a steep underground incline between commuters' trains, suggests its application in Rochester to popularize our subway.

The distance from the Court street subway station to Main street via South avenue is cited as a serious handicap to the subway user desiring to reach the downtown business section. An underground "moving sidewalk" could be appropriately installed here.

Like the one in Jersey City it would bring these advantages:

1. Reduce the climb-and-walk hazard to Main street.
2. Save time.
3. Protect the commuter from traffic and weather.
4. Attract new users to the subway and connecting buses.

A "moving sidewalk" under South avenue could serve as a trial unit in Rochester. If found economical and in public favor, it could pave the way for a series of connecting underground sidewalks in Main street that might be built and operated at lower cost than the subway extension envisaged in the fine plan of W. H. Becker, Utica, in the Jan. 19 Times-Union.

Becker's plan would link the Court street station to a bus interchange at University avenue by a new subway beneath South avenue and Main street. It would relieve bus traffic on Main street between these points.

JOHN SUMTER
CUNNINGHAM, M.D.
72 Torrington Dr.

New Schedule For Subway

Rochester Transit Corp. announced today changes will be made in subway schedules effective Tuesday because of a re-vamping of the hours of employes of Rochester Products Division, General Motors Corp., at the west end of the subway.

The RTC said another half hour's service would be added morning and night to accommodate Rochester Products workers. New printed schedules are available now, the company said.

RPD explained that it was changing the hours of its shifts so that one group would clear the plant before a second reported, thus eliminating congestion.

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Fact-Finding Unit On Subway Set Up

TIMES UNION JUN 5 1954

A fact-finding committee to determine the costs of carrying out various subway proposals and investigate other subway matters has been established by the Citizens Council for a Better Rochester.

Lee McCanne, council director, said the committee will study such items as the cost of extensions of the subway line to Kodak Park and from Rowlands to Monroe Ave., the cost of parking lots for subway patrons, expenses of paving portions of the subway bed, the cost of underground extensions and new rail and station equipment.

Figures will be obtained from official and private estimates. McCanne described the committee's work as part of a council effort to air all sides of the subway question and determine citizen opinion.

First committee meeting will be at 12:15 p.m. Friday at the Chamber of Commerce. Members are: Robert E. Ginna, executive director of the Rochester Gas & Electric Corp., and representative of the Rochester Engineering Society; Randle V. Cartwright

of the chamber's civic development council; E. Willard Dennis, chairman of the board of Sibley, Lindsay & Curr Co. and representative of the Retail Merchants Council; John H. Kitchen Jr. of the Junior Chamber of Commerce; Charles L. Rumrill, citizens council president, and W. Earl Weller, director of the Rochester Bureau of Municipal Research.

Group Discusses Subway's Future

Future of Rochester's subway was discussed yesterday by a special committee of the Citizens Council for a Better Rochester at a noon meeting at the Chamber of Commerce.

Discussion centered about procedure of the fact-finding group, which was holding its first meeting. Various groups represented at the meeting will be given specific parts in the subway study at the next committee meeting scheduled for June 25.

Attending yesterday's session were W. Earl Weller, director of the Bureau of Municipal Research; Jay Friedman of the Junior Chamber of Commerce; Lee McCanne, director of the Citizens' Council and executive vice president of the Chamber; Howard Brown of the Rochester Engineering Society and P. J. Callan Jr. of the Monroe County Chapter, New York State Society of Professional Engineers.

D. & C. JUN 12 1954

Citizen Group Confers on Subway Use

TIMES UNION JUN 11 1954

A Citizens Council for a Better Rochester committee formed to study the possibilities for future use of the subway met for the first time today at the Chamber of Commerce. Charles L. Rumrill, council president, presided.

The session was devoted primarily to preliminary planning of the group's fact-finding procedure. Another meeting was scheduled June 25, when specific roles in the subway study will be assigned to organizations represented on the committee.

At today's session were Lee McCanne, director of the Citizens Council and executive vice president of the Chamber of Commerce; Howard Brown, representing the Rochester Engineering Society; P. J. Callan Jr., Monroe County Chapter, New York State Society of Professional Engineers; Jay Friedman, Junior Chamber of Commerce, and W. Earl Weller, director of the Bureau of Municipal Research.

TIMES UNION JUN 7 1954

Problems Of Traffic, Taxes Aired

Bus Firm's Treasurer Talks on Finances

By JACK GERMOND
Traffic congestion and taxes—targets of bus companies throughout the state—were singled out today by the new vice president and treasurer of the Rochester Transit Corp. as significant factors in the financial problems of the company.

Peter J. Shedden, 38, of New York City, an auditor, said action to relieve traffic tieups and a review of taxes levied against transit companies would be valuable in helping the RTC to earn a "fair" return.

The successor to Leonard G. Toomey, who retired April 1 after 53 years' service with RTC, said governmental units should recognize that bus service affects real estate tax returns to cities and towns when levying direct taxes on bus firms. He said there is no question the availability of transit service increases the market value of suburban properties.

SHEDDEN SAID the repeal of the 2 per cent state tax on the gross receipts of transit companies also would be of great value to public carriers although "not the entire answer" to their financial troubles. Moves to take such action have been initiated in the Legislature several times recently but have been blocked by Gov. Dewey.

The new RTC official said the position of transit companies is different from that of other utilities, which may pass tax costs on to customers without losing business. Bus riders, he said, have "a means of avoiding" paying such costs—that is, by using private cars—while customers of other utilities have only one source of service.

SHEDDEN BEGAN his new duties today after being elected at the post May 17. He has been with Lybrand, Ross Bros. & Montgomery of New York since 1941 except for a four-year period in the armed forces. He has been a certified public accountant since 1948 and has been in charge of the RTC audit since 1950.

Married and the father of two children, Shedden is a native of Vermont and a graduate of the Amos Tuck School of Business Administration at Dartmouth College.



Shedden

TIMES UNION JUN 30 1954

Time for City Subway Action

Now that the Civic Center site has been settled, it is vital that the city begin bold action at once on parking problems at the Community War Memorial.

Construction work on the Civic Center buildings will add to traffic problems around the Memorial. How, then, get crowds in and out of the Memorial with a minimum of jam?

One answer is, again, the Subway. The City Hall station is right across the street from the Memorial. The city can go far toward anticipating Memorial traffic problems by moving NOW to insure maximum use of the Subway by the thousands living in areas tapped by it.

Two possibilities suggest themselves: First, a few parking lots, located strategically along the Subway, where families can park their automobiles and proceed by Subway to the Memorial.

Second, an escalator in the Broad-Exchange kiosk to speed handling of Memorial passengers and encourage use of the Subway.

The Memorial is to open, according to present plans, little more than a year from now.

Work must be started on the parking lots, the escalators—and any other aids to convenient Memorial patronage—if they are to be ready for the opening.

Obviously, every day counts from here on.

D. & C. JUN 26 1954

Subway's Future Eyed By Citizens' Committee

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

At a second meeting of the fact-finding group at the Chamber of Commerce yesterday noon committee members were given an insight into subway problems. These were contained in a consolidation by Charles L. Rumrill of reports of five groups interested in the project.

Lee McCanne, executive vice president of the chamber, a committee member, said they discussed getting more people into and out of the city by subway with less emphasis on whether the subway could be operated at

a profit. Two of the groups represented yesterday, the Monroe County Chapter, New York State Society of Professional Engineers, represented by P. J. Callan Jr., and the Retail Merchants Council, represented by E. Willard Dennis, agreed to take up specific parts of the proposals for further study.

Other groups are expected to take part in the study, which will require at least another month to get into shape. The special committee announced it would meet again late in July.

TIMES UNION JUN 23 1954

Subway Wall to Be Shored Up

City to Spend \$3,000 On Winton Rd. Span

Repair of a section of the subway wall, now in dangerous condition, was authorized last night by City Council.

City Manager Robert P. Aex today described the repairs as "routine maintenance." But he indicated that the city is constantly confronted with repairs to all sections of the concrete walls of the subway bed.

The subway section to be repaired is a portion of the northeast retaining wall of the Winton road subway bridge. A representative of City Engineer Kenneth J. Knapp said that the wall is leaning dangerously and must be replaced by steel cribbing.

COST OF THE REPAIRS is not to exceed \$3,000. Council determined. The subway is built on the bed of the old Erie Canal, with additional work performed in the late '20s. The city also is making repairs to the subway ramp and structure at Broad street near Main street west.

Aex said the Winton road bridge repairs are unrelated to the city's survey of possibilities for the subway's future use. He said "no comment" on this study, however.

TIMES UNION JUN 23 1954

Subway Mishap Delays Cars 45 Minutes in Rush

Many rush-hour subway riders were delayed this morning when a westbound car broke down at the Winton road loop and held up subway cars for more than 45 minutes.

Rochester Transit Corp. officials pressed Park avenue buses into service and made the first emergency use of their two-day-old radio system to resume the Subway schedule by 8:28 a.m.

Before then, however, some subway users were left stranded and most were late for work. The tie-up was caused, said a company official, when a trolley pole jumped a wire at the Winton loop and was bent. The car was due out of the loop at 7:34, and its motorman reported the trouble at 7:42. Another car was sent to push it, but could not. The company reported that buses picked up "as many passengers as they could" and that drivers had been instructed to go down into each station to inform persons there of the change in service.

TIMES UNION JUN 29 1954

Page 16 . . EDITORIAL PAGE of The Rochester Times-Union

As We See It

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

Times-Union Program For Metropolitan Area

- 1—Eliminate wasteful and duplicating services in the city, county and towns; centralize government offices in a city-county civic center.
- 2—Create a centralized traffic and transportation control 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 towns; revive rundown sections of the city; improve appearance of the Genesee River banks in a continuing long-range program.

Rochester is definitely on the way forward.

Its industries have spent millions of dollars in expansion since the war and this expansion is continuing. Its mercantile establishments are unexcelled. 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 this city such bright future prospects. But at the same time this city is exceptionally blessed, too, in that men and women who direct private affairs with such skill are also by habit the kind who give thought and energy regularly to affairs that affect the outlook of the whole area.

Indeed, this habit is so ingrained that it has produced, through the years, a wealth of suggestions for a better Rochester and its metropolitan area. They come in such torrents that one has little opportunity to make its way before another claims attention.

YET, THERE ARE SOME ACTIONS and decisions so fundamental to the solution of all others that they should not be forced into the background. The Times-Union has assembled some of these in a Program for Metropolitan Rochester, not with any claim to originality—for they all were first brought forward by public-spirited citizens—but in the belief that they are the necessary and fundamental core of metropolitan development.

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

The Civic 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

in a half century the Joint County-City Committee yesterday chose a site for a Civic Center.

The Board of Supervisors and the City Council are expected to act within days.

Thus the dream of creating in stone and steel a focus for the county's and city's governmental and civic life nears realization.

The will to do and dare for the up-building of Rochester and Monroe County was exerted by the eight members of the committee who had the burden of the decision. These men are:

For the County	For the City
Gordon A. Howe	Mayor Dicker
Raymond J. Lee	Peter Barry
Daniel E. Macken	Joseph Farbo
Val H. Rauber	John G. Bittner

While physical improvement will be the visible side of the Civic Center, there is more to it than that. The joint committee, in fact, was brought to a decision for the Civic Center through its study of duplicating, wasteful overlapping of public services performed by the city, county and towns.

With city and county offices spread all over town because the City Hall and County Courthouse could not house them, it was hopeless to plan more efficient government until offices were centralized. The Civic Center will permit this centralization.

A County-City office building will bring together offices that deal with the public about the same matters. A Public Safety Building will permit even closer coordination between the sheriff's office and City Police Bureau. These buildings are the first objectives in the Civic Center plan.

Traffic and Subway:

A Joint Challenge

Three years ago former City Manager Louis Cartwright, in an article on this page, listed traffic as Rochester's No. 1 civic problem. It remains so today in the city, as in most other cities.

The traffic problem both embraces and overlaps many others. It is at the heart of preserving the values of the high-value district. It is the cause of a crisis in public transportation, both financially and in point of service to riders.

Yet there are afoot several suggestions to solve the public transit problem separ-

ately in disregard of the fact that no form of transit organization can put it on its feet until traffic flow permits it to operate—and vice versa.

These coordinate problems cannot be solved separately but they can be solved jointly. For that reason, The Times-Union believes that a centralized traffic and transportation control commission, with effective powers, should replace the piecemeal nibbling now being done at these problems by nearly a score of public agencies.

Such an over-all and over-riding approach is at the very core of this problem of strangulation that besets all cities. And The Times-Union believes that when such an approach is made, the commission will find the subway extremely useful in solving these joint problems. The subway is an integral part of the same problem.

Zoning Protection

For Homes, Industry

Rochester always has prided itself upon being a city of homes. May it continue to do so. Its homes were made possible by the distinctive kind of industry which chose Rochester at its beginnings.

A surprising number of these were "growth" industries. That is, they created a demand for their goods where none existed before. Increased demand has prospered and expanded industries that began as modest enterprises with relatively small space requirements.

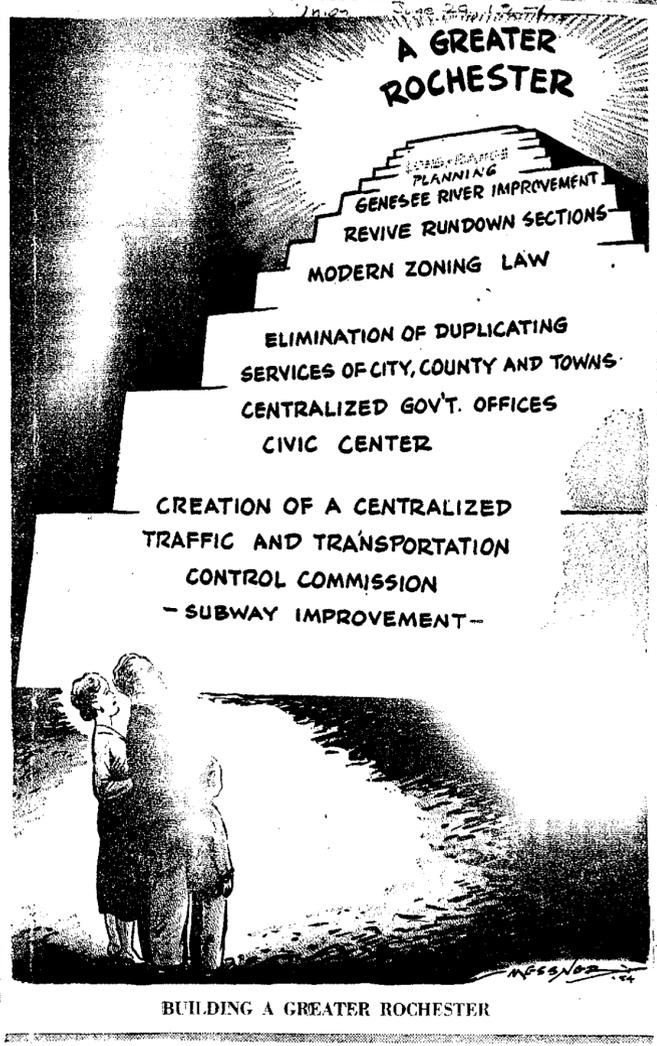
We have a half dozen, perhaps more, relatively small industries today that have the potential to match the expansion of some of our older ones. We cannot afford to choke them off and force them to move elsewhere as their space requirements expand.

A modern zoning ordinance that will protect industrial areas as well as residential areas is essential to guarantee an expanding economic base for homes and all the institutions that give Rochester its cultural distinction. Obviously this zoning should dove-tail with similar action by the towns and it should encompass the revival of older areas of the city that need redevelopment.

ROCHESTER HAS MANY OTHER problems and many other causes. But these seem to us to be basic to the others. They are big enough to challenge our best brains and energies. Yet none is so huge as to defy solution or even to cause long delay.

Attacked now with vigor, not one should remain unsolved in, say, five years.

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FOR A GREATER, BETTER ROCHESTER

--Improve the Subway

TIMES UNION JUL 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 months of thought, study and consultation. I am sure all readers, who are sincerely interested in a better Rochester, share our enthusiasm for this fine program.

handling of passengers. Then, inasmuch as the Rochester Transit Co., which has a contract with the city to operate the Subway, doesn't pay enough attention to it, the city could appoint a commission which would operate the Subway, after canceling the arrangement with the bus company.

I desire to emphasize one point in particular, the proposal to expand and promote the Subway.

There is considerable territory outside the city which would make fine industrial sites if connected with the Subway. Has the city investigated the possibilities?

Adequate parking places along the Subway should be obtained immediately, before the price goes higher.

Meantime, this much cannot be over emphasized:

Escalators should be installed at strategic stops—wherever they would add appreciably to rider-appeal and speedier

Any policy that cripples or restricts the Subway development and use of the Subway will be a step backward for Rochester.

Subway Petitions Being Circulated

Eight Rochester area residents reported yesterday they were circulating petitions seeking to keep the subway operating. Miss Harriet Barry of 207 Orchard Dr., leader of the group, said the petitions will be presented City Council next month.

The group's interest, Miss Barry said, is to "continue the use of the subway as an electric railway and to make such repairs as are necessary." Several hundred persons already have signed the petitions. "We want not only to keep the subway operating but to keep it clean and in good repair," Miss Barry said. Concrete measures which the group hopes will be taken are to correct the steep steps into the subway cars and to repair broken staircase.

The petitions started circulating a week ago and there are now five, Miss Barry reported. Persons of similar sentiments were urged to communicate with the leader.

TIMES UNION JUL 2 1954

Our city fathers are asking why the subway is in the red and how to get it out. Here are seven steps that might do the trick.

- 1—Build a station at Clinton Avenue South.
- 2—Build an underground moving sidewalk from that station to Main and Clinton.
- 3—Build parking stations at outlying subway stations.
- 4—Build moving sidewalk from Court Street Station to Main East.
- 5—Build a station at the War Memorial.
- 6—Build moving sidewalk from Times-Square to Four Corners.
- 7—Advertise the subway in connection with War Memorial and shopping ads in the newspapers.

MRS. EDWARD MILLS.
131 Avenue D.

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Democrat and Chronicle

ROCHESTER, N. Y.
WEDNESDAY, JULY 7, 1954 13

**Early Action Seen
On Parking Facilities
At Subway Stations**

By TRUMAN SEARLE

Action may be taken soon to provide parking facilities adjacent to the subway for use by commuters who could drive part way to work and take the subway the remaining distance, it was hinted yesterday.

The proposal, revived by City Manager Robert P. Aex last February, was discussed yesterday by members of the Community War Memorial Commission. Former City Councilman Frank C. Niger, a commission member, told the commission: "I understand the project is pretty well under way."

City officials continued a policy of not discussing the matter. Aex, shortly after he revived the project, set the pattern of not publicly discussing the plan with the statement: "We're studying the subway and when we have something to announce, we will announce it."

Niger later told newspaper reporters he had heard "through the grapevine" that action was imminent on the proposal. Last February, when the City Council approved a 22-month contract with the Rochester Transit Corp. to operate the subway, Aex said the parking lot proposal along with other suggested improvements to the system would be studied during the life of the contract.

The theory behind the parking lot plan is to provide a place for motorists to park outside the downtown area and use the subway to go to and from business or shopping. Aex last February pointed out four places the parking lots might be located. They were:

Driving Park Avenue subway station on city owned land a short distance east of Rochester Products Division of General Motors Corp. and accessible to automobiles from Driving Park Avenue.

Culver Road subway station on city land bordering Culver Road between Lake Riley and the subway.

Winton Road subway station where the late Harold S. W. MacFarlin, then city commerce commissioner, made a start in 1948 just off East Avenue a short distance east of Winton Road.

Rowlands, the eastern terminal.

Subway-Saver

The Community War Memorial will do the city much good, of that everybody is certain . . . but whoever dreamed that it would serve as the agent to restore Rochester's shabby subway to solvency and new life?

Yet that is a good possibility now. The subway feeds directly to the War Memorial; great crowds of people will attend big-time doings at the Memorial when it is in operation; parking troubles may come, no matter how much space is provided. Therefore, outlying parking and use of the subway is the fast, comfortable, tailor-made answer. Q.E.D.

William P. Foster, chairman of the Community War Memorial Commission, says "I'm beginning to think that's (the subway) the answer to a lot of problems, including the parking problem . . . we have something here that might get the subway out of the red." So the commission is petitioning the city fathers to set up parking facilities on land adjacent to principal subway stops, where Memorial-goers and others can park and lock up their cars, and scoot the rest of the distance on the subway. The city fathers, it is understood, are properly receptive.

So a hopeful cheer goes up from this corner to both those groups—the commission members and the city councilmen. It has long been our conviction that the subway cannot be written off until it is given a fair trial, the sort of a trial adapted to our times. In this case, that means the setting up of those parking lots.

With downtown parking at a premium, and costing premium prices, it is just unbelievable to us that all-day downtown workers, now sardined into gasoline-wasting traffic jams, will not give this plan a try. Everything is in its favor; convenience, less wear and tear on the automobile, and great economies if the motorist is to accept the engineers' figures of a cost of about 10 cents a mile to drive an automobile. Is there anybody who does NOT want to pocket an extra \$2 or \$3 or \$4 a week?

D. & C. JUL 8 1954

**Lady, Watch That First Step
On Subway, Bus: It's Steep**

UNION JUL 12 1954

By NANCY GASKIN



EASY ASCENT—Reporter Nancy Gaskin steps from curb to Greyhound bus with 1953 model retractable step. The bus driver is Paris B...

Watch that first step—when you board a subway car or old-style bus. It's just plain too high.

One try is enough to prove it. A grab for the pole, a mighty heave, and you're up the step.

Actually, it's not just that first step but a combination of two that gives you the heady sensation of mountain climbing. Measurements of the same subway car at two stations disclosed:

Exchange-Broadway (east-bound): First step, 13 inches from curb, second step, 13 3/4 inches higher. Meigs-Goodman (west-bound): First step, 11 inches from curb; second step, 13 3/4 inches higher. That's a good two-foot leap, since the first step is too narrow for more than one quick toe hold. Some subway stations have no curb at all.

AN INTERESTED OBSERVER reported that Greyhound Lines has tried to lower its steps. This Times-Union reporter went out to the 320 Andrews St. terminal for a look, and a chat with John E. King, one of three dispatchers, with the approval of Harry J. Wilkins, Rochester division superintendent.

King, who drove six years before he became a dispatcher, took the reporter on a demonstration tour. First was a 1945 model. It featured a first step later measured at 19 1/2 inches from the ground.

"Imagine a woman of 65—or older or younger—trying to get up that step," King said, shaking his head.

Sometimes complaints (mostly from middle-aged women) are uncalled for, he said, but "they had a real reason to gripe over this one."

Two other buses, both 1953 models, displayed a retractable step that slides out and down as the bus door opens, reducing the climbing range to 14 inches or less. Three permanent, shallow steps are used in place of the two deep ones.

KING FAVORS the three steps. The advantage is that they have no moving parts to oil or to get out of whack. He noted that as the retractable step slides out, it may ram a platform block (curb) that's too high. Passengers can't use the step, and the bus door won't open completely.

Although 14 inches is still fairly high, most buses pull up to a curb for taking on and discharging passengers. A retractable step at the Greyhound terminal clears the platform block by only four inches—easy enough for the tiniest tot to totter up on.

King put his finger on the core of the step situation—for buses, street cars and subways.

"If city planners . . . redesign curbs, standardizing their height from the ground, buses could be built or rebuilt to fit."

KNEE-HIGH—How's this for high-stepping? It's a 1945 model step used on many buses.

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Subway, Bus and Parking Terminal

Lehigh Station Proposed as Site

Recent editorials, news items and feature stories on certain civic problems reveal the interrelationship of these matters.

First, many Rochesterians are concerned with the fate of Mercury. Second, there is a serious parking problem in the vicinity of the library. Third, the city apparently is desirous of purchasing Lehigh Depot with the intention of tearing it down. Fourth, the Subway.

Mercury, atop the Peabody chimney, remains a vivid memory to thousands of us. In the Times-Union of Wednesday, Aug. 6, 1952, Reporter Gene Gribbroek wrote that the Subway gave the "... fastest ride in town." What more fitting fate for Mercury than to have it become identified with the fastest ride in town?

I PROPOSE the following long-range method for accomplishing this:

With the War Memorial on the way, the depot, steam cleaned outside, painted inside, and with new seats, would make an ideal meeting place and transit waiting room, as the main station for the subway. It already possesses excellent rest rooms which are used and appreciated by many passing the area on foot. Stand Mercury atop the Lehigh tower.

Establish a shuttle bus to connect this depot and the subway entrance with Main and Clinton via Court, Clinton, Mortimer, St. Paul and South. I take strong exception to the dim view of Coverdale and Colpitts on this matter.

Later, after financing and details are arranged, develop a Transit Terminal as an integral unit of the Civic Center on the space occupied by the Lehigh Terminal track area, and Subway station, bounded by the river, Inner Loop, South Ave. and Court St. Place an escalator between the Subway platform and the main floor, on which would be shops, ticket windows for all air, rail and bus lines, and rest rooms. On the second floor would be loading docks for all intercity and suburban buses, which would approach their docks from the Inner Loop, avoiding city downtown traffic. On the third deck, also reached from the Inner Loop, would be parking for private autos. When completed, place Mercury in a prominent place inside the terminal like the bison in Buffalo

Central Terminal, or on a special pedestal outside. Display a picture of Mercury on all Subway cars and stations, symbolizing the rapid transit. If this proposition sounds fantastic, all the reader need do to see this very system in successful operation is to visit the Port of New York Authority Bus Terminal at 40th St. and 8th Ave. in New York City.

Financing of this venture could be by bond issue, repaid from rental income from ground-level shops, newsstand, cab stand, bus lines' dockage, ticket window space, and auto parking.

Would not such use of this ground be infinitely practical and beneficial to business and community, a truly useful civic center function.

FREDERICK A. TROICKE,
527 Mt. Hope Ave.

Democrat and Chronicle
Monday, Aug. 2, 1954 17

1-Way Escalator, Subway to Street, Priced at \$45,000

The cost of a one-way escalator which would be designed to carry passengers from subway station levels to the street would be about \$45,000, a committee assembling facts on the subway has been informed.

An up-and-down escalator's cost would be about \$90,000 according to a committee member who has been looking into escalator costs.

The committee representatives of the civic development committee of the Chamber of Commerce, the Junior Chamber, Rochester Engineering Society, Monroe County Chapter of the New York State Society of Professional Engineers, Bureau of Municipal Research and the Retail Merchants Council. A report on escalator cost was given at a meeting at the Chamber. The subway study is sponsored by the Citizens Council for a Better Rochester.

ROCHESTER TIMES-UNION
Sat., July 31, 1954 9

Price Given On Subway Escalators

Civic Group Plans Report Nov. 5

One-way escalators which would carry subway passengers up station stairways probably would cost about \$45,000 a station.

A committee assembling facts on the subway's possible future development learned that yesterday at its third meeting.

A committee member, quoting a price obtained from a major elevator company, said the cost for up-and-down escalators would be about double the figure.

Several civic or professional organizations are represented on the committee, which meets at the Chamber of Commerce. The committee's study will cover subjects ranging from the historical background of the subway and population data to the costs of improving it as a rail line and the cost of paving portions of it for use by motor vehicles.

THE STUDY is sponsored by the Citizens Council for a Better Rochester, a group of citizens and organizations interested in the physical improvement of the Rochester area.

Cooperating in the study are the civic development committee of the Chamber of Commerce and the Junior Chamber, the Rochester Engineering Society, Monroe County Chapter of the New York State Society of Professional Engineers, the Bureau of Municipal Research and the Retail Merchants Council.

Charles L. Rumrill, president of the Citizens Council and committee chairman, asked members to complete their assignments by Oct. 8 and fixed a deadline of Nov. 5 for writing a final report.

Rumrill said that the data to be assembled is essential to a decision by citizens or organizations on questions of the subway's future.

Next committee meeting is at 12:15 p.m. Aug. 27.

Toronto Transit Aides Meet Officials

Transit and traffic problems in Rochester and Toronto were discussed today at a meeting of city officials and two representatives of the Toronto Transit Commission.

The visitors are W. E. P. Lang and others. Duncan, TTC general manager, and W. F. Irvin, assistant manager for development. They made the trip to Rochester as guests of Frank Gannett and Paul Miller.

Attending a luncheon meeting at Hotel Sheraton were members of City Council, City Manager Robert P. Aex, Rochester Transit Corp. President William A. Duncan, TTC general manager, and W. F. Irvin, assistant manager for development. They made the trip to Rochester as guests of Frank Gannett and Paul Miller.

Today's visit by Duncan and Irvin was to observe the Rochester subway and traffic and transit conditions.

City Officials Hear Tips By Toronto Transit Aide

Advice from a Canadian expert on solutions to municipal traffic and transit problems was mullied today by Rochester city officials and leaders of civic groups.

The words came from W. E. P. Duncan, general manager of the busy, successful Toronto Transit Commission.

Duncan and W. F. Irvin, TTC assistant manager for development, visited Rochester yesterday as guests of Frank Gannett and Paul Miller, executive vice president of The Gannett News Corp. It was their return visit after city officials and others made two recent trips to Toronto to view the Canadian city's brand new 58-million-dollar subway.

Duncan met with members of City Council, City Manager Robert P. Aex, Chamber of Commerce officials, Rochester Transit Corp. President William A. Lang, newspapermen and others at a Hotel Sheraton luncheon.



He reviewed the successful operation of Toronto's 4 1/2-mile subway, opened last spring under Yonge street, the city's principal artery to the downtown area.

Carrying some 200,000 persons a day, the publicly-owned line has reduced surface congestion, boosted real estate values along its route and increased business in the downtown retail area, Duncan said.

The TTC is a public authority, operating independently of political interference and required by law to pay for its operations through fares. Current fare is five tokens for 50 cents, with free transfers. A zone fare system in suburban areas has just been established.

Philosophy of the TTC—"Our job is to provide good transportation and make it pay."

Public transit problems—"The biggest problem facing anyone in the transportation business is competition with the automobile. The auto is getting the major share of civic attention because the auto owner is a voracious voter."

Traffic congestion—"Street's been established."

Subway Car Breaks Down

A disruption of westbound subway schedules resulted this morning from the breakdown of a subway car, Rochester Transit Corp. officials reported.

One of 12 cars operating on the subway was crippled when a compressed air supply used to make electrical contacts failed, according to George M. Cassidy, RTC subway superintendent.

The breakdown occurred at 7:32 a. m. at the East avenue subway stop. Another subway car pushed the crippled vehicle to the end of the subway line at Rowlands and back to the subway barns at General Motors.

The subway was back on schedule by 8 a. m., Cassidy said.

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Toronto Subway Spurs New Transportation Plans

TIMES UNION AUG 19 1954

Toronto's new 50-million-dollar subway is proving to be so successful plans are afoot to revamp all of the Canadian city's public transportation facilities.

This was pointed out in an interview yesterday by William H. Bosley, Toronto rector, a former member of the Toronto Industrial Commission and chairman of the Toronto Harbor Commission. Bosley was with a group of Canadians who attended a regional meeting of the Society of Industrial Realtors at the Rochester Club.

Bosley said widespread use of Toronto's new subway has not only speeded up the movement of masses of people but also has helped prove that "public transportation and heavy traffic don't mix."

As a result, he said, the Toronto Transit Commission is planning a

cross-town subway to intersect with the one already built and a series of roads, to parallel public highways, for use exclusively by trolleys and buses.

"The present subway," he said, "does not serve Toronto's industrial areas. It would help labor relations a lot if separate highways could be built to accommodate public transportation vehicles. Factory employees who have to fight their way to and from work through heavy traffic either with their own cars or on slow-moving buses and trolleys get so tired from this daily battle they're neither happy employees nor contented citizens."

"We in Toronto hope to eliminate this situation by getting public transportation vehicles off congested streets and on their own, open highways."

Subway Figures Released by RTC

The Rochester Transit Corp. today released figures showing the volume of passenger traffic on the subway. They show:

About a million passengers a year use the subway. Subway passenger traffic is declining as is bus traffic.

The decline of both bus and subway transfer traffic was accelerated when a two-cent transfer charge was imposed last Mar. 28.

RTC officials said that the drop in use of buses and subway cars is the direct result of the increase in the number of automobiles and the resultant traffic congestion.

They pointed out that the decrease in use of the subway is somewhat less than that for buses because, they say, traffic conditions affect the subway less.

They noted, however, that bus mileage has dropped during the past two years—there are fewer routes now—while subway mileage has been constant since March, 1952.

Present equipment on the sub-

passengers has dropped considerably.

The RTC said that 21,666 bus passengers used free transfers to ride the subway in June, 1953. In June of this year, 16,155 passengers used the two-cent transfers.

Using the latest monthly transfer figure, the annual passenger total on the subway exceeds one million. This is about two per cent of the total volume of passengers carried on the entire RTC system.

* * * * *

THE COMPANY SAID that a total of 949,387 revenue passengers used the subway in the 12-month period ending June 30. In the corresponding 12-month period ending June 30, 1953, a total of 1,058,649 paying passengers was listed for the subway. The drop in patronage during the latest 12-month period was 109,262, or about 10 per cent. Subway usage declined during each of the 12 months.

* * * * *

TRANSFER PASSENGERS also use the subway in addition to revenue passengers. Since the advent of the two-cent transfer charge, the number of transfer

RTC FIGURES on subway revenue passengers follow:			
	1952	1953	Decrease
July	87,024	82,955	4,069
Aug.	82,140	77,159	4,981
Sept.	86,492	76,241	10,251
Oct.	95,999	80,012	15,987
Nov.	81,016	77,170	3,846
Dec.	93,187	80,991	12,196
	1953	1954	Decrease
Jan.	92,269	78,007	14,262
Feb.	86,605	70,202	16,403
March	93,187	88,073	5,114
April	89,528	83,328	6,200
May	81,929	74,623	7,306
June	89,273	80,626	8,647
12-month Totals	1,058,649	949,387	109,262

1,200 Sign Petitions Supporting Subway

D. & C. AUG 27 1954

A group supporting continued use of the subway reported yesterday that 1,200 persons have already signed its petitions.

The announcement followed a Rochester Transit Corp. report yesterday morning which showed subway passenger traffic is declining.

Miss Harriet Barry, 207 Orchard Dr., Brighton, one of the originators of the group circulating the petitions, said she and the "half dozen others" supporting the project, plan to submit the petitions to the City Council in October.

"By that time we expect to have a great many more signatures," Miss Barry said.

The petitions have been circulating since July 2, she added. Most of the signatures were obtained from subway passengers, and signers represent "all walks of life from attorneys to laborers," she said.

The petitions state: "We, the undersigned, respectfully petition City Council to continue use of the subway as an electric railway and make such repairs as are necessary."

The most common comment made by signers, Miss Barry said, was a wish to see the subway extended north to Kodak Park.

Figures made public by the RTC showed that during the 12-month period ending June 30, 949,387 passengers used the subway. This is 102,262 persons less than used the system during the comparable period in 1952-53.

Bus traffic is also on the decline, the figures showed. A two-cent transfer charge imposed last Mar. 28 apparently accelerated the decline in both bus and subway transfer traffic. RTC figures indicate.

Transit company officials blamed the drop in bus and subway traffic on increased use of automobiles and the resultant traffic congestion.

Because traffic condition affect the subway less, officials said the decrease in the use of the subway is somewhat less than that for buses. Bus mileage has dropped during the past two years because of fewer routes but subway mileage has been constant.

RTC figures on subway revenue passengers follow:

	1952	1953	Decrease
July	87,024	82,955	4,069
Aug.	82,140	77,159	4,981
Sept.	86,492	76,241	10,251
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May	81,929	74,623	7,306
June	89,273	80,626	8,647
12-month Totals	1,058,649	949,387	109,262

1,200 Petitioners Urge Subway Be Continued

Continued operation and improvement of the subway is asked in petitions signed by at least 1,200 subway riders and others.

Progress of the petition drive was reported by Miss Harriet Barry, 207 Orchard Dr., Brighton, leader of the group circulating the petitions.

The petitions will be submitted to City Council in October, Miss Barry said she hopes to have "a great many more" signatures by that time.

The petitions ask: "We, the undersigned, respectfully petition City Council to continue use of the subway as an electric railway and make such repairs as are necessary."

Future operation of the subway and the possibility of paying part of the subway bed for highway use have been under study by City Manager Aex since

Report on Subway Due in Nov. 28 1954, Says Committee

Its complete report on operations of Rochester's subway will be ready for the Citizens Council for a Better Rochester in November, members of a special committee of the council decided yesterday at a noon meeting at the Chamber of Commerce.

All of the various groups represented on the committee, each of which is taking up a specific phase of the subway, reported progress in its work. The committee report is expected to be completed in October and after final inspection by concerned groups will be presented to the council itself.

Representatives of all the engineering and civic groups on the committee were present to report progress. The committee is delving into every matter concerned with the subway. Carey H. Brown, vice president of the Citizens Council, presided at yesterday's meeting in the absence of chairman, Charles L. Rumrill.

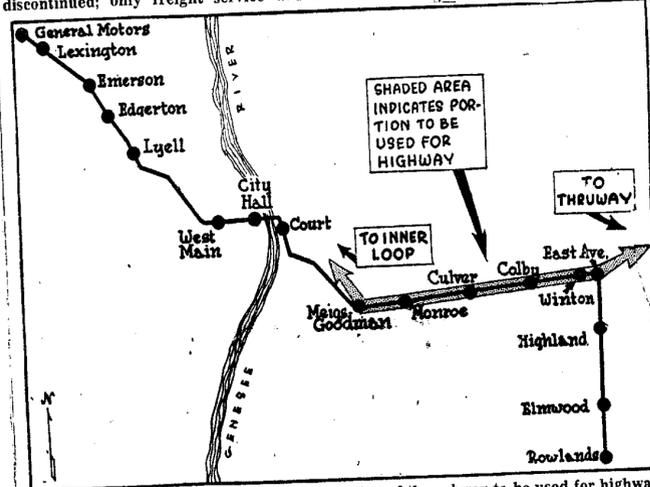
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'All Out!' Council Tells Subway Users



NEW TRANSPORTATION NEEDED—These subway riders, seen during rush hour last night, will have to seek other means of getting to and from downtown area. Passenger service will be discontinued; only freight service will be maintained.

END OF THE LINE—The last passenger car will run on subway at end of 1955.



SUBWAY TO HIGHWAY—Map shows portion of the subway to be used for highway, connecting Rochester's Inner Loop with the State Thruway. The state plans to use the subway bed from about Winton road north to Goodman for an express highway.

Passenger Service To End Dec. 31, 1955

By CALVIN MAYNE

The last passenger car will run on Rochester's subway on New Year's Eve of 1955. This is the city's answer to the thorny problem of the subway's future. The state will use the subway bed from about Winton road north to Goodman street for an express highway. The subway bed south from about Winton road to the end of the line in Brighton will be abandoned. From Goodman street west to the end of the line at Rochester Products Division of General Motors Corp., only freight service will be maintained. This program was determined by the eight-man Republican majority of the nine-member City Council, thus ending a seven-month city study of subway problems. The decision was arrived at in a secret caucus of GOP councilmen Thursday night and announced to reporters by Deputy City Manager Donald H. Foote last night. Breaking a long silence on details of the study, City Manager Aex said the study showed that costs of extending and improving the subway would be "staggering" and "prohibitive." (Details, Page 7.)

John G. Bittner, lone Democrat on the Council, was out of the city today and not available for comment on the GOP majority decision. City officials said the decision was based primarily on the prospect of future savings resulting from discontinuance of the unprofitable passenger service and construction of a highway in the subway right-of-way.

Possibilities of developing the subway in the future have been under study for several months by a citizens' committee under the sponsorship of the Citizens Council for a Better Rochester. Lee McCanne, secretary of the committee and director of the CCBR, said today he is "chagrined" that the study could not be completed before the city administration reached its decision. He added, however, that it "may be worthwhile to finish the study." (Details, Page 7.)

State Department of Public Works officials in Albany said they would accept the city's offer of the subway bed for highway use. The state plans to build a portion of the eastern Thruway connection in the Winton-Goodman section of the subway.

THE THRUWAY LINK is now completed from the Thruway to Bushnell Basin. It is under construction from Bushnell Basin to Fairport road, just east of East avenue. State District Engineer Elmer C. H. Youngmann said the state hopes to let contracts for construction of the Thruway connection from Fairport road at least half-way to the city line at East avenue next year. The highway will parallel East avenue to the east on the roadbed of the abandoned Rochester, Syracuse & Eastern Railroad. Youngmann said the state will send the expressway under or over East avenue to enter the subway bed approximately at the present East avenue subway stop. It will then follow the subway bed to Goodman street. From there the highway will leave the subway, merge with the route of the proposed Monroe avenue Expressway and join the Inner Loop at an interchange between South and Clinton avenues in the vicinity of Howell street.

Under the present schedule of state financing, Youngmann said, it will be impossible to let any contract for construction in the subway bed until 1957, although surveys will begin this year. Only increased state appropriations can speed construction of the Thruway connection, he pointed out. That time-table means there will be no completed highway in the subway right-of-way for at least three years after subway service is abandoned by the city. Aex said: "The Rochester Transit Corp. has assured us that they stand ready, now and in the future, to make available regular or special bus service as good as or better than any part of the passenger service on the subway which may be discontinued." He added that details of RTC estimates.

\$21 Million Scrapped!

Less than nine months after promising a "forward-looking policy" for the subway, a caucus of Republican City Councilmen decided to scrap it as a rapid transit system. This decision disposing of a 21-million-dollar investment by Rochester taxpayers was made in secret, and the announcement was delayed for more than 24 hours. For an editorial, "Caucus Decision on the Subway" please turn to page 4.

proposals have not yet been worked out. Effective date of the end of subway passenger service was fixed by the city at Dec. 31, 1955, the expiration date of the present city contract with the RTC for subway operation. This contract was signed last February.

THE CITY pointed out that the state originally intended to route the Thruway connection along University avenue. This plan was objected to by various residents and business firms along the route. "Rochester doesn't want" this route, Aex declared. The state highway law then fixed the Thruway feeder route to follow the subway right-of-way. It was explained that the highway would be built alongside the subway bed if the right-of-way were not made available by the city. The Times-Union learned, however, that almost up until the time of last night's announcement, state officials repeatedly expressed preference for the University avenue route. The GOP Council majority statement said that construction of the Thruway link in the subway instead of alongside it would save about \$4,000,000 in Thruway costs for the state and federal governments and about \$1,500,000 in right-of-way costs for the city.

It was also pointed out that city officials had determined it was necessary to rebuild or repair all crossings of city streets over the subway bed. Since new bridge crossings must be built over the new highway, the state and federal governments will pay for building the new crossings over that portion of the subway bed used for a highway, the city said. This will save the city \$700,000, the GOP majority said. The city will still have to pay for repair of crossings over other portions of the subway bed.

THE CITY SAID its plan "discontinues that portion of the subway which has proved to be uneconomical to operate and in which little or no freight service is involved."

This will end several years of subsidy payments by the city to the RTC. According to the present contract, the city was committed to spend \$35,000 in subway subsidies during the 22-month contract period. Another \$50,000 to repair overhead electric lines was also committed.

There was no official word on the city's intentions on a bus license fee reduction amounting to about \$45,000 annually, made in August, 1952, as a subway subsidy.

Other reasons by the city for its action include: "It continues the freight service which is necessary for Rochester industries."

"It determines the location of the eastern Thruway connection now and will preclude delays in construction and enable final completion of the entire route. It will avoid the dislocation of many homes and industries, which would otherwise be necessary if the eastern connection is built alongside the subway."

In reviewing the subway's history, the city's statement emphasized: "For more than 25 years, the subway has met its objective. It has failed in only one respect—passenger service, for which it was never built."

On Page 7—

How some of the subway's riders greeted the news that passenger service is to be discontinued.

City Councilman Farbo says he's "sorry to see the subway discontinued."

The decision came before a citizens' committee finished a report on its study of the subway.

TROLLEY SERVICE

Part of Line Slated As Thruway Link From Inner Loop

By PAT BRASLEY

Passenger service on the Subway will be discontinued Dec. 31, 1955.

Part of the Subway right-of-way then will be used as an eastern connection to the Thruway from the Inner Loop.

Decision to abandon passenger service on the 26-year-old electric railway—once the bed of the world-famed Erie Canal—was announced by the Republican majority of City Council.

Subway operations will be discontinued only on the section east of Goodman Street South. Operations west of Goodman Street will be retained, but limited to freight service.

The project is expected to provide a \$1,500,000 saving to the city and a 4-million-dollar saving to the state and federal governments, one source said. He said the move also will wipe out the deficit operation of the Subway, which now costs the city \$25,000 a year in cash subsidy.

The decision brought to an abrupt end several years of speculation on the Subway's future. The nine-mile line—long a bone of contention among public and private groups—has been the subject of several studies and hearings aimed at making it an integral, paying part of the city transport system.

State Officials Approve

A Council spokesman said state officials have agreed to accept the Subway for use as an arterial link with the Thruway. The Thruway connection will follow the Subway right-of-way from the Inner Loop at Howell Street to East Avenue. There it will connect with a \$6,678,000 highway the state is building from East Avenue to Bushnell's Basin.

The Rochester Transit Corp. will continue to operate the Subway for passenger and freight traffic until its contract with the city expires at the end of next year. Work on the city section of

TO END

the cost of the eastern Thruway connection.

7—It is estimated the total cost of the Thruway connection in the city will be 5½ million dollars less if constructed in the Subway bed. This means a 1½-million-dollar saving to the city and a 4-million-dollar saving to the state and federal governments.

8—It will wipe out the \$25,000 annual deficit operation of the Subway.

9—It will give the city a forward-looking plan for arterial highways and enable the remainder of the Subway to be used for the purpose for which it was built—freight service.

Decision Reached Thursday

It was learned that the decision to abandon the line was reached Thursday night at a seven-hour caucus of the Republican majority of Council in GOP headquarters in the Union Trust Building, Councilman John G. Bittner is the lone Democrat on the nine-man Council.

The state already has made surveys for the Thruway link from Bushnell's Basin to where it will enter the Subway bed at East Avenue near Winton Road South.

State Superintendent of Public Works Bertram D. Tallamy said the DPW is going ahead immediately with acquisition of rights-of-way to provide the maximum amount of time for removal of owners and tenants from the property. He said this will permit speedy construction when a contract is awarded.

The highway already is connected from Bushnell's Basin to the Thruway at the Victor interchange, a section that was built some 12 years ago.

Partial Subway operation began Dec. 1, 1927. Full-scale operations began Feb. 2, 1928. The Subway was originally planned as a freight line with switching service to de-

1—It determines the location of the eastern Thruway connection now. It will preclude delays in construction and enable final completion of the entire route.

2—It discontinues that portion of the Subway east of Goodman Street South which proved uneconomical to operate and in which little or no freight service was involved.

3—It continues a freight service vital to Rochester industries.

4—It gives the city an excellent eastern Thruway connection and avoids dislocation of many homes and industries which would be involved if the eastern connection were built alongside the subway.

5—It will save about three million dollars in property acquisition costs, of which half is paid by the city.

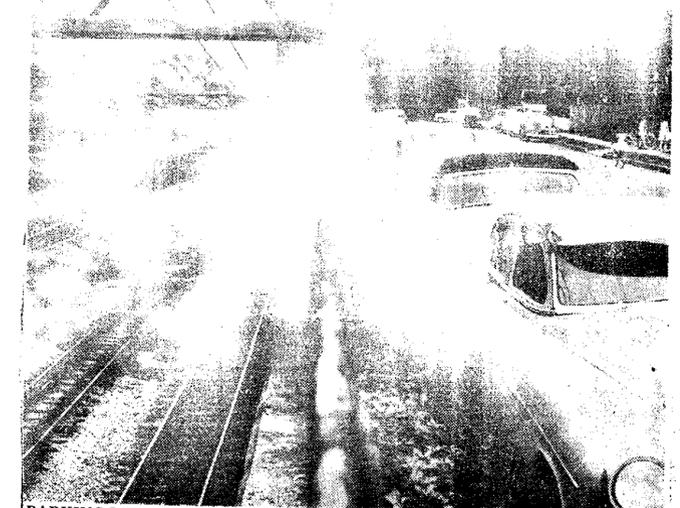
6—It will avoid an expenditure of about seven million dollars by the city to put old Subway structures in shape and give Rochester new, modern overhead bridges for local streets over the Subway right-of-way. The cost will be paid by the state and federal governments as part of

Continued on Page 2
See reverse of picture next page

D. & C. SEP 11 1954



SOON NO MORE—Scenes such as this have another year of life, after which passenger service in Subway will be eliminated. This was the last scene of its kind late yesterday in the city.



PARKING POINT—Cars in Norris Drive overlook Winton Road Subway station, to which patrons drive and then take city's underground for remainder of their trip.

A Friend in Any Weather
Riders Tell Benefits of Subway

By KURT ROHDE
To the 2,000 persons who ride the Subway to work, the rattling underground trolleys are like telephones. You can struggle along without them, but why make life difficult for the Subway followers who know that in any weather—fair or foul—the red and cream colored cars will always get them home. And for many it means a 15 or 20 minute saving on every trip.

So, tonight the Subway crowd no doubt will be upset. At the end of 1955, the riders will have to drive, take a bus or walk.

Yesterday, however, none knew the Subway's fate. And here, what some of them said about their trolleys in the dark Times Square Station at 5 p. m.

"Ordinarily I'm home by 5," explained Everett Ebersold of 474 Pearl St. "But when I take the bus, by the time I get one I'm not home until 5:45."

"Tell them not to take the Subway off," pleaded Mrs. Richard Mallen of 345 LaGrange Ave. She claimed she exhausts 20 minutes when she drives to work and only 12 on the shaky trolleys.

Robert Culhane of 64 Dix St., who works in the downtown Naval Ordnance Division of the Eastman Kodak Co., has been traveling Subway-style for 10 years. He has driven, but it takes longer and costs more.

"I have to take the Subway at night," explained Charles Buckwell of 415 Raines Pk. "I just can't take a bus. You wait and wait."

Mrs. Hilda Gill of 47 Michigan St. and Mrs. Rose Bellamak of 19 Curtis St. were riding home together. Both have been Subway fans for three years.

"You save time because you know they're on schedule," Mrs. Gill asserted. "With a bus, you can easily stand half an hour."

"Don't forget," Mrs. Bellamak put in, "that the Subway's the one thing that runs in the snow-storms."

"We consider it like riding on a roller coaster," summarized Mrs. Gill. "When the windows are open, the breeze comes in. It's not like those sticky old buses."

When the Subway dies, Joseph J. Marticelli of Apt. 60-F, Ramona St., will have to motor downtown or take the bus. Now, he drives to the General Motors station at the west end of the line and rides downtown.

"I could get a bus," explained Elizabeth Lerch of 48 Avery St., who works in the New York State Motor Vehicle Bureau office. "But it would be very inconvenient and I'd have to stand."

Paul Waldeis of 125 Mulberry St. said buses go past his door. But he walks to the Subway anyway and saves time.

On the other hand, a Brighton man has no choice. "The Subway's about the only way I can get home," he said, "unless I take a Pittsford bus."

W. R. Lewis of 394 Edgewood Ave., Brighton, rides the Subway to Rowlands, the eastern end of the line. It saves him 20 minutes over driving time at night and means his wife can have the car.

"It's fast service, I'll tell you that," said a Rochester Transit Corp. bus driver on his way home. He thought it would be better for his professional life if his name were not used.

It Is No Time to Scuttle the Subway

The city has decided to kill the subway in its present form—as an electrified high-speed public mass transit system.

In so doing, it could easily be severing an artery vital to the health of the city's downtown business section.

The decision is to end passenger traffic at the expiration of the contract between the city and the Rochester Transit Company next year. The decision was reached in a secret caucus of the City Council majority. This is arrogance; it is trial without jury, and condemnation without evidence. The matter is far too critical to the welfare of the entire city and county—to be decided in secret and dumped on the city suddenly.

A decision of this importance should not be made without reference to the public, whether the decision is correct or not.

ON THE surface, the city appears to have sound reasons for making this decision—using part of the subway bed as the eastern Thruway connection; a saving of large sums of money which would have to be spent in condemning and acquiring land if the Thruway link is to go elsewhere; erasing the deficit the city now pays annually for subway operation; avoiding trouble and lawsuits with property owners which appear certain if the Thruway link takes another route.

This, it seems to us, may be economy for the present and disaster for the future. The money saved at the moment may have to be spent 10 times over in the future, overhauling the face of the city to handle traffic in an automobile-crippled community without a single fast public transit line in operation.

ROCHESTER'S subway has been facing the third of three stages in its life: Stage No. 1 was a flourishing youth in a city with few automobiles. Stage No. 2 was steady deterioration and lack of business while the automobile

became a common household adjunct and everybody who owned one drove one downtown.

Stage No. 3 is the unknown, the future. This is the stage we have been entering. This could easily become the stage of the subway's greatest popularity and public service.

Maybe it won't. But certainly we will never find out if the subway is buried alive.

THIS DECISION to dump the subway—although freight facilities will be maintained—comes at a time when the city, in the throes of traffic-parking transition, is being called upon to make comprehensive plans for the future.

It comes at a time when steady population growth is pouring into every corner of the city and suburbs; and with this, soon if not now, many more automobiles than Rochester ever will be able to find room to park.

It comes at a time when the city has not faced up to its traffic-parking problem; has done nothing to weld ill-assorted agencies into a single traffic and parking authority with competence and power to act.

In short, it comes at a time when we do not know where we stand or where we are going.

IT IS NOT the time to dump a potential method of salvation in favor of still one more roadway spewing automobiles into the city.

Note that we said earlier that the city councilmen may be right in this decision. We do not know. They do not know. Nobody knows. But the point is they may be wrong, and this will spell irreparable damage.

The people, the merchants, the businessmen, the professional men, those in the entertainment field, all should examine this proposition to kill off the subway. They should have a voice. It is their welfare, their future which is affected.

Subway Riders a Satisfied Lot; Abandonment Bad News to Them

Day in and day out—in July's sunshine or January's blizzards—the subway offers faster, more dependable and more comfortable riding than the buses do.

But the city has not made the most of the subway's possibilities.

Those are the opinions of subway riders who were interviewed in the station under Times Square as they waited this morning for the trolleys that would take them to work.

They were a disappointed lot as they discussed the announcement by the Republican majority of City Council that subway passenger service will be discontinued Dec. 31, 1955.

"I'm awfully unhappy about the news," said Miss Esther Bolles of 27 Upton Pk., who was on her way to work at the Bell & Howell Co., 1000 Driving Park Ave.

Miss Bolles said she has taken the subway almost every work day since she moved here from Elmira in June. "One day," she explained, "I took a bus and, what with its roundabout route, I was half-an-hour late for work."

Many of her co-workers are subway riders, Miss Bolles added. She said Bell & Howell provides shuttle service—via station wagon—between the plant and a subway stop a block or two away.

Earl Boughton of 373 Alexander St., who works at the city DPW motor division in Edgerton Park, said he's "plenty sore" about the move to kill subway passenger service.

"I've been riding the subway 16 years, and I've been delayed only twice by trouble on the line," Boughton declared. "How many bus riders can say the same?"

BOUGHTON SAID he's been amused "at the way people flock into the subway in bad weather—I don't know why they don't ride it all the time. I bet there would be a lot more people riding the subway if the lines were extended into Kodak Park and out to Pittsford, too."

Mrs. Seddon is employed at the Alliance Tool and Die Corp. at 1025 Lexington Ave.—on the opposite side of the city from her home. Leaving home in the morning, she takes a Main street bus to Four Corners, transfers to the subway at Times Square.

"It takes me less than half an hour, even in rush periods," she reported. "By bus it would be 45 minutes—if I were lucky."

"The subway's been a life saver to me," said Mrs. Grace Seddon of 331 Garson Ave. "I don't know what I'll do without it."

MacKenzie L. Smith of 43 Admiral Pk. was on his way to Brighton about 8:30 a. m. today to give piano lessons. An employee of

the E. I. du Pont de Nemours & Co. plant at 660 Driving Park Ave., he also has a piano studio.

By subway, he said, he gets to his destination in Brighton in 30 minutes, whereas by bus it would take an hour and 10 minutes.

"I've been riding the subway for 18 years and it's the only on-time transit service in town," Smith stated. "If they stop it, it will be tragic."

But, Smith went on, "I suppose we do have to consider the financial aspects of the matter. It's difficult to justify a service that is losing money."

ALTHOUGH Robert King of 520 Monroe Ave. uses the subway six days each week, he said the end of the service "won't bother me too much." King works at Brodie Industrial Trucks Inc. in Lexington Ave.

"I suppose I'll be able to take a Lyell avenue bus to work," he said. "I know it will take quite a bit more time to get there, though. The bus goes a little closer to the plant than the subway does, but the bus still takes longer."

Joseph Tantalo of 114 State St. said he never has ridden a bus in Rochester, although he's lived here 37 years. "I always lived right near the downtown section," he explained, "and if I can't take a subway to where I'm going, I'll walk."

He said he's shied away from buses "because they always look crowded and slow."

An employee of Gleason Works, Tantalo said he rides the subway about three or four days a week and "the service always has been good."

"I guess I'll get a car before they close the subway," he concluded.

James Coulbourn said he lives at 5 Argonne St. and has been working on construction jobs in Brighton several days each week. "The subway's all right," Coulbourn said. "It's served me pretty well and I'll be sorry to see it go. It's fast service and I usually can get a seat."



Robert King Mrs. Grace Seddon MacKenzie L. Smith
James Coulbourn Earl Boughton Esther Bolles

As We See It

T. U. SEP 11 '54

Caucus Decision On the Subway

Less than nine months ago the city administration announced it would pursue a "forward looking policy" for the subway.

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

This is "forward looking"?

Is it "forward looking" when no one yet knows what effect the Community War Memorial crowds, day and night, might have on traffic and the subway with a station just across the street at Broad and Exchange?

Is it "forward looking" to end passenger service before we learn the effects of traffic to and from the new Civic Center in the same general area as the War Memorial?

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

That the city, which has kicked the subway around all these years, at least wait until effects of the Memorial and Civic Center can be seen before killing off passenger service for good.

It is possible to make a case for ending subway service east of Goodman street; but the city has never given this end a real try either.

The city is obligated to continue freight service as announced. Some firms have located on or remained with subway routes largely because of the subway. This is recognized in the announced plan.

But what about the 2,000 or so—this is only an estimate, there may be more—subway passengers west of Goodman street?

Are still more buses and cars to clutter up the downtown streets, transporting these people? If so, does anybody know how many?

Nothing is said in the Republican announcement to

indicate whether anybody at City Hall ever gave them a thought.

Many more questions are raised by the Republican announcement.

For example, the eastern Thruway connection originally was routed to the Inner Loop through University avenue. This was considered the best route by state designers. Then probable damage to the Women's Campus of the university led to a search for another route.

But the Women's Campus now is in the process of being abandoned by the university so it is no longer a consideration.

Is it really cheaper to construct the complicated roadway across East avenue and Winton road to get into the subway than to take what engineers first called the natural route to the city's center, or not?

Do traffic flow studies indicate it is preferable to go into the subway rather than down University avenue, or not?

Rochester deserves a much more complete statement of the reasons for this decision. After all, city taxpayers have something like 21 million dollars invested in the subway, including construction costs and interest charges.

Disposal of this amount through secret caucus by the Republican majority, followed by delayed announcement, is not the right way to conduct public business.

Yet perhaps the biggest weakness in the Republican announced position is this:

It does not indicate any official effort whatever to give the subway such promotion and management that there would be a real test as to whether it could succeed.

Nothing has been done to promote it;
Nothing to improve it and make it more attractive;

Nothing toward integrating it with bus routes;
Nothing on subway parking lots.

Hence, if the announced decision stands, subway proponents who have argued for at least a modest effort toward "giving the subway a chance," will feel that it was killed off without any visible official effort to see whether it could be made to pay.

That is not good city management.

It is not even good politics.

T. U. SEP 11 '54

'Not Built For Use by Passengers'

Aex Breaks Silence
On Subway

Costs of extending and improving the subway would be "staggering" and "prohibitive," City Manager Aex said today.

These were some of the conclusions arrived at during a seven-month study of the subway, he said. The study ended with the announced decision of the Republican majority of City Council to abandon subway passenger operations at the end of next year.

During that study, the city "explored every suggestion ever made on the subway—new equipment, escalators, off-street parking lots, even extension of the subway itself," Aex said, breaking a seven-month silence on the subway.

"The evidence we gathered indicates no possibility of putting into effect any or all of the suggestions, because the subway was never built to be a passenger line."

AEX DISCLOSED that, beginning in May, the city had entered into negotiations with the Baltimore & Ohio Railroad for use of the system's west side freight line for subway passenger service. This line runs from a point near Oak street north of and parallel to Main street west, terminating at Lincoln Park on the west side.

The railroad was "not interested" in the city's proposal, Aex said.

Aex declined to name any specific cost estimates made by the city on improving or extending the subway other than the figure of \$700,000 cited as the cost of repairing overhead bridges on the subway between Goodman street and Winton road.

"We obtained the opinions of several qualified people who told us that there is no possibility of physical improvement of the subway was never built for it," Aex added.

He declined to identify these persons consulted on the grounds they had not given permission for their names to be used.

AEX SAID the study took into consideration needs of the Community War Memorial, located across the street from the subway station at Broad and Exchange streets.

Transportation to the Memorial will be more convenient by use of the new highway, Aex declared. The Memorial is scheduled for completion next July 1.

Aex pointed out that the city is "returning" to the conclusions of Coverdale & Colpitts, a New York City transportation firm which surveyed the subway at the request of former City Manager Louis B. Cartwright in 1950.

Aex described the firm as highly qualified in the field of public transportation. The report called for abandonment of subway passenger service and discontinuance of freight service east of Meigs street, approximately the same decision as announced yesterday by the city.

The city announced only that it was "studying" the report when it was received four years ago. Previous to that, an Erie Railroad report recommended approximately the same course for the subway.

CONTROVERSY on the subway began in earnest when the RTC began to sustain losses in

subway operations after profitable years during and immediately after World War II. The RTC insisted on city subsidies to assure continued operation of the city-owned line.

The RTC told the city it lost \$76,417.93 on subway operations last year, an increase of \$18,606.41 from the 1952 deficit.

The RTC said recently that 949,387 revenue passengers used the line in the 12-month period ending June 30, an approximate 10 per cent drop from the preceding 12 months. The subway carries about 2 per cent of the total passengers on the RTC system.

When Aex announced his forthcoming study in February, he said the city "would take a look at almost every idea that comes from anybody on the subway."

"Under the Council policy already announced, our approach will be positive, not negative. If the subway won't work, it won't be because we're convinced before we know."

"We're going to approach the problem with an open mind to see what can be done to improve the subway."

Farbo, Subway Backer, OKs Its Demise

Republican City Councilman Joseph Farbo said he joined with the GOP majority's decision even though he had plugged for subway expansion and improvement in the past.

Farbo had made subway improvement part of his "Farbo-Plan" for city or county operation of the entire Rochester Transit Corp system. Subway improvements and lower fares would be financed through a 6 per cent sales tax boost, Farbo proposed.

"I'm sorry to see the subway discontinued as a transit railway," Farbo commented. "I felt that if it could have been improved and expanded, it might have fitted into the entire mass transportation system."

"However the new plan to use the subway bed for a highway has so many advantages, I felt I could not conscientiously oppose this use. There will be tremendous savings to the city and the state."

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

T. U. SEP 11 '54

The decision by the Republican majority on the City Council to discontinue subway passenger service has come at a time when a citizens' committee is studying possible future development of the subway.

The study was begun last winter under sponsorship of the Citizens Council for a Better Rochester, a group of citizens and organizations interested in the physical improvement of the Rochester area. It was to be completed by Nov. 5—less than two months from now.

Lee McCanne, executive vice-president of the Chamber of Commerce, director of the CCBR and secretary of the subway study group, today said he is "chagrined that the CCBR could not complete its study before the city administration arrived at a decision" to discontinue the subway passenger service.

McCANNE ADDED, however: "I wish to commend the City Council members for announcing their plan promptly. It will not affect the facts we are gathering, and may not alter the conclusions."

The decision by the City Council's Republican members probably is "the final word on what will be done," McCanne said. But he declared that "even so, it may be worthwhile to finish the study (by the CCBR group) and make a report."

McCanne urged the approximately 100 members of the study group "to keep right on working to the timetable which we all agreed upon." That called for writing a final report by Nov. 5.

McCANNE SAID: "The CCBR had an open forum on this subject (the subway) last winter. Even so, the executive committee members decided that they didn't know enough about

the costs of extending the subway tracks, repairing the bridges and trolley lines or dieselizing the cars, installing escalators and furnishing feeder parking lots, or doing other things suggested at the forum, to permit a responsible conclusion and recommendation to be drawn.

"Accordingly, they asked that a further study be made, and that this be one of the major projects of the CCBR program for 1954. Six civic organizations, such as the Rochester Engineering Society, Monroe County Professional Engineers, and the Committee on Traffic and Parking of the Retail Merchants Council, lent task forces as subcommittees to this study group, and many of these people had interests in rapid transit, or a particular knowledge to contribute, such as the price of escalators. Mr. Charles L. Rumrill, president of the CCBR for 1954, elected to head this study group himself."

D. & C. SEP 12 1954
**Subway Decision Stirs
Opposition, Support**

By FRANK DOSTAL

The sudden action of the Republican majority of City Council in arbitrarily cutting off passenger service in the Subway at the end of next year drew both opposition and support yesterday.

But it seemed almost as if the momentous announcement made Friday night after a 24-hour delay had left most people affected by the move stunned. Reported rumblings of discontent along the route served by the line proved nebulous, although observers agreed time would be needed for opinions to crystallize.

One of the most outspoken opponents of the decision to use part of the Subway for the Thruway feeder, which was made by the Republicans in secret caucus, was James P. B. Duffy, former Democratic congressman and Supreme Court justice. Terming it a "great mistake," Duffy said he did not think a matter of that kind should be decided in party caucus.

"If there was ever a time when the potential of the Subway was related to the development of the city, it is now," he declared. "I don't think it is in the interests of the citizens of the city or the county to see the Subway abandoned at this time."

Duffy cited the construction of the Community War Memorial and the planned civic center to emphasize his belief that the Subway has a great potential. He pointed out both will draw many people to the mid-town section.

Instead of using the Subway bed for a highway, Duffy suggested it be rooted over like Broad Street and the Thruway feeder be built on top. This would cost money, he agreed, but it would maintain a mass public transportation system for the city.

He spoke out sharply against the treatment of the Subway and its users, declaring the most prosperous surface bus line would lose money if it was managed in the same way. He noted particularly the old equipment and the lack of platforms which cut down on its use by the aged.

Lloyd Klos, Rochester representative of the Electric Railroaders Assn., expressed his surprise that the city "would go against the wishes of a lot of people who have located their homes along the Subway for the purpose of getting back and forth to work."

He expressed his hope the councilmen will reconsider by the end of next year "their decision to abandon a type of transportation that will take less property and be less disturbing than any other routes."

Klos has been actively work-

D. & C. SEP 13 1954
**RTC Seeking Ways
To Serve Public
When Subway Dies**

The Rochester Transit Corporation will "institute an immediate study" to determine how best to serve the community under the city's new program calling for abandonment of subway passenger service after 1955.

William A. Lang, RTC president, announced the survey last night in the first statement to emanate from bus company sources since City Council's GOP majority made known a decision Friday night to do away with the passenger service.

Lang's statement declares attention will be paid primarily to solving the problem of subway riders who will be deprived of this form of transportation. Second, the statement indicates, the corporation will see what can be done to solve the mass transportation problem on a community-wide basis. His statement follows: "Now that the city administration has rendered a decision with respect to the future of the subway, we will institute an immediate study to determine how public transit can best serve the community under the new program."

Reassures Passengers
"First of all, we fully appreciate the responsibility we have to those passengers now using the subway. They can rest assured that adequate transportation facilities will be available for their use after Dec. 31, 1955. "We are hopeful that this decision may well open the way to new transit horizons which will solve, in part at least, the traffic crisis faced by this community. We will plan, work and cooperate toward that end."

Lang declined to go into detail regarding the over-all RTC plans for the suggested "new transit horizon." Another RTC official, who refused to have his name used, pointed out that RTC will be free to plan transportation on a countywide basis without the threat of competition which has been posed by the existence of the city-owned subway.

City Council is expected to move at tomorrow night's meeting to implement the decision of the GOP majority. It is expected that legislation will be introduced to pave the way to turn over to the state the subway right-of-way from Goodman St. South to the Winton Road station.

Plans 8-Lane Highway
The state already has offered to take over the roadbed for arterial highway purposes. It plans to construct an eight-lane highway which will be the city end of the easterly Thruway connection.

No plans were announced for

the use of the subway bed from the Winton Road stop (just south of East Avenue), to Rowlands in Brighton, the eastern terminus of the subway line. Ultimately, a city source said, plans call for a subsidiary highway in this stretch of the roadbed which will connect Monroe Avenue at Allen's Creek Road with the new state express highway.

City Council's GOP majority action, announced following a closed session, aroused indignation in two quarters yesterday.

Francis J. D'Amanda, campaign manager of the Reform Democrats' organization, said the Republicans "knew they had nothing to worry about because of the absence of an effective Democratic opposition." Victory for the Reform Democrats, D'Amanda said, will "insure the return of a two-party system locally and thus perform a genuine service to all citizens of Rochester irrespective of party."

Calls It 'An Affront'
"No better example of the need for this is possible than the decision of the unopposed Republicans to abandon the subway," D'Amanda said. "We condemn this action on the part of the Republicans as an affront to the people and will vigorously oppose it."

The second attack came from Erwin N. Witt, chairman of the legislative committee of the Brighton Democratic Organization. In a letter to Supervisor Leonard A. Boniface, a Republican, Witt cited a Democrat and Chronicle editorial which condemned the GOP action as "arrogance" and "trial without jury and condemnation without evidence."

Noting that many Brightonians depend on the subway for transportation, Witt called upon Boniface to bring the matter to the attention of the Board of Supervisors "at the earliest opportunity."

"It is your duty and responsibility," Witt wrote, "to induce the Board to urge the City Council to reconsider this ill-conceived decision, or in the event that this attempt fails, to impress upon the Board the need for other and immediate action."

**Thruway Link in Subway
Costlier Than Alternate
Route, State Says**

**Wait
A
Minute**

The Republican majority of City Council, heretofore seldom noted for speed, is trying to do a rush killing job on the subway for passenger service.

The Republicans met last Thursday and voted to kill it. They kept the decision secret until Friday night. Now they propose that City Council ratify it quickly — possibly tomorrow night.

Meanwhile, facts have come to light which give concern even to Republicans heretofore lukewarm as to the subway itself.

See the Times-Union editorial on Page 20.

**Engineer Cites Savings If
University Ave. Used**

TIMES UNION SEP 13 1954

It would cost \$1,400,000 less to build the Easterly Thruway Connection in University avenue than in the subway.

Republican city officials knew this but still decided to put the Thruway link in the subway.

These facts came to light today as the Republican majority of City Council pressed ahead with plans to abandon subway passenger service at the end of next year and build a highway in the subway bed. Formal action on the plan may be taken at tomorrow night's Council meeting.

The current highway cost estimates were furnished by State District Engineer Elmer G. H. Youngmann at The Times-Union's request. The same figures were made available earlier to the Republican majority of City Council and other city officials.



Youngmann

City officials were not immediately available for comment on the Thruway connection figures.

Here's the background on developments in the Thruway feeder picture:
The Thruway link is complete from the Thruway to Bushnell's Basin. It is under construction from Bushnell's Basin to Fairport road, just east of East avenue.

The state hopes to let contracts next year for construction of the Thruway connection from Fairport road at least half-way to the city line at East Avenue. The highway will parallel East avenue in the roadbed of the abandoned Rochester, Syracuse & Eastern Railroad.

Controversy on the Thruway feeder route begins at the city line. Originally, the state planned to send the Thruway connection along University avenue to join from Bushnell's Basin to Fairport street north and Main street east.

After various business firms and residents along University avenue objected to this route, the state highway law fixed the Thruway connection route as in or alongside the subway bed to

**Comparative Cost
Of Two Routes**

	University Ave. Route	Subway Route
Construction	\$3,500,000	\$4,200,000
Right-of-way	1,100,000	1,800,000
Total	\$4,600,000	\$6,000,000

about Goodman street south. The highway would then leave the subway and join with the proposed Monroe avenue arterial highway and thence proceed to the Inner Loop.

The Inner Loop is an arterial highway belt, now under construction, which will eventually ring the downtown area.

THE CITY'S Friday subway announcement pointed out that the University avenue route had been opposed. City Manager Axt said Saturday that "Rochester doesn't want" this route.

The city's announcement said that construction of the Thruway link in the subway instead of alongside would save \$3,000,000 in land acquisition costs—half of which would be paid by the city—and another \$1,500,000 in construction costs, which are paid entirely by state and federal governments.

No mention was made of the cost of building the Thruway connection in University avenue however. State DFW officials have repeatedly expressed preference in the past for the University avenue route, but had not pressed for the plan because of local opposition.

(Other details, Map, Page 23)

TIMES UNION SEP 13 1954

Subway: ... Here's What Readers Say:

Disrepair, Limited Service

As one of Rochester's minority groups—a Subway rider—I would like to express my appreciation to The Times-Union for your consistent defense of our "rights."

The current estimate is that some 2,000 Rochesterians enjoy the use of the Subway. I think this estimate low, but anyway, I believe we are a pretty loyal group—this in the face of virtually no maintenance or improvement on the Subway in years.

I wonder, for example, how the dates of the newest Subway car compares with the date of the oldest bus on the road. Quite a spread, I'll bet. For us, the Subway is such a good thing that we can afford to be loyal to it, even if it is a poor steppister.

City Manager Aex says, "The Rochester Transit Corporation has assured us that they stand ready now and in the future to make available regular or special bus service as good as or better than any part of the passenger service on the Subway which may be discontinued."

City Manager Aex should be aware that the RTC has never

been able to give bus service anywhere in the city as good as the Subway before and so it is highly doubtful that they could equal it now and ludicrous that they could surpass it.

The suburbs are growing, and most of us make our living in Rochester. If the Subway can have such an enthusiastic following now, in its present state of disrepair and limited service, can't Mr. Aex and the City Council imagine what could be made of the Subway with a little creative imagination?

While riding on the Thruway recently the principal impression I had was that no compromise had been made. The Thruway didn't merge with Routes 20 or 5 to save money, and thus decrease safety. Why should we in Rochester compromise on the expressway to save immediate money and doom our only hopes for a rapid transit system?

CHARLTON PRINCE
120 Hillside Ave.

Result of 'Wait and See'

The "Eight Men" have done it again; and there is something now we can do about it for I think the Subway, west of the Genesee, should be kept in operation (for passengers as well as freight) as the Thruway connection affects only the eastern end.

This decision—to end all Subway passenger service—is the trouble with "Wait and See." The Planning Commission becomes a farce and the voters ignored when capital improvements are decided in caucus.

I, A VOTER, demand the right to be heard.

I hope that the 24th Ward supervisors will not let City Council representatives get away with scrapping the Subway.

What about our obligations to industries who have chosen locations mostly because their employees could use the Subway?

What about people who have purchased property so they could use its facilities? What about the merchants in the downtown area who rely on persons, to be able to travel

quickly to trade "and work" here?

What about the present user?

WHAT ABOUT ideas to develop and improve the Subway?

Why is it impossible to extend the Subway to Kodak Park? Why is it possible now for nine individuals to destroy the conveyor of car-less people by people who were care-less.

I request a hearing, a vote of the citizens of Rochester on such an important change.

It took 10 years for the people of Rochester to get a Subway. It was never managed right or designed right. Is this the reason our city representatives can scrap it?

WHAT HAPPENS when the War Memorial gets completed? Can you imagine, you councilmen who voted for this action, what will happen when 10,000 people try to get to Times Square; or how people, not only in the city, but the area, want to go to the War Memorial?

Have you thought of the consequences, the inconveniences, the traffic jams, the parking

headaches, the costs, etc.?

Why does the Subway have to be "funktied"? I urge the people of this entire area to appeal this senseless, selfish, thoughtless decision. Let us give such decisions back to the Planning Commission or let them be acted on by voters at the polls.

Let this be a lesson to the Wait and See advocate. Yes, it can happen here. It has happened now.

GORDON BELL
1325 Commerce Bldg.

Some Day ...

After months of ludicrous efforts of the 46 traffic agencies (more or less) to solve the subway problem, someone came upon the "obvious" answer.

I believe it was that man Aex who cut the rep tape and said, "This is it." But is it?

We have millions invested in the subway. That's our money—taxpayers' money. Let's get some interest on it. From northwest to southeast, the subway cuts directly across the traffic-congested downtown section.

IN SPITE of the suggestions of out-of-town experts and persistently opposed local experts, the word "can't" does not fit in with a forward-looking, expanding Rochester.

The point is: Why not save the whole subway?

A four-lane highway can take the place of the car tracks—two outside lanes for local traffic and two inside lanes for through traffic, thereby serving both the Thruway and local traffic.

There will be "ifs, ands and buts," but looking at what City Manager Aex has accomplished so far, I don't think the ifs and buts will present an insurmountable problem. Someday we will wish we had a subway right-of-way.

FRED F. WARD
46 Lincoln Ave.

Supervisor Aid Asked

The decision, reached in a secret session of the majority of the City Council, to discontinue passenger service on the subway as of Dec. 31, 1955, has come to me, and I have no doubt to a great many other people, as a tremendous shock.

Both the manner in which the decision was reached and the result constitute a serious challenge to the principles of orderly democratic process and the welfare of the people of the city and county.

I feel that I cannot express my sentiments any better than by quoting from an editorial in the Democrat and Chronicle:

"This is arrogance; it is trial without jury, and condemnation without evidence. The matter is far too big—too critical to the welfare of the entire city and county—to be decided in secret and dumped on the city suddenly."

Perhaps even more than the city, it is the residents of the adjoining towns, among them Brighton, who are vitally affected. We are fully aware of the importance of the Subway to the many people of our town who use it as a necessary means of transportation to their places of work. To them, abandonment of the Subway means the necessity of using their automobiles and thereby adding to the already intolerable traffic and parking situation. Yes, this matter is too big; too big to be allowed to be the concern of the city alone. This is a matter that concerns the entire county.

I propose that the whole issue be brought before the Board of Supervisors at the earliest opportunity. It is the duty and responsibility of the board to urge the City Council to reconsider this ill conceived decision, or in the event that this attempt fails, to take other and immediate action. I trust you will agree that the inability of the Rochester Transit Corporation to operate the Subway efficiently and with sufficient financial return, must not be permitted to be an excuse for depriving a large portion of the population of public service. Something must be done to assure that public service is placed above private profit. If the city is unable or unwilling to act, the county must.

Various groups and individuals have in the past offered ideas for the solution of this problem. I feel that it would be an injustice to their sincerity and their devotion to public service if their counsel were completely ignored.

ERWIN N. WITT
59 Fair Oaks Ave.

Transit Pot Boils

GOP Quit-Subway Move Draws Fire; Bittner Opposed but Nixon Approves

By CALVIN MAYNE

Opposition was heard from Democratic officials and others today to the Republican city administration's plans to abandon subway passenger service at the end of next year and pave a portion of the subway bed as a highway.

Support for the city's decision meanwhile was voiced by T. Carl Nixon, Rochester attorney and influential Republican advisor, and Raymond L. Thompson, treasurer of the University of Rochester.

Democratic City Councilman John G. Bittner protested both the decision of the GOP City Council and the method of arriving at the decision. Bittner is the lone Democrat on the nine-man council.

THE GOP COUNCIL majority announced its subway decision Friday. Subway passenger service will be abandoned at the expiration of the present contract with the Rochester Transit Corp. for subway operation. Freight service west of Goodman street south will be maintained.

The Republican decision was reached Thursday night in a closed caucus meeting at the Union Trust Building.

Bittner said that residents of the northeast council district, which he represents, are not directly affected by the subway action.

"But speaking from the broad point of view of the effect of the decision on the whole city, I think the decision is hasty," he said.

"The city should have waited at least until the Community War Memorial is in use to see just how the present subway will serve the Memorial.

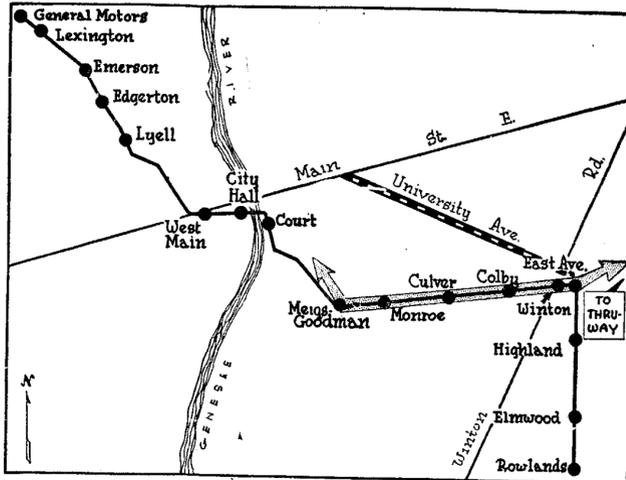
"Another car will be placed on the streets for every two persons who used the subway.

"The question is—can the streets stand this extra load? I think the city should give the subway a chance when it could render a real service."

BITTNER ALSO protested that the GOP decision was made without making the facts available either to himself or to citizens.

His future action will depend on what means of officially adopting the decision are brought up by the GOP council majority at a council meeting, either tomorrow night or in the future, Bittner added.

Bittner was joined by a Re-



ROUTE TO SAVINGS?—Map shows two possible routes for highway connection between City's Inner Loop and Thruway. Along subway bed (shaded area) and along University avenue (dotted line). State says latter would mean saving of \$1,400,000.

publican, City Court Judge A. Boniface, a Republican, declined immediate comment on the subway proposal.

"Speaking as a past and present subway user," Ogden said, "it seems foolish to discontinue the one way that people have of getting quickly downtown and back home."

"The bus company has been complaining about not being able to move buses through congested streets. Now there will be more cars on the streets because the subway won't be running."

"If the city would at least explore the possibility of creating parking areas along the subway to relieve traffic congestion downtown, it would do the most good."

OTHER OPPOSITION to the subway abandonment came this weekend from James P. B. Duffy, former Democratic congressman and Supreme Court justice; Erwin N. Witt, chairman of the legislative committee of the Brighton Democratic Organization, and Francis J. D'Amada, campaign manager of the Organization Democrats for the Reform of the Party.

Brighton Supervisor Leonard

how public transit can best serve the community under the new program. We fully appreciate the responsibility we have to those passengers now using the subway.

"We are hopeful that this decision may well open the way to new transit horizons which will solve, in part at least, the traffic crisis faced by this community."

A GROUP of private citizens, led by Miss Harriet Barry, 207 Orchard Dr., Brighton, has been circulating petitions calling on the city to continue use of the subway as an electric railway and to make any necessary repairs. At least 1,200 signers were reported last month. Miss Barry was out of town and not available for comment on the city announcement.

Meanwhile the Rochester Transit Corp. said it was beginning a survey to determine how needs of subway passengers for transportation could best be met after subway passenger service is ended.

RTC President William A. Lang said: "Now that the city administration has rendered a decision with respect to the future of the subway, we will institute an immediate study to determine

an immediate study to determine

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As We See It

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What's the Big Rush About the Subway?

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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 promised for the subway, City Hall has been unwilling to discuss it in any manner.

Then out of a clear sky it is announced that a decision has been taken.

Nothing can be done for 15 months, for the city has contracted with the RTC to operate it until the end of next year.

Nothing can be done toward converting the right-of-way to new uses for two years after that. The eastern approach to the Thruway will not be brought to the point at which it is proposed to enter the subway until probably 1957.

If the Inner Loop is prepared by that time to take the traffic a submerged highway might pour into it, it will be faster construction than the city has been led to expect. There are only about \$2,000,000 a year available from the state for all the demands on it in this area.

Meanwhile the Community War Memorial will be completed, and a better idea of the changes in downtown traffic patterns to be caused by the Civic Center will be gained.

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

Will the Council actually know tomorrow night what bearing these factors have?

Will it know the comparative costs of using the subway for a submerged highway instead of the natural, surface route downtown? State figures show the Subway route is more costly by more than a million dollars.

Does it have any clear idea of what is involved in bringing the Thruway approach from its planned route across East avenue and Winton road to bring it into the subway?

Has it investigated at all the direct, natural, surface route to the Inner Loop near Main street east and University avenue?

Unless the City Council has the answers to these and other questions it is not prepared to act. And in any case, why take action now that cannot possibly be put into full effect short of four years?

Why the hurry to tie itself up now?

Secret Subway Debate Elbowed Public Aside

It is the duty of a city council—or any other governing body—to solve public problems. It is the duty of such boards to make decisions, however difficult. Rochester's city council—through its Republican majority—therefore has done the proper thing in deciding what to do about our subway.

This admission does not mean we believe the decision was correct. There is a complete lack of evidence to support the decision. The Republican majority, we believe, is entitled to an "R" for rashness rather than a "C" for courage. Here was a matter touching the comfort of thousands of persons, one concerned with millions of dollars. Yet the conclusion was not reached in public where it should have been.

It was reached in the brass cuspidor splendor of a curtained and smoke filled room. Public affairs are the public's business. Public monies are the public's business. To have them tossed around so airily in secret conclave is entirely wrong.

Nor can the councilmen claim that they have thought the whole matter through. Only after their announcement that the subway would be abandoned did the head of the transit corporation say, "we will institute an immediate study to determine how public transit can best serve the community under the new program." Surely this was one matter that should have been settled before the councilmen so briskly pulled the street cars out from under subway riders.

Chances are the subway issue is not dead. It certainly will be pumped as full of animation as the Democratic opposition can manage. And there are many who are distressed at so abrupt and secretive abandonment of a public utility. But whether the decision stands or not, there is brought to a head an issue which cannot be disposed of lightly. That issue is whether public business shall continue to be transacted in the dark.

You as citizens have the right to know all the ins and outs of any decisions affecting your home city and county. It does not matter that public hearings can be embarrassing and tiresome. You have the right to know. This newspaper intends to watch all public bodies to see that they work in the open. The shockingly secret action as to the subway should alert all citizens to the fact that they are continually in the dark as to how their business is transacted.

D & C SEP 14 1954



BED OF CONTROVERSY—Aerial photo shows area involved in planning for the route of eastern Thruway. Looking east along East avenue, photo shows University avenue and subway bed, possible routes of the connecting highway, in relation to tracks of New York Central and old Rochester, Syracuse & Eastern.

Liberal Urges Farbo To Buck Subway Scuttle

An appeal to Councilman Joseph Farbo to oppose the Republican City Council majority's decision to end subway service was a reawakened city rededicated to made today by Nicholas C. Evans, civic progress and pride. . . . chairman of the Liberal Party . . . County Committee. . . . Farbo, a GOP councilman, has of the subway in our community supported subway improvement life until some of our present and extension in the past as part community projects are completed. Neither you nor your county ownership of Rochester colleagues can make a sound decision at this time. . . . Farbo said Saturday he supported the council majority's decision because of savings involved in abandoning subway passenger service. . . . Evans pointed out that Democratic Councilman John G. Bittner has opposed the GOP majority's subway decision. "We hope and publicly discussed that Councilman (G. Rolfe) Scofield will reconsider," Evans said. "Unless action is delayed, you added."

Caucus:

How Aex
Swung
Ax on
Subway

TIMES UNION SEP 14 1954

By AL MOSS

The inside story of the closed-door caucus of the Republican City Council last Thursday at the City of Rochester between City Manager Robert P. Aex and the City Council members is that the ax in the death of subway passenger service.

He took over the caucus despite the fact that Republican Chairman Fred I. Parrish "presided" at the session. Also shuttled to the sidelines was Mayor Samuel B. Dicker.

The meeting was attended by all the Republican city councilmen, Deputy City Manager Donald H. Foot, Corporation Counsel Honora A. Miller and City Clerk Thomas P. O'Leary.

THE COUNCILMEN had little or nothing to say while Aex dominated the session. As one who sat in said:

"We never got a chance to get a word in sideways." Aex told the council that he had had conferences with Bertram D. Tallamy, state superintendent of public works, right up to caucus time.

Aex told them that the state was breathing down his neck to get the council to change the law to make the Thruway connection go into the bed of the subway. He said that Tallamy had informed him in no uncertain language that the state was ready with its plans and that it was waiting for the City of Rochester to go along with the plans by introducing an ordinance providing for the abandonment of the subway by the city.

Aex was quoted as saying that the time is "now" to make that decision.

He did not plead with the councilmen. He just batted the matter right up to them on a take it leave it proposition.

Everything to Gain

Analysis of the advantages of abandoning passenger service on the subway as set forth by the City Council seem to make its decision fall by its own weight.

There is no force to any of the advantages recited by the council, sufficient to overcome the advantages that would result from retaining passenger service in the subway and building a highway alongside the subway.

When it is considered that the initial cost to the city would be a million and a half dollars, and the balance of four million dollars would be subsidized by the state and federal governments, it is short-sighted for the council to forego this opportunity of receiving a large subsidy from the state and federal governments and possessing a traffic asset worth many millions of dollars.

Once the subway is discontinued for passenger service, it can not be reclaimed. It cost the City of Rochester between 10 and 15 million dollars and it would cost around 50 million dollars to replace today.

The subway can be made highly profitable by completing four projects:

1. Provide new, modern stream-lined passenger cars.

2. There should be an extension of the subway or continuous passenger service from the subway to the shopping center at Main and Clinton.

3. Automobile parking stations should be provided at outlying key points along the subway to enable people residing in suburban areas to drive to such parking stations and use the subway to proceed downtown.

4. The subway should be extended easterly and northerly to embrace all sections adjacent to the city in the northwest and southeast areas.

I now reside in Pittsford and use the subway almost daily. As a result, I do not drive a car into the city.

If the subway is abandoned for passenger traffic, many

persons like myself will be induced to move farther away from the city because two cars will be required.

Subway traffic is fast, prompt, reliable, and comfortable.

On a normal day, I can drive from my house to Rowlands and be at my office in the Wilder Building in approximately 25 minutes.

To continue and expand the subway as indicated above will be of inestimable value and advantage to the city and future generations.

If the Rochester Transit Corporation does not want the subway, why does not the city take it over and operate it independently?

The city has nothing to lose and everything to gain by continuing and expanding the subway for passenger service. Let's forget the penny-wise and pound-foolish arguments and go ahead.

HAROLD E. STONEBRAKER
46 French St.

Final Council Word
On Subway Waited

First City Council meeting since the Friday announcement to kill subway passenger service at the end of next year is scheduled at 8 tonight at City Hall third-floor council chambers.

Whether the full nine-man council will take official action to confirm the subway decision of the eight-man Republican majority is uncertain. A closed caucus of all councilmen, including Democratic Councilman John G. Bittner, is usually held before council meetings.

Major official action needed by the city's ruling body to implement the subway decision is a change in the state highway law. Although state engineers favored going down University avenue, the Legislature, at city officials' request, placed the route of the easterly Thruway connection alongside the subway in 1949.

THE COUNCIL majority's decision is to place the highway in the subway bed from East avenue near Winton road north to Goodman street.

This action requires:
Approval of the Legislature.
Approval of City Council.

Acting Corporation Counsel David Schoenberg today said he is uncertain as to the exact nature of legal action required by the city. City Manager Aex reportedly was asked by GOP councilmen to advise the council on the need for an official resolution concerning the majority's action.



Subway Held Safer
As Thruway Link

Desire for a "limited access" Thruway connection inside the city limits was a factor that tipped the scales in favor of the Subway route rather than the University Avenue route, it was learned yesterday.

A city official last night admitted the University Avenue route would cost \$14 million less than the proposed route in bridges to carry traffic across the express highway, Youngman said.

But he pointed out that all crossings in University Avenue—other streets as well as drive-ways—would be at grade, creating traffic hazards on an 8-lane street supposed to be a connecting link in the high-speed state superhighway system.

"There would be no bridges—just traffic lights like Lake Avenue or Plymouth Avenue where the Inner Loop has been completed," he said. Comparative construction costs were revealed yesterday by Elmer G. H. Youngman, state district engineer. For the route running in the Subway, he said, the state figures construction costs would be \$42 million and cost of acquiring the right-of-way \$18 million, a total of \$60 million.

For the University Avenue route, originally favored by the state, but opposed by property owners along the route, the total would be \$46 million—\$35 million for construction and \$11 million for right-of-way. The Republican majority of the City Council at a closed caucus Thursday decided to abandon the Subway on Dec. 31, 1955 for passenger traffic and use the subway bed—once the Erie Canal—on East Avenue and Winton Road to Meigs Street as a Thruway connection. There it would join the Monroe Avenue arterial highway.

The link would connect with the easterly Thruway connection planned from the city line to Fairport Road. Work on the section from Fairport Road to Bushnell's Basin already is in progress.

Increased costs in the Subway Council for approval tonight.

Letters to the Editor
'Rochester Needs Subway
For Its Potentialities'

EDITOR'S NOTE: Every letter must be signed with full name and address of the writer. In cases involving danger of severe personal hardship or questions of professional ethics, signatures may be withheld at our discretion. Space limitations may require editing of those letters which are printed; brevity by writers will be a guarantee of least possible editing.

'Cannot Be Reclaimed'

Concerning the decision of the City Council to abandon passenger service on the Subway, as announced in the Democrat and Chronicle of September 11, 1954, I have read the explanation of the action and particularly the advantages set forth by the City Council.

In reply to the conclusion that "It determines the location of the eastern Thruway connection now," and "will preclude delays in construction and enable final completion of the entire route," no reason is given why a determination to locate the proposed highway alongside the Subway, as alternatively proposed, would not accomplish the same objectives.

ANYONE WILL agree that Sibley's store would be unprofitable if it were using elevators fifty years old, had no escalators, and kept its show windows and floors in an unclean condition. Yet this is what the Subway has done for years and the profit that has been made on passenger service has been in spite of extreme efforts to discourage use of the Subway.

The council states that the total cost of the Thruway connection in the city will be five and one-half million dollars less if constructed in the Subway bed. This is broken down to indicate one and a half million dollar saving to the City and a four million dollar saving to the state and federal governments.

IT IS impossible to justify abandoning passenger traffic in the Subway and abandoning the future benefits to the city for the sake of a saving of one and a half million dollars, when the state and federal governments are ready to contribute four million dollars. The Council states that to convert the Subway into a highway would "wipe out the twenty-five thousand dollar annual deficit of the Subway." A deficit of twenty-five thousand dollars is trivial when compared to the future of the City and the movement of traffic into and out of the

City. Taking into consideration what the Subway can do for Metropolitan Rochester, it is ridiculous to talk about a saving of twenty-five thousand dollars a year.

There is no force to any of the advantages recited by the Council, sufficient to overcome the advantages that would result from retaining passenger service in the Subway and building a highway alongside the Subway.

ONCE THE Subway is discontinued for passenger service, it can not be reclaimed. It cost the City of Rochester between ten and fifteen million dollars to build the Subway, and it would cost around fifty million dollars to replace the Subway today. Is it not wise to invest an additional one and a half million dollars now, and afford a fair chance to an undertaking that has never had a fair chance?

HAROLD E. STONEBRAKER
46 French St.

'Fight for Subway'

Apparently the fact that to end trolley service on the subway will inconvenience thousands of Rochesterians doesn't have any influence whatsoever on the Republican party, which as usual, holds its caucus in secret and announces its decision to an unsuspecting public in an arrogant and disdainful manner.

The people to whom the subway belongs can of course, still save it if they desire. To do so they must be organized and here I honestly believe is a wonderful opportunity for the Reform Democrats to announce their support for continued use and expansion of the subway. Let's hear from them. It is their subway too, as well as the rest of us.

Rochester needs the subway for its future possibilities, not for what it is today. Let's see if the people will fight for it and whether our two local dailies mean what they say about promoting the subway.

S. SWIFT
133 Champlain St.

Can You This is the...

Opposition Voiced on Subway Abandonment

By CALVIN MAYNE
Opposition to and support of the City Council Republican majority's decision to abandon subway passenger service at the end of next year and pave a portion of the subway bed was heard today.

Democratic Supervisor George J. Flesch of the 24th Ward said he had received "quite a few" calls from residents of the city's northwest section opposing the subway proposal. "I'm in favor of retaining the subway passenger service," Flesch said.

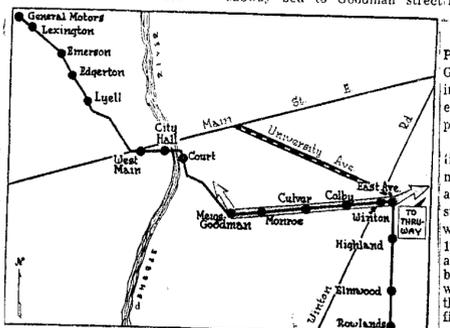
Decision of the council GOP majority and City Manager Aex to end subway passenger service—after its current contract with Rochester Transit Corp. to operate the subway expires Dec. 31, 1955—was announced Friday.

The subway bed, from East avenue near Winton road north to Goodman street, has been accepted by the state for use as the easterly Thruway connection, the Inner Loop at Union street, the city statement said. Subway freight service will be retained from Goodman street west.

Menzie pointed out that the original state plan to run the Thruway connection from the city line in University avenue to the Inner Loop at Union street. The state later fixed the Thruway connection route as in the subway bed to Goodman street.

Right-of-way costs for the subway route arise because of the need for a new highway after the Thruway link leaves the subway bed, which would be donated by the city to the state.

HIGH ROAD OR LOW ROAD?—Two possible routes for connection between the city's Inner Loop and State Thruway are indicated on map: Along the subway bed (shaded area) and along University avenue (dotted line).



REPUBLICAN Councilman Peter Barry today defended the GOP majority's action in choosing the subway route in preference to the University avenue plan.

Barry said that stiff opposition from residents and businessmen in the vicinity of University avenue was expressed to the state's University avenue plan when it was first proposed in 1947 and 1948. The University avenue route then was dropped by the state in favor of a route which was fixed as parallel to the subway. However, state officials repeatedly had expressed preference for the University avenue right-of-way up until the time of last week's subway announcement.

YESTERDAY, it was pointed out by Elmer G. H. Youngmann, state district engineer, that using University avenue for the Thruway link would save \$1,400,000 in construction and right-of-way costs. Youngmann supplied the figures at the request of The Times-Union.

The same figures were known to Republican councilmen who still decided to use the subway bed for highway purposes.

He added that acceptance of the subway route by the state means that the state and federal governments—and not the city—will bear the estimated \$700,000 cost of repairing bridges over the subway.

Costs of the two routes are "comparable," with the higher cost of the subway route justified by its other advantages, Barry said.

YOUNGMANN FIGURED cost of the University avenue route as \$3,500,000 for construction and \$1,000,000 for land purchase, for a total of \$4,500,000, and cost of the subway route as \$4,200,000 for construction and \$1,800,000 for land purchase, for a total of \$6,000,000. Land purchase costs are shared by the city with state and federal governments, and state and federal governments share all construction costs.

Brighton Supervisor Leonard A. Boniface said the subway situation was discussed informally by the Town Board without reaching a decision. The subway's eastern terminus is in Brighton.

Approval of the new, subway-bed route by the GOP Council majority and the state—instead of the route alongside the subway—will bring a direct saving to the city of \$1,500,000 in right-of-way purchases, Menzie declared.

He pointed out that the subway route calls for a depressed pavement for much of the Thruway connection. This "limited-access" highway is preferable from a design standpoint than the University avenue right-of-way, where street crossings would be at "grade" level, Barry said.

Can we the people ignore that a subway transportation serves when all other transportation is paralyzed? Doesn't the loss of wages and industrial output for even a few days run into the thousands and millions of dollars for a community of our size? Can we be certain that harsh winters are a thing of the past?

Can we the people ignore that it is replaced with consolidated metropolitan service, the picture is inspiring both for a Civic Center and a rejuvenated subway. Two years ago our council promised us this action. It made a lame civil defense gesture, but increased operating expenses instead of reducing them.

WE REPUBLICANS have packed our council and shorn it of counterbalancing opposition. And because there is no counterbalance, we have every right to doubt the soundness of their decision.

It disregards the honest collective effort that our public spirited citizens are making to weigh dispassionately the subway.

And our council tops it all off that our transit corporation will take steps to handle displaced subway patrons. And Lang smoothly states that it can be done if the bugaboo of a competitive subway is removed. Competition is the very keynote of good service. Lang has been and will continue to be helpless until our council, and yes our city manager, give us a commission with full transit traffic authority.

Are you citizens going to let eight men stampee us into abolishing our safety factor and jeopardizing our security?

RAYMOND C. FISHER,
109 Highland Pkwy.

Subway: More Reader Reaction

... TIMES UNION SEP 14 1954

Putting All Eggs in One Basket! Jeopardizing Future Security

Eight men have decided to abandon our subway for passenger use. This is counter to the thought and action of many cities that have weighed the same problem.

It puts all our eggs in surface transit. It scraps a 12-million-dollar investment.

Will the multimillion-dollar piles of iron and concrete now being constructed fare the same? Will they too rust and crumble in a short span of years? Will they be outmoded by decree when their upkeep becomes a serious burden?

Can we the people ignore that a subway transportation serves when all other transportation is paralyzed? Doesn't the loss of wages and industrial output for even a few days run into the thousands and millions of dollars for a community of our size? Can we be certain that harsh winters are a thing of the past?

EIGHT POLITICAL MINDS have decided to gamble with the destinies of the 400,000.

Eight political minds refuse to give this community a single commission with authority to solve the transit-traffic mess that threatens our business center.

Eight political minds aim to concentrate building after building a Civic Center with only a ramification of roads to enter and depart.

Our council seeks to persuade us with huge expenditures if any other course is followed.

When they are not opposed as in the Civic Center, they lead us to believe that we have or will have millions to spend. But when they are opposed, they grab the bit and shower

us with gloom.

If costly city-county duplication is replaced with consolidated metropolitan service, the picture is inspiring both for a Civic Center and a rejuvenated subway. Two years ago our council promised us this action. It made a lame civil defense gesture, but increased operating expenses instead of reducing them.

WE REPUBLICANS have packed our council and shorn it of counterbalancing opposition. And because there is no counterbalance, we have every right to doubt the soundness of their decision.

It disregards the honest collective effort that our public spirited citizens are making to weigh dispassionately the subway.

And our council tops it all off that our transit corporation will take steps to handle displaced subway patrons. And Lang smoothly states that it can be done if the bugaboo of a competitive subway is removed. Competition is the very keynote of good service. Lang has been and will continue to be helpless until our council, and yes our city manager, give us a commission with full transit traffic authority.

Are you citizens going to let eight men stampee us into abolishing our safety factor and jeopardizing our security?

RAYMOND C. FISHER,
109 Highland Pkwy.

TIMES UNION SEP 14 1954
EDITORIAL

What City Could Do About the Subway

The Times-Union is against the move by City Manager Robert P. Aex and the Republican City Council majority to kill subway passenger service.

We'd like to discuss a counter-proposal. There's plenty of time to consider it, since nothing can happen very soon in any event.

Right now, the city has a contract with the Rochester Transit Corp. to run the subway, as is, through Dec. 31, 1955.

Moreover, the state is so tied up on other highway projects that the best guess is it would be 1957 before it could move, even if the Aex proposal to make a street out of part of the subway were okayed at once.

WE HAVE HEARD FROM A LOT OF PEOPLE—subway riders as well as non-riders, and persons who don't know where the subway starts or ends.

We find:
1. Subway riders can't understand why the city never has done anything to improve it, make it more attractive and more useful, hence more appealing to possibly additional riders.

2. Non-subway riders don't know much about it, but they favor almost anything to help take automobiles and buses off downtown streets. They're for the subway to that extent.

The Times-Union has long urged a modest program of subway improvement—an escalator or two in important downtown stations; some subway parking lots in outlying areas; perhaps an extension at the east end a few hundred yards to Monroe avenue. (A big Monroe parking lot might encourage many drivers to leave their automobiles and go on downtown by subway.)

OUR THOUGHT HAS BEEN that the least the city could do was give some constructive ideas such as these a try in the remaining months of the subway contract.

The city has everything to gain and nothing to lose by making an effort on the subway in the coming year.

If the subway were killed after a real promotional effort, none could say it had not been given at least some chance.

That makes sense, we believe, to many who have given serious thought to the subway. We commend it to the Republican City Council majority.

(Details of subway developments on Page 17. Letters from readers opposing abandonment of passenger service on subway on Page 14.)

Council Votes to Abolish Subway Trolley Service

D. & C. SEP 15 1954

Other Council Actions, Page 19

By PAT BRASLEY

City Council last night voted 8 to 1 to abolish passenger service on the Subway after next year. Councilman John G. Bittner—lone Democrat on the nine-man council—cast the negative vote.

Adoption of the resolution abolishes passenger service on the nine-mile electric railroad after expiration of the city's contract with the Rochester Transit Corp. Dec. 31, 1955.

Part of the Subway right-of-way then will be offered to the state for use as an eastern connection to the Thruway. State officials have indicated they will accept.

Although a storm of controversy followed announcement of the plan reached by the GOP majority in secret caucus last Thursday night, fewer than 50 spectators attended last night's meeting in City Hall, and they were orderly and quiet.

Wording of the resolution, introduced by Councilman William A. Legg, closely paraphrased the statement issued by the GOP majority when it announced its decision. Legg said the resolution will give Rochester "a transportation system to surpass anything it has ever known in the past."

Bittner, in a five-minute talk explaining his "no" vote, called the resolution a "hasty decision. He asked Council to defer its

decision until the Subway's value to the War Memorial was determined.

He said: "Let's give the Subway a chance on the eve of its opportunity to be of real service to the people of Rochester. Wait until the War Memorial Auditorium is completed, and we can study how the Subway can solve the problem of handling the huge crowds which will be going to and from the auditorium."

Extra Cars on Streets
"For every two people who now use the Subway, there will be an extra automobile on the streets after passenger traffic is discontinued. Can our streets bear such a burden of extra traffic? Let's reconsider this hasty decision—at least until we see what effect the Subway will have on the War Memorial patrons."

Councilman Peter Barry made a detailed explanation of the position of the GOP majority before casting his favorable vote. He said he was amazed at the "tempest in the teapot" which followed announcement of the plan Friday by the GOP majority.

He also directed heavy fire at the local "Gannett press." Wav-

ing the first local page of yesterday's edition of The Times-Union, Barry said it was "a blatant example of editorializing in news columns."

"I do not quarrel with a newspaper's right to disagree, provided the disagreement is confined to the editorial page," he said. "I am disappointed with a paper's failure to pass on the facts freely to the people."

Barry said Council was not eliminating local passenger service on a transit line. He said it was changing the type of vehicle.

Cross-Town Service
"Instead of riding on outmoded railroad rolling stock, we're putting passengers on modern rubber-tired conveyances which will serve the Inner Loop and provide shuttle and cross-town service in all directions."

No past investment is being dumped, he said. The Subway was built to serve as a freight-switching interchange for railroads serving local industries and to remove heavy interurban cars from city streets, he recalled. Barry said the Subway will continue to do the first and that the second purpose is no longer necessary as "the motor age has caught up with interurban lines."

Barry's endorsement of the resolution was backed by Councilman G. Rolfe Scofield Jr. He branded as "irrelevant" comparisons made in some quarters between the cost of using the Subway right-of-way or University Avenue, as suggested in a 1947 report by the State DPW.

"University Avenue was discarded at the time when opposition was met from the University of Rochester, industries along the avenue and their employees, and residents," he said. He quoted an "engineering official of the recently-completed Toronto subway" as saying a peak load of 40,000 passengers is needed to successfully operate a subway. He said the Rochester Subway serves "only 2,000 passengers a day."

Farbo Explains Stand
In voting for the bill, Councilman Joseph Farbo told the audience it will appear to many he is making an about-face. Farbo has long been an advocate of extension, improvement and expansion of the railway line. Shortly after joining Council in January, he proposed a county transit authority to be subsidized by increasing

the sales tax.

"I changed my mind," he declared. "It costs money to operate a subway, especially one never built to carry passengers and that doesn't serve dense population areas. The RTC does not have the money. The city has it, but can spend it only at the expense of schools and other civic improvements. I do not want to see that."

Continuing, he said only 2 percent of the people who use public transit use the Subway. Subsidies have already cost "hundreds of thousands of dollars," he said. He summed up by saying it was his impression the Subway "should have been buried long ago."

Farbo joined with Barry, Scofield and Councilman Leonard B. Tomczak in denying reports City Manager Robert P. Aex had railroaded the program through the GOP caucus Thursday night.

Former Democratic Councilman Robert B. Corris, campaign manager for the Reform Democrats, took time out from watching primary returns at Reform Headquarters to visit the Council meeting.

He took the floor at the conclusion of the meeting to commend the Council on its decision to use part of the subway as a Thruway feeder.

Councilman Tomczak Nearly Fouls Up Vote

The vote to pass the resolution ending passenger traffic on the Subway almost passed City Council by a 7-2 count instead of by the official 8-1 decision.

Councilman Leonard V. Tomczak, his voice swelling, ended an impassioned endorsement of the resolution by saying "... and that is why I vote—No."

Mayor Samuel B. Dicker, council chairman, prompted "Yes."

"I mean 'Yes,'" stammered a red-faced Tomczak.

Council Votes To Abolish Subway Rides

TIMES UNION SEP 15 1954

By CALVIN MAYNE

The city's formal stamp of approval has been placed on abandonment of subway passenger service at the end of next year.

Eight Republican councilmen, outvoting their lone Democrat colleague, last night confirmed their caucus decision of last week to turn over a part of the subway bed to the state for paving as a highway. The action will end passenger service Dec. 31, 1955, retaining only freight service west of Goodman street on the subway.

Legal counsel for the State Department of Public Works today told The Times-Union Albany Bureau that one more council vote probably will be necessary before the subway can be turned over to the state for paving.

The state highway law now calls for the Easterly Thruway Connection to run alongside the subway from the city west to Goodman street.

THE COUNCIL last night authorized City Manager Aex to offer the subway bed from East avenue near the city line to Goodman street to the state for a highway.

A local legislator must introduce a bill into the Legislature to amend the highway law to permit use of the subway bed for a highway. The council must then vote to request the Legislature to approve this bill, it was explained.

The GOP councilmen firmly supported the subway move on grounds of economy and improved transportation. Councilman Leonard Tomczak said the action will eliminate "exorbitant" subsidies to the Rochester Transit Corp. for subway operation and produce other savings by changing the route of the Easterly Thruway Connection.

DEMOCRATIC COUNCILMAN John G. Bittner called adoption of the subway measure "a hasty decision."

"I firmly believe that we should wait until the War Memorial is erected and placed in operation to see what effect the subway has on traffic," he said.

"For every two people (forced off the subway) it would mean another automobile on the streets. Can the streets stand for this extra load?"

With further development of the subway, the obtaining of parking lots at its extremities and the installation of escalators at downtown entrances, more people would use the subway.

These people would be whisked away from the War Memorial

dozen of these persons came to hear subway discussion. Last night's resolution was not announced before it appeared on the council agenda distributed to reporters as the meeting began.

Describing himself as a subway and railroad "enthusiast," GOP Councilman Peter Barry said the subway was not built for passenger service. Its main functions were to remove interurban cars from the streets and carry freight, he said.

CALLING subway controversy a "tempest in a teapot," Barry said "we are not proposing to eliminate local passenger service. We are changing the type of vehicles using the subway from those using rails to those with rubber wheels."

(The Rochester Transit Corp. has announced it will survey needs of passengers who live on portions of the subway route which will not be included in the highway plans. RTC President William A. Lang also said the company will try to determine how to adapt bus service to the new highway.)

Citing a local page of yesterday's Times-Union, Barry described it as "a blatant example of editorializing in news columns."

"I do not quarrel with a newspaper's right to disagree, provided the disagreement is confined to the editorial page. I am disappointed with a paper's failure to pass on the facts freely to the people," he said.

Barry also defended the role of Aex in the Thursday GOP caucus that brought the subway decision. He said that Aex's part in the decision had been misrepresented.

"AEX NEVER AXED the subway," Barry said. "He gave a long presentation of the facts and said that because the state was ready to go ahead with the highway, it was necessary to reach a decision at this time."

Republican Councilmen G. Rolfe Scofield Jr. and Joseph Farbo also said that Aex had not brought pressure on the councilmen to end subway passenger service.

The Thursday caucus, to which newspapermen were not admitted, was held at GOP headquarters in the Union Trust Building. Scofield denied that the subway decision was "hasty and secret."

"Nothing could be further from the truth. The subway is an open ditch. The facts we received are public, the reports are public. Nothing was secretive," he said.

Editorials, "City Council's Vote on Subway" and "Mr. Bittner Speaks Out," and what readers say about subway, on Page 30.
Other details, Page 35.

FORMER DEMOCRATIC Councilman Robert B. Corris commended the Republican councilmen for the subway decision.

When Mayor Dicker invited public discussion of the action, after the meeting was formally adjourned.

Corris, who chose not to run for reelection last fall, said he had supported paving of the subway bed when he served on the council from 1950 to 1953.

Leo McCarthy of 479 Pearl St. asked the councilmen to submit the subway problem to the people for a referendum.

REPUBLICAN Council spokesmen reviewed reasons for the city's actions and criticized newspaper articles and editorials in Rochester Gannett newspapers as bringing "misunderstanding" of the city's action.

More than 50 persons attended last night's City Hall meeting of the Council, but only about a

City Offered Subway Route, Tallamy Says

City officials took the initiative in promoting the plan to run Rochester's Thruway connection through the subway bed, Bertram D. Tallamy, state superintendent of public works, said today.

Tallamy told The Times-Union he first was approached on the subject several months ago through Elmer G. H. Youngmann, state district engineer.

"The state was advised that the city would abandon the subway. We were asked if we would use the right-of-way for the Thruway connection if that was done. We said 'yes,' because it would save us a considerable amount of money."

TALLAMY ADDED that the state does not have any plans ready for work in the subway right-of-way, but is ready to proceed with planning if the project goes through so there will be as little delay as possible in actual construction.

"The law now provides for us to follow a course parallel to the subway. It will be a lot cheaper to actually go through the subway rather than just parallel to it."

Tallamy said he first was asked by the city to comment directly on use of the subway "a month or three weeks ago."

Aex Tells of Offering Subway to State

The city took the initiative in offering use of a portion of the subway bed to the state for a highway, City Manager Aex said today.

Asked to comment on the city's relationship to the state on the subway decision, Aex said:

"Conclusions with regards to the subway were first studied and arrived at without regard to the state or the building of an express highway in the subway right-of-way."

The first three months of our study were spent in trying to find ways and means of making the subway work and that study included negotiations with the Baltimore & Ohio Railroad for extension of passenger service and a possible tie-in with the subway.

"Only after we concluded that none of these things were possible and arrived at the conclusion that the subway passenger service east of Goodman street should be discontinued did we approach the state. We took the initiative and made the approach."

"We advised the state of our decision to discontinue use of that portion of the subway and offered it to them for use as an express highway for part of the Thruway connection. They indicated they would accept it."

University Ave. Route Objections Cited in Subway Ruling Defense

Discussion of savings from building the Easterly Thruway Connection in University avenue instead of in the subway is "irrelevant" because of local opposition to the University avenue route, according to City Councilman G. Rolfe Scofield Jr.

Scofield brought up the University avenue route as he spoke in last night's City Council meeting to support the Republican majority's move to end subway service next year and pave a portion of the subway bed for highway purposes.

The route of the Thruway link from the cross-state superhighway to the city line at East avenue has long been fixed and construction is under way.

The state originally proposed in 1947 to carry the Thruway link via University avenue from the city line to the Inner Loop at Main street east.

"University avenue was discarded at the time," Scofield said, "when opposition was met from the University of Rochester, industries along the avenue and their employees, and residents."

The state then fixed the Thruway link route in the highway law as alongside the subway from a point near the city line to Goodman street. The highway would then proceed to the Inner Loop at Clinton and South avenues.

The Council voted last night to use the subway bed from East avenue near the city line to Goodman street for the Thruway link.

USE OF THE SUBWAY bed for this route instead of the route alongside the subway, will save city, state and federal governments \$5,500,000 in Thruway link construction and right-of-way costs, GOP councilmen argued last night.

State District Engineer Elmer G. H. Youngmann furnished figures at The Times-Union's request showing that building the Thruway link in University avenue instead of in the subway bed would save \$1,400,000 in construction and right-of-way costs.

State DPW officials had privately expressed preference for the University avenue route almost up to the time of their acceptance of the subway right-of-way.

The University avenue route has been opposed both recently and in the past by T. Carl Nixon, Rochester attorney and influential Republican advisor; the University of Rochester; Gleason Works residents and the Todd Company.

Nixon said he regularly represents the U. of R. and occasionally speaks for Gleason and Todd, whose plants are located in University avenue.

A U. of R. spokesman said the university's decision to transfer

the University avenue-Prince street women's campus to the men's River Campus affects only the women students.

Cutler Union, Memorial Art Gallery and Eastman dormitories in University avenue and Monroe Hall in Prince street will be retained for Eastman School of Music or art purposes. No decision has been reached on use of other women's campus facilities, a U. of R. spokesman said.

ADVANTAGES of subway passenger service abandonment as seen by the GOP majority were reviewed at last night's Council meeting by William A. Legg, chairman of the Public Utilities Committee, as he introduced the subway resolution.

Legg declared that building the highway in the subway bed and revised use of buses within the Inner Loop will give Rochester "a transportation system surpassing anything we have had in the past."

Legg pointed out that the Rochester Transit Corp. several months ago suggested a shuttle bus service, running from parking lots at the edge of the Inner Loop to downtown Rochester, possibly with a reduced fare.

GOP COUNCILMAN Joseph Farbo said his support of the majority subway decision might appear as a "right-about-face" from his support of subway expansion and improvement in the past.

Farbo explained that his "Farbo Plan" for a county transit authority involved a 1 per cent sales tax boost, with the extra revenue used to cut bus fares and improve and extend the subway.

He changed his mind on the subway part of his proposal, Farbo said, because of the large cost of subway improvement or extension.

Farbo added that City Manager Aex "never once used any arbitrary methods, never once tried to shove anything down our throats" in presenting "facts" on a seven-month subway study to the GOP majority in a caucus meeting last week. The Republican majority announced the subway decision the day after the caucus.

Councilman Leonard Tomczak reviewed potential savings from paving a portion of the subway bed. Tomczak added that he rode the subway once this year and received the impression that "we should have buried it years ago."

The Subway: What Readers Say

A 'Grave Mistake' for City, Expansion Advocate Claims

As a member of the Electric Railroaders Assn., the Eastern Canada Transit Club of Toronto and the Pittsburgh Electric Railway Club (trolley fan groups), I wish to express my disgust at the decision of the Rochester City Council to discontinue subway passenger service, effective Dec. 31, 1955.

I wish to do this through your newspaper, which has made promotion of the subway one of its policies.

The subway decision is one of the gravest mistakes in the history of Rochester; because, if properly extended to better serve the public, and, if bus lines were properly coordinated with the subway, it could become an important part of the life of Rochester and its environs.

Of course, it long has been an open secret that the city, which owns the line, and the Transit Corporation, which runs it, have wanted to rid Rochester of its last vestige of trolley operation.

The line could easily be extended to serve Pittsford, Greece and Kodak Park.

It is my understanding that the city owns the old Erie Canal bed beyond the present limits of the line at General Motors station.

The Pittsford extension could be built alongside the N.Y.C. tracks; or an agreement could be reached with that railroad whereby the little-used tracks could be electrified.

A downtown underground loop, to better serve the shopping center, could be made.

The bus lines that now duplicate the subway service could be abandoned or cut back. Others could run as shuttles, at least during rush hours.

With a surplus of good, used street cars available in the United States, I feel that in not recognizing the subway as an extremely valuable asset to the continued growth of Rochester, the city fathers have made a terrible mistake.

LAURENCE HEININGER
61 Monterey Parkway
SHELDEN S. KING.
Waterloo.

Only Subway Cars Ran

Many people in the 10th Ward have asked my opinion about the discontinuing of the subway service.

I am very much opposed to this ending of subway service and the manner in which it was done.

I am shocked to think that this matter should be acted on in such a high-handed and thoughtless way.

I feel that the disgraceful condition of the subway stations is one reason for the falling off of passenger traffic. During our big snowstorm last winter subway cars were the only vehicles able to move passengers from work to homes.

As a member of the county government, but a city supervisor, I have a great deal of interest in this matter.

EDWARD B. BRENNAN,
Supervisor, 10th Ward.

Friendlier Atmosphere

To clear the air, let me state that I am in no way remotely connected with the Fire or the Police Department.

However, if the city is planning to save so many millions of dollars by the elimination of the subway what better use to put some of the money than in increasing pay for the policemen and firemen.

It seems strange that the city would have to raise extra revenue by an added sales tax or property tax. We are taxed, now, beyond the limit of endurance.

The added salaries would be an inducement for these public servants to do their job better and make for a friendlier atmosphere throughout the city.

MRS. WILLIAM L. MILLER
1976 Dewey Ave.

As We See It 7.14 SEP 15 '54 Page 30

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 offered the right-of-way to the state for development of a submerged highway.

In doing so it brushed aside without any consideration a plea to hold up decision until the subway's value to people attending attractions at the Community War Memorial is given a test.

"Let's give the subway a chance on the eve of its opportunity to be of real service to the people of Rochester," Councilman Bittner argued.

But this valid argument was given no consideration. The majority had reached a decision in Republican caucus and that was that.

One point raised in justification of the decision has an especially hollow ring. It was argued that it costs money to operate the subway and the city "can spend it only at the expense of schools and other civic improvements."

Of course it costs money—just as it costs money to run every other transit line that doesn'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 subsidize RTC's operation of the subway (at \$1,000 a week) and forgave city bus taxes to keep it going.

It cost just as much when the city paid \$20,000 for the Coverdale and Colpitts survey of subway possibilities, and a council committee headed by the then Vice Mayor Frank Van Lare rejected its conclusions on the ground that the subway's service to defense plants was essential during the emergency of the Korean War.

That was four years ago. If the city's decision was right then, it is wrong now. Even a snowstorm is a Transit emergency—and the subway runs in snowstorms.

Forgiveness of substantial city taxes on RTC buses was part of the deal to keep the subway going. Is restoring those taxes part of the project to abandon it?

Still another point indicates at least the off-handedness of the decision. One councilman said it is "irrelevant" to compare the costs of using the subway right-of-way or University avenue as an access route to the Thruway.

Is a \$1,400,000 item in cost irrelevant? That's the estimated excess cost of the subway route. There may be sound engineering reasons for preferring one to the other. Even so the cost factor is never irrelevant. The sum of \$1,400,000, we hope, will never become irrelevant to a majority of the City Council.

Would Add a Line

Congratulations for an excellent editorial on the projected abandoning of passenger service on the subway. But didn't your printers, or your editorial writer or someone leave off a concluding line? Shouldn't there have been a suggestion that it's about time we had a change in city administration—county, too? Isn't it about time to throw the Republican rascals out?

WILLIAM McCALLE
Town Line Rd.
Brighton-Henrietta

D. & C. SEP 15 1954

Decision on Subway Need Not Be Final

As was its right and its responsibility, the City Council has made official its decision to end passenger-carrying on Rochester's electrified subway.

We deplore the action but cannot challenge the Council's right to make decisions it believes to be in the city's best interests. Fortunately such actions are not irrevocable. In this matter we have considerable time before final papers are signed, sealed and delivered. It is entirely possible that further consideration can result in a revocation.

We have been concerned that the Council majority decided upon abandonment in secret caucus. Public affairs should not be handled thus. The public would be far better satisfied if it but listened to the arguments and the reasons which led to the decision.

Not too convincing are the reports of individual councilmen, given as they met to cast the formal vote. For instance it is stated that buses, using a subway converted into a thruway entrance, will render better service than can trolleys. Are we certain of this? Or will buses breasting a stream of traffic suffer such delays as now make Main Street a glacial spectacle? Do we know what sort of bus service can be rendered? We doubt it. The head of the transit company announced after the caucus that he would begin a study of the matter. Clearly he is not yet in position to offer guarantees.

Councilmen are irritated that their caucus has been called a secret affair. We do not see how they can describe it otherwise. The meeting was closed to the public. No report of the debate was made public—only the result. And that result was a shocking surprise. We must cling to the idea that the public is entitled to know what transpired. If it knew what arguments were made, what promises offered, it might thoroughly approve. And it might not approve, in which case the councilmen could feel that they had a mandate for other action.

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Thursday, September 16, 1954

Routine Move to Shift Subway to Feeder Use

By PAT BRASLEY

Only "routine" legislative action now remains in the program to convert part of the Subway right-of-way for use as an eastern feeder to the Thruway.

A City Hall official said yesterday that passage of the measure by City Council last night insured group circulating petitions in favor of extension and improvement. Any further action will be routine of the system. She said she signed the petitions which were more than 2,000 persons have to be presented to the Council next month.

The council voted 8 to 1 to abandon passenger service on the Subway after next year, and then to offer the Subway right-of-way east of Goodman Street South to the state as an arterial connection between the Inner Loop and the Thruway. State officials have indicated they will accept.

The city official said that amendment by the Legislature of the state highway act is necessary to permit use of the Subway bed for a highway. He said "such passage is purely routine."

The spokesman emphasized that an appropriation of funds by the Legislature for construction of the highway is not necessary. Funds will come from the overall state DPW appropriation, he said.

"I doubt very much if further action by City Council will be necessary," he continued. "And if it is, it will only be a purely routine resolution in the form of a message to the Legislature asking them to amend the highway act."

"More likely, the DPW will submit the bill to the Legislature. Any member of the Legislature may submit the bill. It is not necessary for him to be a senator or assemblyman from the Rochester area."

The source pointed out the City Council probably will have to approve an appropriation for funds when condemnation procedures begin on properties along the right-of-way.

It was estimated earlier that condemnation will cost about three million dollars, the cost to be shared by the city and state.

"The city is not giving the Subway away, remember," the spokesman said. "It isn't selling it. We're allowing the state to pave and improve it for our use."

The Council decision drew heavy fire yesterday from Miss Harriet Barry, 207 Orchard Dr.,

Deplores Subway Move

I am very much opposed to this severance of the subway service and the manner in which it was done. I had hoped to think that this matter should be acted on in such a high-handed and thoughtless manner.

I feel that the disgraceful conditions of the subway stations are one reason for the falling off of passenger service. During our big snowstorm last winter the subway cars were the only vehicles able to move and transport passengers from their work to their homes.

As a member of the county government but a city supervisor, I have a great deal of interest in this matter.
EDWARD B. BRENNAN
Supervisor, 10th Ward
89 Selye Ter.

'Subway Mistake'

By their own admission, the City Council would have us believe the taxpayer's money was squandered on a poor investment in the subway project. Now they intend to dig into our pockets again without even asking our consent, so the RTC can take us for another "ride."

Having in mind one section of the Inner Loop with its additional congestion, and the traffic hazards involved, primarily the one which forces three or four lanes into one, at the Main St. and Allen St. intersections of North Plymouth Ave., the question arises as to what if any plans are made to carry eight lanes over the new bridge? Also, have any safeguards been considered to prevent collisions with the retaining walls? When winter comes, will there be any access to the ditch to haul stalled cars or remove snow?

If this city had a Rapid Transit Commission, such as was appointed in New York City in 1872, a better solution would have been found, as they did, by constructing a subway system. The problem today, as it was then, is to transport as many people as possible at one time, in the safest, fastest possible way, without fatigue.

Despite what a few councilmen say, we all know the safety, speed and comfort of the subway car can not be equalled by any bus or auto.

Regardless of the outcome, the councilmen admit a mistake was made 20 years ago, and they can't deny they are making a bigger one now.

Although the citizens of Rochester are denied the right to vote on the issue, we will have a chance to exercise our privilege of voting out of office those councilmen who display an utter disregard for our sentiments.

S. E. GROVER,
144 Chili Ave.

A Subway Referendum

I read with regret of the City Council decision to abandon passenger service on the subway.

The correct thing would be to let the public vote on continuing the subway.

My heart aches for our lone Democrat councilman, Mr. Bittner, who is helpless to do what is right and just. Any honest and clear-thinking official would, I should think, want first to consult on such an issue the public who supported the subway.

I saw this same thing before in regard to Civil Defense and the police dispute. May I repeat the plea that the men in government humble themselves so that they act on all important issues not as they want for their own satisfaction, but as they would like to have it if they were the public.

ERNEST J. LAPORTE
238 Clarissa St.

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LETTERS: Comment on the

Farbo Explains Vote, Cites Cost, Losses

EDITOR'S NOTE: The following letter is from City Councilman Joseph Farbo. It discusses in detail the City Council's action Tuesday to discontinue Subway passenger service at the end of next year and to offer the Subway bed, west of Meigs street, to the state for use as a Thruway feeder route.

The City Council has voted to discontinue the use of the subway for passenger traffic, effective Dec. 31, 1955.

This fact has evoked a steady stream of comment in the press and engendered considerable discussion amongst the public.

Editorials, expressions of opinions by the public, statements of fact and alleged fact, conclusions, allegations, political accusations and plain unadulterated vituperation have filled the pages of our newspapers.

There has been such a conglomeration and din of sound and fury that it would be difficult, if not impossible, for anyone to sort out the fact from the fiction and reach an intelligent conclusion from the statements that have been made.

But seek where you will, there is still no suggestion of a solution to the basic problem, namely: Where is the money to come from to finance any or part of a subway operation?

Historic Accident:

Nowhere to Nowhere

The uncontroverted facts are as follows:

1—The subway is an historic accident. It is a freak spawned by the disuse of the old Erie Canal bed, the utilization of that bed for freight and freight traffic interchange by railroads serving this area and the use of the bed by the old interurban electric lines that have since gone out of business.

2—The subway starts nowhere and goes nowhere and falls to tap some of the more densely populated areas in the City.

3—From the time of its inception up to the present, with the exception of a portion of the World War II years, the subway has operated at a deficit.

4—In more recent times, the deficit has grown progressively larger annually.

5—The city has been compelled to subsidize the operation of the subway to ensure the continuation of service. This subsidy has grown in proportion to the deficit. The operating equipment in the subway proper has been deteriorating steadily without benefit of any capital improvement past, present or contemplated.

6—The subway service is the most dependable transit service furnished the community. Nevertheless active public support has been deteriorating along with the equipment and subway structure.

7—The Thruway is now a fact. The connection from Bushnell's Basin to East Avenue near Fairport is largely becoming a fact. The necessity for a link between the interloop and the thruway is a fact. The City Council has had to make a decision with respect to whether or not the subway bed was to be used in conjunction with these thruway arteries.

8—The cost of building a highway alongside the present subway bed would mean an additional cost of five and one-half million dollars over and above the figures to build the highway in the subway and the proportion of this expense to be borne by the City of Rochester would be one million five hundred thousand dollars.

9—The extension of the subway underground would cost twelve million dollars per mile.

10—The existing freight facilities of the subway are being preserved. Freight service to industries along the subway and the use of the subway as a freight interchange will continue as in the past.

Subway

11—The best estimates of traffic engineers is that it would require a peak load of 25,000 to 40,000 persons per hour to justify the existence of a subway. That is to say at least twice a day, in the morning and in the evening, the subway would have to be used by that many people to financially justify its existence. The present total daily use of the subway does not exceed 3,500 people. Actually, the figure is some 2 per cent of the total served by the transit system.

Its Cost High,

Its Usage Low

As an elected public servant, I want to explain my reasons for agreeing with my Republican colleagues on the proposal to discontinue the subway to passenger traffic. I want to state my position as clearly and positively as language will permit.

I am a city councilman-at-large. My primary duty is to the citizens of the city. Nevertheless I recognize that the problems of the city extend past the city line and throughout the entire metropolitan area. Therefore, the solutions to such problems must embrace the entire area.

I have early recognized that some of the perplexing problems facing the community have been that of traffic, surface transit service and the subway. All of these problems are related and integrated. Hence, I have dealt with these problems of traffic, transit and subway as a single problem.

I am not concerned with the political ramifications of these problems nor of any solutions to them. Rather, am I concerned with what the public needs, wants, can afford and is willing to pay for.

IN CONNECTION with the subway, I reluctantly came to the inevitable conclusion that the discontinuance of passenger service was fully justified in the face of the facts above set forth.

To review briefly, the heavy loss in the operation of the subway, the decline of passenger traffic, the necessity for a Thruway link, together with the high cost for necessary immediate repairs to the existing subway structure definitely indicated the pointlessness of

continuing operation within the existing system.

There has been no feasible proposal for the extension of the system in the face of the tremendous cost of such extension.

Therefore, continuance of a present subway irrespective of its highway use was to continue to lay out large sums of money without benefit to the community.

ON THE SUBJECT of the subway bed versus University Avenue, may I point out without reference to the cost figures widely quoted, that the city is getting an additional thoroughfare and an expressway at that.

Bridges are being constructed to permit local use of the subway bed and traffic interchange with intersecting streets and highways. Bear in mind that we will have University Avenue plus the subway bed.

Further, plans and studies are on the way to substitute buses on the subway route and additional cross-town lines to service the areas now being serviced by the subway.

For Open Caucus

—Minority View

I would refer briefly to the columns of space in the press devoted to the councilmanic action in caucus, the delay of 24 hours in announcing the decision of the Republican majority and the prompt action taken at the council meeting following this caucus in no way altered the existing facts set forth in my opening remarks. In no way were all the surveys and reports by traffic engineers, railroad men and other qualified people over the past seven years altered, changed or modified.

The facts would be no different whether the proposal to discontinue the subway had been announced before the caucus meeting or the decision announced immediately after the caucus meeting or the decision by the council delayed for any period of time.

This is all political ballyhoo by an outraged press and is completely irrelevant to the issue.

The only real point made by the press was that the newspapers are opposed to caucus meetings that are not open to the press.

It has been my contention in the past that where the City Council is composed of a large majority of one party as at present, so that decisions made at caucus meetings are the equivalent of action taken at council meetings, the press should be invited and the public informed.

However, this is a personal opinion and I form a minority of one in my views.

HAVING DISPOSED of my



COUNCILMAN FARBO

reasons for the action that I took in voting on the discontinuance of the subway to passenger service and several collateral matters in connection therewith, I would like to turn again to a proposal that I made in February of this year on the basic problem of traffic, transit and the subway.

I proposed a general plan for public consideration. This plan is designed and intended to aid the entire problem in Monroe County.

Briefly, the suggestion was that a transit authority be created, that the present transit system be acquired, that this system be expanded, extended and improved and that the cost of the program be paid for by increasing the Monroe County sales tax by 1 per cent to a total of 3 per cent. The additional 1 per cent would be earmarked for transit purposes.

This would have the effect of reducing fares, extending service throughout the county, improve and increase existing service and reduce traffic congestion in the Rochester central shopping district.

It is my considered opinion that now, more than ever, such a transit authority is necessary. This plan furnishes the answer to the basic problem set forth in the opening paragraphs of this letter, namely, "Where is the money to come from?"

ter central shopping district.

It is my considered opinion that now, more than ever, such a transit authority is necessary. This plan furnishes the answer to the basic problem set forth in the opening paragraphs of this letter, namely, "Where is the money to come from?"

REVERTING for a moment to the subway problem, no one in all of the discussion and heated debates, past and present, has come forward with a method, a concrete proposal that would furnish the funds, necessary to expand, extend and improve the subway. That is to say, no one has provided a solution to the financial problem of the subway standing by itself.

The Rochester Transit Corp. has not had the funds to finance the project. It has not had the funds to even maintain the subway. And even if its revenue from surface transportation provided the funds, it would not be disposed to expend them on a profit-losing proposition.

The City of Rochester could have financed the program. However, this could only be done at the expense of its present capital improvement program and would affect such projects as streets, sewers, schools, public buildings and public equipment.

I do not believe that the taxpayers were or are prepared to buy a subway expansion program at the expense of the capital improvement program.

NOW IS THE TIME for the public to speak out individually and by organized groups with concrete proposals and with statements of approval or disapproval of the plans outlined by the writer or any modifications thereof.

Should the public wholeheartedly endorse a feasible concrete program, there is no reason why such a program could not be adopted.

JOSEPH FARBO
Councilman-at-Large
823 North St.

Some Other Views

Times Union Sept 17, 1954

It certainly is a pleasure to know one has a newspaper in this city which is on its toes. Thanks for bringing to light the facts on the Subway.

When other cities are building subways, why should Rochester be eliminating theirs?

It is quite obvious how lucrative the Subway would be if it was expanded, especially to

Congratulations

Congratulations to The Times-Union and The Democrat and Chronicle for presenting the facts on the "subway giveaway" to the people.

Transportation difficulties in cities across the nation are many. As a result, there was recently formed a national committee on urban transportation. This committee investigates transportation problems of cities and makes recommendations on how to remedy them. The GOP-controlled City Council states that the resolution to abolish passenger service in the subway "will give Rochester a transportation system to surpass anything it has ever known in the past." Did the distinguished Republicans on the council consult the National Committee on Urban Transportation to get that answer to our problem?

Ignoring the pleas of their lone Democrat colleague for a vote to keep the service, they took it upon themselves to abandon the subway. This resolution was passed in a disgraceful manner. The GOP Councilmen have no respect for the people they are supposed to serve. The citizens of Rochester should on Election Day, see to it that they have more John Bittners to represent them.

PAUL H. ANDREWS,
President, Local 1097, UAW-CIO
279 Driving Pk.

NONE WOULD object to the city's decision if the administration would answer all of these questions. Why the secrecy? Why the rush?

Is the Planning Commission to be ignored? Perhaps if we get back to our "Master Plan," the rank and file would know what is being considered. Then, perhaps, the Planning Commission, which is supposed to advise the council on such matters, would become the sounding board and specialist rather than have the council railroad these programs through.

Let us thank The Times-Union and the Democrat and Chronicle for their vigilant attitude.

GORDON BELL
1325 Commerce Bldg.

Subway Use

SEP 17 1954
Too Costly,

Says Farbo

Councilman Explains
View on Caucus

Preservation of subway passenger service would have required the city "to continue to lay out large sums of money without benefit to the community," City Councilman Joseph Farbo said today.

Farbo supported the Tuesday vote of the Council Republican majority in a letter today to The Times-Union (text of letter on Page 27).

The council Tuesday voted to end subway passenger service Dec. 31, 1955; continue freight service only west of Goodman street, and pave a portion of the subway bed for use by the state in building the Easterly Thruway Connection.

"The heavy loss in the operation of the subway, the decline of passenger traffic, the necessity for a Thruway link, together with the high cost for necessary immediate repairs to the existing subway structure definitely indicated the pointlessness of continuing operation within the existing system," Farbo said.

"There has been no feasible proposal for the extension of the system in the face of the tremendous cost of such expansion."

FARBO, who is a member of the GOP majority, said that the group's action would have been the same regardless of whether the action was taken in a closed caucus or in open meeting or whether the action was announced before or after the caucus.

"The only real point made by the press was that the newspapers are opposed to caucus meetings that are not open to the press."

"It has been my contention in the past that where the City Council is composed of a large majority of one party as at present, so that decisions made at caucus meetings are the equivalent of action taken at council meetings, the press should be invited and the public informed."

"However, this is a personal

opinion and I form a minority of one (on the council) in my views."

FARBO repeated arguments in favor of his "Farbo Plan" for a county transit authority, with lower fares and subway improvements financed by a one per cent sales tax increase. Only this plan provides the answer to problems of financing subway rehabilitation, Farbo said.

If the city alone had financed a subway improvement program, it could have been done only "at the expense of its present capital improvement program and would affect such projects as streets, sewers, schools, public buildings and public equipment," Farbo declared.

Law Seen Blocking Subway Referendum

By PAT BRASLEY
There's no chance for City Council's recent action on the subway to be submitted to the public for a referendum, a City Hall official declared yesterday.

Council voted Tuesday to scuttle trolley service on the Subway after next year and offer part of the right-of-way to the state for a Thruway feeder.

Since then opponents of the Council plan have discussed a referendum as the answer to their hopes of spiking the undertaking.

The source, who asked that his name not be used, said there is no provision in state or municipal law for a referendum on Council action.

Only matters pertaining to a change in the City Charter, basic changes in its government or changes in its governing officers are submitted to referendum, he said. He pointed to the recent petition for a referendum to junk the city manager type of government as an example. The petition, inspired by John F. Noonan, ran into legal snags.

Miss Harriet Barry, 207 Orchard Dr., Brighton, the leader of a group that claims 2,000 signatures on petitions asking the Council to improve and extend the Subway, has suggested

referendum. Leo McCarthy, 479 Pearl St., appeared at Tuesday's Council meeting, and also asked that the matter be submitted to the people.

City Councilman Joseph Farbo, in a letter to The Times-Union yesterday, said preservation of subway passenger service will require the city "to continue to lay out large sums of money without benefit to the community."

Farbo, a member of the GOP majority which supported the measure, said, "There has been no feasible proposal for extension of the system in the face of the tremendous cost of such expansion."

"The heavy loss in the operation of the Subway, the decline of passenger traffic, the necessity for a Thruway link, together with the high cost for necessary immediate repairs to the existing Subway structure definitely indicated the pointlessness of continuing operation within the existing system."

Why City Is 'Wrong' D & G SEP 18 1954

At the evening open meeting of the City Council, at which I was a spectator, many facts about the subway were discussed in support of the various councilmen's decisions on the resolution to do away with passenger service.

Although the matter was not formally brought up for public hearing, may I, as a citizen, express appreciation to Mayor Dicker and the Council for their courtesy in hearing a citizen, Leo McCarthy, speak on behalf of retaining passenger service. Also, Councilman Legg should be commended for bringing the long-simmering matter to a head, and a special bouquet from Rochester to Councilman Bittner for taking a most courageous stand.

COUNCILMAN Barry was "amazed at the furor and tempest in a teapot." Mr. Barry stated that the subway "does not tap areas of sufficient population density." He is correct. He and other members of the Council lean heavily on the advice of Coverdale and Colpitts, an engineering firm of New York, whose findings on the subway, after their study in 1949, are not only today as obsolete as the dodo bird, but apparently have convinced the majority of the Council that their word and only theirs is to be considered final on the subject.

I have examined the Coverdale and Colpitts report as a private citizen, and find it not only obsolete in its thinking, but merely and purely an historical rehash of the subway situation based on its original objectives.

Not only does the report avoid the traffic problem in Rochester, except for a possible vague reference, but it seems to ignore very carefully the fact that there are other professions than that of engineering, such as that of selling.

When Coverdale and Colpitts' report was written, there was no Inner Loop bridge, although the idea was being considered. Many thousands of people now driving over our clogged arteries from the suburbs and nearby towns had not yet moved there. Traffic was not yet in its present rush-hour chaotic condition, although bad enough.

COVERDALE and Colpitts did not take a futuristic view of the subway, and did not suggest the possibility of second-hand streamlined trolleys which are present-

ly available. They did not take the War Memorial seriously enough.

Councilman Scofield stated that city engineers estimated that it could cost \$700,000 to put the subway in first class condition. He made it sound like a prohibitive amount. But this amount is only 6 per cent of the original investment, or only \$26,000 per year for the 27 operating years, or \$2,700 per mile per year. In this day of inflation, I believe the estimate to be very reasonable, and certainly offers a solution to Rochester's traffic flow and safety that no highway in the roadbed could possibly do. The councilmen are discussing the \$25,000 per year loss from operations and in the same breath are talking about a \$8,000,000 cure, mostly with N.Y. State funds.

I AM also a N.Y. State taxpayer. I have seen every community in the state trying to dip from the golden pot. I feel that the people of N.Y. State would be victimized in their pocket-books by the construction of a captive roadway in the subway when such an ideal route is available in University Avenue and much less expensive. It (University Avenue) would provide two interchanges with the Inner Loop—at Main Street for south-east traffic, and at Clinton for south traffic. Think of the chaos which would result if both areas were channeled through one intersection.

The words "Thruway" and "Thruway connection" have been a siren song which has lulled many of our civic leaders to sleep. Let them awaken to the fact that it is the working commuters in rush-hour traffic that are clogging our arteries, and who should be served best by a system of fringe parking lots and rapid transit cars on private right-of-way, while the Thruway patrons are only comparatively few.

FREDERICK A. TROICKE
527 Mt. Hope Ave.

Why City Is 'Right'

While I was a member of the City Planning Commission, I was appointed chairman of a small committee early in 1949 to make a preliminary investigation and report on "The Possible Use of the Subway Right of Way for Arterial Roadway Purposes."

From the information gained in that investigation, I feel that the City Council in adopting this subway use plan did the best possible thing for the good of the city. Without going into technical details the principal reasons for these conclusions are as follows:

1—With the eastern thruway connection coming into the heart of the city by means of this proposed submerged highway, with no cross traffic or stop light interferences, Rochester should have an access to the highway second to none in the country. Think of the many cities we have all driven through where reaching the center of the business district was very difficult and then consider how relatively fast and simple this proposed entrance to Rochester would be. Think what this easy access would mean to the central business district including such places as the War Memorial.

2—There are no reasons, that I can see, why city buses should not use this rapid transit submerged highway and do a much better job than the present electric subway cars since the buses would not be confined to the rails and as now planned would come to the surface near the old Convention Hall and could then go where desired. The city's central shopping district has been calculated by city planners as centered near Clinton and East Main Streets. These subway buses should be able to deliver a shopper at or near that point. Compare that with the considerable distance which now exists between the nearest subway entrance and that shopping center. Incidentally, the bus would do the climbing in and out of the subway instead of the shopper. Buses could, if found desirable, leave this subway for points as distant as Kodak Park and Charlotte.

3—Getting these buses to take the place of a portion of those buses that now use surface roads would relieve present congestion on existing routes such as East Avenue, Park Avenue and Monroe Avenue. Still more relief would be obtained by the large number of autos that would be diverted to this subway route.

4—A submerged roadway such as proposed has an advantage as far as nearby residents are concerned in having the banks absorb much of the traffic noises.

5—University Avenue with its present congested traffic and numerous stop lights, if used as the City portion of the eastern thruway connection, would be greatly inferior in regard to each of the points outlined above.

In conclusion, it would seem to me that once this submerged highway is in operation we will all realize that the old Erie Canal bed has at last justified the money spent on it in the past and has become one of Rochester's most unique and valuable assets.

J. HOWARD CATHER.
285 San Gabriel Dr.

As Readers See It **TIMES UNION SEP 23 1954**

Letters to the E

Subway Thoughts

If the Subway is to be used for motor car traffic, why not use it all way to South and Griffith then extend from this point by viaduct across the Le-high Valley tracks and yard, over a bridge across the river to Exchange and Elzhuigh to grade of S. Plymouth at Atkin-son St., then on to Clarissa on down to Allen and join with new Inner Loop at that point of Plymouth?

This route would save valu-able and historic buildings, land values are lower and many undesirable buildings would be removed.

The present loop at West Main and Plymouth is too near the Four Corners. It will cramp development westerly whereas the Atkinson route would give a much larger area to be de-veloped.

I feel the discontinuing of the Subway is a serious mis-take. In years to come it will be so acknowledged. Extend it at both ends and it will have a much better chance of prov-ing its worth to the city now and in the future. I was living in New York City when the first shovel of dirt at the Sub-way was dug at the City Hall. Now look what has happened to New York City. We can rea-sonably expect the Subway to be an asset if it comes and goes to somewhere.

J. LAWRENCE HILL
1125 E. Henrietta Rd.

Questions

A letter from a reader brings up more Subway questions:

1. In mentioning that driv-ers will follow a more direct route to downtown on the pro-posed route, does he know for sure if parking facilities are to be made available at their des-tination, nearer than the pres-ent bus or subway stops?

2. In stating that buses will climb out of the subway, the writer forgets that winter snows prevent the buses at times from climbing the East Main Bridge. If the roadway were built over the Subway, no climb would be necessary for the buses.

3. We would expect to have four lanes of cars, trucks, and buses equalling the trolley running-time of 12 minutes from Rowlands to Broad and Exchange. He also suggests subway buses to Kodak Park. The subway trolleys gave fast-er more dependable all-weather

This is your daily "Town Meet-ing" column. Use it to express your views on local, state, na-tional or world issues of the day. The Times-Union reserves the right to cut long letters. Every contributor must sign for publication — his correct name and address.

er service via Dewey Avenue until they were discontinued. To have buses all over the street would slow down traffic worse than it is now on East Main St. at rush hours.

4. The banks on each side, of the roadbed may or may not absorb noises; or they may echo and reecho. Most assuredly the banks cannot absorb the state exhaust fumes. The banks also pose a problem for snow re-moval.

5. The University Ave. route is still more direct as men-tioned in the letter of another reader.

What this city needs is a Rapid Transit Commission com-posed of men of foresight.

S. E. GROVER
144 Chili Ave.

Accident or Blessing?

TIMES UNION SEP 22 1954
Councilman Farbo, in recent letter to editor, calls the Sub-way an historic accident. I prefer to call it an historic bless-ing.

Mr. Farbo says it starts no-where and goes nowhere. I'd like to ask whose fault that is? Doesn't the blame rest squarely on the City Council and the city administration? They have done nothing about the Sub-way. The same is true of coun-cils and administrations before them. No Subway service to Kodak Park is a glaring ex-ample.

Mr. Farbo uses deficit as his argument against the Subway. Again, I say for years our City Councils have been guilty of neglecting the Subway. You can starve a man by withhold-ing food and you can starve any business by withholding upkeep. You can drive away customers by cutting sched-ules. . . .

None questions the City Coun-cil's right to act on the Sub-way. But many of us question the wisdom of its action.

RAYMOND C. FISHER
109 Highland Pkwy.

'Idle Dream'

... The reported statement by the chairman of the City Council's Public Utilities Com-mittee that "building a highway in the Subway bed and revised use of buses within the Inner loop" will give Rochester a transportation system surpassing anything we have had in the past" are beautiful words but it will take years to deter-mine their accuracy.

The transportation system in Rochester has deteriorated con-sistently and steadily over the years it is difficult to be-lieve that placing a highway in the Subway will improve it.

If there is substance to this contention, it can be said with greater confidence that retain-ing passenger service in the Subway and building a high-way alongside the Subway would afford a still more suc-cessful and efficient transpor-tation system.

A highway alongside the Sub-way would accomplish every-thing that a highway in the Subway will accomplish, and have the added benefit of pas-senger service in the Subway.

This combination could be made truly an efficient sys-tem, but with a highway in the Subway, the public will be relegated to a system of trans-portation no better than what the buses are on Main street and elsewhere. No one need dwell on the inefficiency, in-adequacy, and discomfort of the bus system as it has ex-isted for years past. It is an idle dream to think that a high-way in the Subway will change this.

HAROLD E. STONEBRAKER
46 French Rd.

The City's Subway Action: Do You Approve or Disapprove?

The Times-Union contin-ues to receive letters pro and con on the City Coun-cil decision to abandon pas-senger service on the sub-way Dec. 31, 1955 and con-vert the eastern end of the subway into part of a Thru-way link.

To give readers a better chance to express them-selves and as a gauge of public opinion. The Times-Union herewith publishes a ballot on the issue.

I (do or do not) approve the subway action of the City Council.

I suggest _____

Name _____

Address _____

Be sure to give complete address.
Mail to Poll Editor, The Times-Union, Rochester 14.

We'll Fight Subway Abolition, Brighton Democrats Assert

B. & C. SEP 24 1954
Brighton Democrats do not in-tend to let the matter of the proposed abolition of the Subway drop, according to William N. Posner, Brighton Democratic leader. "Continued operation of the Subway for passenger service is of such vital importance to the people of Brighton that we will not let the matter die," Posner said yesterday. "We will keep it alive until aroused public opinion forces a reversal of the city's decision or compels the county to provide the public serv-ice which the city is taking away."

Subway Ballot Poll Runs 10 to 1 for Subway

TIMES UNION SEP 27 1954
First returns in The Times-Union's poll on the City Coun-cil decision to abolish subway passenger service Dec. 31, 1955, have been running 10 to 1 against the city's action.

The ballot is being published again today for those who missed the first opportunity to vote. It offers readers an easy way to ex-press their views.

The bulk of the first 300 bal-lots came from city residents, al-though there were some from the towns, mostly Brighton. Virtually every section of the city was represented.

More than 75 per cent of those who opposed discontin-ance of the subway suggested that present facilities be im-proved and expanded and that the subway be extended. Many called for an extension to Ko-dak Park.

About 8 per cent of those op-posing the city action called for a referendum on the issue or for a public hearing. Many of the ballots suggested the subway be given a further trial.

MOST OF THOSE who ap-proved the Council's decision to cut passenger service called for the subway bed to be paved for a four-lane express highway. Many suggested that express buses would be the answer. A few objected to the continuation of subway operation on cost grounds.

Here are some sample remarks from the ballots of those who disapproved the action of the city: "I suggest that action be de-ferred for at least two years and that the subway be given an hon-est chance with necessary repairs and promotion."

I (do or do not) approve the subway action of the City Council.

I suggest _____

Name _____

Address _____

Please give complete address.
Mail to Poll Editor, The Times-Union, Rochester 14.

"I suggest new rolling stock, then a decided change in the attitude that the subway is dead. Toronto did a wonder-ful job, why not Rochester?"

"I suggest continuation and improvement of subway service, replacement of antiquated equip-ment with streamlined more comfortable cars, extension of subway to and under Main street and addition of a new north-south line."

"I suggest a public hearing should be held about this."

"I suggest the Republicans are tired . . . referendum."

"I suggest waiting to see effect of new War Memorial, open a few parking spots at present sta-tions, extend to Mt. Read and Monroe avenue (modest cost but promising far better use of what we now have)."

"I have been using the subway for over 18 years . . . I would still use the services at an in-creased rate rather than drive my car in the increasing traffic congestion which I believe is be-coming quite alarming."

HERE ARE COMMENTS from those who approved the city's action:

"I suggest the entire route be paved, a thruway across the city for trucks, buses and everyone's use."

"I suggest that the worth of the subway be measured by its patronage — negligible. Express buses will do a better job."

"I suggest that the city of Rochester quit carrying a senti-mental white elephant."

"Everybody's hollering about crowded streets, so why not send the highway underground?"

"Why not use all of the subway for a 4 or 5 lane (highway) all the way to Kodak Park that will take many a car off Main and all other streets."

"The action of the City Council to abolish the subway is one of the progressive actions that have been taken to bring the city's transportation system up to date. Whether we like it or not, the population of our area and all others is rapidly becoming fully motorized."

"I suggest that this white ele-phant be completely scrapped."

Lawmakers in Dark

Not Consulted on Plan To End Subway Service

Rochester state legislators were not consulted on the city's decision to abandon subway passenger service as of Dec. 31, 1955, it was learned today.

Legislators expressed themselves as resentful that their fellow Republicans on City Council did not consult them in advance on the subway decision.

Although it will be up to them to sponsor or approve enabling legislation in the Legislature, they have not yet been brought into the discussion on what legislation will be needed.

THE COUNCIL MAJORITY announced Sept. 10 its intention to kill subway passenger service at the end of 1955 and turn over a portion of the subway bed to the State Department of Public Works for paving as part of the Easterly Thruway Connection.

The GOP majority outvoted Democratic Councilman John G. Bittner 8 to 1 in confirming the subway decision at council meeting on Sept. 14.

The Republican councilmen reached their decision Sept. 9 at a caucus. Prior study and discussion of the subway question, plus negotiations with state public works officials, were closely guarded secrets.

MEMBERS of the legislative delegation from Monroe County are State Senators George F. Manning and Frank E. VanLare and Assemblymen J. Eugene Goddard, A. Gould Hatch, Paul B. Hanks Jr. and Thomas F. Riley. All are up for reelection in November.

Manning, senior member of the delegation, said the subway decision requires revision of the state highway law, which now calls for the Easterly Thruway Connection to run alongside the subway bed on its route from East avenue near Winton road to the Inner Loop.

Although state DPW officials accepted the subway bed right-of-way for the highway, the state legislators who must vote on the proposal learned of the city and state DPW decision only when it was announced to the newspapers, Manning observed.

"There should be no dividing line in government between the state and city," he said.

Hatch, whose district includes the eastern portion of the subway, said he had received a number of complaints from subway users about abandonment of passenger service.

The legislators said they were unable to agree or disagree with the city's decision and proposal for highway use of the subway bed since they were insufficiently informed of the reasons for the decision.

THE LEGISLATORS also pointed out that although the Rochester Transit Corp. promised to study transportation needs of subway passengers after the subway is abandoned, no concrete proposals for bus transportation have been forthcoming.

Riley, whose Assembly district includes the west side of the city, said that while the city's announcement details highway plans for a portion of the subway bed east of the river, no proposals for alternate means of public transportation for subway users on the west side have been announced.

VanLare, who was vice mayor and chairman of the council's public utilities committee before his election to the State Senate in 1952, was also critical of failure of the Republican councilmen to consult the Republican legislators prior to their announcement.

The legislators also said that a decision made on the controversial subway question just before the November election may influence a number of votes.

GOP COUNCILMAN PETER BARRY, who acted as principal majority spokesman at the Sept. 14 council meeting, declined comment on reports of the legislators' views.

Another Republican-dominated body not consulted on the subway measure before its announcement was the city-county committee charged with construction of the proposed civic center.

Gordon A. Howe, Republican chairman of the Board of Supervisors and committee head, said he did not feel that this lack of advance notice was improper. "The decision was strictly a city matter," he noted.

The civic center would be served by the subway stations at Court street and South avenue and at City Hall.

TIMES UNION SEP 28 1954

Exit of Subway Forces Exit of Exit

Elimination of subway passenger service at the end of next year has forced abandonment of a passageway from City Hall subway station to the Community War Memorial.

Plans for the passageway were revised yesterday by the City Council War Memorial Construction Committee.

The committee originally decided to build a tunnel from the Memorial basement, which may be used as an air raid shelter during emergencies, to the subway tracks under Broad street. Similar to another tunnel leading from the Memorial basement under Court street, the passage was to be used as an emergency exit in the event of an air raid.

Later, the committee decided to extend the passage into the subway station. The passageway was designed to facilitate entrance of subway passengers—"by the hundreds, we hoped"—into the Memorial, said Memorial Architect Leo A. Waasdorp.

WAASDORP BROUGHT the passageway plans to the committee's attention yesterday because of the council's Sept. 14 decision to kill subway passenger service at the end of 1955.

The architects had estimated cost of constructing the passageway at about \$30,000. This cost will be reduced by the revision in plans.

Committee members commented that use of the passageway would have required setting up ticket-taking facilities in the Memorial basement. Revision in the plans returns the passageway to its original function as an emergency Memorial exit, the committee decided.

IN OTHER action, the committee heard Waasdorp's proposals for tree planting and other measures to beautify the Memorial grounds.

Voted to accept a \$30,000 clock and timer from the Bulova Watch Company as a gift. The time-piece will bear the company's name.

Authorized a "gridiron" above the Memorial stage for fastening scenery and rigging at a cost of \$18,000.

Heard from Waasdorp that the

LIFE SIZE GIRLS

Pave Whole Length of Subway, Research Bureau Suggests

Paving of the entire nine-mile length of the subway bed was proposed today by the Bureau of Municipal Research.

The proposal was advocated by the bureau's trustees though W. Earl Weller, bureau director.

The trustees' statement was mailed today to bureau members. The bureau, founded by George Eastman in 1915, is a non-official agency which frequently acts as a consulting body to local governments in the Rochester area on various problems.

"Rochester has an unusual opportunity to meet increased demands and relieve its traffic and transportation problems through development and modernization of the old subway bed, which stretches in a diagonal direction from one city limit to the other," a bureau statement said.

The bureau did not "commend or condemn" the City Council's decision of Sept. 14 to abandon subway passenger service at the end of 1955 and use a portion of the subway bed for the state-constructed Easterly Thruway connection.

"Nevertheless it is evident that the city's decision is the logical first step in achieving the broader program here outlined," the bureau noted.

The decision of city and state was to run the Thruway link in the subway bed from a point near East avenue and Winton road to Goodman street south. The highway then would leave the subway and proceed to the Inner Loop near Court street and South avenue.

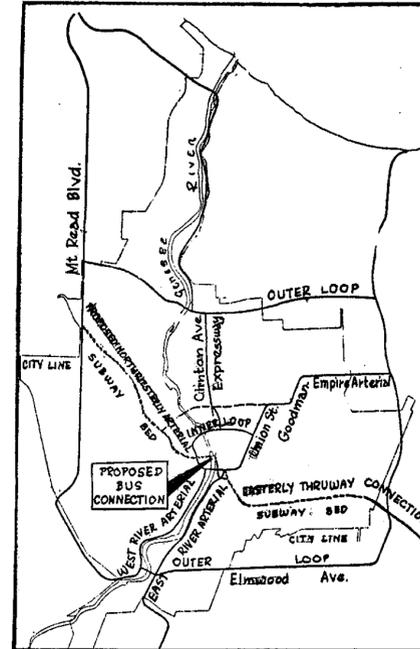
Freight service would be retained only from Goodman street to the western end of the subway line, the city decided. No plans for use of other portions of the subway bed were announced.

THE BUREAU SUGGESTED construction by the state of a wide express highway from the eastern end of the subway line, at Rowlands to the Inner Loop near Howell street and South avenue.

Two pavement lanes then would be built by the city in the covered portion of the subway for use by buses only, Weller explained.

Another wider highway, a "northwest arterial," would be built in the open portion of the subway bed from a point near Main street west and Broad street to connect with state highways in the northwest part of Rochester and in the Town of Greece.

Thus buses could make a direct trip along the entire subway route without leaving the subway bed, Weller explained. Autos covering the same route would travel on the Inner Loop instead of using the underground portion of the subway downtown.



VEINS OF TRAFFIC? — Map translates proposals of Municipal Research Bureau, showing how northwesterly arterial and easterly thruway connection would meet at heart of Inner Loop if entire subway bed were paved.

Other subway developments: City's state legislators were not consulted on Council's decision to abandon subway passenger city traffic; War Memorial subway tunnel abandoned, Page 21.

Freight service would be retained as advocated by the city, the bureau said, although it was not explained how this would be done. No estimate of the cost of building the highways in the subway bed was given.

Under the plan, the bureau said, "passenger traffic would be accommodated by modern, fast-moving buses, operating on a paved expressway, in the place . . . of the present outmoded electric trolleys dependent on fixed rails."

"Various bus routes could rise out of the subway to circle certain downtown areas. Such a program would enable bus riders to reach their destination direct without the delays and inconvenience of transfer from bus to trolley. . . ."

"Buses for the handling of day-

time worker traffic could be routed into the subway on occasions of War Memorial evening crowds. . . ."

THE BUREAU SAID its plan is supported by a series of subway studies begun in 1926, one year before the subway was completed.

The complete highway plan has been recommended by the City Planning Commission but has not been approved by the state. "The city should renew its efforts to have it adopted by the state," the bureau said.

"Construction in the subway of this connecting expressway, with or without state assistance, is justified, since it would permit operation of fast-moving buses and other vehicles from Pittsford.

Brighton, East Rochester, Fairport and Penfield, completely across the city to Greece and communities to the west, an objective that could be the envy of most cities of the country."

The bureau's proposal is the latest of many that have been made on the controversial question of the best development of the subway bed.

Meanwhile, ballots in the Times-Union subway poll continue to run about 10 to 1 against the City Council decision to abandon subway passenger service.

Ballots received up to noon today were well over the 400 mark.

As Readers See It

The Subway: Reader Comment

TIMES UNION SEP 29 1954

'Short-Sighted' Decision . . . Some Suggestions

The Times-Union deserves long applause for the vigorous way in which it has been waging its lonely campaign for the preservation of the Subway. Permit me to offer two or three suggestions which seem pertinent:

1. Let's stop accusing individuals of something approaching shady practices.

I haven't always agreed with Mr. Lang (William A. Lang, president, Rochester Transit Corp.), neither have I tried to run a transit company. If he hasn't fulfilled his promises regarding expanded crosstown and Subway service I begin to suspect that it is because he and his company officials have found it impractical without going bankrupt.

Probably the union would ridicule that possibility. Nevertheless, I once recommended a plan to the officers of the bus drivers' union whereby they could solve their employment difficulties by buying the company with the money they seemed to prefer to lose through strikes. They were very polite but declined to even present the matter to the membership. But they have access to the company's financial reports. It must be they didn't think it was a gold mine.

Perhaps the City Council is a bit close mouthed about its reasons for discontinuing the Subway. Perhaps they feel that the reasons, which have previously been pretty well rehearsed, need no re-stating. Most of us should be thoroughly aware of what they are. Therefore . . .

2. Let's look at the reasons:

(a) Profit and Loss—It is obviously now a political matter as to whether or not the city wants to subsidize a branch which is losing money. I agree with Mr. LaPorte (letter to the editor, Times-Union, Sept. 16) regarding a referendum. But let's not forget who draws up referenda.

(b) The Equipment — The cars certainly are ancient and uncomfortable. Tell us—honestly—what did the officials of the Toronto system actually say after they stopped laughing when they inspected our "subway"? The stations are revolting. The Subway's speed and

utter reliability, regardless of the weather, are the only good features about it.

(c) The Service—The Subway's timetable and connections are next to hopeless. It's timetable, of course, depends on the amount it is used—but look at the connections. Everybody in Rochester sputtered and fumed when a Saturday Evening Post article lampooned it saying "It starts nowhere and ends nowhere." The only thing wrong with that acid remark is that it left out one more phrase "it stops almost nowhere."

There are, of course, a few significant stops like the two I use but a paying line needs lots and lots of people who find it convenient. A thorough study needs to be made, just for example, of the number of people who might get on at Meigs street if they could step off at Kodak. Surely a scientific traffic study would be helpful.

Moreover, consider the connecting points. Two of them aren't even well placed to accommodate quantity demand.

There are very few decent connecting bus routes. The Monroe bridge is a beautiful connection but quite useless because the lines are parallel. And who from north of Humboldt street would use the Culver line when they can get home from downtown without transferring? Shelters should permit you to transfer without getting drenched. The idea of escalators is splendid.

Finally, I believe, that with traffic conditions becoming rapidly more appalling, this city is going to face a problem in five or ten years which will make the discarding of the Subway look like the most absurd and stupid short-sightedness.

In fact, just this autumn, I've had to change my whole day's-end tactics to get home from downtown, or the hospitals, or whatever corner of town I may be in. From 4 to 6, traffic now is the ulcer specialist's best friend.

New York and London have men who know all there is to be known about subways. Let's have one or two of them here to tell us the facts of life.

MURRAY A. CAYLEY
101 Plymouth Ave.

EDITOR'S NOTE:

The Times-Union agrees with a great deal of Mr. Cayley's interesting letter.

There is no desire to criticize Mr. Lang. The feeling has been that he has received very little encouragement in response to the many suggestions he has made to the appropriate city officials. But it is no secret anywhere that the Subway story might have been different had the Rochester Transit Corp. made any visible effort to promote and improve the Subway. The people there apparently have felt for many years that they have been all through the Subway question and there is nothing they haven't tried already and abandoned as ineffective. We believe they are sincere in this but do not agree with that position.

As for Mr. Cayley's comment on earnings and equipment, we agree. He asks what Toronto officials had to say. They were not encouraging, but, of course, they made only a short visit and saw the Subway as it is—not as it might be.

One of The Times-Union's news desks is preparing a summary from city officials as to how and when they reached their Subway decision. This information is important because the whole controversy has been unfortunate in terms of the city, the public at large and the officials themselves. The Times-Union knows they acted with good intent even though it believes the decision was a major boner and that time will prove it so.



SUBWAY PLEA — James P. B. Duffy, Councilmen Peter Barry, left, and John G. Bittner. Petition bearing 3,458 names had been filed with Council earlier.

Council Gets Keep-Subway Petition

By JOSEPH R. MALONE

James P. B. Duffy, speaking for several thousand Rochesterians who advocate a continuance of the Subway as an electric passenger railway, called upon City Council last night to reappraise his decision to turn over the Subway bed to the state for a motorway.

A petition urging Subway continuance with 3,458 signatures, was filed with the Council by Duffy and others preliminary to his appeal. Mayor Samuel B. Dicker, Council's presiding officer, referred the petitions to public utilities and commerce committee. Councilman Peter Barry, speaking for council's Republican majority which on Sept. 14 unanimously favored the move to abandon Subway passenger service indicated that the majority plans no change of attitude, in a citation of the reasons for the majority action.

Duffy, a former Supreme Court justice and former representative in Congress, speaking without heat but with explicit detail, said the signers to the petition acted spontaneously and without pressure from citizens circulating them.

"If an opportunity offered," he said, "50,000 to 60,000 persons would sign."

If the Subway is abandoned, Duffy warned, the city "will let go of its opportunity to furnish mass transportation, independent of motorized conveyances." He said at one point:

"This is not the time to reappraise motives" (for the Council action). "But I would say that the University Avenue property owners were given more consideration than the nearly million people who might be served by the Subway."

University Avenue industrial interests opposed the state's original plan to utilize that avenue as part of the easterly Thruway connection. These interests approved the Council majority decision to turn the Subway bed over to the state as an alternate route to University Avenue.

Duffy reviewed the early history of the Subway and the reasons why it was built. He held:

1. Council should not have made a decision until a public hearing had been held and the costs that will be incurred by abandonment weighed and appraised.
2. That abandonment should not have been decided on unless and until arrangements had been made to care for the passenger traffic of the Subway.
3. That the city is embarked on a great construction program—

Community War Memorial, Civic Center—and abandonment should not be considered until "we appraise what the costs will be if the Subway is not there."

Duffy suggested a public hearing by the Council committee but Dicker made no commitment. Miss Harriet L. Barry, active proponent of Subway continuance, said following the meeting that she and other advocates "have no intention of allowing these petitions to be lost in committee."

Miss Barry added:

"We always have recourse to political action available to us if that proves to be the only course open to us."

(Democratic Councilman John G. Bittner opposed the majority in the Subway abandonment resolution of Sept. 14 and Democratic candidates in the last election went on record for Subway continuance).

Councilman Barry, who reviewed the arguments which led the Council majority to favor abandonment, said it has been proved the people prefer not to ride the Subway even when it is directly available. He cited the west terminus of the Subway is at the plant of the Rochester Products Division, General Motors Corp., where 2,000 are employed. But fewer than 300 ride the Subway daily, he said.

1954
'Keep-Subway' Group to File Petitions Signed by 3,400

Former Supreme Court Justice James P. B. Duffy tonight will present to the City Council a petition bearing more than 3,400 signatures asking the Council to continue the subway as an electric railway.

The Council already has voted to discontinue passenger service on the subway as soon as the state wants to pave the eastern section as a connection to the Thruway. A previously-set date to end the service on Dec. 31, 1955, was postponed indefinitely, awaiting action by the state.

Harriet L. Barry, who was among the group which circulated the petition, said the document also urges the Council to make such repairs as necessary on it. She stressed that the de-

cision to "pave the subway into consideration."

Miss Barry explained that in past snow storms which halted bus and auto traffic, the subway continued to operate.

The petition, which began to circulate July 2, carries signatures of a broad cross section of the city's interests including manufacturers, retailers and professional persons, she said. Some use the subway and some do not. Many signatures were obtained by door-to-door solicitation and some are from suburban and area towns, she explained.

Among others in the group circulating the document were Lloyd E. Klos and Frederick D. Ferris.

Battle to Save Subway Pushed

Notice has been served on the City Council that the battle by a citizens' group to get the city to keep and improve passenger service in the Rochester subway will continue despite the city's announced decision to abandon subway trolleys in favor of a paved roadway.

The Council was handed a petition at its meeting last night asking for continuation of the passenger service. The petition carried the signatures of 3,458 persons.

JAMES P. B. DUFFY, former Supreme Court justice, added his voice to the plea for the council to reverse its previous stand and reconsider the possible improvement of the subway.

Duffy said he felt the 3,458 signatures laid before the council were only a fraction of the signatures which could be obtained in an all-out drive. He estimated 50,000 to 60,000 persons would sign a statement urging continuation of subway passenger traffic if they had the opportunity. He termed the response to the petition a spontaneous movement which developed without pressure in response to a public desire to keep the subway passenger service in operation.

Speaking without rancor, Duffy declared:

"I don't know of any business which could exist by decreasing service and then increasing the cost of its service to the public, and that's what we've had in the subway."

He urged the council not to make its decision final until other costs are weighed.

"We shouldn't abandon an eight-mile traffic system stretching from northwest to southeast—without interference from au-



JAMES P. B. DUFFY
... urges subway improvement

tomobiles—without any concrete plan as to how the city is going to discharged its obligation to the people who use this system," Duffy stated. "As I understand it, the idea is to abandon subway passenger service to accommodate a two-mile stretch of a Thruway connection."

Duffy said it was his feeling "University avenue property owners" who objected to a plan of the state engineers to use University avenue for the route of the Thruway connection, had been given more consideration than subway users.

"We are on the eve of having a new civic center and on the eve of the opening of the War Memorial near the subway," he said, "and I urge you to stop, look and listen and not take the arbitrary step of abandoning the subway."

COUNCILMAN PETER BARRY made the Council's rebuttal to Duffy's arguments. He said he had hoped for improvement of the subway when he first came on the City Council, but after outside experts studied it he was convinced its future was not promising.

"Even if the subway cars and stations and other facilities were improved and passenger service rose by 50 per cent," Barry said, "it still would be far below the level of what is required by a mass transit system."

Barry said a check of employees at Rochester Products Division, which is located directly on the subway, showed that only 300 of the firm's 2,000 employees used the subway. He said the company's parking lot, meanwhile, has had to be expanded several times despite the fact that the subway is located in such a position that RPD employees could use it without having to go outdoors from the station.

1954
Petitions to Keep Subway Filed with City Clerk

Petitions bearing approximately 3,400 names in support of continuation of the subway were filed yesterday with City Clerk Thomas P. O'Leary preparatory to next Tuesday night's meeting of City Council.

Miss Harriet Barry, 79 Argyle St., speaking for sponsors of the campaign to continue the subway, said that James P. B. Duffy, Rochester attorney, will speak in behalf of subway supporters at the Council meeting.

Among those gathering signatures were Lloyd E. Klos, 104 Long Acre Rd., representative of the Electric Railroaders Assn., who obtained 1,080 names. Others who sponsored the drive for improvements to the subway were Grover and Fred Troicke, 34 Linden St., whose home the Citizens Subway Assn. was formed Tuesday night.

The petition reportedly will carry the signatures of more than 3,400 residents of Rochester and vicinity urging that the subway's life be extended and that it be improved instead of abandoned in favor of paving for cars and buses.

Former Supreme Court Justice James P. B. Duffy is scheduled to present the petition to the City Council at its regular meeting tonight. The drive seeks to reverse City Council action calling for use of the subway bed for a paved connection with the Thruway.

Action to extend the life of the subway already has resulted in an indefinite extension beyond the proposed cut-off date of Dec. 31, 1955, which the Council originally voted after making its decision in closed caucus.

THE EFFORTS to keep the subway in operation has been sparked by Miss Harriet L. Barry, Lloyd E. Klos and Frederick D. Ferris, all of whom helped circulate the petition which the Council will get tonight. Miss Barry contends that the subway will prove more efficient during the winter than a paved road, basing her claim on past experience when she re-called the subway has continued to operate when bus and automobile traffic has been stalled by snow and ice.

Signatures on the petition include a cross section of city and town residents, businessmen and professional persons, and subway riders as well as individuals who do not use the subway but favor its continuation as a community transit facility, according to Miss Barry.

Council Petition Asks Continuation of Subway

A drive to prevent the closing of Rochester's subway to passenger traffic reaches the City Council today with presentation of a petition urging continuation of the subway.

Subway Backers To Attend Council

The newly-formed Citizens Subway Assn. today urged signers of petitions bearing approximately 3,400 names favoring continuation of the subway, to attend a meeting of City Council at 8 p.m. tomorrow, when the petitions will be presented. Although the association did not sponsor the petitions, it is urging signers to fight for continuation of the service.

The Subway
TIMES UNION OCT 28 1954

More than 2,000 Rochesterians, as well as our neighbors in the surrounding towns, will have the opportunity to show our disapproval of the manner in which the eight Republican councilmen met behind closed doors in the Union Trust Building last September and there decided to kill the Subway.

Now comes the report of the Citizens Council for a Better Rochester seconding the action of these eight Republican councilmen. Paragraphs might be written analyzing this report but space does not permit. Briefly:

1. The report expresses the thanks of the committee of the Citizens Council to the Rochester Transit Corp. Corp. . . . "who answered many difficult questions." We wonder how any intelligent fact-finding group could expect to obtain unbiased, wholly accurate "answers" from the public utility that is responsible for the 25 years of neglect of the Subway.

2. How many members of the other committees quoted as recommending abandonment of the Subway are actual users of this rapid transit system? We have heard one top official of the Chamber of Commerce arise and solemnly pronounce his death sentence on the Subway although he had never ridden it and did not know where many of the stations were located.

THE RECENT naive statement by the eight Republican councilmen that the Subway will be continued on a monthly basis after December, 1955, borders on the ridiculous. The approaching election, undoubtedly forced this statement by a worried Republican headquarters. Repairs are essential and certainly none will be forthcoming on a monthly basis.

Do you know any business that could continue to operate if wholly neglected for a quarter of a century? Let us not be pacified by this insult to our intelligence. Vote Row B to end secret decisions.

HARRIET L. BARRY,
79 Argyle St.

TIMES UNION NOV 3 1954
Supervisors Refer New Subway Plan

A new proposal on future use of the subway caused a brief political flurry Monday in the Board of Supervisors before being shunted off to committee.

The subway suggestions came from Democratic Supervisor George A. Jamieson of the 13th Ward.

Jamieson's 15-point program involves county ownership of the subway, paving of the subway east of the Inner Loop, railway operation west of the Loop and subway extensions north to Kodak Park and Greece and south to Henrietta.

Brighton Supervisor Leonard A. Boniface and Perinton Supervisor Raymond J. Lee, both Republicans, labeled the proposal as a last-minute political move by the Democratic minority on the board. Jamieson denied the charge.

The program was referred to the supervisors' highway committee, which is already studying the subway question, and the ways and means committee. The seven Democrats present refrained from voting on the referral.

'Keep the Subway'
D. & C. NOV 3 1954

Sooner or later every large city feels the need to construct a subway, even if at great expense, but Rochester plans to throw away the start of a subway which it already has, merely to help the Thruway speeders at the expense of city working men and women who now find the subway much more expeditious for travel.

When a subway has to be built again in the future, what will people then think of the intelligence shown in doing away with the present subway? It will appear a measure for a privileged class of speeders. The subway should be improved and expanded—never done away with.

JOHN E. BAUMAN
North Chili, N. Y.

D. & C. NOV 3 1954
Riders Organize Group to Boost Use of Subway

An association dedicated to maintaining the Subway was formed last night by seven riders. The unit was described as a "research and study" group, but a spokesman said it also wants to encourage the Subway's use by suburban residents and get the Rochester Transit Corp. to coordinate buses with the underground trolleys.

Samuel E. Grover of 144 Chili Ave. was elected chairman. The other founders are Mr. and Mrs. Frederick A. Troicke, Mrs. U. F. Troicke, Ada M. Glasser, Marvin P. Lewis and Leon E. Smith. The unit, which named itself the Citizens' Subway Assn., met in the Frederick A. Troicke home at 34 Linden St.

Last Sept. 10, the Republican majority of City Council voted to shut down the subway on Dec. 31, 1955. On Oct. 8, the Council itself voted to continue service until construction of an expressway is begun in the subway bed.

Riders Form Unit to Fight For Subway
TIMES UNION NOV 3 1954

The Citizens Subway Assn. organized last night by seven subway riders, lost no time in planning a campaign of action.

A petition bearing 3,000 signatures, asking the city to continue operation of the subway, will be presented to City Council next Tuesday night, Nov. 9, by the association.

That was disclosed today by Samuel E. Grover, 144 Chili Ave., who was elected chairman of the new group. The petition also will ask for subway improvements.

Members of the association and other interested persons and friends of the subway are invited to attend the City Council meeting at 8 p.m.

THE NEXT REGULAR MEETING of the association will be at the home of Frederick A. Troicke, 34 Linden St., where the group was formed.

TIMES UNION OCT 27 1954
Not an Issue

Monday, as I approached the Subway entrance at Times Square, I was handed a blue sheet of paper by an individual and asked to read the same. The paper was a severe attack upon the Republican Party as a result of the recent action concerning the Subway. The document asked that we save the Subway by voting Democratic. At the very bottom of the sheet was the following sentence: "Democratic candidates are pledged to support this program." This sheet was put out by the Monroe County Democratic Committee, as was indicated on the bottom of the paper.

This year there are no candidates running for political office who have the remotest connection with the operation of the Subway. The only city-wide contest is for City Court Judge, and we must admit that neither Judge Minton, the Republican candidate, nor his Democratic opponent have anything to say about the Subway.

The body which determines the fate of the Subway is the City Council, no member of which is running for election this fall. How the Democratic

3,380 Sign Subway Petition For Submission to Council
D. & C. NOV 1 1954

More than 3,000 petitions calling upon the city to continue the subway as an electric railway will be presented to the City Council on the night of Nov. 9 at its regular meeting. Miss Harriet Barry, spokesman for the group, said last night that she had received 3,380 petitions

at her home, 79 Argyle St., and "more are expected." She emphasized that persons interested in the movement must have their signatures in her hands not later than tomorrow night. The petitions, she said, will be presented to the Council by James P. B. Duffy.

candidates for district attorney, county clerk, county judge, state assembly, state senate, and United States congress can support a program relative to the Subway is beyond my comprehension. This pamphlet, circulated by the Monroe County Democratic Committee, appears to be typical of their campaign which beclouds issues and throws out meaningless smoke screens. A pamphlet such as I have described above is an insult to the intelligence of every voter of Monroe County who knows that the Subway is not an issue in this election.

S. WILLIAM ROSENBERG.

66 Monroe Pkwy.

3,380 Sign for Subway
TIMES UNION NOV 1 1954

More than 3,000 petitions signed by at least 3,380 persons asking the city to continue use of the subway as an electric railway and improve subway facilities, according to Miss Harriet Barry, 79 Argyle St., leader of the petition drive. James P. B. Duffy will present the petitions Nov. 9, Miss Barry said.

Report on Subway

Report of the executive committee of the Citizens Council for a Better Rochester gives new impetus to the use of the whole of the subway—except for the freight lines from Meigs street west—as a submerged highway.

Except for recommendations by the Municipal Research Bureau, little thought has been given to possible use of portions not needed by the eastern connection with the Thruway. This segment is relatively short. It runs from Winton road to the Inner Loop, leaving the long reach to Rowlands and the stretch west of Meigs unaccounted for.

The citizens council's report visualizes using all of the open-cut portion as a highway. It withholds recommendation on the covered portion until the City Planning Commission's study is completed.

If trolley service is to be abandoned in the subway, there is no point in leaving any of the route as a monument to municipal futility. The long scar to Rowlands should be put to use and the connection made with Monroe avenue that was denied to the subway. This would provide an alternate route to the southeast which will still be needed after the Thruway approach is completed.

Similar uses are possible for the northwest portion where again a minor extension would connect with the Outer Loop system.

Subway Situation
D. & C. OCT 25 1954

A reading of the latest report, which endorses conversion of Rochester's subway to a paved expressway, fully assures that this is no mere rubberstamp approval of the City Council's decision.

The Citizens Council for a Better Rochester has behind it an exhaustive study of alternatives. Its report is based upon an immense amount of work. On their face, the findings appear impressive. Certainly the many individuals and groups who participated in the study deserve our thanks and their conclusions must be respected. Any argument with these conclusions must be weakened by lack of an equally impressive body of fact to back up dissent.

We now have the reports of the Bureau of Municipal Research and the Citizens Council for a Better Rochester, both endorsing the stand originally taken by the City Council. Behind the conclusion of these three bodies stands a massive amount of study and discussion. Mistakenly or otherwise, this city is on the verge of converting its only underground route into a vehicular highway. It is difficult to see at this point how this move could be halted.

Let us hope that it is the best thing for Rochester.

Double Deck Subway

OCT 23 1954
D. & C. OCT 23 1954

The Democrat and Chronicle regarding the need for double deck parking brings to mind the original plan for a double deck subway route, which never extended beyond the few blocks from Clarissa Street to South Avenue, and at a public dedication, was named Broad Street.

The requirements for a covered subway route are more urgent now than they were then. To quote from the October edition of Railway Progress, mentioning the use of subway facilities in event of air raid, it says, "Just picture the traffic jam with population dispersal by motor vehicle and contrast this with the facile rail dispersal of London's population during the Blitz." It also states that a single track railway line can move as high as 60,000 passengers per hour, compared with 5,000 persons per hour in cars on a two-lane expressway.

IT refers, too, to the Shaker Heights Rapid Transit operation between Cleveland, Ohio, and two of its suburbs. This is the only transit company listed out of 162 which has shown a consistent increase in traffic. "This is a practical indication that the public wants, and will ride this type of facility."

A quote from the New York Times, March 22, in the same article reads, "No sound future can be planned that doesn't recognize the railroad, surface or underground as our real salvation from a worsening metropolitan traffic crisis."

Because no official suggestion has been made of a highway built on the roof of the subway, the question arises, is the project too great for our young engineers to consider?

S. E. GROVER.
144 Chili Ave.

**Subway Move Backed
By Citizens Council**

D. & C. OCT 24 1954

Conversion of Rochester's subway to a paved expressway, voted by the City Council Sept. 14, was marked approved yesterday by the Citizens Council for a Better Rochester.

The Citizens Council action was taken by its executive committee after studying the report of a special committee which for seven months has exhaustively explored all uses of the subway and costs involved. Said the executive committee yesterday in an announcement of its action:

"We are convinced that no plea for rehabilitation, extension or alteration of the present electric trolley subway will provide as effective transportation to the people of metropolitan Rochester as the conversion of the subway to a paved expressway."

"We believe that this will be a far more effective use of the subway, bringing faster, more convenient transportation to far more people than can be served by the subway with the trolley operation."

Paved Expressway
Action of the City Council taken Sept. 14, more than a month before the action by the Citizens Council, provides for a paved expressway on a portion of the subway bed to be used as part of the eastern Thruway link from a point near East Avenue and Winton Road to the Inner Loop at Clinton and South Avenues. The original city action to halt passenger service Dec. 31, 1955, since has been altered to permit operation of the subway beyond that date until highway work interferes.

The subway fact-finding committee of the Citizens Council was established following a panel discussion of the future of the subway conducted last March 16. The committee made an outline of questions to be answered. Then various portions of the outline were assigned to those member organizations of the CCBR best equipped to find the answers for each part.

The resultant report of the committee, which was headed by Charles L. Rumrill, is contained in a 37-page folder, which delves into all facets of the study. Taking part were the Bureau of Municipal Research, the Civic Development Council of the Chamber of Commerce, the Junior Chamber of Commerce, the New York State Society of Professional Engineers, the Rochester Engineering Society and the traffic committee of the Retail Merchants Council.

RTC Helps Study
The report expresses the thanks of the committee to the Rochester Transit Corp., which did not participate in the study, but "answered many difficult questions."

In its resolution the executive committee says that "without attempting to suggest the exact terminal for such an expressway, in general we approve of the recommendations of the Bureau of Municipal Research, that the subway be paved from Rowlands in the southeast up to and joining with the Inner Loop near Howell Street, and that the westerly portion be paved from the north-west end of the subway near Mt. Read boulevard up to and joining with the Inner Loop near Plymouth avenue."

"The City Planning Commission is currently studying a proposal by the Bureau of Municipal Research to provide bus service in the covered portion of the subway. In order not to prejudice this study, we are making no recommendation for the covered portion of the subway at this time, except that freight service should be continued therein. Freight service should be continued from Meigs Street to the west."

"It is important to stress that we consider this as a recommendation not to abandon the subway, but to convert it to more effective use."

ROCHESTER TIMES-UNION 33
Wed., Oct. 13, 1954

**Research Bureau
Backs Extension
Of Subway 'Life'**

By CALVIN MAYNE

The Bureau of Municipal Research today endorsed the city's plan to continue passenger service in the subway until the time of construction of an express highway in part of the subway bed.

Meanwhile, State District Engineer Elmer G. H. Youngmann said he would seek ways and means to build the highway in the subway bed earlier than now planned.

W. Earl Weller, research bureau director, commended the city's proposal, announced Monday, to negotiate with the Rochester Transit Corp. to operate the subway on a month-to-month basis beyond a previously imposed deadline of Dec. 31, 1955.

WELLER'S statement read: "If, as seems probable, the paving may take some years, I can see no good reason why the present plan of operation should not be continued right up to the beginning of expressway construction."

"In fact, unless some better plan is proposed, I feel that such continuation is almost an obligation on the city."

City Council on Sept. 14 voted to end subway passenger service at the end of next year. The subway bed from a point near East Avenue and Winton Road to the Inner Loop would be turned over to the state for paving as part of the Eastern Thruway Connection. Freight service west of Goodman street would be retained.

MONDAY'S announcement altered this policy only by extending subway passenger service beyond the Dec. 31, 1955, deadline until the beginning of highway construction.

Youngmann had previously explained that it would take at least two years to complete surveys and plans and begin construction in the subway after first surveys began next spring. Construction would require another two years. This time could be shortened, however, if additional funds were available for engineers and the letting of two or more construction contracts for the subway bed work, Youngmann explained.

IF THE LEGISLATURE approves a change in the Thruway link route from its present design...

'Keep the Subway'

D. & C. OCT 18 1954

Automobiles and trucks are putting the railroads out of business.

When the Lehigh Valley Railroad discontinued its branch into Rochester, thought that was the last. But now the Subway is going, too. That's the last straw.

We should keep the Subway and extend it to Kodak Park. Hundreds of Kodakers use the Subway now, and if it was extended thousands would use it.

There are several shifts at the Park; people are coming and going throughout the day. They would make more business for the Subway trains, with autos left at home.

Automobiles coming from the east side of the city to the Kodak section run bumper to bumper. Now if we tear up the rails and pave the Subway, that will mean people from the east side will have to get out their cars if they want to get work, and when they get there find a place to park... if that is possible.

Oh, yes, we have the buses. But they have all they can handle now during rush hours. Pulling up the rails will only mean more cars and buses on the streets.

That will not relieve the congestion we have now. It will make it worse.

Keep the Subway and improve it. We need it.

ROLAND BROADHURST,
57 Owen Street and Others

More Cars, Buses

... Pulling up the Subway rails will only mean one thing, more cars and buses on the streets. That will not relieve the congestion we now have. It will make it worse.

Keep our Subway and improve it. We need it.

ROLAND BROADHURST
57 Owen St.

ROCHESTER TIMES-UNION OCT 22 1954

Subway Gets Indefinite Reprieve; Unit Asks Study of Paving Plan

Subway passenger service got a reprieve yesterday past Dec. 31, 1955, the execution date set by the City Council.

And the Planning Commission will be asked to study a Bureau of Municipal Research proposal that the covered portion of the doomed electric railway be paved west from the Inner Loop to Oak Street for the sole use of buses.

These plans were announced by the four-member Public Utilities Committee of the City Council through City Manager Robert P. Aex.

The statement declared that negotiations have opened with the Rochester Transit Corp. to provide passenger service on a "month-to-month basis" while the city awaits the beginning of construction of a Thruway link in the Subway bed. The construction may not begin until 1957, according to state engineers.

But the extension of Subway service for the indeterminate period brought a statement from Miss Harriet L. Barry, who leads a group circulating petitions demanding maintenance of Subway passenger service.

She said it was "an insult to the intelligence of Rochesterians to come out with such a statement three weeks before elections." She said that while the subway is being operated on a month-to-month basis, nothing will be done to improve it. The statement was just an attempt to pacify those who want to have the Subway improved as an electric railway, she added.

The city committee which issued the statement is headed by William A. Legg, chairman, Vice Mayor Norman A. Kreckman and Councilmen Joseph Farbo and Leonard V. Tomczak. They are all Republicans.

D. & C. OCT 12 1954

Committee added that it would ask the RTC for extra bus service to replace the Subway when the electric railway finally runs no more. The committee added: "It has been gratifying that every report issued since the city's decision to discontinue Subway passenger service has supported the city's position and we are confident that the utilization of the Subway bed, together with other new highways, will increase the effectiveness of our public transportation system."

He underlined use of the word "passenger," indicating that the proposed tunnel using the present underground portion of the Subway would be for express buses only. According to the Bureau of Municipal Research proposal, the city could lay a two-lane concrete road paralleling the subway tracks.

The city manager declared the proposed underground highway for buses would be a city street, not a state highway.

As for another section of the bureau's proposal—to pave the Subway bed from Broad and Oak Streets to Rochester Division of General Motors Corp.—it, too, will be studied, a city administration spokesman said. But construction of this proposed highway would be a joint city-state project.

Abandonment of the city-owned Subway for passenger service operated by the RTC in favor of the Thruway link was decided last month by the Council. Cut-off day was Dec. 31, 1955, the day the transit corporation's contract with the city expires. Freight service will be retained on the western section of the line.

At the same time, state authorities indicated that the highway in the Subway would not be started much before 1957. The committee noted yesterday that it had received many inquiries about plans for transportation service during 1956. The Council Public Utilities

Happy Subway Solution

What can be accomplished by men of competence and good will in solving tough problems is demonstrated in a solution of the city's subway puzzle. Under that solution, passenger service will be continued past 1955 until the state takes over the eastern end to construct a highway connection with the inner loop. Once the highway section is begun the transit company will operate a temporary bus service. Then there is a prospect that concrete lanes will be laid in the roofed over section of the subway, past city hall, where buses can travel in their own thruway. On top of that is the prospect that city and state will join in developing a highway through the northwestern part of the old Erie ditch, hooking up with the outer loop along Mt. Read Boulevard.

It looks like a simple and workable plan. Yet it took engineering, civic and research brains to work it out. The city gains in that a convenient travel artery remains to serve an important part of the public with comparatively little disruption. There is the prospect that within a comparatively short time a through service in the old canal can be resumed with buses instead of trolley cars. Every one gains. The city's heavy investment in the canal route is not tossed out the window. The eastern connection with the subway becomes a reality without destroying valuable properties along alternative routes.

Auto traffic will not have the direct diagonal route across the city but there are hookups with the inner and outer loops which will keep through traffic from the congested downtown streets.

Altogether it looks like a happy solution. It is demonstrated that Rochester can solve her problems. Patience and determination have paid off once more.

D. & C. OCT 12 1954

State Seeks Earlier Start For Highway in Subway

D. & C. OCT 14 1954

State District Engineer Elmer G. Youngmann yesterday said he will seek ways and means to build the proposed express highway in part of the Subway bed earlier than now planned.

Previously, Youngmann explained that it would take at least two years to complete plans and survey. Construction would take another two years.

If additional funds are made available for engineers and two or more contracts let for the Subway bed work, the time could be shortened, Youngmann explained. The legislature is expected to approve a change in the Thruway

link route from its present designation alongside the Subway bed. If the Legislature okays the switch, Youngmann said he will attempt to find ways to make additional funds available.

Meanwhile, the Bureau of Municipal Research endorsed the city's plan to continue passenger service in the Subway until construction of the Expressway begins.

Monday, the city altered its original proposal to end passenger traffic on the Subway at the end of next year and announced it will continue passenger service until actual construction begins.

AN EDITORIAL Subway Decision: Constructive Step

The city is taking a constructive step, we believe, in moving to (1) continue Subway passenger service longer than previously planned, and (2) study ways of making fullest possible use of the downtown stretch.

On Sept. 14, the City Council decided to abandon all Subway passenger service, and freight service east of Goodman Street South, as of Dec. 31, 1955; the east end of the Subway to be made into a highway connecting with the Inner Loop.

Among several things wrong with the September decision were:

(1)—There was no provision for any immediate substitute for the Subway service which was ordered abandoned—only promises of something better via buses when the Inner Loop is completed years hence;

(2)—There was no announcement of any plan ever to make further use of the downtown Subway bed for passenger service by autos, buses or anything else.

State engineers now estimate that it will be considerably later than Dec. 31, 1955 before they can begin converting the eastern end of the Subway into a highway.

Hence, the city's new decision, announced today, means that Subway passenger service, instead of ending with 1955, may continue through 1956 or longer. This will better bridge the gap between the end of rail transit service and that now proposed, by one route or another, on rubber tires.

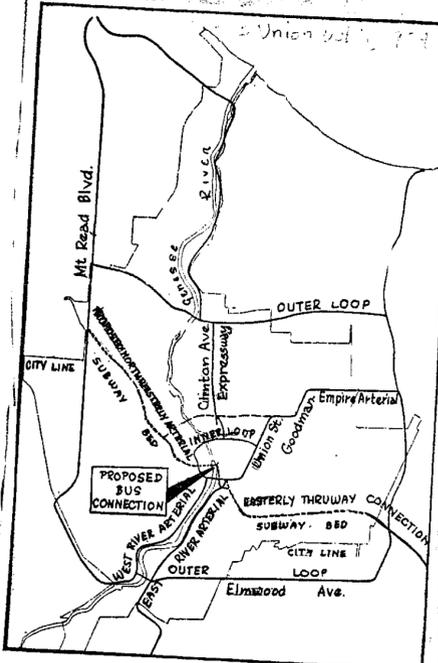
Meantime, the city will study the plan of the Bureau of Municipal Research. This is, among other things, to lay concrete strips where rails run now in the downtown Subway stretch. Only buses would run there. They would provide Subway service on rubber tires and, the bureau contends, a more flexible service than trolley cars because buses would run in and out of the Subway and on their way around town saving passengers the time and bother of transferring from Subway cars to buses.

Other plans may be expected too. The city promises to study all of them, along with the bureau's idea.

All of which leads us back again to something more and more thoughtful Rochesterians are wondering about:

When are we going to get a real traffic and transportation commission to deal with all traffic transportation problems, rather than having that work and responsibility scattered among some 16-odd local offices as now?

The city and county are going ahead in many ways. We hope they'll get on this idea with the same enthusiasm one of these days soon.



STUDY AHEAD—Map shows how subway bed would be paved under proposal by Bureau of Municipal Research. City announced today it would study proposal, also would continue subway passenger service until start of construction of an express highway in the bed. Bureau proposal also encompasses northwesterly arterial, downtown underground bus lanes.

Subway Cars to Operate Beyond 1955 Deadline

TIMES UNION OCT 11 1954

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

By CALVIN MAYNE

Plans to continue subway passenger service until the start of construction of an express highway in part of the subway bed were announced today by the city.

At the same time, the city administration said it would study proposals by the Bureau of Municipal Research to pave the entire length of the subway within the city limits.

City Council on Sept. 14 voted to end subway passenger service on Dec. 31, 1955. This would have left the subway bed unused for up to two years until highway construction in the subway could get under way.

Today's announcement was made by the council's public utilities committee through City Manager Aex. Committee members are William A. Legg, chairman; Vice Mayor Norman A. Kreckman, and Councilmen Joseph Farbo and Leonard V. Tomczak. All are Republicans.

The Sept. 14 council action approved offer of the state's eastern Thruway connection from a point near East avenue and Winton road to the Inner Loop at Clinton and South avenues. The city also said subway freight service would be continued west from Goodman street.

"While the state has assured us that it would begin with engineering and plans at a very early date, the state has nevertheless indicated it will be after Dec. 31, 1955, when construction will be started," the city announcement said.

[State District Engineer Elmer G. H. Youngmann has said that surveys of the subway route would begin next year. He forecast that construction could not begin before 1957.]

THE CITY announcement continued: "It is therefore our intention to negotiate with the Rochester Transit Corp. to operate subway passenger service on a month-to-month basis until construction is started on the express highway. As a matter of fact, informal discussion has already been held with regard to such temporary service."

[The RTC or its predecessor companies have operated the subway for the city since the subway's opening in the late '20s. The city has paid subsidies to

The bureau also proposed that twin strips of concrete be laid in the underground portion of the subway for use by buses only.

A third part of the bureau's proposal called for paving of the open portion of the subway running approximately from Broad and Oak streets to Rochester Products Division of General Motors Corp. at the subway's western terminus.

A city spokesman commented that while paving of the underground portion of the subway is a city project, paving of this "northwesterly arterial highway" must be a joint responsibility of city and state. This proposal will be studied as well, the city said.

GORDON A. HOWE, chairman of the Board of Supervisors, said that county studies already underway are looking into the possibility of paving the subway bed from East avenue, where the Thruway link enters the subway bed, south to Monroe avenue.

The supervisors on Oct. 1 referred the subway question to a joint city-county committee on problems of metropolitan government, headed by Howe, and the supervisors' highway committee, headed by Perinton Supervisor Raymond J. Lee.

Completion of these programs by city, county and state governments would produce a continuous highway running from Monroe avenue near Allen's Creek road on the east to a point near Mt. Read boulevard on the west.

The city's announcement drew immediate commendation from the Citizen's Council for a Better Rochester, a group of citizens and organizations interested in the physical improvement of the Rochester area.

LEE MCCANNE, CCBR director and executive vice president of the Chamber of Commerce, pointed out that a CCBR-directed, fact-finding report on the subway is nearing completion.

"One of the matters of great concern was the long period when the subway would apparently stand idle, beginning in January, 1956, before highway construction could start," McCanne said.

"Today's action by the city administration resolves this question in favor of the subway rider."

Subway Quotes

D. & C. OCT 7 1954
Miss Barry, in his letter to the editor (Times-Union, Sept. 29), asks: "What did the officials of the Toronto system actually say . . . when they inspected our subway?"

In the Democrat and Chronicle, Aug. 10, W.E.P. Duncan, general manager of the Toronto Transportation Commission, is quoted as declaring that the ever-pressing issue of municipal transportation is to improve the movement of people and foods, not vehicles. He is further quoted: "Your public doesn't seem to support the subway to any great extent but whether it is in the right place or whether it can be made to attract people is another consideration . . . The ideal solution is to let the motorist park his car on the outskirts of the congested district and continue his journey by transit . . . It's silly to build and service streets and give them, tax free, to 1.7 people per automobile if you are trying to transport your population to best advantage."

FREDERICK A. TROICKE
527 Mt. Hope Ave.

2,300 Sign Petition for Subway

More than 2,300 persons have signed a petition asking the City Council to continue the subway as an electric railway and to make whatever repairs may be necessary.

Heading the group circulating the petition is Harriet L. Barry of 79 Argyle St. More signatures are being sought, she reports, before the petition is turned over to councilmen.

Miss Barry says signers include lawyers, manufacturers, retailers and other representatives of a broad cross-section of the city's interests. Some use the subway and some do not, she says, and the list includes residents of the towns as well as the city.

IN SUPPORTING the plea for continuation of the subway as an electric railway, Miss Barry points to Rochester's experience in the snowstorms of last winter. If buses were unable to maintain schedules on surface streets in heavy snow, she says, they would be even worse off in a submerged highway.

She also warned of the danger of a cutback in realty values along the subway if the electric service is discontinued.

Over the Subway

Lost in the Subway discussion is a proposal to retain electric transit and to top the right-of-way with a highway for express traffic. To realize the maximum value, this appears to me to be the solution.

I do not think our community can erect a great Memorial and a new civic center and double or triple our business center traffic and fail to get every ounce of value out of the Subway. If we can afford to finance the construction now under way and contemplated, we will regret not making this our objective.

The serious part of all transportation, private and public is that the automobile can not be denied its peculiar advantage. But it seems that the auto is getting all of the attention and public transit only abuse.

You can not discriminate against the bus and Subway patrons forever without not only losing your Subway but also all surface transit. Right now, both Subway and surface schedules are so poor that public transportation is shunned whenever it is possible to do so.

RAYMOND C. FISHER
109 Highland Ave.

D. & C. OCT 8 1954

Petition to Retain Subway Bears 2,589 Signatures

When more signatures are obtained, a petition calling for retention of subway passenger service will be presented to the City Council.

The petition had 2,589 signers last night, said Harriet L. Barry, 79 Argyle St., head of the group passing the document. She added that many area residents still are asking for petition copies, the total number of east side of the city.

Signatures will continue to rise. Signers represent a cross-section of the city, Miss Barry said. Many do not live in areas served by the subway, but have signed the petitions, "for the good of the city," she said.

Subway service will end Dec. 31, 1955, the City Council has ruled. The city's easterly Thruway connection will run through the paved subway bed on the east side of the city.

TIMES UNION OCT 5 1954

As Readers See It

Letters to the Editor

More Questions About the Subway: What About Western Section?

The action of the City Council in voting to discontinue the eastern end of the Subway raises several disturbing questions:

1—Does the City Council majority, themselves not traffic or transit specialists, feel qualified to so single-handedly settle a question so vital to the city's future? Should not this be the function of a more qualified commission or authority specifically intended for such determination? Can the City Council majority be sure that continuation of this eastern portion of the Subway as a rail transit route would not prove more valuable to the future of the community? Further, under this proposed conversion, would the Subway portion from East avenue to Rowlands and Monroe avenue be paved so that adequate bus service could be provided those residents, or would they be abandoned to their own resources? Have such problems been adequately considered?

2—Even more disturbing is the question why, under such a proposed conversion of the eastern portion, passenger service would have to be discontinued on the portion west of South Ave. This western portion is the very "heartland" of the Subway, the vital portion

to which additions could easily make it the city's major transit artery.

As a first step, an extension eastward to Main and University could mean that all east-west bus travel on Main St. between University Ave. and Clarissa St. could be channeled underground by rail Subway between those points, making downtown Main St. a revitalized, bus-free traffic artery. A later extension could be made to Kodak Park.

Such use of the Subway as Rochester's main east-west transit route throughout the downtown section would be justified as a rail route on the following scores: Enough travel to justify transit and traffic flow through the Main St. area; more street area for private autos; a route that would handle all transit in any volume (and underground) directly to the new War Memorial Auditorium. Can the dictates of eight individuals thwart the future progress of 500,000 residents of the metropolitan Rochester area?

CERTAINLY the type of program pictured here would require better cooperation with the transit company, but is it impossible for government to obtain that? Is it not conceivable that the economics of the transit industry will necessitate either subsidy or operation by the city? Certainly under such conditions, the role of the Subway would be important for full implementation of progressive transit-traffic planning. Certainly such a program would require money, but what community has properly advanced without periodic major expenditures?

I can not help but feel that this recent move to abandon all passenger service was an opportunistic decision, expedient for the moment but without proper regard for the desires of most Rochesterians in this matter.

W. H. BECKER
1666 Steuben St., Utica.

EDITOR'S NOTE: Mr. Becker, a former resident of Rochester, is associated with the engineering department of the New York Central Railroad. Last January he proposed expansion and development of the Subway by extending it underground from Broad and South to Main and then under Main to University with all buses interchanging at Main and Broad and Main and University.

Subway Ballot

13 to 1 Against Scrapping Subway, Poll Shows

Returns in The Times-Union poll on the decision of the City Council to end subway passenger service Dec. 31, 1955, ran more than 13 to 1 against the city.

About 70 per cent of the ballots were from city residents representing all sections; another 25 per cent came from Brighton and the balance was from other Monroe County towns and villages such as Pittsford, East Rochester and Fairport.

Those who disapprove the city's decision to abolish the subway passenger service call for extended and improved service. About 85 per cent have made such suggestions, many proposing the extension of the subway to Kodak, some to Monroe avenue.

less than 5 per cent—suggested a referendum or a public hearing on the decision.

Another few suggested that buses be rerouted to provide feeder service for the subway.

BALLOT TOTALS today show 678 who do not approve the Council's action as compared to 51 who do.

The latter group is made up primarily of persons who recommend the use of the subway bed for a paved highway to carry express buses and passenger cars and some who consider it a financial burden.

HERE ARE SAMPLE COMMENTS from the ballots of those

who opposed or disapproved the areas along the line. This will help service immensely.

"Rochester has a serious problem in traffic congestion now."

"Elimination of the subway would only necessitate more buses and more private cars to transport all the people who now use the subway."

"Never have I heard of anybody with an investment of approximately 15 million operating a business in such a slovenly manner. We hear talk of Rochester having such a civic pride in almost all ways, but do any of the officials ever take our visitors for a tour of the subway? Weeds, trees, bushes, trash, garbage, yes it's all too sad to relate."

"I suggest improving parking paved for use by auto traffic."

HERE ARE SOME COMMENTS from those who approved the city's action:

"I suggest buses run on the Thruway link."

"Everybody's hollering about crowded streets so why not send the highway underground? Traffic is bad enough downtown without asking for more leading to and from University avenue."

"I suggest (they) convert the subway into highway and fence it in to keep out the rubbish."

"My hearty congratulations to Aex. About time!"

"I suggest the entire length be paved for use by auto traffic."

TIMES UNION OCT 5 1954

County Refers Subway Plan To Committee

The Board of Supervisors yesterday referred to its highway committee a proposal by the Bureau of Municipal Research to pave the entire nine-mile length of the Subway.

Board Chairman Gordon A. Howe turned the bureau's recommendations over to the highway committee for study. He said the Joint City-County Committee on problems of metropolitan government also will study the proposal. Trustees of the Research Bureau proposed Tuesday that the Subway be paved as an expressway from its eastern end near Monroe Avenue to Howell Street and from Brown Street to its western terminus.

They also advocated paying the underground portion of the Subway from Howell to Brown Streets for the exclusive use of buses, also recommended.

Council Action

The Bureau's recommendation followed the action of City Council on Sept. 14 when it voted to abandon subway passenger service after the end of next year and turn over a portion of the subway bed to the state for paving as an eastern link of the State Thruway.

Brighton Supervisor Leonard A. Boniface urged the committee to see "if something can be done to care for the transportation needs of the people of Brighton."

He pointed out that the city's plan would leave the subway from East Avenue to Rowlands an "open ditch."

Democratic Supervisor Edward E. Brennan, 10th Ward, branded the city's decision to cancel passenger service as "quick and hasty."

He said, "City Council completely disregarded the opinion of the people of Rochester. In my opinion the subway should be extended and improved. If extended to Kodak Park, it could tap an additional 2,000 passengers a day."

No Date Set

Perinton Supervisor Raymond J. Lee, GOP majority leader of the board, heads the highway committee. Howe is chairman of the joint city-county committee consisting of four city and four county representatives.

No date was set for submitting reports of the two committees. The supervisors also approved the negotiation of contracts with architects for the multi-million-dollar city-county Civic Center. City Council took similar action Tuesday.

Democrat and Chronicle

ROCHESTER, N. Y.,
TUESDAY, OCTOBER 5, 1954

17

Merchants Group Supports Proposal To Pave Subway

Conversion of the subway into a highway was called for yesterday by an organization representing more than 400 retail firms.

The Retail Merchants Council, of the Chamber of Commerce, recommended the subway be made—a limited-access express highway. In a report to the Chamber's Board of Trustees, the merchants' council also suggested more parking facilities at a reasonable cost, be provided by the city or private enterprise; that last fall's holiday downtown parking ban be repeated again this Christmas time; and that the planning of one-way streets and traffic signals be left up to the experts.

In essence, the merchants' group approved recent action of the City Council which voted to abolish passenger service on the subway as of Jan. 1, 1956. The state has indicated it will use part of the subway as a section of the eastern connection to the Thruway. The Bureau of Municipal Research has urged paving additional property by the city.

Holiday Parking

The report also stated a holiday parking restriction would be "helpful." The parking ban last year was watered down a few days after it went into effect. To bring a minimum of "unfavorable publicity," the council suggested the city, public officials and the newspapers announce the changes in parking this year as a "method of securing a freer flow of traffic, rather than a parking restriction."

In a final recommendation, the council said it supports efforts to improve traffic flow through engineering but suggested these efforts be left to experienced traffic engineers.

Consensus of Members

The merchants' council stated it is the consensus of its members that the subway, as it is and as it might be developed in the foreseeable future, is not and will not be adequate to serve the retail interests of Rochester. "If probably would serve its purpose best as a limited-access highway," the report stated.

By limited access highway the council said it meant one with a restricted number of points at which traffic may enter or leave. The merchants' council report originally was written by a traffic committee headed by E. Wilford Dennis. The report was passed on to the council's executive committee whose chairman is Leonard M. Wolper. The entire council then endorsed the recommendations.

In an apparent endorsement of the city's plans for building low-cost parking facilities downtown, the council said it "urges every possible effort be made to make full use of all possible parking areas and facilities in the city's retail districts, and secure parking for store customers at a reasonable rate, whether by private enterprise or by acquisition of additional property by the city."

The report also stated a holiday parking restriction would be "helpful." The parking ban last year was watered down a few days after it went into effect. To bring a minimum of "unfavorable publicity," the council suggested the city, public officials and the newspapers announce the changes in parking this year as a "method of securing a freer flow of traffic, rather than a parking restriction."

In a final recommendation, the council said it supports efforts to improve traffic flow through engineering but suggested these efforts be left to experienced traffic engineers.

More Subway Study

It is heartening to see someone outside the city take an interest in Rochester's Subway problem. Although the City Council has announced its decision to abandon trolley service at the end of next year, the question of transportation remains alive. Now further study is assured by the Board of Supervisors' highway committee and a city-county committee studying problems of metropolitan government.

At first glance it might seem that the county is not qualified to look into an operation which lies almost wholly within the city. But it does have an interest, a deep interest. Lines between city and suburbs have been growing fainter and fainter each year. Outlying communities shuttle thousands of persons into the city each day. They will send more persons in to work and shop as the metropolitan area grows. Getting their people safely in and out is definitely a county problem.

Besides metropolitan cooperation is a growing interest. The airport is an example of how such cooperation has been effected in Monroe County. The Subway is another such problem in mass transportation. A joint effort surely will come up with satisfactory answers.

It is a strange fact that while Rochester summarily discards the start of a Subway system, other growing cities are wishing they had such a channel. And others with a partial system are hurrying to extend it. Philadelphia, for instance, is adding to its underground. Perhaps a longer look at our own possibilities, by a larger group, will yet result in the salvage of what might have been a good beginning on one of our gravest needs—fast, unobtrusive transportation.

D. & C. OCT 2 1954

TIMES UNION OCT 4 1954
As We See It Page 1

**Discuss It Fully
—Then Decide**

Two county agencies are going to take a look at the Subway problem. This, along with an independent report and recommendation by the Bureau of Municipal Research, throws the Subway question wide open again.

What we are going to get now, apparently, is the kind of public discussion that should have preceded the action of the Republican majority of City Council. The council directed that Subway passenger service be abolished and one end of the Subway turned into a highway effective at the end of 1955.

Rochester had no such discussion before the surprise council action on Sept. 14. The reason was that the Republican members of the council conducted the Subway investigation in secret and made the decision in secret, then dropped it—H-bomb style—on the community.

The council made two major mistakes on the Subway decision as we see it:

1. The decision to abandon Subway passenger service was taken without any move to improve the service or to attract more passengers in an effort to make it pay. The city administration, and the Republican majority of Council, thus left themselves open to the charge, and a valid charge we think, that they are killing the Subway without ever having given it a real try.
2. The decision was taken at a secret caucus and no opportunity whatever given for public discussion and consideration.

The Republicans were well-intentioned. They thought they were doing the right thing or at least the smart thing in handling it as they did. That the whole business has now boomeranged, with even the Republican county supervisors getting belatedly into the act, may be a lesson to all concerned.

Public business is public business and should be so conducted. Politicians and office-holders who try to do it any other way run into trouble—of their own making—sooner or later.

Pave-Subway Proposal Gains Favor

A proposal by the Bureau of Municipal Research to pave the entire 9-mile length of the subway from three Republican city councilmen.

The councilmen added the proviso that freight service should be retained in the subway west of Goodman street alongside the motor vehicle lanes.

W. Earl Weller, bureau director, said today that this could be done.

THE COUNCIL Sept. 14 voted to abandon subway passenger service at the end of next year, retaining freight service west of Goodman street. A portion of the subway bed, from a point near East Avenue and Winton road to Goodman, will be offered to the freight service, some widening of the subway excavation would be required, Weller said.

The bureau trustees, speaking through Weller, yesterday proposed a 6 or 8-lane highway from Monroe avenue at the eastern subway terminus, linking with the Easterly Thruway Connection and running to a point near Howell street and South avenue.

Indicating qualified approval of the bureau's proposal were Republican Councilmen Peter Barry, Norman A. Kreckman and Joseph Farbo.

"From a quick perusal of the proposal," Barry said, "I judge that the plan is generally in line with our thinking at the time we made the decision to abandon passenger service — largely retain freight service and approve state construction of an arterial highway in the easterly section."

AT THIS POINT, autos would leave the subway to go to the Inner Loop. Buses headed across the city would travel on two paved lanes in the covered portion of the subway.

A six-lane highway for buses and autos would resume at some point in the vicinity of Broad and Brown streets in the open subway bed. In order to build this highway the subway and continue sound."

**Subway Problem
Put Under Study
Of County Units**

By CALVIN MAYNE

Two county agencies will study the problem of the use of the subway.

The controversial question came up today at a meeting of the Board of Supervisors, and was referred by Board Chairman Gordon A. Howe to the supervisors' Highway Committee and a Joint City-County Committee studying problems of metropolitan government.

The subway question reached the board through a letter from the Bureau of Municipal Research which outlined the Bureau's proposals for paving the entire nine-mile length of the subway bed.

CITY COUNCIL on Sept. 14 voted to abandon the subway passenger service at the end of next year and turn over a portion of the subway bed to the state for paving as part of the Easterly Thruway connection.

Trustees of the Research Bureau, in action announced Tuesday, proposed that the subway be paved as an express highway from its eastern end near Monroe avenue to Howell street; and from a point near Brown street to its western terminus.

Paving of the underground portion of the subway from Howell to Brown streets for use by through buses only also was advocated.

Brighton Supervisor Leonard A. Boniface urged the county study "to see if anything can be accomplished to care for the transportation needs of the people of Brighton."

Boniface said that the city's proposal would leave the subway bed in Brighton on "open ditch" paving for the Thruway link would begin at a point near Winton road and East Avenue and run to Goodman street.

Boniface said he was speaking for himself and "many" Brighton residents. He urged that a committee appointed by the supervisor work with the city to solve the subway question and that if nothing is accomplished, the supervisors should study the question on their own.

DEMOCRATIC Supervisor Edward B. Brennan attacked the city's subway decision as "quick and hasty." Brennan said, "I think the City Council completely disregarded the opinion of the people of Rochester in abolishing the subway service."

Brennan, who represents the West Side 10th Ward, urged extension and monerization of the subway.

The highway committee is headed by Ferinton Supervisor Raymond J. Lee, Republican majority leader on the board.

The joint city-county committee has been studying problems of metropolitan government since January, 1953. Its members are: Howe, chairman, Lee, 12th Ward Supervisor Daniel E. Macken, and 5th Ward Supervisor Val H. Rauber, a Democrat, for the county. City members are Mayor Dicker, Republican Councilmen Peter Barry and Joseph Farbo, and Democratic Councilman John G. Bittner. Personnel of the committee is the same as that of city-county civic center committee.

No date was set for submitting reports of the two committees on the subway question to the supervisors.



Boniface Brennan

CITY BEAT

THURSDAY SEP 30 1954

Citizens and the Council Caucus: Denied Facts, the Right to Be Heard

By CALVIN MAYNE
Times-Union City Hall Reporter

as Republicans in years past) of closed caucus sessions.

The storm of controversy over the decision to eliminate Subway passenger service at the end of 1955 focuses attention again on the secret caucus of the City Council's Republican majority.

The Subway decision was hatched, discussed, and decided behind the closed doors of Republican headquarters in the Union Trust Building.

City officials refused for seven months to answer any and all questions on the Subway problem until the GOP decision was hurled full-blown at the public and sent to the open council meeting four days later.

There was no public hearing on this serious public question, not even an announcement that formal action on the matter would be taken by the council.



Mayne

THE CAUCUS, a meeting of the eight Republican councilmen on the nine-man council with top city officials and GOP County Chairman Fred I. Parrish, is held the Thursday before each council meeting. Newsmen are not invited.

Theoretically a meeting to discuss party policy, the caucus is devoted almost entirely to a determination of specific items of city business scheduled to come up at the next council meeting.

Decisions are not announced until the GOP councilmen vote in the formal, public council meetings. The council agenda is not distributed to newsmen until the meetings begin—a bit late to be useful.

When Robert P. Aex was city manager of Newburgh from January, 1952, to December, 1953, he persuaded council in that city to open their pre-meeting "caucus" to the public. Interest in these sessions by both councilmen and citizens lagged after a time, Aex says.

After Aex returned to Rochester as city manager last January, he bowed to the longstanding custom (followed by Democrats as well

WHEN THE ROCHESTER TRANSIT CORP. contract to operate the Subway was renewed in February, Aex announced he was beginning an exhaustive study leading to a final Subway decision. Aex declined to say anything about the Subway study once it was under way.

On Sat. Sept. 11 after the Subway decision was announced by the Republican council majority, Aex broke his seven-month silence on the subway study. His statements, together with others, gave a picture of the survey.

By July, the study was nearly complete. On Aug. 5, Aex reported details of the study to the GOP councilmen.

Republican councilmen and Aex then negotiated with state Department of Public Works officials to get their okay on use of part of the Subway bed for the Easterly Thruway Connection. Disclosure of the decision was delayed until all loose ends were wrapped up and the Republicans were ready to take immediate action.

When the city's decision was announced at 6 p.m., Sept. 10, it was the first public inkling that a decision had been reached or even was in the making.

LEFT IN THE DARK were Subway riders, state legislators from Monroe County who must approve the Thruway connection route, a committee of the Citizens Council for a Better Rochester studying the Subway problem and Democratic Councilman John G. Bittner, who later opposed the move.

Opponents of the council's action, seeing only the final results of the long-secret deliberation, criticized the Subway decision as "hasty." Subway partisans accused the councilmen of tossing away a major city asset without proper consideration of potential subway usefulness.

ONE GOOD THAT MAY COME from the Subway storm could be a realization by local officials that only when citizens know all the facts leading to public decisions and can be heard fully on these decisions will public understanding and sound government result.

D. & C. SEP 29 1954 Paved Subway Gets Approval of Barry

City Councilman Peter Barry gave qualified approval last night to a Bureau of Municipal Research trustees' proposal that the subway be paved for its entire 9-mile length.

First member of the city administration to comment on the announcement of the plan earlier in the day, Barry said: "From a quick perusal of the proposal, I judge that the plan is generally in line with our thinking at the time we made the decision to abandon passenger service, largely freight service and approval of an arterial highway in the easterly section. They have carried it a step farther and it would seem to me that their thinking is logical and sound."

Vice Mayor Norman A. Kreckman said he would have to be sure that electric rail line service could and would be continued from Meigs Street westward, as the city's plan calls for before he could go on record for or against the Bureau proposal.

Farbo Against Proposal Another comment was made by Councilman Joseph Farbo who said:

"I am against the proposal until it is shown that the subway bed are compatible. The main reason for consenting to the proposal was that 99 per cent of the freight traffic would be continued."

Essentials of the Bureau trustees' plan are:

1. An arterial highway in the subway bed, as approved by the city, from Winton Road to Meigs Street.
 2. A two-lane motor highway from Meigs to Plymouth Avenue, for the use of buses only.
 3. An arterial highway from Plymouth to the western terminus of the subway at the old Erie Canal widewaters bed.
 4. Continuation of freight service by electric railway, as approved in the city action, all way from Meigs Street to the western terminus.
- The trustees believe the western arterial, (from Plymouth to the western terminus) should be constructed by the state if the state could be induced to add to its arterial program for Rochester, otherwise by the city. The arterial from Winton Road to Meigs Street.
- 2 Lanes Possible**
W. Earl Weller, director of the bureau, who gave out the

trustees' statement, said there is sufficient room in the downtown section of the subway to accommodate two lanes for the proposed bus traffic in addition to the rail line for the freight service. The two eastern and western arterials as proposed would "hook into" the Inner Loop.

In their statement, the trustees discussed the possibilities of bus service and motor travel in a paved subway bed. They said: "This suggested service should be maintained from Rowlands on the southeast to the Western Widewaters at the northeast corner of the city with appropriate servicing ramps, so that the buses themselves would serve as escalators, thus affording rapid, uninterrupted transit (no street crossings or traffic lights) onto the Inner Loop, in the downtown area as well as being an ideal axis to the state's eastern Thruway connection and other highway ways to the east and west at its outer reaches.

Bus-Only Link Proposed Discussing the proposal for a bus-only link from Meigs to Plymouth, the trustees said:

"Construction in the subway of this connecting expressway, with or without state assistance, is justified since it would permit operation of fast moving buses and other vehicles from Pittsford, Brighton, East Rochester, Fairport and Penfield completely across the city to Greece and communities to the west."

Trustees present at the meeting at which the action was taken were Wesley M. Angle, Harold J. Coleman, James E. Gleason, F. Ritter Shumway, Walter L. Todd and Gaylord C. Whittaker. Weller said other members of the bureau's board are Frederick T. Finucane, Marion B. Folsom, Donald W. Gilbert, Robert E. Ginna, Jeremiah G. Hickey, Louis W. Johnstone, Louis A. Langie, Arthur M. Lowenthal, Donald McMurphy, John W. Remington and Joseph C. Wilson.

'Don't Carve Subway'

The original purpose of the subway was for rapid transportation and to take suburban trolley cars off the city streets. As Rochester progressed we accepted the new public conveyance—the bus for our street system of passenger travel, thereby leaving our subway an orphan, no provision being made for a union of the street and subway system. It's no wonder we have a white elephant on our hands.

The proposal of the Rochester Bureau of Municipal Research to pave a section for buses only (except freight) is one of clear thinking, and a delightful solution to the problem of what to do with the subway, providing the entire length of it be so used. With suitable connections at each end, buses could then transport passengers from Pittsford and beyond to Kodak Park and General Motors in record time by express runs.

The Bureau mentions the availability of existing ramps for the quick interchange of surface and subway buses. At Exchange St. there is a ramp. This could be used for the rapid moving of people from the Municipal Auditorium when they leave by the thousands. Another ramp at Broad and Lyell could be constructed to serve Delco plants and the Mt. Read district.

Not under any circumstances should the state be allowed in the subway. That is Rochester's thruway. Any state participation in its use or control will spell future trouble for the city.

Don't carve the subway up; future Rochester will need this and other means of rapid transportation.

In planning for future expansion, present cost of operation should not be a decisive factor. The offer of the city to the state is one of expediency only, therefore it should be annulled as not being in the future city's interest.

J. LAWRENCE HILL,
1125 East Henrietta Rd.

D. & C. NOV 20 1954

Subway Talk Scheduled

Views of the Bureau of Municipal Research on the question of future use of the subway will be discussed by W. Earl Weller, bureau director, at an engineers' meeting tomorrow noon at Hotel Sheraton. Rochester section, American Society of Civil Engineers, and the Rochester Engineering Society will meet jointly to hear Weller.

THE UNION NOV 22 1954

Lang Vetoes

Subway-Bus

Tie to Stadium

ROCHESTER TIMES UNION NOV 24 1954
Rochester Transit Corp. President William A. Lang today turned down a request for special subway-bus service tomorrow to Aquinas Stadium on the ground that adequate special bus service already has been arranged.

Frederick A. Troicke and Marvin P. Lewis of the Citizens Subway Assn. asked Lang to provide one or two shuttle buses running from the subway for tomorrow morning's Aquinas - Boys Town football game.

Lang pointed out that special buses to the stadium will leave from Main street tomorrow about an hour before the game. He added that the subway does not operate on holidays and that subway-stadium shuttle buses would require special permission from City Council to operate.

Subway Highway Talk Scheduled

Robert J. Menzie, executive secretary of the Citizens Tax League, will speak on "The Taxpayers' Interests in the Proposed Subway Highway" at a meeting of the Citizens Subway Assn. at 8 p.m. tomorrow in Rundel Memorial Building.

Dedicated to Subway

Public-minded citizens who long felt a definite need for a progressive Subway program, now have an organization dedicated to that endeavor.

The Citizens' Subway Association demonstrated by its meeting Nov. 16 that it is a non-political, open-minded and eager to examine every detail, plan or idea for a more intensified Subway program. George Jamieson, Jr. presented his resolution, now before the Board of Supervisors, for a country-wide transit system, explaining each point and answering many questions. It may be well to note that the Citizens' Subway Association examines, but does not necessarily indorse these propositions.

Attendance at this second meeting was three times that at the organization meeting two weeks before. That has encouraged the association to secure larger accommodations for the coming meeting on Nov. 30.

MARVIN P. LEWIS
40 Linden St.

Buses-in-Subway Plan Explained

D. & C. DEC 1 1954
Plans to convert part of the Subway bed into a limited access highway mean that bus transportation will be substituted for the present electric car line, not "abandonment" of the Subway.

The proposed change from one form of transit to another, was explained last night by Robert J. Menzie, executive secretary of the Citizens' Tax League of Rochester and Monroe County. He declared the plan probably would get more use out of its \$19 million in the Subway than it does at present.

He spoke at a meeting of the Citizens' Subway Assn. in the Rundel Memorial Library Building. Twenty persons attended.

Frederick A. Troicke, research committee chairman for the association, said the group would meet sometime in January to hear a representative of the Department of Public Safety discuss traffic in downtown Rochester.

Speaker Upholds Plan to Convert

Part of Subway

THE UNION DEC 1 1954
The city's plans to convert part of the subway bed to a highway were supported last night by Robert J. Menzie, executive secretary of the Citizens Tax League, in a talk before the Citizens Subway Assn.

About 20 persons attended the meeting in Rundel Memorial Building. Frederick A. Troicke, research committee chairman for the association, said another meeting will be held in January to discuss traffic conditions in downtown Rochester.

Menzie said use of the subway bed for highway purposes does not involve "abandonment" of the subway but means conversion of the transportation facility to accommodate motor vehicles instead of railway cars.

For Subway Expansion

Rochester public minded citizens who have long felt a definite need for a progressive subway program now have an organization dedicated to that endeavor.

The Citizens' Subway Association has already demonstrated by its meeting Tuesday, Nov. 16th, that it is a non-political, open-minded organization willing and eager to examine every detail, plan or idea for a more intensified subway program for our city. Mr. George Jamieson Jr. presented his resolution now before the Board of Supervisors, for a country-wide transit method at this meeting, graphically explaining each point and answering many pertinent questions. It may be well to note that the Citizens' Subway Association examines, but does not necessarily endorse these propositions.

Attendance at the organization meeting two weeks before was trebled at the second, which has encouraged the Association to secure larger accommodations for the meeting on November 30th, clearly demonstrating that the people of Rochester are ready to back the continuance and expansion of the subway.

MARVIN P. LEWIS,
40 Linden St.

Women Hear Subway Report

A review of a recent report on the future of the subway was presented before members of Susan B. Anthony Republican Women by Charles L. Rumrill, president of the Citizens Council for a Better Rochester, at the University Women's Club this noon.

A study of the subway was made earlier this year by a committee representing seven civic or professional organizations under sponsorship of the Citizens Council. Subsequently, the Council went on record in favor of converting the subway to a paved expressway. Rumrill spoke in place of Lee McCanne, Council director, who was unable to appear because of a previous commitment.

D. & C. DEC 9 1954

Subway Conversion To Highway Backed By Council Head

The interests of the riding public will be better served if a paved expressway replaces the present electric railway in the subway bed, Charles L. Rumrill, president of the Citizens' Council for a Better Rochester, told the Susan B. Anthony Republican Club at a luncheon meeting at the University Club, 494 East Ave., yesterday.



CHARLES L. RUMRILL

Rumrill was chairman of a special committee of the Council which studied the proposal to substitute a state-built expressway for the electric railway. The committee reported favorably on the substitution plan, which earlier was adopted by the city administration.

The Susan B. Anthony Club draws its membership largely from Brighton and Rochester's east side and many of the 80 women present argued stoutly for a continuation of the subway on the present basis.

It was suggested that the city might encounter unusual difficulties of snow removal if the expressway is built in the subway bed. Other speakers pointed out that there is plenty of time to explore the subway's real potentialities, if the city is so minded, before the state will get around to start construction of the proposed expressway. The city has announced that service will continue on the present basis until such time as the state is ready to proceed.

Rumrill, who spoke in place of Lee McCanne, Council director, was presented by Mrs. Ellis Gay, president of the club. McCanne was unable to appear because of another engagement.

Subway Worth

An automobile on the ground can approximate bird flight in the air. It would require an enormous number of surface buses to give a community that kind of service. But a subway can match bird flight and better automobile speed.

A subway is a mass transportation vehicle and uneconomical if little used. That is why every analysis of our own subway has condemned it holding that its foreseeable use does not justify it even with expensive extensions.

No analysis has delved deep enough into the possible integration of bus and subway to determine whether present travel via automobile from home to factory and from home to shopping can be duplicated or bettered. And until this is done all conclusions as to subway use are superficial.

RAYMOND C. FISHER
109 Highland Ave.
DEC 7 1954

Subway and Snow

We have now had an opportunity to evaluate the service which our subway gives during periods of traffic emergency caused by snow storms. We also have been able to compare the problems of movement of surface autos and buses, with the nearly-on-time schedules of the subway cars, and their ability to proceed easily with more than a foot of snow on the ground.

We can compare, too, the cost of the streets passable in the subway. If we take a look at the East Ave. parking lot, we find that the cost to clear it of snow, and even to shovel a decent path to the trolleys was exactly zero. Meigs St. station and others were similarly missed. Yet the subway did serve its passengers, and served them well.

Can buses operated in a captive roadway in competition with the thousands of private automobiles which certainly would be clogging the entrances and exits, do better or even as well? Citizens of Rochester and Monroe County, the subway question—railway or highway—must be weighed again and most carefully, taking into account Rochester's many regular emergencies caused by snow storms.

This thought, too, must be considered. If buses cannot make the Driving Park Ave. grade at Maplewood, and have much difficulty at the East Main St. bridge and at other sharp grades, how in the world will they be able to travel on the ramps at intersections, which some highway proponents favor?

S. E. GROVER, Chairman,
Citizens' Subway Assn.
144 Chili Ave.

Council Votes Tonight On Subway Use as Road

D. & C. DEC 14 1954

By CALVIN MAYNE

City Council tonight is expected to take the final legal step necessary to complete the city's program for paving a portion of the subway bed as a highway. Use of the subway will meet at 8 p.m. in City Hall.

The eight-man Republican majority of the nine-man council is slated to back a request to the Legislature for necessary state legislation enabling the paving work. Approval by the Legislature is expected at its 1955 session.

The council action will follow approval yesterday by the City Planning Commission of use of the subway bed from the eastern city line to the Inner Loop near South and Clinton avenues as part of the state's easterly Thruway connection.

THE COMMISSION thereby confirmed the council's vote of Sept. 14 to offer the subway right-of-way to the state for paving. Democratic Councilman John G. Bittner was the lone dissenter at that time.

Yesterday's commission action enabled the council to request legislation from the state. State law now provides for the Thruway link to run along the side of the subway bed.

The council's September action followed a lengthy study of the controversial subway subject, directed by City Manager Aex. Paving of the subway and discontinuance of electric railway operation will save the city money and provide for better use of the subway bed, the Republican councilmen maintained.

In an Oct. 11 announcement by Aex, the city said it would negotiate with the Rochester Transit Corp. for month-to-month subway service beyond the dead-end line of Dec. 31, 1955, originally announced. This is because highway construction work in the subway may not begin until late 1956 or 1957.

Aex said in his October announcement that Bureau of Municipal Research proposals to pave the underground portion of the subway for use by buses and the western section for use by all motor vehicles would be

studied by the Planning commission.

THE COMMISSION considered the subway in a two-hour, closed-door session yesterday afternoon. Use of the downtown underground and western sections of the subway was not discussed, according to Commission Chairman Harry P. Ruppert.

Ruppert added that he did ask commission members to "consider" use of the subway bed from about Winton road and East avenue, where the state Thruway link would enter, to Monroe avenue in Brighton. The county is also studying possible paving of this city-owned right-of-way.

Yesterday's session was the first at which the commission formally considered the subway question.

Approving the resolution were Ruppert and Commission members Bernard E. Finucane, Frank Kanty, Harold Bruce and Mrs. Anthony Bridge, in honor of the Howard J. Henderson, William A. Lang, RTC president, was asked by Ruppert not to vote. C. Vincent Wiser abstained from voting. Louis W. Johnston is in Florida and did not attend yesterday's meeting.

Ruppert added that Ladislav M. Segoe, Cincinnati planner and commission consultant, also approved the commission action.

If approved as expected, tonight's council action will be in effect an answer to the petitions signed by 3,458 persons and submitted Nov. 9 to the council by former Supreme Court Justice James P. B. Duffy. The petitions asked continued use and expansion of the subway as a railway facility.

IN ANOTHER ACTION yesterday, the commission approved the name of "Troup-Howell Bridge" for the new span crossing the river between Troup and Howell streets as part of the Inner Loop.

The names of "Morgan Bridge," in honor of the Lewis Henry Morgan, internationally-known Rochester anthropologist of the 19th Century, and "Susan B. Kanty, Harold Bruce and Mrs. Anthony Bridge," in honor of the Rochester female suffrage figure, were among suggestions submitted to the city.

Ruppert justified selection of the Troup-Howell name by saying: "That's what people would call it anyway."

City Asks Paving of Subway Section

Paving of the subway bed from a point near Winton road and East avenue to the Inner Loop was asked of the state last night by City Council. The councilmen petitioned the Legislature to approve the subway as part of the Easterly Thruway connection route.

Democratic Councilman John G. Bittner was the lone dissenter, declaring that the highway would bring more automobiles to the downtown area, causing additional traffic congestion. Republican Councilman Peter Barry replied that present use of the subway as an electric railway does

not serve enough persons. Added traffic congestion will be eased by the Inner Loop, Barry said.

In other actions last night, the council:

Received a report on last week's snowstorm from City Manager Aex and Public Works Commissioner Harold B. McEwain. The officials described use of new equipment to fight storms and praised a system for "staggering" closing hours of industrial firms to ease traffic jams.

Increased attention will be given to plowing and ice control on about 20 steep grades in the city. The councilmen and City

Court judges were asked to fix fines stiffer than the existing \$2 penalty for parking on main bus routes between midnight and 8 a.m. in the winter.

Established a fine of \$5 to \$150 for persons who throw litter into the Genesee River or on its banks. A Health Bureau campaign against business establishments on Front street and elsewhere which throw refuse and animal materials into the river is planned.

Approved a study leading to building of artificial ice rinks in each of the city's four geographical districts.

D. & C. DEC 15 1954

City Planners Back Subway Conversion To State Expressway

D. & C. DEC 14 1954

By JOSEPH R. MALONE

Ignoring pleas for the continuance of the Subway, the City Planning Commission yesterday approved city administration plans for its partial conversion into a state-built expressway.

It also called upon City Council to take such action as is in its power to make the expressway fully usable for city street purposes.

The Planning Commission further recommended to the Council that it proceed forthwith to obtain state legislation required to carry the city administration's plans into effect.

Said a City Hall source: "In all likelihood, the Council will take some kind of action at tomorrow (tonight's) meeting, asking the local members of the State Legislature to introduce legislation at the coming legislative session for the carrying out of the Planning Commission's recommendations."

Defeat for Petitioners

Such Council action will constitute the city administration's positive rejection of pleas that the subway be continued as an electric passenger-carrying service. On the night of Nov. 9, former Supreme Court Justice James P. B. Duffy, acting for these advocates, filed petitions with 3,458 signatures, upholding their demand.

The City Planning Commission's recommendations, as incorporated in its resolution, were unopposed at an afternoon meeting at City Hall. However, William A. Lang and C. Vincent Wiser abstained from voting. Lang, besides being a member of the Commission, is president of the Rochester Transit Corp. which has operated the subway on a contract basis.

Voting for the resolution were Chairman Harry P. Ruppert, Bernard E. Finucane, Frank Kanty, Mrs. Howard J. Henderson and Harold Bruce. Louis W. Johnston, only absentee member, is in Florida.

The Planning Commission resolution approved a City Council resolution of Sept. 14, 1954, which incorporated the city administration plan for Subway conversion. The resolution proposed that electric railway passenger service be abandoned, that the existing freight service be continued from South Goodman Street westerly to the western terminus of the Subway roadbed, and that a city portion of the roadbed between East Avenue at Winton Road and Goodman Street be turned over to the state.

Council's resolution specified that this eastern intra-city section of the roadbed would be used by the state as a city link of the easterly Thruway connection.

"Up to now," a city administration source explained, "the question of the use of the Subway has never been officially decided. But once the discontinuance of the Subway as an electric passenger railway was decided on, the future use of the roadbed came within the province of the Planning Commission. Their resolution supplied that determination."

It is important to the city that the state highway be fully open to the city for the passage of buses and automobiles, the source said.

Although the Commission resolution approved the city administration proposal to continue freight service west from Goodman Street, it did not attempt to say what shall be done with the Subway roadbed west from Goodman. (Only a minor portion of the roadbed is required for the freight service.)

Fate of East Portion

Asked what the Commission proposes for the Subway bed east from the city line to Howlands in Brighton, (the eastern Subway terminus), Ruppert said the Commission already has given some study to that matter and will continue such studies. It has been suggested that this mile stretch of roadbed be used for county highway purposes.

The Commission resolution of yesterday specified in detail the route of the proposed Thruway connection within the city. The section would begin "at a point on the easterly Rochester city line to be determined by the state superintendent of public works, north of East Avenue," and would run westerly "on new location, crossing East Avenue near Rockwood Street," and continue westerly into the Subway right-of-way near the East Avenue-Winton Road intersection.

The section of Subway which would be turned over to the state would have its western terminus in the Inner Loop "at a point in the vicinity of Clinton Avenue South and South Avenue," such exact point to be determined by the state superintendent of public works.

Subway and the Autoist

Public transit, which is a business to sell the bulk movement of people can carry them most efficiently between points of group concentrations, such as downtown areas to city lines. Beyond, it is not profitable to extend service into the hundreds of square miles of suburbs with headways that would normally be expected by a city resident.

On the other hand, the suburban motorist finds his car an economic necessity and convenience when he leaves his home. When he reaches the city line and traffic competition increases, his convenience ceases and instead of being master of his trip, he becomes a slave to the rules and regulations of traffic.

It is, therefore, economically advantageous to the suburban driver, to the Subway, to the transit company which has mentioned the falling off of its riding at every opportunity, and to the general movement of traffic downtown, for the driver to leave his car in an unrestricted parking area near an outlying Subway station (at least 1,000 good street spaces are available daily) board a Subway car and arrive downtown or at work rested and free of traffic nerves.

FREDERICK A. TROICKE,
Chairman, Research Committee,
Citizens' Subway Association,
34 Linden St.

He'd Debate Subway

At the Council meeting of Tuesday, December 14, the press failed to draw attention to the fact that opposition was expressed to the offer of the subway right of way to the state for paving, etc., by the undersigned. It was stated that the people should be given a complete report on the subway. Therefore the writer stated he would be willing to discuss the problems at an open meeting as a public service, debating all matters, with a speaker chosen from the Council, County Board of Supervisors, and a speaker from the Chamber of Commerce.

LEO CHARLES MCCARTHY
D. & C. DEC 14 1954

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Snow and Subway
D. & C. DEC 26 1954

According to newspaper reports on the last snow storm, there was a 50 per cent increase in riding on the Subway while the surface traffic was having difficulty. All of these were people who would otherwise have laid off from work for the day or would have remained away from downtown shopping if the Subway rail line were not available.

Therefore, we see that if the Subway were not running, the loss in working hours or service to industry (even in one snowstorm) and in sales to the merchants, plus the loss in wages to the people who would have laid off, added to the "gravy" revenue to the Transit Company which cost the Subway schedules only 8 minutes' running time to handle, proves "incontrovertably" that the \$25,000 subsidy which the city pays to the Transit Company annually to keep the line operating is actually an inexpensive investment in the economic welfare of this community and speaks loudly for the retention of rail passenger service.

It must be remembered that although a highway in the Subway bed might make a better route to downtown in that it would be faster to drive on than on surface streets, this would hold true only in fair weather, and the driving conditions in bad weather would be exactly the same as those now found on the other streets.

CHARLES W. YINGLING
274 Columbia Ave.

**Subway Riding Declines
But Bus Riding Drops Faster**
TIMES UNION DEC 29 1954

Subway riding is continuing to decline but at a slower pace than over-all transit riding, the Rochester Transit Corp. said today.

The bus company said the subway carried 6.3 per cent fewer revenue passengers through Nov. 30 than during the same period a year ago. But, the company said, this drop is not as great as that in bus riding.

The RTC said no figures on over-all transit riding are available now for the 11 months. Earlier reports indicated bus riding during the first months of the year running up to 14 per cent behind last year.

The RTC said the subway carried 867,791 revenue passengers through Nov. 30, compared to 926,328 last year. Transfer passengers were not included in the figures.

SUBWAY DISCUSSION SET

Monroe Avenue merchants and other interested persons were invited yesterday to a discussion of the Subway problem at the home of Lee C. McCarthy, 479 Pearl St., at 8 p.m. today. The session is one of a number of neighborhood meetings to discuss the decision to discontinue passenger service in the Subway and to convert part of the roadbed to a Thruway connection.

D. & C. JAN 3 1955

Subway Safety
TIMES UNION DEC 28 1954

We have just learned of an accident on the new Troup-Howell bridge involving an ambulance and several private automobiles. We dread visualizing the complications of such an accident in the confines of a highway such as is proposed in the Subway bed.

For 28 years, the present subway has operated without a single passenger fatality, although it has carried between 1 and 4 million passengers per year (as stated in a table published by the Bureau of Municipal Research).

Can we expect a record such as this in the proposed Subway expressway?

S. E. GROVER
Chairman, Citizens' Subway Association.
144 Chili Ave.

**City's Plan on Subway Service
Goes to Legislature This Week**
D. & C. JAN 16 1955

By JOSEPH R. MALONE

The city administration's program to end passenger service in the subway will be placed before the Legislature this week.

Assistant Corporation Counsel David Schoenberg said the bill has been prepared and handed to Sen. George T. Manning and Assemblyman J. Eugene Goddard of East Rochester for introduction.

The bill provides that:

- 1—Passenger service shall be discontinued entirely.
- 2—Freight service as now existing shall be continued but only from Goodman Street South to the western terminus of the subway.
- 3—The subway right of way from Goodman Street to the eastern city line near Winton Road shall be turned over to the state and made over by the state into an express highway—a link within the city, of the easterly Thruway connection.
- 4—The Monroe Avenue Expressway will "take off" easterly from present Monroe Avenue at the Culver Road intersection, continue over new territory to the subway roadbed east of the present Monroe Avenue-subway bridge. Thence, westerly to Goodman Street, the Monroe Avenue Expressway and Thruway connection will be a single thoroughfare.

The Rochester Housing Authority bill will not go in this week, Schoenberg said.

Five of Monroe County's six legislators met with County Chairman Fred I. Parrish at Republican headquarters Friday. Sen. Manning was absent. The legislators were highly critical of Gov. Averell Harriman's speeches—which have dealt to a large extent with federal rather than state matters—since his inauguration. Said Assemblyman A. Gould Hatch, second Monroe District:

"Twelve years of Republican administration of New York State left him so little to criticize that he talks mostly about the federal government."

Hatch added philosophically: "I suppose he's got to pop off about something."

Manning last night observed: "His speeches are just for political purposes."

**Two Bills Introduced
For Subway Conversion**
D. & C. JAN 18 1955

By JAKE UNDERHILL

ALBANY, Jan. 17 (GNS)—Conversion of a portion of Rochester's subway into an express highway was proposed tonight to the legislature by a pair of Monroe County lawmakers.

The amendments to the highway law were introduced by Senator George T. Manning of Rochester, and Assemblyman J. Eugene Goddard of East Rochester, at the request of Rochester's city council.

Other bills introduced tonight would legalize the sale of class photos and rings in schools and permit Monroe County to exempt Rochester taxpayers from paying for training given town and police training academy.

The highway law changes route the easterly Thruway connection into Rochester from the easterly city line over East Avenue near Rockwood Street and into the subway bed. The city administration plans to end passenger service on the Subway sometime after the end of this year. The bill also would route the proposed Monroe Avenue expressway into the Subway bed near Culver Road to connect with the Inner Loop in Howell Street.

Under the present highway law, the Thruway connection would run in University Avenue. The Monroe Avenue expressway was to run alongside the Subway tracks between Culver Road and the Inner Loop. The city plans to turn the Subway bed from Goodman

Street South to the eastern city line near Winton Road over to the state for the highway construction. Freight service will be continued only from Goodman South to the westerly end of the line.

Legislation clearing up the questionable legality of sales of class photographs, class rings and pins and graduation albums was submitted by Assemblyman A. Gould Hatch of Rochester and Manning. Sales of such traditional articles are considered illegal by the state education department in public buildings, Hatch said.

The Rochester lawmakers pointed out that the Rochester Board of Education has issued rules permitting the sales, but setting up standards for them. Under the Manning-Hatch bill, school authorities would have to approve the sales and issue regulations controlling them.

Under a bill introduced by Hatch and Manning, Monroe County could enter into an agreement with the city for training firemen and policemen in the would run in University Avenue. The Monroe Avenue expressway would be charged for no part of the cost. The cost of the training would be charged only against town taxpayers. The bill was prepared by Joseph B. Boyle, county legal adviser.

D. & C. JAN 18 1955

**Subway Bill
Introduced**
TIMES UNION JAN 18 1955

Bills to convert a portion of the subway into an artificial highway and to permit use of the city's fire-police academy for training of volunteer firemen were introduced last night into the State Legislature by Senator George T. Manning and Assemblyman A. Gould Hatch.

**As Readers
See It**
TIMES UNION JAN 20 1955

LETTERS

Subway Plea

The following letter has been sent to Senator George T. Manning and Assemblyman J. Eugene Goddard:

"Before taking action on the 'Subway death bill' we ask you to consider the following facts:

"First—The Subway is a direct northwest to southeast link connecting growing industrial and residential developments in Monroe County. It was included in the original plan for the War Memorial, making access possible to many who could not or would not walk from distant parking areas.

"Second—Rochester appears to have no long-range planning program, but like other growing cities, deserves a survey by competent men, and should have a traffic authority to consider a county-wide solution, coordinating bus and automobile transport with that of the Subway at present or future locations. In correspondence from Col. Bingham, the executive director and general manager of the New York City Transit Authority, he expressed a willingness to help the citizens of Rochester and enclosed transcripts and information pertinent to traffic controls he has instituted in various cities.

"Third—Our city manager is quoted as saying 'Most people believe in fair play.' Over 3,000 citizens of Rochester and vicinity expressed this belief by signing a petition favoring continuation and expansion of the rail Subway. In spite of the press, the City Council continues to ignore the interests of the people, and intends to press its decision made in secret caucus.

"Is this governmental policy the approved method of the Republican party, in which the public's desires and interests are completely ignored?"

S. E. GROVER
Chairman,
Citizens Subway Committee
144 Chili Ave.

Subway Road Veto Asked
TIMES UNION FEB 9 1955

The Citizens Subway Assn. has asked Gov. Harriman to veto any bill passed by the Legislature to convert Rochester's subway bed into a highway.

Chairman Samuel E. Grover said the group also asked the governor to withhold any state money for the highway project "until a countywide survey has been made." The requests were made in a letter addressed to the governor last weekend.

The association is made up of subway riders and others opposed to the city's decision last fall to end subway passenger service and turn the subway right-of-way over to the state for paving as part of the easterly Thruway connection.

The group is scheduled to meet again at 8 p.m. Tuesday in Rundle Memorial Building. Grover said a movie on the subway will be shown.

Subway Patrons Pleased
TIMES UNION JAN 13 1955

Recently, I noted the absence of snow cleaning at subway stations.

So credit may be given where it is due, I would like it known that last Monday the Meigs street and Winton road stations (and no doubt others) were well cleaned and salted and the East Avenue loop was swept clear at the boarding areas and approaches.

This attention to subway patrons' convenience is appreciated by the subway user.

FREDERICK A. TROICKE
34 Linden St.

Manning Explains His Subway Bill

State Sen. George T. Manning of 144 Chill Ave., chairman of the Citizens Subway Committee, Monday indicated to a group of Rochester subway enthusiasts that he does not approve a subway bill which he was required to introduce into the Legislature.

Manning and Assemblyman J. Eugene Goddard introduced the bill Monday. It places the route of the Easterly Thruway connection in the subway bed from a point near Winton road to the Inner Loop. The highway route formerly ran alongside the subway. The bill also routes part of the Planned Monroe Avenue Expressway in the subway bed.

CITY COUNCIL has voted to add subway passenger service on Dec. 31. City Manager Aex later announced that the service would be continued on a month-to-month basis until highway construction begins some time in 1956 or 1957. A protest against introduction of the bill was sent to Manning and Goddard by Samuel E. Grover.

Manning declined comment today on whether he would vote for or against the measure. Goddard said he would support the bill.

"I am required in my capacity as a state legislator to introduce legislation authorized by action of the City Council of Rochester. It may or may not reflect my own thinking, but in any event a home rule request leaves me no alternative but to introduce the measure at hand.

"I am aware of the many advantages in retaining this subway and regret very much it is not more widely used by Rochester residents particularly in view of the congested traffic situation that prevails at the present time.

"There are many of us who sincerely wish that the City Council would consider their action on this matter, and I urge you to make the views of your organization known as widely as possible."

TIMES UNION JAN 21 1955

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

EDITOR'S NOTE: Every letter must be signed with full name and address of the writer. In cases involving danger of severe personal hardship or questions of professional ethics, signatures may be withheld at our discretion. Space limitations may require editing of those letters which are printed; brevity by writers will be a guarantee of least possible editing.

With reference to the editorial in the Feb. 21 paper about "Transit Thought," ending with the word, "Think!" I invite your notice to certain thoughts and facts with which I am familiar.

There is now in Rochester a Citizens' Subway Association, organized last November for the purpose of combining the thoughts of citizens about the effectiveness or lack thereof, of the proposed Subway highway. We had two speakers at first, Supervisor George Jamieson Jr. and Robert J. Menzie of the Citizens' Tax League, both of whom spoke in favor of the proposed Subway highway.

On Feb. 1, we heard the Hon. James P. B. Duffy speak against the conversion. We have done a tremendous amount of investigation including discovery of reasons advanced by University Avenue people for keeping the Thruway connection off their street and diverting the route into the Subway. We have analyzed comparative costs and traffic flows. We have endeavored without success to find the attitude of the Rochester Traffic Bureau and of Rochester's Traffic Engineer toward the dispersal of Subway road traffic downtown, and on other matters.

D. & C. FEB 25 1955
WE HAVE found serious defects in the five-year-old Coverdale and Colpitts report in the 37-page report of the Citizens' Council for a Better Rochester.

the studies of the Engineering Society, and in the September resolution of the Bureau of Municipal Research.

It is felt that your newspaper is being much too idealistic about the transportation problem in such editorials as "Transit Thought." You fail to recognize the efforts of a sincere group of transit patrons who are taking much time in order to develop the "other side" of the subway-highway question. Your paper, although your representative so promised, did not even print a notice of our Feb. 15 meeting.

In short, you are freezing out the information which the highway opposition has produced. Until you examine fully the reasons why the Subway should be retained as a rail line, relate the improvements of other communities directly to the possibilities here in Rochester, develop merchant-transit ties and take a truly dynamic approach to our traffic and transportation problems, I can only conclude as one of your regular readers and a transit patron that your newspaper's sincerity in producing such editorials has not been established.

FREDERICK A. TROICKE,
34 Linden St.

Subway Groups to Meet

Members of the Citizens Subway Assn. will meet tomorrow night at Rundel Memorial Building to hear a discussion of Rochester transportation problems led by James P. B. Duffy, an attorney, is a former Supreme Court justice and congressman. The meeting will begin at 8 p.m.

TIMES UNION JAN 31 1955

Breakdown Delays Subway Service

A mechanical failure in a west-bound Subway car interrupted service for 47 minutes this morning. The car broke down at City Hall station.

The Rochester Transit Corp. said service was interrupted at 6:48 a.m. and restored at 7:35 a.m. after the car was towed away by another car backed up to City Hall from a station further west. The RTC said five buses were used to carry passengers awaiting the Subway at City Hall.

The company said the subway returned to its normal schedule a few minutes after 8 a.m.

D'Amanda Asks Governor Veto Of Bills to Abandon Subway

TIMES UNION MAR 9 1955

By KERMIT HILL

Francis J. D'Amanda, Monroe County Democratic chairman, is appealing directly to the governor for a veto of pending legislation which would authorize use of the subway bed for a highway.

His recommendation, if accepted by Gov. Harriman when the subway bill reaches him—assuming it is passed by the Legislature—would throw a roadblock in the path of the Republican-sponsored plan to end passenger service on the subway some time after this year and convert the subway bed south of Goodman street into a Thruway connection.

Councilman Backs Decision to Use Subway for Road

Informed that Monroe County's Democratic organization is seeking veto of a bill to permit use of the subway bed for a Thruway link, Councilman William A. Legg, chairman of City Council's public utilities committee, commented:

"We've made our stand and I feel it is a proper one. I don't feel there is a need for further study of whether we keep or disband the subway."

The Monroe County Democratic Committee position in opposing the proposed plan has been worked out by a special transportation committee headed by former Supreme Court Justice James P. B. Duffy.

D'Amanda is drawing up a brief containing information which will go to the Governor in support of the veto request.

WHEN QUERIED on his party's stand, D'Amanda recalled that the Democratic Party opposed the GOP subway decision in the last campaign and added:

"We will be consistent — which is another way of spelling veto."

The subway bill is sponsored

in the Senate by Senator George T. Manning of Rochester and in the Assembly by Assemblyman J. Eugene Goddard of East Rochester, both Republicans. The bill is currently in the Senate Highway Committee and the Assembly Internal Affairs Committee. The Rochester City Council is on record officially asking passage.

DISCUSSING the reasons the Democratic Party will try to block final approval of the bill, D'Amanda said:

"The decision was secretly made to abandon the subway without public hearings of the City Council and without planning for future use of the part not used for the Thruway link.

"University avenue is the natural metropolitan Thruway link route recommended by the state engineers in the beginning and it is more economical than the subway.

"An intolerable bottleneck will be created in the Inner Loop in the Meigs street area where the loop will have to take care of traffic coming out of the subway, from Monroe avenue and traffic from the Thruway coming in over the Henrietta Road route. These Inner Loop connections would all be in the same area, which

obviously would be poor engineering.

"The city and county should join in a comprehensive traffic study of our entire transportation problem, both public and private. The subway is a metropolitan through route 8½ miles diagonally across the city. It makes contact with the Outer Loop in the northwest, crosses under the Inner Loop in the West section at Plymouth avenue near the business section, then contacts the Inner Loop on the East side and connects with the Outer Loop again at the southeast end."

D'AMANDA continued:

"Now that the city and county have agreed on a civic center site and the War Memorial auditorium is about to be opened, the subway affords the only direct mass transportation from northwest and southeast sections. Municipal parking lots at or near the outlying subway stations would completely prevent traffic congestion in the civic center and War Memorial area. Thousands of Rochesterians could ride the subway and arrive at their destination in a few minutes.

"As against this, the present Republican plan would pour thousands of automobiles into this area, creating an insoluble traffic and parking problem.

"Rochester is at the crossroads of its transportation system problem. The state is spending millions on Inner and Outer loops and it is elemental that any attempt to fractionalize the metropolitan through route as proposed should be deferred and depend upon the results of a comprehensive metropolitan traffic survey.

THE PRESENT highway law fixes the route of the east side Thruway link on a path alongside the present subway bed. The University avenue route, proposed initially eight years ago, has been abandoned by state engineers on request of city officials who supported the subway path route.

A veto of pending legislation by the governor would leave the route legally defined as running along—but not in—the subway bed.

Democrats on Subway

Francis D'Amada, county Democratic chairman, says he will recommend that Gov. Harriman veto the bill which would turn over to the state the eastern portion of the subway right-of-way to bring the eastern connection with the Thruway to the Inner Loop.

The bill was introduced by Monroe County legislators at the request of the City Council. It is customary for governors to listen to party chairmen in matters of patronage. However, a veto at the behest of a party leader of a purely local decision by duly elected local officials raises entirely new questions.

Moreover, the intervention of Bernard E. Finucane on the other side may balance off and nullify, in the Governor's mind, the recommendation of Chairman D'Amada.

After D'Amada announced his move yesterday, Finucane issued a statement siding with City Council and against D'Amada. Like D'Amada, Finucane is a Democrat. He has for years been an influential civic leader, a man who has given his time unstintingly to public service on the Planning Commission and elsewhere.

It could be, therefore, that the Governor would choose not to get into the subway ruckus at all. That would leave matters just where they were before D'Amada spoke out—the subway would go.

The bill passed the Senate unanimously and without discussion. It awaits action by the Assembly.

Subway Plans Spur Differences

Disagreement Voiced On Roadbed Bill

Bernard E. Finucane, member of the City Planning Commission and prominent Democrat, today was on record with a position counter to that of Francis J. D'Amada, Democratic county chairman, on the Republican-sponsored plan to permit the state to run the east side Thruway link down the subway bed.

A bill to turn the subway bed over to the state was passed by the state senate yesterday without objection.

In a statement issued following D'Amada's disclosure that he will seek a veto of the GOP plan, Finucane said:

"I have been a member of the City Planning Commission since August, 1948. During that time and perhaps more than any other member of the planning commission, I have been an enthusiastic

supporter of plans for the development of city arterial highways.

"A key part of our plan is the construction of a limited access highway in the subway bed. The use of the subway bed is the only way in which such a highway can be constructed. This will broaden the presently limited use of the subway. Outmoded electrical equipment would be replaced by modern buses for the convenience of commuters. In addition, this valuable artery will be available to other forms of modern transportation.

"It is hoped," Finucane continued, "that the governor will sign and approve this bill without regard to party lines or politics. Any further delay will, in my opinion, set back Rochester's plans for many years and the growth and prosperity of the area will be severely retarded."

FORMER Supreme Court Justice James P. E. Duffy moved, meanwhile, to bolster the position taken by D'Amada. Duffy issued a statement declaring:

"I was glad to read in last night's paper that Francis J. D'Amada . . . has asked the governor to veto the legislation turning over a part of the subway bed for the eastern Thruway connection.

'Extend the Subway'

Rochester's great need is for good mass transportation. The subway can be used to solve a major part of the problem; but, it must be improved, extended, and also deliver passengers in the heart of Rochester, not half a mile away at Court and South avenue.

I suggest that the subway pass under South avenue and be brought to the surface to form a loop, approximately where the Temple Theater was located. Wherever possible the buses should feed the subway, rather than jam Main street, unfortunately our only through East and West street.

To serve other sections, for which the subway is not available, I suggest parking lots on the outskirts of town, where suburbanites can leave their cars while they take an express bus into the city.

Toronto, Canada, is a good example of what can be done. Fortunately, we have the nucleus of a subway system that we never, never must think of abandoning.

As a final thought, just remember that the subway will offer the only convenient means of reaching the new Civic Auditorium.

FRED W. ARMBRUSTER
D. & C. MAR 11 1955

"I feel that Rochester and Monroe County face a very serious situation in relation to the future growth of the entire area because of the traffic congestion on our streets, and that if the governor takes this action, it will give the county and the city the opportunity to have a study made by the most competent traffic engineers . . . of the traffic situation in the entire metropolitan area, which will permit proper utilization of the subway bed, which is a metropolitan thruway serving the metropolitan area as the state Thruway serves the state . . ."

"At the present time, the subway is the only thruway we have which serves the public by mass transportation without interference of cross streets. The abandonment of the subway should not be determined by the convenience of certain property owners on University avenue . . . It must be remembered that the city has relied upon a competitor to operate the subway and that operation has relied upon equipment that is obsolete. A successful operation under those conditions cannot be expected . . ."

(An editorial, "Democrats on Subway," Page 26.)

**D. & C. MAR 11 1955
Better Rochester Group Enters Subway Battle**

The Citizen's Council for a Better Rochester yesterday leaped into the revived squabble over the Republican-backed plan to permit state use of the Subway bed for an eastern Thruway link.

Meanwhile, Gov. Averell Harriman told the Gannett News Service he hasn't "heard anything about" Democratic requests from Monroe County to veto the so-called "Subway Bill." Lee McCanne, council director, mailed a copy of the council's Subway report to Democratic County Chairman Francis J. D'Amada. The report, released last fall, substantially backs the city plan.

D'Amada's Request
It was D'Amada who said he asked Harriman Wednesday to veto the bill to turn the Subway over to the state.

The State Senate already has approved the bill. With the support of the county's four GOP assemblymen, the bill should encounter little difficulty in the Republican-controlled Assembly. It is expected to come up next week.

McCanne said he sent copies of the bulky report to Harriman and D'Amada. In an accompanying letter he said he wrote D'Amada:

"The story in this morning's Democrat and Chronicle leads me to believe that you are unfamiliar with the comprehensive study of the Subway made last fall by the Citizen's Committee for a Better Rochester. I believe that study could not be duplicated for any sum of money because it was made by more than 100 persons.

Conclusion of Study
"The conclusion of the study was that paving of the Subway bed from its East Avenue terminal to the Inner Loop was the best and most practical solution to providing an eastern Thruway link and declining Subway passenger traffic and revenue.

"Those who took part in the study represented more than 63 agencies including industry, veterans groups, churches and commercial concerns. The council which supported the recommendations in the report num-

bers more than 400 persons." McCanne pointed out that representatives of the Junior Chamber of Commerce, the Retail Merchants Council, the Rochester Engineer Society, the New York State Professional Engineers Society and the Civic Development Council took part in the study and that the Rochester Transit Corp. and the Bureau of Municipal Research were consulted.

McCanne said he acted upon the direction of Charles L. Rummel, council president.

D'Amada could not be reached last night for comment on the letter.

Report from Albany
GNS in Albany said Harriman denied he was approached on vetoing the bill. But the news service said D'Amada several times has discussed the Subway bill by phone with Daniel P. Moynihan, assistant to the governor's secretary.

The Subway bill is opposed by D'Amada and officially by the Democratic organization here. It would convert the city's east side Subway bed into a state express arterial highway to carry the eastern Thruway link into the city's Inner Loop. Construction of the link would spell the end of passenger service on the Subway, a move already approved by the GOP-dominated City Council.

Since D'Amada's request for the gubernatorial veto, the Subway controversy has flared again. Bernard E. Finucane, prominent Democratic banker and member of the City Planning Commission, has taken a position counter to the county leader. Yesterday a former Supreme Court Justice James P. B. Duffy, also a Democrat, bolstered D'Amada's stand with a statement calling for continuance of the subway to aid traffic and passenger congestion.

D. & C. MAR 13 1955

Subway Bill Foes Ask Harriman Aid To Block Passage

Following the lead of County Democratic Chairman Francis J. D'Amada, the Citizens Subway Assn. yesterday went to Gov. Harriman in a bid to block passage of the so-called "Subway bill."

Frederick A. Troicke, 34 Linden St., chairman of the association's research committee, said the group sent a special delivery letter to Harriman pointing out that the original University Avenue route for an eastern connection to the Thruway would cost \$1,400,000 less than the city-backed plan to run the link through the Subway bed to the Inner Loop.

Troicke said the letter quoted figures obtained from Elmer G. H. Youngmann, state district engineer, which gave six million dollars as the cost of the Subway route and \$4,600,000 as the cost of the University Avenue route.

Earlier in the week, D'Amada announced that he had asked the governor to veto the subway bill if it gets Assembly approval. It passed the Senate last week.

Troicke said the letter to Harriman also used figures compiled by the Citizens Council for a Better Rochester in its report on the Subway last fall. They showed, he said, that costs of repairing parking lots along the railroad would be approximately \$1,400,000.

"If the state must spend six million dollars in Rochester on the Thruway link," Troicke asked in the letter, "why don't it spend \$4,600,000 for the University Avenue route and \$1,400,000 to put the city's rapid-transit, eight-mile subway line in first-class condition?"

In the letter, Troicke said he also quoted the Citizens Council report's claim that the Subway's electrical equipment is in excellent condition. He said that unlimited electric power which will be available from the Niagara power project and mounting fuel costs should be taken into consideration before the subway is abandoned.

Advice on Subways
D. & C. MAR 14 1955

Mr. Finucane speaks as an authority on public transportation. Where has he been that he hadn't heard of modern electric rail equipment? Does he know that there are subways in some cities, and giving faster service than our "modern" buses?

May I suggest that he and others compare bus schedules with those of the subway at the rush hour? People have written me that they depend on the subway. If those experts had to depend on our transportation system we would have had modern rail equipment and an extended subway system before this.

If our Councilmen are so positive that their action is right, why do they try to patch this highway project on the public without a hearing or referendum?

We know there is a monopoly ready to substitute buses whenever possible, but our representatives act "only in the public interest, not for personal gain." Rochester is fortunate in having "traffic experts" on the City Council. They should not "hide their light under a bushel," but offer advice to other cities.

For instance Detroit, which seems to have run out of experts.

S. E. GROVER

144 Chili Ave.

First part missing

Assembly Okays Arterial Highway In Subway Route

Continued from Page 23

tion the Eastern Thruway Connection from the city line to Bushnell Basin will be moving forward under separate contracts.

Speedy Construction
The two will connect at East Avenue and Winton Road. The proposal to construct several sections at once of the city-Thruway highway is speedier by far than anything previously done in this area.

City Manager Aex in effect reminded that City Council never committed itself to a date of setting a Dec. 31, 1955 date, it moved to extend service until the state was ready to take over.

Aex said this move was widely interpreted to mean the conversion of the Subway was far off. Actually the Council signalled the Rochester Transit Co. that it would operate the Subway on a "day-to-day, week-to-week basis" to meet any starting date of construction, the city manager said.

The local Public Works office sent to Albany information necessary for awarding of two contracts after April 1, the beginning of its fiscal year.

One contract begins at the Inner Loop interchange which funnels into the Troup-Howell bridge. The interchange is planned under another contract. The expressway will extend to Field Street and Monroe Ave.

It will underpass Alexander, Averill Ave., Meigs, Goodman and Monroe-Field street.

From this point another design and construction contract will be let to a point just east of Colby Street. Arcing from this expressway will be the Monroe Expressway beginning west of Culver Road and dropping southeast to the city line at Highland Avenue.

The highway will range from 50 to 74 feet wide, consisting of four lanes and mall. There will be shoulders for stopping, and snow removal, plus rain gutters.

The local Public Works office is now designing another leg of the Thruway connection from the city line to Bushnell Basin. It expects next year to design the leg that will connect with the Eastern Expressway, completing the route from the downtown fringe area to the Thruway without paying a toll.

Advantages Claimed
State engineers claimed advantages for this route which proximity to the superhighway doesn't have. Among these are several points of exit and entrance.

The Legislature's action yesterday amended state highway law to permit use of the Subway route as an eastern Thruway link in the city. The University Ave. route had been planned by the state before the city decided to abandon the Subway. Decision to use the Subway bed was based on this action plus protests of industries along University Avenue.

D. & C. MAR 23 1955

City-State Huddle Set On Subway Bill Status

ALBANY, March 22 (GNS)—A conference on Rochester's disputed "Subway Bill" was arranged today by Gov. Harriman's chief legal aide.

City Manager Robert P. Aex, Deputy City Manager Donald H. Foote and Harry P. Ruppert, chairman of the City Planning Commission, have an appointment with Daniel Gutman, counsel to the Governor on Monday at 3 p.m. to discuss the bill that would convert Rochester's easterly Subway into an express highway connecting with the Thruway.

Deputy Corporation Counsel David Schoenberg, who arranged the meeting, said Gutman also will invite James P. B. Duffy of Rochester, a leader in the movement to save the Subway for passenger service. Schoenberg quoted Gutman as saying that Duffy was free to bring with him anyone he wished.

The controversial bill still has not reached the governor's desk, according to Senate officials. They are awaiting its return from the printers where it is being placed in final form.

Francis J. D'Amadio, Democratic County chairman, has requested Gov. Harriman to veto the bill, which was requested by the Republican City Council. The governor's office, Gutman said today, has assembled communications about the measure and has them under study.

Meanwhile, Schoenberg and Assemblyman J. Eugene Goddard amended the city's Housing and Rehabilitation Authority bill after a conference with Raymond Rogacki of the Budget Division staff.

(City Council last night sent a "home rule message" officially asking the governor to sign the housing authority bill as amended after consultation between Schoenberg and state officials).

The Rochester deputy corporation counsel and the assemblyman agreed to amend the bill by adding a phrase that nothing in the bill shall be construed to release the City of Rochester from its liabilities under the loan and that led to the construction of the low-rent, state-aided Hanover Houses development.

They also struck from the bill all references to "rehabilitation." The title of the Authority now will become "The Rochester Housing Authority," bringing the

city in line—as far as title is concerned—with 57 other communities that have housing authorities.

City Moves for Meeting To Save Subway Plan

ALBANY, March 21 (GNS)—Rochester's Republican city administration moved today to use its big guns to save the so-called "Subway Bill."

City Manager Robert P. Aex, mechanics of transmission have Deputy City Manager Donald H. Foote and Harry P. Ruppert, Governor's desk. Whether the bill chairman of the City Planning is a "10-day bill" or a "30-day Commission, may meet soon with bill" may depend on when it is the counsel to Gov. Harriman to delivered.

present the city's case in favor of If the bill is a 10-day bill, the conversion of the easterly Sub-governor must act on it within way into a paved express arterial 10 days after it reaches his desk or the measure automatically becomes law. But no bill delivered to the governor within 10 days the bill to the governor's desk, before the Legislature adjourns leaving the time limit for action and all bills delivered to the up in the air.

Responsibility for setting up a adjourns, are "30-day bills." That means they automatically are killed 30 days after they reach the governor's desk if the governor takes no action upon them.

Schoenberg, deputy Rochester corporation counsel. Schoenberg said he will meet Gutman tomorrow at 9:30 a.m. to ask for an appointment for Aex, Foote and Ruppert.

The decision to come to Albany in person was made by the city leaders over the weekend as speculation over the fate of the bill increased. Today the corporation Deputy corporation counsel David Schoenberg arrived in Albany this afternoon to find that he was unable to arrange an immediate meeting with officials of the budget division who have whenever controversy of any size arises over legislation affecting on technical grounds. The Rochester attorney said he had arranged a meeting with budget officers for tomorrow at 10 a.m.

The budget division objected to the bill because officials feel it would permit Rochester to escape the city's financial liabilities for Hanover Houses by turning them over to the Rochester Housing and Rehabilitation Authority. The bill, introduced by Senator Frank E. Van Lare of Rochester and Assemblyman J. Eugene Goddard of East Rochester, would set up the authority. The low-rent, state-aided housing project is now operated by the City Council.

D. & C. MAR 22 1955

D. & C. MAR 22 1955

**Subway Measure
D. & C. MAR 25 1955
Reaches Harriman,
Outcome in Doubt**

ALBANY, March 24 (GNS)—After delay in the printer's office, the so-called Rochester "Subway Bill" was sent to Gov. Harriman today with a good chance of becoming a 30-day bill.

Meanwhile, Senate Democrats again indicated that they had been instructed to kill bills setting the route of the western Thruway connection to Rochester.

If the legislation to turn the Rochester easterly subway section into an express highway becomes a 30-day bill, the Governor will not be forced to act on it for 30 days after the adjournment of the Legislature. If the Governor fails to act within the period, the bill, introduced by Sen. George T. Manning and Assemblyman J. Eugene Goddard of East Rochester, both Republicans, automatically will die.

Francis J. D'Amanda, Monroe County Democratic chairman, has requested Harriman to veto the controversial bill. The city administration, represented by City Manager Robert F. Aex and other officials, will meet with the Governor's counsel Monday to ask for Harriman's approval.

Status Indefinite

But the exact status of the bill still remained indefinite because the Legislature has not set an adjournment date. The law sets up two time limits within which the Governor must act on bills.

Any bill reaching the governor within 10 days of adjournment or after that date becomes a 30-day bill. But all other bills approved by both houses become 10-day bills. The 10-day bills force rapid action by the governor. If they are not vetoed within 10 days after reaching the governor's desk, they automatically become law. In figuring the days, Sundays are excluded.

If the Legislature adjourns April 2, as is expected by many legislators, the "Subway Bill" will become a 30-day bill. If, however, the Legislature adjourns after April 5, the measure will be a 10-day bill. Passed on March 17, the measure was delayed a week in reaching its destination.

DPW Opposition

Further evidence of the opposition of the Department of Public Works to the westerly Thruway connection for Rochester appeared as the Senate advanced one of the two bills fixing the route to the order of third reading. Bernard Naidel, counsel to Senate minority leader Francis J. Mahoney, indicated that the bill would be objected to if it

**Harriman
Aide Hears
Subway Pleas**

Arguments for and against converting part of the Rochester subway into an arterial highway were heard this afternoon in Gov. Harriman's office in Albany.

City officials and others argued in favor of the subway-highway. Three private citizens urged veto of a bill to pave the subway right-of-way. They want subway rail operation continued.

The bill to route a portion of the Easterly Thruway Connection in the subway was endorsed by City Council and passed by the Legislature without dissent. Construction of the highway in the subway, from Winton road to the Inner Loop, would end subway passenger service, although rail freight service would be continued as far east as Meigs street.

The official city delegation seeking approval of this bill by Harriman was made up of: City Manager Aex; Deputy City Manager Donald H. Foote; Harry P. Ruppert, chairman, and Bernard E. Finucane, of the City Planning Commission; Charles L. Rummell, president of the Citizens Council for a Better Rochester, and Randle V. Cartwright, an assistant superintendent of Eastman Kodak Company and an ardent advocate of subway paving.

Former Congressman James P. B. Duffy represented Francis J. D'Amanda, county Democratic chairman, in Albany. D'Amanda had asked Harriman to veto the subway-highway bill.

Accompanying Duffy were Samuel E. Grover and Frederick Toicke, members of the Citizens Subway Assn., a group of private citizens who seek continuation and expansion of the subway as a rail passenger facility.

The groups presented their arguments to Daniel Gutman, Harriman's chief counsel. The city delegation left various reports, supporting use of the subway bed for a highway, prepared during years of controversy in Rochester on the subway's status.

Harriman has given no indication of his intentions.

came to a vote on the third reading calendar.

One of the bills, both introduced by Assemblyman Paul B. Hanks Jr. of Brockport and Senator Frank E. Van Lare of Rochester, traces the route of the proposed expressway from the Thruway at Union Street, Chili, to the city line. The other fixes the route of the highway from the city line, along the Genesee River, to the Inner Loop.

According to Democratic leaders, the department believes further traffic need studies on the route are necessary before the route is incorporated in the highway law. The route was worked out by the city and county in cooperation with the DPW district engineer's office in Rochester.

**Groups Eye
Paving All
Of Subway**

**City, County Agencies
To Meet on Proposal**

Paving of the entire 8½-mile length of the subway will be studied by city and county planning agencies.

A joint meeting of the City and County Planning Commissions will be held next week to begin study of the proposal. Announcement of the meeting was made today by Harry P. Ruppert and W. Earl Weller, chairmen of the city and county commissions respectively.

Date and place of the meeting will be announced later, Ruppert said.

Ruppert pointed out that the City Council last fall decided to end rail passenger service on the subway.

A bill to route a portion of the Easterly Thruway Connection for 2½ miles in the subway between Winton road and the Inner Loop is now awaiting Gov. Harriman's signature.

RUPPERT SAID use of only this portion of the subway for a highway would leave other subway sections with neither rail nor highway facilities. The subway cuts across the city, from Rowlands in Brighton on the south-east to Rochester Products Division of General Motors Corp. on the northwest.

"Use of these other portions of the subway is of vital interest to all the people of the city and county," Ruppert said.

He added that the study would be made regardless of Harriman's decision on signing the subway-highway bill now before him. (Other details, Page 18.)

RUPPERT EXPLAINED that the study would develop an "over-all plan" for subway paving, and would cover these points:

Participation of city, county and state governments in paving all or part of the subway.

Cost of paving various subway sections.

Method of financing.

Ruppert added that proposals made by the Bureau of Municipal Research to run buses in the underground section of the subway downtown and pave other sections for use by all types of motor vehicles would be considered. Weller is director of the Research Bureau.

Ruppert said city officials, including City Manager Aex, are opposed to "fractionalizing" the subway by leaving portions of the right-of-way unpaved. Brighton Supervisor Leonard A. Boniface has complained in the past that present subway plans would turn the subway section in his town into an "open ditch."

**Subway
Factions
Wait Action**

**Arguments Presented
To Harriman Counsel**

Both sides in the controversial subway-highway bill today awaited a decision by Gov. Harriman on future use of the subway.

Spokesmen for the factions presented arguments yesterday at a meeting in Albany with Daniel Gutman, counsel to the governor.

A bill permitting the State Department of Public Works to build a portion of the Easterly Thruway Connection in the subway bed from Winton road to the Inner Loop has been passed by the Legislature and sent to Harriman.

IF THE BILL is signed, rail passenger service in the subway will be discontinued, probably some time next year. Autos, buses and trucks will travel on the arterial highway in the paved subway section.

Gutzman gave no indication of his planned recommendations to Harriman, according to The Times-Union Albany Bureau. He said he will study arguments and briefs presented yesterday and winnow "important facts" from the testimony.

ARGUING for the highway construction in the subway bed were members of an official city delegation, including representatives of the city administration, City Planning Commission, the Monroe County legislative delegation, Citizens Council for a Better Rochester and Chamber of Commerce. They asked Harriman to sign the bill.

Arguing against the highway construction and for continuation of subway rail passenger service were former Rep. James P. B. Duffy, representing County Democratic Chairman Francis J. D'Amanda, and three members of the Citizens Subway Assn. They asked Harriman to veto the bill.

**Subway Plan
Brings Protest**

Conversion of the subway right-of-way into a highway will increase downtown traffic congestion and take business away from downtown stores, officers of the Citizens Subway Assn. said today.

The group has appealed to Gov. Harriman to veto a bill, requested by the City Council and passed by the Legislature, to authorize highway construction in the subway bed.

**Democrat
Chronicle**
ROCHESTER, N. Y.,
TUESDAY, MARCH 29, 1955 17

**2 Factions Present
Argument in Albany
On Subway Measure**

ALBANY, March 28 (GNS)—Rochester public officials and private citizens brought the Subway battle to the attention of Gov. Harriman's chief counsel today.

They presented cases for and against the conversion of the East Side Subway into an express highway to Daniel Gutman, counsel to the Governor. Gutman's recommendations are expected to have considerable influence on Harriman's decision concerning the bill fixing the route of the easterly Thruway connection in the Subway bed.

Democratic County Chairman Francis J. D'Amanda has asked the Democratic governor to veto the bill.

Representatives of both sides said they received a fair hearing from Gutman. The meeting in the counsel's office lasted 1 hour and 45 minutes.

Background of Issue

The city officials declared they outlined the background of the present Subway issue. They discussed the financial failures of the Subway passenger line and declared that the highway in the Subway bed is an integral part of the Rochester arterial highway system.

"If the Governor vetoes this bill," Ruppert said, "it will put our street program back a number of years."

Other pro-highway speakers described the recommendations of professional and amateur surveys of the Subway which indicated the line should be abandoned and the Subway bed—used for highway purposes.

Although Foote arrived with a large-scale map describing the Subway and highway system, he did not show it to Gutman. He did leave with Gutman copies of the Coverdale & Colpitts and Erie Railroad surveys of the Subway, both of which indicated the passenger line should be abandoned.

Urges Vetoes

Duffy, however, urged that the bill be vetoed so that the city can have at least a year for a "competent engineering survey" of the entire metropolitan area to determine what will become of the balance of the Subway system if the highway were built and passenger service were abandoned.

D'Amanda, GOP OK Subway Paving

TIMES UNION MAR 31 1955

Veto Unlikely By Harriman

By CALVIN MAYNE
And KERMIT HILL

Paving of part of the subway for an arterial highway was virtually assured today after an agreement between Francis J. D'Amanda, county Democratic chairman, and Republican city and county officials.

Settlement of the subway question was reached at an unusual meeting of the Democratic leader and city and county officials in the City Hall office of City Manager Robert P. Aex.

D'Amanda agreed to withdraw his objections to a subway-highway bill awaiting Gov. Harriman's signature. The city and county Republicans agreed to undertake "an immediate city-county traffic and transportation study," leading to highway use of other sections of the 8 1/2-mile subway road-bed.

HARRIMAN NOW IS expected to sign the bill, approved unanimously by the Legislature. The measure routes a portion of the Easterly Thruway Connection in the subway bed from the east city line, near Winton road, to the Inner Loop.

Representing the Democrats at this morning's City Hall meeting were D'Amanda and former U.S. Rep. James P. B. Duffy, an advocate of continued subway rail passenger service.

B. Emmett Finucane, a member of the City Planning Commission, also attended. A Democrat, Finucane had supported the Republican city administration's decision to pave the subway.

Sitting in for the Republicans were Aex; Deputy City Manager Donald H. Foote; Gordon A. Howe, chairman of the county Board of Supervisors, and Harry P. Ruppert and W. Earl Weller, chairmen of the city and county planning commissions respectively.

A STATEMENT unanimously approved by all persons attending the meeting was read to reporters by Aex following the session in his office. In addition to citing the withdrawal of "all objections" to the bill before Harriman, the statement said it was also agreed that:

"An immediate city-county traffic and transportation study is to be initiated by the City Planning Commission and the County Planning Commission. It was also agreed by all present that the conclusions reached in such a study would determine the use and utilization of the balance of the subway.

"It was further restated that the present use of the subway bed would be continued on a month-to-month basis beyond Dec. 31, 1955, until such time as the State of New York requires the section between the Inner Loop and the east city line for construction of the paved highway."

AEX SAID he was not authorized at the meeting to disclose on whose initiative today's meeting was called. Unofficial reports were conflicting.

Weller and Ruppert had announced Tuesday that the city and county planning agencies would meet next week to study the question of paving other portions of the subway. The meeting is scheduled for 11 a.m. Wednesday at the county commission office, 34 State St.

It was assumed that this session would begin the study agreed to today by the Democratic and Republican leaders. It is possible that a consultant will be called in to assist the planning groups, according to City Hall reports.

Ending of subway passenger service and paving of a portion of the subway was approved last fall by the Republican-controlled City Council. D'Amanda earlier this month asked Harriman to veto a Republican-sponsored bill to make the highway construction possible.

Duffy and Aex on Monday led opposing groups to Albany to argue their cases before Daniel Gutman, counsel to Harriman.

D. & C. MAR 30 1955 Planners to Scan

Uses for Subway At Next Meeting

City and county planning commissions will meet next Wednesday or Thursday to discuss possibilities of the Subway bed west of South Avenue and east of Winton Road, Harry P. Ruppert, chairman of the city commission, announced yesterday.

The plan for the roadbed between the city line in Winton Road at East Avenue and Rowlands in Brighton, eastern terminus of the Subway, as it has been discussed from time to time over the past few years, calls for its conversion into a county highway.

Such a highway would link with the four-lane arterial which city and state propose for construction in the roadbed from the East-Winton intersection to the Inner Loop at South Avenue.

For the western portion, from South Avenue to Rochester Products Division of General Motors Corp., the western Subway terminus, the plan to be considered was outlined by the Bureau of Municipal Research in a bulletin put out in October, 1954.

Under this plan, an arterial highway would be built in the Subway from Plymouth Avenue South to Mt. Read Boulevard and continue from that point northwesterly to an intersection with State Highway 18. From Howell Street to Plymouth Avenue, the Bureau plan calls for a two-lane highway open only to bus traffic. This includes the covered-over portion of the Subway road-bed.

W. Earl Weller, director of the Bureau and chairman of the County Planning Commission, said the Subway roadbed has a minimum width of 75 feet, west of Plymouth Avenue. This would leave 30 feet for the existing freight line in the Subway which the Bureau does not propose shall be discontinued, after making provision for two roadways, each 20 feet wide, and a 5 foot mall between them.

Ruppert said the conference would take place, whether or not Gov. Harriman vetoes the Subway conversion bill now before him. This bill applies only to the section between Winton-East Avenue and South Avenue.

Democrat Chronicle

ROCHESTER, N. Y., FRIDAY, APRIL 1, 1955

Disposition of Subway Settled, Broad Traffic Survey Arranged

By JOSEPH R. MALONE
City, county and Democratic officials reached an agreement on the disposition of the city's 29-year-old Subway yesterday.

Points to the pact, as announced by the City Manager Robert P. Aex following a conference in his office, are:

1. Democratic approval of the city administration's bill for the conversion of the eastern section into a state-built arterial highway.

2. Immediate study of city-county traffic and transportation problems to be initiated by the city and county planning commissions.

3. Use and utilization of the western section of the Subway, to be determined on a basis of the planning commission's study.

4. Retention of Subway service on the present basis beyond Dec. 31, 1955, and until such time as the state shall require the eastern section for the highway construction.

At the conference besides Aex were Democratic County Chairman Francis J. D'Amanda, former Supreme Court Justice, James P. B. Duffy, Bernard E. Finucane, Gordon A. Howe, chairman of the Board of Supervisors; Harry P. Ruppert, chairman of the City Planning Commission; W. Earl Weller, director of the Bureau of Municipal Research and chairman of the Monroe County Planning Commission, and Deputy City Manager Donald H. Foote.

Initiated by Aex following last Monday's Albany conference on the Subway bill between Daniel Gutman, Gov. Harriman's chief counsel, and local officials.

Judge Duffy spoke for the ve-

loing of the Subway conversion bill at that conference on behalf of the Monroe County Democratic organization. But Finucane, prominent Democrat and member of the City Planning Commission, attended the session as member of the city delegation which urged favorable action by the Governor.

Duffy made no stipulations in Albany regarding the western sections of the Subway, which is unaffected by the pending bill. Nor did he bring up Point 2 regarding a city-county traffic study. By agreement of all present at yesterday's closed meeting, Aex was authorized to make the statement, and that was a recital of the point of agreement as listed above. He would not answer questions that were not covered in the formal statement.

But one of the conferees, asked last night to clarify Points 2 and 3, said:

"D'Amanda asked and was granted a promise of an independent, impartial, thorough and complete study of the western section along with the traffic survey.

Outside Agency
"He specified that he had in mind a survey by an independent, outside agency. The planning commissions would be sponsors and the independent agency would do the work. The traffic survey would reveal the part the Subway plays in transportation."

Asked if D'Amanda foresaw a possibility the survey could disclose a continued need for electric passenger transportation in the Subway, the informant said he did. But he merely shrugged when state plans were pointed out to him for construction of

the arterial in the eastern section next year.

Aex's statement did not disclose that an outside agency was to be retained for the traffic-transportation survey, but it did say the planning commissions would "initiate" it. Nor did Ruppert's announcement earlier this week of a joint meeting of City and County Planning Commissions next Wednesday to study potentials of the Subway's western section carry any reference to an outside survey.

The study will cover the eastern tag end of the subway from Winton to Rowlands in Brighton as well as the western section, Aex's announcement said.

Yesterday's agreement paved the way to early signing of the city administration's bill before Harriman. The state-built arterial which it proposes would be built from the Inner Loop at South Avenue easterly to the East Avenue-Winton Road intersection.

Slated Next Year
On March 16, the Rochester office of the state DPW indicated that construction of the arterial would begin next year if the bill became law.

In Albany last night, a source close to Gov. Harriman told Albany Gannett News Service that a report of yesterday's Rochester development was transmitted to the Governor's office by a Rochester Democratic source. The GNS informant made it known would do the work. The traffic survey would reveal the part the Subway plays in transportation.

That portion of Aex's statement covering the withdrawal of objections to the bill reads:

"That all objections to the Governor's approval of the so-called Rochester Subway bill, which is before him at the present time, are to be withdrawn and that there be no delay in the utilization as a highway of that part of the Subway bed involved in the present legislation, such highway to form the eastern connection to the Thruway, between the Inner Loop and the east city line."

APR 6 1955

The Subway Survey

Few will quarrel with plans, announced in decisions related to disposition of the Subway, for a city-county study of traffic and transportation problems. Another survey can hardly do less than produce more information about a problem that is always growing more, never less, complicated.

Lingering doubts that the Subway will be dumped are fewer than ever. If there is any consolation to the Subway supporters, it must lie in a possible postponement of the date terminating its service. The pact reached by city, county and Democratic officials merely says service will be retained until the state takes over the eastern section for use as an artery linking the Inner Loop to the East Avenue-Winton Road intersection.

Abandonment of the Subway represents a basic change in local transportation policy. We rejoice that further detailed study of the transportation and traffic picture as a whole is to precede the conversion of the eastern Subway bed into an arterial road. We cannot escape the certainty that while a new, fast highway to downtown Rochester will solve some problems, it will create others. And no one can be sure whether the old problems solved will top the fresher headaches.

To what avail would faster and easier access to the shopping district be if our downtown parking program continues to flounder? Bigger streams of vehicles poured into midtown Rochester is a condition with which we must be prepared to deal.

Perhaps after all the parties to the newest traffic pact have found the trail to the best answer. If the traffic survey is done, as suggested by one party, by an independent, disinterested agency, we should get dependable if not always pleasing answers and recommendations. A study designed merely to confirm somebody's preconceptions would be a waste of time and money.

If one more survey will put Rochester ahead of its traffic problem in this booming era of more and more vehicles on street and highway, the city will be unique. It will be worth trying for that distinction.

ROCHESTER TIMES-UNION 27
Wed., Apr. 6, 1955

Planners Discuss Paving of Subway

By CALVIN MAYNE

City and county planners today began discussion of possible paving of the entire 8½-mile length of the subway.

A joint meeting of city and county planning commissions was held in the county planning office, 34 State St.

About 30 persons, including top city and county officials, sat in on the meeting together with State District Engineer Elmer G. H. Youngmann and former U.S. Congressman James P. B. Duffy, a Democratic representative.

Commission members voted 11-3 to bar reporters from the meeting. The commission office, however, is in one large room and reporters—who were not asked to leave the building—could hear the proceedings from a distance.

After the vote to hold a "closed" meeting, City Manager Robert P. Aex moved the meeting be adjourned, but withdrew the motion when it failed to draw a seconding motion. It has been the policy in the past of the city planning commission to hold open meetings.

A SUBCOMMITTEE was appointed to study the subway paving problem further.

Members are Franklin W. Judson and Benjamin B. Weld, county commission members, and B. Emmett Finucane and Harold Bruce, city commission members. Harry P. Ruppert and W. Earl Weller, city and county commission directors respectively, will serve ex officio.

Rail passenger service on the subway will be ended in 1956 or 1957 because of construction of a portion of the Easterly Thruway Connection in 2½ miles of the subway bed from the city line near Winton road to the Inner Loop. Freight service east to Meigs street will be retained.

Gov. Harriman last Friday signed a bill to permit the highway construction, ending years of local controversy on future use of the former Erie Canal bed.

TODAY'S PLANNING meeting was called last Tuesday by Ruppert and Weller, chairmen respectively of the city and county planning agencies.

Ruppert said a survey will be made to determine methods of paving the portions of the subway bed not used for the Thruway link. The subway extends from Rowlands in Brighton across

the city to Rochester Products Division of General Motors Corp. near Greece. Downtown portions are covered.

Paving of these subway portions affects both city and county, Ruppert has emphasized.

The proposed planning study will cover routes of future highways either in or near the subway right-of-way. A northwest arterial highway from the Inner Loop to Greece has been proposed.

A question to be determined is whether an independent consultant from outside the city will be employed in the survey.

A COMPLETE STUDY of traffic and transportation problems in city and county has been asked by County Democratic Chairman Francis J. D'Amanda. City officials last week agreed to the study. D'Amanda withdrew his previous objections to the subway-highway bill then awaiting Harriman's signature.

Some Figures

The 15-year financing program of city projects as outlined in a news article in The Times-Union Friday came under scrutiny of the Citizens' Subway Association.

Interest charges of 6 per cent would amount to a total of \$7,200,000 assuming payment of interest annually as accrued and repayment of principal of \$1,000,000 annually. If annual payments on principal were deferred during the first few years, the interest cost would be still higher.

At 4 per cent, this interest cost would be \$4,800,000 or \$200,000 more than the state engineers estimated would be the cost to construct the Thruway connection along University avenue to the Inner Loop.

If financing were available at 2 per cent, the cost of borrowing the \$15,000,000 would still be \$2,400,000.

We feel that the taxpayers, among whom we number ourselves, should be aware of the costs of this kind of thinking, especially since rehabilitation of the Subway as a rail line would cost only about \$1,500,000.

FREDERICK A. TROICKE, Chairman, Research Committee, Citizen's Subway Assn.

APR 13 1955

EDITOR'S NOTE: The figures cited by Reader Troicke are merely theoretical. The 15 million dollar figure given by City Manager Aex is only an estimate. There is no indication that all of it would be financed over the whole 15 years. Further, there is no municipal financing at 4 per cent or 6 per cent interest. Municipal and school long-term bonds (20-30-years) are being marketed currently between 2 and 3 per cent.

The Search for Truth

Congratulations on the Lenten series presenting various religious viewpoints. As these progressed, each writer could not but highlight the continued shambles of the search for Truth through freedom of interpretation.

One group has its own new book added to the Bible; another says He was a great teacher but not God; another says man is by nature bad; another says man is by nature good; another says it is what you believe that counts; another says it is what you do that counts.

To one group He was promised and He gave a great heritage—but He came to all and to be with all He founded a church and promised to be with her till the end of time. He is Truth and Truth does

This is your daily "Town Meeting" column. Use it to express your views on local, state, national or world issues of the day. The Times-Union reserves the right to cut long letters. Every contributor must sign for publication—his correct name and address.

not change and neither He nor this Church can nor has changed, accept this church and you accept Him fully because you accept what God founded, —accept any other and you accept what man founded and you will still be searching for Truth.

CHARLES LARAMIE
87 Apollo Dr.

City, County to Begin Joint Subway Study

D. & C. APR 7 1955

City and county planning commissions jointly began to explore new uses for the western end of the subway yesterday.

After a brief discussion, a subcommittee was named by Harry P. Ruppert and W. Earl Weller, chairmen of the two commissions, to make the study. Its members are Franklin W. Judson, Bernard E. Finucane, Benjamin B. Weld and Harold R. Bruce.

Ruppert and Weller will act as ex officio members of the committee. Judson and Weld are members of the County Planning Commission. Finucane and Bruce are members of the City Planning Commission. Judson, a former assemblyman and Monroe County sheriff, is presently chairman of the Monroe County Water Authority. Finucane is president of the Security Trust Company. Weld is a Greece contractor and Bruce a Rochester real estate man.

The subcommittee will consider the plan proposed by the Bureau of Municipal Research (of which Weller is chairman) which calls for the construction of an arterial highway in the subway bed from Plymouth Avenue northwesterly into Greece. The Bureau proposed as part of the plan that the section from South Avenue to Plymouth Avenue be adapted for the use of buses only. This includes the covered-over section of the subway.

News men were barred from yesterday's meeting after the bill signed by Gov. Harriman against their admittance. Ruppert and Weller did not vote. However, the reporters were allowed to remain in a small office adjoining the large public room where the joint session was held. It was well within earshot of the discussion—but He came to all and to be with all He founded a church and promised to be with her till the end of time. He is Truth and Truth does

Ruppert said he and Weller probably would fix a time for the first meeting of the subcommittee this morning.

Letters to the Editor

Rochester Should Become
Conscious of Its Subway'

EDITOR'S NOTE: Every letter must be signed with full name and address of the writer. In cases involving danger of severe personal hardship or questions of professional ethics, signatures may be withheld at our discretion. Space limitations may require editing of those letters which are printed; brevity by writers will be a guarantee of least possible editing.

Toronto is ordering 34 new subway cars. If Toronto's subway is a howling success, what is the matter with Rochester's subway? This ought to be capable of analysis. Are the people of Rochester subway-conscious? I would say no.

Toronto's subway goes some where. Does Rochester's subway go anywhere in particular? It does go to the downtown district, but it doesn't go to the heart of the city, nor even to the railroad depot. Toronto's subway is capable of extension and connection with branch lines and cross lines. Is the Rochester subway the same in this respect? Absolutely. Then why have no extensions or branches been built? The answer is lack of subway consciousness (which includes publicity) and vision of a city-wide rapid transit system.

If the subway ran to the Eastman Kodak plant or the lake shore, it would pay. Who will pay for this? The citizens of Rochester, in part, by using it and leaving their cars home when possible and the State of New York, by a grant to Rochester for relieving traffic congestion on state routes. Rochester is easily the peer of Buffalo in the matter of transit. Rochester will increase rapidly when the Seaway is finished.

Wake up Rochester, and progress! Let Buffalo build thruways. A subway-conscious Rochester will forge ahead and become the greatest port on Lake Ontario.

ANGUS H. GOSS
115 Hazelton Ave.

TIMES UNION MAY 4 1955

Engineers
Back Survey
Of Subway

A current study by city and county planning commissions of use of portions of the subway bed not included in present state highway plans has been supported by members of Rochester Section, American Institute of Chemical Engineers.

Use of a portion of the subway bed from the city line near East avenue to a point near Court street is planned for the state's Easterly Thruway Connection.

"Thorough consideration should be given to any plans for effective use of the balance of the subway right-of-way," said William P. Kaiser, chairman of the engineers' unit. "The traffic survey now underway should indicate the way this can be accomplished."

Kaiser's statement also supported the subway paving idea and called for an end to passenger operations on Jan. 1, 1956, when the city's current subway operating contract with Rochester Transit Corp. expires. City Manager Robert P. Aex has said service will be continued on a month-to-month basis until Thruway link construction actually gets underway.

Projects and Paying

Our mayor and city manager are asking for more funds, to increase the public indebtedness.

Until a city-county survey has been made, no one knows how much money will be needed, nor how it is to be spent.

Twenty-eight years ago a former city government sold the public on a grand plan including a subway on which the public is still making payments.

Rochesterians are asked to gamble on future schemes of the present government. Other cities have found that new road construction has become obsolete before completion; let our councilmen slacken their haste, and observe.

The taxpayers are consulted only when requested for money, but are excluded from secret meetings and allowed no vote after secret projects are introduced. Before spending more money let's have a city government we can trust, and not be dictated to by a few men who are not chosen by the people at public elections.

SAMUEL E. GROVER,
Chairman,
Citizens Subway Assn.
144 Chili Ave.

D. & C. MAY 8 1955

Gives Tips
On Subway

Saturday, April 23, two of us who are keenly interested in traffic and transit problems, made a tour of Toronto, Canada.

That city rightfully boasts of its 6 1/2 mile Subway. Eight six-car trains are in continuous operation from 6 to 5:45 p.m. at which time the number of cars is reduced to four. Made in England, they are similar to the newest cars in use in America. The elapsed time is 12 minutes including ten station stops. Over 30,000 passengers an hour is the daily average. To handle the increasing load, thirty-four more cars are on order, and with suburban population on the increase, plans are considered for extending and expanding the system east and west. Also enlarged parking lots at connecting points are becoming necessary.

For ten cents the public rides for miles, and transfers are issued free when needed. In some stations passengers ride escalators from the Subway platform to the enclosed streetcar platform, without use of a transfer.

Saturday night traffic was extremely heavy, twenty-eight extra two-car trains were added on the Floor Street trolley line, alone. As we stood on the platform at the loop, we were amazed at the steady flow of modern PCC street cars, in trains of two, with not a minute's wait between trains.

TORONTO once was no larger than Rochester, but it has far surpassed us in growth and in solving its traffic problem. With long-range planning our Transit System could progress to give us comparable, quiet, smooth-riding rapid service, with no delays.

No advertising was needed to "sell" their Subway; coordinated service, and parking facilities attracted passengers from the very first day of operation.

Imagine, transferring from Subway to bus, and bus to Subway, in Rochester with less than a three to four minute wait, and for a ten cent fare, and free transfer?

SAMUEL E. GROVER
Chairman, Citizens
Subway Assn.
144 Chili Ave.

D. & C. MAY 8 1955

D. & C. JUN 9 1955

Subway Uses Studied,
Says Top City Planner

Exploration of possible uses of the Subway when the city discontinues passenger service "definitely is going ahead," the chairman of the City Planning Commission reported yesterday.

Harry P. Ruppert, the chairman, told the Planning Commission that Floyd F. Walkley, commission technical director, is preparing plans so that a subcommittee of the City and County Planning Commissions can proceed with its investigations.

The fate of portions of the Subway that will not become part of the Eastern Thruway connection was left up to the subcommittee in March after Gov. Hariman approved the use of the Subway bed for highway purposes.

Ruppert gave no details of subcommittee findings. He declared, however, that the City and County Planning Commissions will work out recommendations through their own staffs, not resorting to expensive outside consultants. The planning chairman made the statement as he outlined problems facing the city commission at a City Hall meeting.

Ruppert also pledged full cooperation of the commission and its technical staff to the Housing Authority and Rehabilitation Commission which plan to work out a slum clearance program. Other work in progress, he said, includes a revised zoning ordinance, now in the informal hearing stage, discussion of a proposed 3rd Ward playground and determination of recreational needs that may be served by the new East High School.

Turning to its regular agenda, the Planning Commission approved an amendment permitting small gift shops, art stores and tea rooms in apartment buildings in the East Avenue F-2 residential zone. The amendment requires City Council action.

Under the proposal, small shops which have "limited contact" with the public would be allowed if they occupy no more than 25 per cent of the first floor or basement area. They can be marked only by small signs. Planning Commission approval would be required of any store constructed under the zoning law amendment.

The commissioners received their first official look at a Chamber of Commerce proposal that the city develop about 10 acres of the University of Rochester's Prince Street campus as a playground. No action was taken on the proposal. Portions of the campus will no longer be used by the UR when women students are moved to new buildings on the River Campus.

For Vote on Subway

In a recent article the Rochester Transit Corporation complained about losing some 92 thousand dollars in revenue because of traffic delays due to increased traffic congestion on our city streets.

Your paper published an article concerning the completion of a new rapid transit line in Cleveland (rail transportation) which was constructed to ease traffic congestion.

In my opinion this calls for a complete reversal of Mr. D'Amada's stand on the subway and also a reversal once again of your stand.

By their own admission, the R.T.C. is unable to cope with the situation, choosing, of course, to ignore the subway. There is still time to give the subway a fair shake, put someone in charge who will promote its benefits and give more efficient service, restore shorter night runs and return Saturday and Sunday runs to full time efficiency.

The people who are opposed to the subway, I feel it would be safe to wager, have never ridden on it, so why not put the subway question where it belongs—on the ballot. It's the property of the people of Rochester, not a toy for a group of selfish individuals to play with.

S. SWIFT,
133 Champlain St.

D. & C. MAY 8 1955

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TIMES UNION JUL 7 1955
New Subway Factors

When Rochester's city planners and civic leaders accepted the findings of Coverdale and Colpitts in 1950 that passenger service in the Subway should be eliminated as not having any prospective potential, several factors in the local scene were not yet present.

- (1) The Community War Memorial with its attendant parking problems was still in the thinking stage.
- (2) The Civic Center site with its thousands of visitors and workers had not yet been selected.
- (3) The University avenue people were exerting every effort to prevent the Thruway connection to the Inner Loop from being laid on their street.
- (4) The new State - Front street idea had not yet come.
- (5) Shopping plazas were not yet making their presence astride nearly every arterial felt in the pocketbooks of the downtown merchants.

The Times-Union on June 23 diagrammed the location of the new Civic Center but, as in every other recent diagram of downtown problems such as parking, omitted the route of the Subway which now provides the best possible rapid transit into the area.

Now that the Civic Center is coming to the Court street area, it is all the more important that the shuttle bus service between the Court Street Station and Main and Clinton be readied, and that the public be re-educated to Subway facilities.

Public transportation, especially rapid transit, must be included in Rochester's future planning for growth, welfare, and even survival of the downtown area. To date this inclusion has not been evident.

F. A. TROICKE
34 Linden St.

Group to Tour Subway For Paving Study

A city-county committee will tour the entire 8 1/2-mile length of the subway this month to study possibility of paving the subway bed.

This was decided at a meeting of the committee held yesterday in the offices of the Rochester Bureau of Municipal Research. It was the first full committee session since the group was organized April 6.

Members are B. Emmett Finucane and Harold Bruce, representing the City Planning Commission, and Franklin W. Judson and Benjamin B. Weld, representing the County Planning Commission. Harry Ruppert and W. Earl Weller, city and county commission chairmen respectively, are ex-officio members.

Paving of the subway bed as a state arterial highway from the city line near Winton road to the Inner Loop is already in prospect. Both city and state have approved conversion of this portion of the subway bed to part of the easterly Thruway connection. Subway passenger service will end when the highway construction begins, perhaps in 1956.

Purpose of the city-county committee is to study and recommend disposition of remaining parts of the subway, including the underground portion downtown. Various proposals for use of the subway bed as routes for state highways have been advanced.

For Transit Body

In an editorial Friday, May 20, you suggested a Citizen's Transit Commission.

New York and Philadelphia, as well as Toledo, are conducting citizen surveys in which they include subway and surface coordination.

The Citizen's Subway Association belatedly thank you for the publicity you have given us.

At our meetings, we have discussed future possibilities of coordinated subway and bus transportation. We have tried to gain enough public interest to accept the offer of Col. S. H. Bingham, director of the New York City Transit Authority, to consult with the citizens of Rochester on our traffic problems.

We who represented the subway users at the Albany conference in March are still waiting for word on the promised traffic survey, mentioned at that time.

If Toronto can dig and surface-over a subway, provide parking facilities at the stations and maintain rapid frequent service for 10 cents, and free transfers, it seems as though this city should with comparable management be able to do relatively the same.

SAMUEL E. GROVER,
Chairman, Citizens' Subway Association.

D. & C. MAY 27 1955

TIMES UNION JUL 20 1955

Power Fails, Cutting Early Subway Runs

Seven early runs on the subway had to be canceled this morning because of a power failure.

Trouble developed shortly after midnight at the Rochester Gas & Electric Corp. substation on South Water street. A rotary converter which converts alternating current to direct current for use by the subway went out of order. Power was restored at 6:09 a.m. and the subway resumed operation shortly.

Meanwhile the Rochester Transit Corp. had placed four extra buses on runs near the subway and had stationed men at subway entrances to inform would-be subway riders about the difficulties.

The transit company said subway service was back to normal by between 7:30 and 8 a.m.

'Subway Decision Public Matter'

D. & C. JUL 14 1955
EDITOR'S NOTE: Every letter must be signed with full name and address of the writer. In cases involving danger of severe personal hardship or questions of professional ethics, signatures may be withheld at our discretion. Space limitations may require editing of letters which are printed; brevity by writer will be a guarantee of least possible editing.

Here in Rochester during the past year we witnessed the removal from the hands of the people the power to determine the future of our twenty-million-dollar investment, our subway.

In 1947, the state engineers published an "Urban Area Report," suggesting that University Ave. be rebuilt from the city line to the Inner Loop to provide a modern arterial connection between the Thruway and the Inner Loop. News accounts since have stated that there was vehement objection to this by tenants of University Ave. properties.

In 1951, enabling legislation for obtaining of property through purchase and/or condemnation alongside the subway bed, for the Thruway connection to the Inner Loop, was introduced in Albany and passed by the Legislature. This took the pressure off University Ave. From this point, it was merely the addition of a short paragraph or two to "amend" the enabling law of 1951 to drop the route into the bed of the Erie Canal (now used by the Subway.)

Last year, in September, in secret caucus, the Republican majority of the City Council took it upon themselves to pass a local ordinance authorizing the State Legislature to take over the subway route for the highway.

Just a week or so ago, we read in the press that a study is being contemplated by the planners as to what should be done with the remaining portion of the subway "after passenger service is abandoned."

Members of the public have called for public hearings and referendums, and have been refused. The Public Service Commission itself has informed the Citizens' Subway Association that the abandonment of passenger service has already been determined, and that it is not interested in the matter.

When civic leaders outside the framework of the organization of elected officials decide expensive and far-reaching matters without affording the community-at-large the opportunity to have a share in such decisions, it seems to be in order that consideration be given to an immediate public examination of the conduct of government business.

FREDERICK A. TROICKE
Chairman, Research Committee Citizens' Subway Association
34 Linden St.

\$48,710 Bid Low on Subway

Horacek-Hayden, Inc., was the plant, to be served by the low bidder at \$48,710 on demountable siding, will be built by D. & C. JUL 22 1955
The same firm was low at \$55,820 June 23, when initial bids were opened on the project. The city rejected all bids and revised the specifications to bring the cost down.

The contractor will lower the stretch of Subway to permit construction of a state highway overpass that will feed traffic into the Inner Loop. The overpass will be opposite Byron Street.

Bulk of the work will be in the vicinity of the siding used by Fanny Farmer Candy Shops, Inc., at 7 Griffith St. The siding will be lowered about 5 1/2 feet. A new entrance into the

TIMES UNION AUG 14 1955

Police to Check Subway Stations

Police have been ordered to keep city subways free of loiterers.

Orders went out to all members of the night platoons to inspect subway stations in their districts and to arrest men found loitering there. The order, said police officials, followed the receipt of numerous complaints.

Food part missing hardship or questions of

Rochester subway fans, whom we presume, are now in mourning, will be interested to learn that the Toronto Transit Commission has ordered 34 more cars for its new subway system. Sept. 13, 1955

At present there are 106 subway cars in operation on the Toronto Subway. The additional 34 cars are being built in England. Source of our information is the July-August issue of "European Railways" a London magazine.

ERNEST BRIARS,
1163 Jay St.

ROCHESTER TIMES-UNION
Mon., Oct. 24, 1955 29

Memorial Ups Subway Use Slightly

RTC Sees No Need For Additional Cars

The opening of the Community War Memorial caused only a light increase in evening subway use last week, William A. Lang, president of the Rochester Transit Corp., said today. He said the increase was not large enough to require additional cars.

Lang said some additional buses were used by the RTC to handle the crowds from the lectures of Bishop Fulton J. Sheen last night, but that there are no plans for establishing new routes. The subway does not operate on Sundays.

The RTC president said several existing routes already provide service within a block of the Memorial and that the RTC plans to add buses as needed to these lines.

SOME 22,097 school children were carried to and from the War Memorial last week in the "biggest charter movement in Rochester history," the Mission Skenema transportation committee said today.

The total, covering Monday through Friday, included:

- 13,471 Rochester grammar school youngsters carried by 209 Rochester Transit Corp. buses.
 - 3,430 city high school students in 35 RTC buses.
 - 3,365 pupils brought in by 98 out-of-town chartered buses.
 - 1,831 who came by train, 1,181 on the Erie Railroad and 650 on the New York Central.
- The charter movement involved a total of 372 buses, including 10 used to shuttle the 650 New York Central passengers from the station to the Memorial and back.

'Use the Subway'
A great deal of consternation will be avoided if patrons of the War Memorial will determine in advance to park their auto near an outlying Subway station and complete their trip by Subway.
No station on the line is farther than 15 minutes from the Auditorium from the East and not farther than 10 minutes from the West. Avoid traffic jams at the Memorial. Use the Subway.
FREDERICK A. TROICKE,
34 Linden St.

**Subway Disrupted
By Motor Trouble**

Subway service was interrupted for 45 minutes last night during the evening rush hour.
Motor trouble accomplished what blizzards, rainstorms and traffic tieups failed to do in the past—sever a service which takes as much pride as postmen in the swift completion of appointed rounds.
A Rochester Transit Corp. spokesman said an eastbound car broke down about 5:22 p.m. near the Meigs Street station. Minutes later another car broke down as it tried to push the stranded car.
Other cars crowded with home-bound commuters stacked up behind the stalled cars until a total of five trolleys were out of action. While repair crews labored to ease the jam, passengers left the stricken Subway and were swallowed up by a rescue fleet of five buses.
The shuttle buses sped commuters to all eastern Subway terminals from the scene to Rowlands, the spokesman said. Service was resumed shortly after 6.

City to Negotiate On Subway Service Beyond Next Month

By CALVIN MAYNE

The city will begin this month to negotiate a new agreement with Rochester Transit Corp. for operation of the subway beyond Dec. 31, expiration date of the present contract, City Councilman William A. Legg said today.

Legg is chairman of the council's public utilities committee, which handles subway matters. Other members are Vice Mayor Joseph Farbo and Councilman Leonard V. Tomczak. All are Republicans.
Legg said the city's previously announced policy to continue subway operations on a month-to-month basis until work begins to convert part of the subway bed into an expressway still stands.

A BIG QUESTION — which apparently no one can answer definitely—how long the temporary way passenger service on a subway arrangement will last.

William A. Lang, RTC president, commented: "We are in agreement with the city that subway service will be continued after Dec. 31."

But he added: "How long and on what basis such service will be continued depends on a number of factors, some of which have not yet jelled. A very important consideration is the repair and replacement program which is being carried on and must be continued to insure safe operation."
"We hope to work out arrangements in the near future which will result in solution of the problems we face in this matter."
It is expected by City Hall observers that the city will continue payment of a subsidy to the RTC to make up subway operating deficits as long as subway passenger service continues.

THE PRESENT subway contract was approved in February, 1954, by the council. Its terms provide a total maximum payment of \$55,000 to the RTC in the 22½-month contract period to meet subway losses.

Added to this sum is the continued reduction of city bus license fees, a measure previously adopted as a form of subway subsidy.
A lengthy city study of the subway ended in September, 1954, when the Republican majority of the council voted to abandon subway passenger service at the end of the contract. The subway bed

from a point near Winton road to the Inner Loop would then be turned over to the state for paving as the final portion of the Eastern Thruway connection.
The council resolved, however, to continue RTC operation of the profitable subway freight service west of Goodman street indefinitely.
The council public utilities committee, headed by Legg, then announced the following month that the city would negotiate with the RTC "to operate a month-to-month basis until construction is started on the express highway" after the present contract ends.
"It is also our intention to ask the RTC to provide temporary bus service for the period of construction of the express highway in the subway bed until such time as express bus service can be provided in the new highway," the committee added.

GOV. HARRIMAN signed legislation in April routing the Thruway link in the subway bed.
City and state officials once believed that construction of the Thruway link in the subway might start some time in 1956.

The highway work has lagged behind this timetable, however, and was defeated even more this month by loss of the 750-million-dollar highway bond issue by the voters.
The Thruway connection was opened to Fairport road yesterday. Design of the next section, to Landing road, is "95 per cent complete," according to Acting State District Engineer Bernard F. Perry. This section may be constructed next year.
But design work on the next section, from Landing road to the city line, may not be completed in 1956. First surveys have just begun on the next Thruway link portion, in the subway bed.
Study of use of remaining portions of the subway right-of-way as highway routes is continuing.

Passenger Service on Subway To End June 30, Council Votes

D. & C. DEC 28 1955

By JAKE UNDERHILL
Over objections from the one-man Democratic minority, the City Council last night voted to continue freight service in the westerly portion of the Subway and to end Subway passenger service June 30.
Democratic Councilman John G. Bittner said he opposed the two ordinances because they would keep the Subway west of Meigs Street open for freight for as many as five years, depriving motorists of a potential highway. Industries served by freight trains, he said, could shift to trucks using a highway in the Subway bed that also would be available for private motorists.
He offered substitute ordinances that would have ended both passenger and freight service on June 30. His proposals were referred to a committee graveyard by Mayor Peter Barry.

Bittner Asks Study
Bittner also offered a resolution asking that City Manager Robert P. Aex be directed to make a detailed study of the Subway, "particularly directed, but not exclusively, to a determination of whether or not such facilities and lands can be used for roadway and parking purposes, and the manner and estimated cost thereof."
Bittner said Aex should decide whether a roadway should be built in the Subway and multi-level parking areas constructed in the river area bounded by Broad, Main, Water and Exchange streets.
He declared he understood the state several years ago offered to build a highway "at its own cost" in the eastern Subway to South Avenue and in the western end to Plymouth Avenue. The offer was made on the condition that the city accept the state's route proposals for the Inner and Outer Loops.

'Hasn't Read Papers'
This Democratic resolution also was sent to committee after Barry said it led him "to assume you (Bittner) have not read the newspapers for the past six years." Barry cited four major surveys on the Subway that led to the Council's decision to abandon the passenger Subway and replace it with the Eastern Thruway connection running in the Subway bed from Winton Road to a point near Goodman Street South.
The mayor added that a parking survey by Civic Center architects found that Bittner's proposal for a parking area bridging the Genesee River was too expensive. The architects settled on a tentatively approved parking area on two levels in the Civic Center plaza.
A Bittner allegation that freight service in the Subway was subsidized by the city, brought another rebuttal from Barry. The mayor said freight operations in the railroad, owned by the city and operated by the Rochester Transit Corp., was self-sustaining.
One of the Subway ordinances approved by the eight-member Republican majority authorizes Aex to extend the passenger service contract and subsidy agreement with RTC until the June 30 deadline. The RTC has agreed to sign. The present contract expires Saturday.

To Pay Up to \$12,500
Under the contract, the city will pay up to \$12,500 for the six-month period to defray RTC losses. An additional \$2,500 will be paid as reimbursement for additional operating costs caused by the elimination of the Court Street turn-around. Both amounts are half the yearly subsidies paid by the city in 1955.
After June 30, the RTC will use diesel-electric locomotives on the railroad for freight hauling, according to the agreement. The diesel-electric locomotives will eliminate the need for the Subway's overhead electric system, in need of extensive, expensive repairs.
It was the requirement that the RTC purchase diesel-electric locomotives that led Bittner to assume that freight operations would continue for several years, hampering development of a highway in the westerly Subway that would permit motorists to enter large parking areas from an underground route.
In the other Council-approved ordinance, Aex was authorized to contract with the RTC and operating railroads for freight service west of Meigs Street for five years. The contract has a cancellation agreement permitting any one of the parties to stop freight service after six months' notice. The freight contracts also expire Saturday.

City to OK Deadline On Subway Passengers

TIMES-UNION DEC 27 1955

A June 30, 1956, deadline on subway passenger service will get the official stamp of approval from the City Council tonight at its final 1955 meeting in City Hall.

The council will vote to authorize City Manager Robert P. Aex to negotiate a contract with the Rochester Transit Corp. for six months more of passenger service and five years of freight service.
The proposal to end passenger use of the subway next summer was submitted to the council Dec. 13, when it was referred to the public utilities committee, headed by Frank J. Horton.
The committee is to recommend approval to the full council tonight.

Most of the meeting tonight will be concerned with cleaning up routine business to make way for the biennial council reorganization at the next meeting.

Subway Cars Halted 2 Hrs.

A power failure disrupted subway service for about two hours today.

The Rochester Transit Corp. reported the power went out along the entire route at 6 a.m., halting all cars immediately. By 7:15 a.m., the RTC said, service was restored between the Winton road and General Motors stops.

The rest of the line, east from Winton to Rowlands, was restored by 8:30.

The RTC said the cause of the power failure could not be determined immediately. Three buses were used to transport passengers stranded by the breakdown.

The subway's passenger service is scheduled to be discontinued June 30.

TIMES UNION APR 4 1956

Subway Cars to Stop June 30 Despite Lag in Paving Program

By CALVIN MAYNE

Recognizing the highway delay, the council's public utilities committee declared through City Manager Aex in October, 1954: "It is . . . our intention to negotiate with the Rochester Transit Corp. to operate subway passenger service on a month-to-month basis until construction of the express highway is started on the express highway."

When the subway contract between the city and the RTC expired last December, the council authorized a six-month extension to run until midnight June 30 and no longer.

The council said the RTC had insisted on these payments if subway passenger service was to continue beyond June 30.

Subsidy for passenger deficits at the rate of \$30,000 annually.

Reimbursement of the RTC for \$75,000 in required safety expenditures on the 30-year-old subway line.

Immediate city expenditure of \$150,000 to repair deteriorated overhead electric structures.

At this time, the Thruway connection had been completed only to Fairport road. It still had three miles to go before it reached the subway bed near the city line.

Council authorized a loan of 2 million dollars to the state to assure Thruway link construction in the subway bed from the city line to Colby street in 1956. The council also authorized a 2 1/2 million-dollar loan to assure construction of the next section of the Inner Loop by the state.

The loan proposal for Thruway link construction was dropped by the city in early March when Mayor Peter Barry agreed with Deputy State Public Works Superintendent E. Burton Hughes that the question had become "academic."

Hughes said that plans for the Thruway link in the city will not be ready until the summer of 1957. Construction only from Fairport road to Linden avenue may be started this year.

Mayor Barry said recently that the council has no intention of extending the subway passenger service contract beyond the June 30 deadline even though Thruway link construction in the subway is still a long way off. Only freight service west of Goodman street will be retained in the subway bed.

TIMES UNION APR 11 1956

'Money Down Drain' To Continue Subway, Councilman Says

Continuation of subway passenger service beyond a June 30 deadline until construction begins on the Easterly Thruway Connection in the subway bed would be "throwing money down the drain," City Councilman Frank J. Horton said today.

Horton is chairman of the council's public utilities and special services committee, which has jurisdiction over the subway.



Horton said the council last fall voted the "close the door" on subway passenger service after June 30 because of heavy expenditures required to keep the subway operating in safe condition.

He added that substitute bus service proposed by the Rochester Transit Corp. after June 30 is not "the final answer" to the problem of finding a public transportation substitute for subway cars.

RTC President William A. Lang yesterday proposed a plan for new service to General Motors plants at the western end of the city, an Elmwood avenue crosstown line and several changes in bus routes east of the river in the southeast section of the city and Brighton, including discontinuance of present service to Home Acres and Meadowbrook.

Horton declined to comment on specific route changes in the city, saying the council is conducting a study and public hearings before the council.

"MAXIMUM SERVICE" The bus company has made a study to give maximum service in lieu of subway trains or express buses operating on the Thruway connection in the subway," he said.

"What we want ultimately is a highway in the subway bed with express bus service on it. This is the best the company has to offer in the interim, I'm sure."

Horton added that "obviously a lot of people will be inconvenienced. They're not going to be able to come downtown in a hurry as they can on the subway. But we can't provide that service because of the expenditure of money involved."

The council voted Dec. 13 to extend the city's subway operating contract with the RTC until June 30 and no longer. Freight service west of Goodman street will continue.

The council noted that continuation of passenger service beyond that date would require spending of \$225,000 for repair of overhead electric structures and safety devices and continued subsidy of the RTC for passenger deficits at the rate of \$30,000 annually.

"That expenditure is unjustified in view of the need for economies in the city government," Horton said.

Horton added that "the facts have changed" since a statement in October, 1954, by the public utilities committee that the city would continue subway passenger service on a month-to-month basis until the Thruway link construction started.

The Thruway link is completed to Fairport road. It eventually will enter the subway bed at East avenue and the city line and proceed downtown to the Inner Loop. The State Department of Public Works has said plans for the highway construction in the city will not be completed until the summer of 1957.

Horton noted that the city has attempted to speed construction of the Thruway connection by offering to lend the state up to 2 million dollars for the work.

"The picture is not the same as it was in 1954. There was no indication then of the \$225,000 the transit company says we will have to spend to keep the subway running," Horton added.

Brighton Supervisor Leonard A. Boniface said the new RTC routes provide adequate substitute service for Brighton subway patrons "to a degree." He added that the Elmwood avenue line "is something, we've been after a long time."

Boniface added that he will press for direct service downtown by some of the Elmwood buses, which was not provided in the RTC proposal.

"I hate to see Home Acres and Meadowbrook deprived of service they already have, but apparently from the company's standpoint the service hasn't even been a break-even proposition," Boniface said.

(An editorial, "As Neglected Clock, Subway Runs Down," Page 26.)

Jobs on Surface Planned for Some Subway Workers

Some of the 32 men who have worked below ground on the subway for many years will be transferred "to the surface," according to Rochester Transit Corp. President William A. Lang.

Lang said the company, which operates the subway for the city, "is making every effort to place subway personnel in other duties after subway passenger service ends."

The last subway passenger car is scheduled to run June 30. Only freight service west of Goodman street will operate after that date.

Lang said freight crews will remain at work in the subway. Many of the subway passenger car operators are veteran RTC employees, and all over 70 must retire by Nov. 1. Younger employees are in the process of qualifying for bus driver duty after a period of training, Lang added.

TIMES UNION APR 25 1956

'Use Old Subway for Railroad'

EDITOR'S NOTE: Every letter must be signed with full name and address of the writer. In cases involving danger of severe personal hardship or questions of professional ethics, signatures may be withheld at our discretion. Space limitations may require editing of those letters which are printed; brevity by writers will be a guarantee of least possible editing.

In the current discussion of Thruway links and loops, suggestions have been heard concerning the disposition to be made of the subway section which extends south from East Avenue to the loop near Monroe Avenue.

For approximately two miles the subway is paralleled on the east by the tracks of the Auburn Branch of the New York Central Railroad. As residents of the Twenty-first Ward are well aware, the Auburn Branch is a busy section of the Central system, serving the Finger Lakes towns, from Canandaigua to Auburn. The section of the railroad which parallels the subway passes over two busy highways, Elmwood Avenue and Highland Avenue, at grade. The grade crossings are protected by flasher signals, and the diesel engines are equipped with horns of great power and weird tone, but as numerous observers have remarked, the crossings still are dangerous.

But right within a stone's throw of the railroad is the parallel subway, with bridges already built at Elmwood Avenue and Highland Avenue.

The question has been asked, why not trade the railroad right of way for the subway and put the trains in a safe, protected trench from East Avenue to a point near Monroe Avenue?

Surely the switch to safety would not be too great an engineering, legal or financial strain, and the results would seem to justify the change.

W. D. MANNING
686 Hillside Avenue
MAY 18 1956

As We See It

TIMES UNION APR 12 1956

As Neglected Clock, Subway Runs Down

The long-forecast day for abandonment of subway passenger service has at last been set—June 30.

The city said in October, 1954, that it was its intention to continue the service on a month-to-month basis until the state needed the right-of-way to construct a sub-merged expressway.

Evidently at the time this pledge was made city officials 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., declines 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 no genuine effort was ever made to integrate it with other transportation services such as might have made it more useful. It believed that since the city had a huge investment in the subway it should bend every energy to bring it up to its potential.

These things were not done. On the contrary, since the fall-off in wartime subway traffic city subsidies, either direct or through tax abatements to the RTC, have averaged about \$1,000 a month. These sums subsidized the transportation services of a diminishing number of people.

The RTC now says it cannot continue to operate it unless the city will subsidize it at \$30,000 annually, provide \$75,000 for required safety expenditures and \$150,000 to rebuild the overhead trolley wires, which are now held together with the subway equivalent of baling wire.

The city can scarcely justify these expenditures. Since there seems no possibility of trying to make the subway worth while the best course for the city now would seem to be to cut its losses.

But the subway will have to go down as a conspicuous and ignoble failure.



THEY'LL STAY—RTC's veteran Subway freight crew probably will be around after June 30. From left: Abraham DeHond, Jim Erskine, Bill Boole, Abraham Lecahnous.



THEY'LL GO—Frank Filkins, left, won't be at the trolley controls when passenger runs end June 30 on the subway. He is 73, will retire this week. William Foley, 68, expects to be assigned to job on surface lines. He started in 1912.

Some to Retire, Others to Transfer
End Near, Subway Men Sad

By ART DEUTSCH

NONE of the shopworn streetcars in the Subway is named "Desire." None is desired by any except a railroad museum, railway historical clubs—and about 20 men who've spent most of their working lives in Father Rochester's transformed "big ditch."

**a
Sunday
Special**

When the last car rolls June 30, veteran employees of the Rochester Transit Corp.'s Subway Division either

will retire or be transferred to other duties "upstairs."

They're not happy about it, although they recognize that closing of the Subway was inevitable.

Take Frank B. Filkins, for example. He's been with RTC since 1917. "It's too bad they're closing the Subway," he said. "It's the only fast transportation in town and if it could have been handled so more people would use it... Well, what's the use?"

FILKINS, who lives at 20 Baldwin St., plans to retire next month. He'll handle the controls of a Subway car for the last time Friday, then take his last vacation at company expense.

William M. Foley, 68, of 208 Clay Ave., another passenger car motorman-conductor, joined RTC and its predecessor companies in 1912. He was business agent of Local 283, Amalgamated Street Electric Railway and Motor Coach Employees Union (AFM), from 1932 to 1946, but retained his seniority rights as an operator. Foley said he doesn't know "for sure" whether he'll retire.

William T. Boyle, Abraham DeHond, Abraham Leenhouts and James Erskine—members of RTC's freight crew—probably will continue to work in the Subway, according to George Cassidy, subway division superintendent.

The foursome, with a combined transportation service of 151 years, have a great deal of affection for the Subway. Nothing particularly exciting has occurred "down below" over the years, they agreed, but working conditions have been pleasant, they get plenty of fresh air and they appear healthier and more alert than many men their juniors.

JUNE 30 will be a memorable date for Erskine. Cessation of passenger runs will close a chapter for him that began Dec. 1, 1927, when Subway service started. Erskine was the conductor on the first car dispatched from the Winton Road station at 6:45 a.m. that day. David Turn-



CARL GARDNER
... ready for the switch

said he has not been notified officially of any change in assignment after June 30.

"None of us really knows quite what's going to happen to the passenger car men," he said. "About 13 are on passenger service—four of them, at least, eligible to retire. The rest have been urged by the company to start training in bus operation, and some already are learning the ropes on the surface lines. Our old-timer freight crew, which is really busy with our service to industry along the Subway, I expect will remain here."

ANOTHER OLDTIMER who isn't certain of the future is the Subway signal supervisor, Carl Gardner. Gardner will observe his 41st anniversary with transportation companies next month. He helped construct the R&S and R&E lines in 1913 and 1914 when he worked for the General Railway Signal Co.

For a year he worked on signal maintenance in the Hudson River tunnels for the Hudson & Manhattan Railway. He joined the Rochester transit system in 1915.

June 30, 1956, Gardner said, will be an important date historically. Twenty-seven years earlier, on June 27, 1929, the Rochester & Sodus Bay line closed. Other interurban system closings were: Rochester & Manitou Beach, Oct. 1, 1925; R&E, June 30, 1930; Rochester, Lockport & Buffalo, April 30, 1931; and Rochester, Syracuse & Eastern, June 26, 1931.

Filkins, who was 73 on March 29, summed up the view of his colleagues:

"I was a conductor from 1917 to 1932. I was a combined conductor-motorman from that time on. Part of Rochester is going with the end of Subway passenger service. I hate to see it go. It's the end of the only decent transportation in the city—and I've seen all of it ever since I was born right where Sibley's is now, at Main and Clinton."

Er was the motorman, Erskine recalled, and passengers on the maiden journey were non-paying City Hall and Rochester & Eastern interurban line officials.

Leenhouts worked on the old Rochester & Sodus Bay line, Boyle and DeHond on the R&E. Boyle, who lives at 129 Park Ave., Canandaigua, is the only one left of five Canandaiguans who commuted regularly to the subway job, Cassidy said. The veteran began his service April 13, 1911 with the R&E as a conductor.

DeHond started May 10, 1926 with the R&E as a motorman. Leenhouts in 1914 with the R&S.

Supt. Cassidy, who has been in charge of the winding roadbed and all activities related to it since 1942, has been working for the company since 1917. He

Cleveland Officials to Study Subway Here

When you're thinking about costs of building a subway 1 1/2 miles long to loop around downtown Cleveland, it's a good town Cleveland.

The Cleveland party will include the three elected county commissioners, three county engineers, officials of transit system, serving Cleveland and newspapermen.

That's the viewpoint of a Board of County Commissioners group of Cleveland engineers has been studying subways in the United States and Canada here. The secretary of the county planning commission, said city and passenger service here will end subway construction.

Cuyahoga County (Cleveland) ber, 1954, to turn the subway morning of June 18 to receive voters in 1953 approved a 35-million-dollar bond issue to cover construction and other Loop over to the state for pavement.

TIMES UNION JUN 7 1956

**Subway Track
Job Mapped**

The city will open bids at 11 a.m. June 25 on a contract to remove some subway tracks and relocate others between South avenue and Clinton avenue south. The work will be done after passenger service on the subway ends June 30.

City Manager Robert P. Aex said the shifting of tracks will be necessary to avoid interference with work by the State Department of Public Works on the next section of the Inner Loop. Tracks are to be maintained in the subway bed from Meigs street west for freight hauling after passenger service ends.

TIMES UNION JUN 7 1956
FREE TOLL FROM

**Subway-Study Group
Gets Expressway Plan**

By JACK GERMOND

A proposal for an express highway in the western section of the subway was submitted to the City and County Planning commissions today at a joint meeting in the Community War Memorial.

The recommendation came from a special subcommittee set up more than a year ago to study possible uses for the subway bed after passenger service ends June 30.

Details of the proposal were not known. The two commissions refused to release the text of the subcommittee's report, which, it was understood, did not show unanimous agreement in all respects.

Both Harry P. Ruppert, chairman of the city group, and Earl Weller, chairman of the county commission, agreed before the meeting to release the report. However, Ruppert then asked the sentiment of the meeting and refused to give it to a reporter.

The only clear expression of opinion on making the recommendations public came from County Legal Adviser Joseph Boyle, who objected to the release of the report.

It was learned unofficially that the subcommittee suggested the express highway be built for use by general traffic in open, uncovered portions but limited to buses in the covered section downtown. Cars would have to leave the expressway before reaching the point at which the subway goes under Broad street.

The expressway would be a limited-access road that would link the Inner and Outer Loops, the two rings of arterial highway being built around the city by the state.

The proposal barring passenger cars from the covered portion was reported to have been prompted by fears that the subway freight

service to be retained would not leave room for general traffic in that area.

The future of the eastern section of the subway is not at issue. It is to be used as a route for sections of the Outer Loop and the Eastern Thruway which are being built by the state.

The subcommittee was made up of Harold R. Bruce, chairman, and Bernard E. Finucane of the city group and Franklin W. Judson and Benjamin B. Weld of the county organization. Ruppert and Weller served as ex-officio members.

**First Bids Asked
& C. JUN 12 1956
For Alteration of
Doomed Subway**

Bids for the first alteration of the roadbed of the doomed Rochester Subway were requested yesterday by the city.

The contract would lower a portion of the subway between South Avenue and Clinton Avenue South to permit construction of a state highway overpass that will feed traffic into the Inner Loop.

City Purchasing Agent Fred W. Erath said bids on the project will be opened June 25 at 11 a.m. in his City Hall office.

The City Council has voted to end passenger service on the entire nine-mile suburban electric railway at the end of this month. Freight service will be maintained west of Goodman Street South. The line is operated at a financial loss by the Rochester Transit Corp. The company plans to continue operating freight service on the subway when passenger service ends.

The subway bed, through which the Erie Canal once flowed, will be turned into a limited access state arterial highway on the East Side under agreement between the city and state. A subcommittee of both city and county planning commissions are mulling over how to use the remainder of the subway for vehicular traffic.

Much of the construction work will center in the neighborhood of the siding used by the Fanny Farmer Candy Shops, Inc. plant at 7 Griffith St. There the siding will be shortened and lowered about 5 1/2 feet. The company will construct a new entrance into the plant to be served by the revamped siding.

Lowering the track will permit the state to construct the overpass opposite Byron Street. In addition, track used for passenger service will be removed in the area by the contractor.

Because the high-voltage subway electrical system operates on a single circuit, replacing the present poles supporting overhead wires must be done on a weekend when the RTC will turn off power on the subway, according to the bidding proposal.

**New Highway Eyed
For Western Section
Of Doomed Subway**

By JAKE UNDERHILL

Turning most of the western section of the Subway into an express highway with a "buses only" provision for the Subway's covered portion in the center of the city will be proposed to city and county planners today.

It was expected that the report of a special city-county subcommittee would not be unanimous. Opposition to banning passenger cars in the covered portion of the former Erie Canal bed reportedly split the four-member committee during its year-long deliberation on the plan.

Technical aides of the City and County Planning Commissions declared that the portion would be too narrow to carry passenger traffic safely, particularly since Subway freight service will be maintained alongside the proposed highway.

Passenger traffic will end in the Subway on June 30. The state plans to turn the eastern section of the Subway into an express highway eventually connecting downtown Rochester to the Thruway.

The report of the subcommittee will go to a special joint meeting of the City and County Planning Commissions this morning in the Community War Memorial.

Some Details Approved

Although specific details of the subcommittee's report were unavailable, it was learned the subcommittee approved the essentials of a plan suggested two years ago by the Bureau of Municipal Research. Some highlights of the new expressway are:

1. It would serve residents of a large portion of the rapidly growing Town of Greece through a connection with the proposed Long Pond Road expressway near Ridgeway Avenue. The Greece expressway will run north to the Lake Ontario State Parkway.
2. Like the Eastern Expressway planned for the Subway on the East Side, the subcommittee's proposed highway would link the Inner and Outer Loops, the main cogs in the arterial highway plans of the city and the county.
3. In the central city, city-bound passenger cars would be re-

quired to leave the paved subway bed before reaching the point where the Subway goes under Broad Street at Oak Street. Cross town traffic would be expected to enter the Inner Loop several blocks away.

The highway would be a limited access thoroughfare with interchanges spotted along its route to serve major streets in the manner present suburban stations now serve them.

As the city has planned, freight rail traffic would be continued in the Subway bed from Rochester Products Division plant of General Motors to Meigs Street with tracks paralleling the vehicular road.

Members of the subcommittee are Chairman Harold R. Bruce and Bernard E. Finucane, city planning commissioners, and Franklin W. Judson and Benjamin B. Weld, county planning commissioners. Harry P. Ruppert, chairman of the City Planning Commission, and W. Earl Weller, county commission chairman, are ex-officio members.

Aided by city and county planning technicians, the group has held meetings behind closed doors for 14 months in order to come up with its report. It was understood that opposition from county members to the "buses only" decision held up approval of staff recommendations.

Outer Loop Route

Another portion of the subcommittee's assignment was ended by the state's decision to route the Outer Loop in the Subway bed from Rowlands, the Subway's southern terminus, north to East Avenue. The subcommittee was asked to determine what should be done with that southern arm of the doomed city-owned railroad.

Construction of the proposed highway probably would be financed largely by the city. The plan will require approval from the two planning commissions and the city government.

**6 Millions Estimated
To Build Highway
In Western Subway**

By BILL MURPHY

A rough estimate of six million dollars was given yesterday as the cost of converting the western section of Rochester's Subway bed into an expressway for cars and buses "some time far in the future."

The finality of the figure, said Harry P. Ruppert, chairman of the City Planning Commission, "is comparable with the first estimate of the building we're sitting in."

His group met with the County Planning Commission in Room 212 of the Community War Memorial. The ultimate cost of the Memorial far exceeded first estimates.

As envisioned by most members of a subcommittee, after a 14-month study, passenger cars would ride in the open section of the Subway bed to a point where they would surface into the Inner Loop. The long underground section downtown would be restricted to buses.

Hints As to Plans

While this reporter was allowed, after a vote, to remain at yesterday's meeting, no copy of the report made by the planning committee was shown him. From remarks during the hour-long discussion, however, this much was learned:

Only in a few places where the present roadbed is not wide enough will land acquisition be necessary.

The proposed expressway would run well past the Subway terminal at Rochester Products' plant, by utilizing the abandoned canal bed along Ridgeway Avenue, and would connect with Long Pond Road in Greece.

Tracks for freight service from Meigs Street to the Western subway terminal would remain in any event.

The majority report called for construction of a ramp off the proposed expressway at Plymouth Avenue North and Allen Street.

But one subcommittee member who refused to sign the report, Franklin W. Judson, turned in a two-page statement at the meeting urging full use of the Subway bed as an expressway to shuttle cars through the city.

No action was taken on either viewpoint and the meeting was adjourned until an unannounced

date. The county planners said they had not seen the report before the meeting convened at 11 a.m. Ruppert admitted the city group had had copies for several days and said he as Planning Commission member also had copies.

Personal Inspection

The joint group also felt a personal inspection of the covered section was needed before further discussion. Ruppert agreed to arrange a tour by Subway before the passenger service ends June 30. A tentative date of Friday morning was being planned, he said later.

The planners are concerned only with the western half of the Subway, the state already having laid out the eastern section as a highway linking the Thruway connection with the Inner Loop at the proposed Howell Street Bridge cloverleaf.

Gains Adherents

The disagreement over what to do with the downtown section was between Judson and the other subcommittee members. Chairman Harold R. Bruce, Bernard E. Finucane and Benjamin B. Weld. But Judson gained some adherents during the meeting when he said "some traffic engineer should be hired to make a thorough study of the covered section before we abandon it."

"The maximum value of the expressway lies in the continuous passage of cars from Greece to Rowlands without having to surface into the downtown area," said Judson.

Bruce doubted there would be sufficient number of motorists who wanted to go straight through the city without surfacing onto a city street. "We want to bring them downtown," he declared, "and save our downtown area."

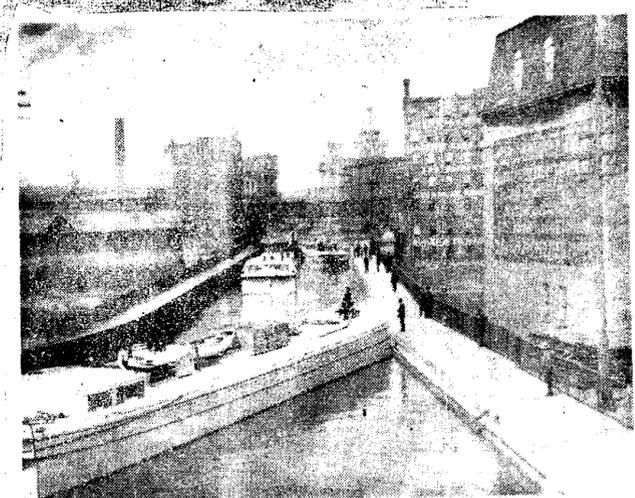
VICE MAYOR TO SPEAK

Vice Mayor Joseph Farbo will speak at a meeting of the 8th Ward Republican Club at 8 p.m. tomorrow in Gedemino Hall, 575 Joseph Ave.

**Times Union
Planners
June 19, 1956
Delay Action
On Subway**

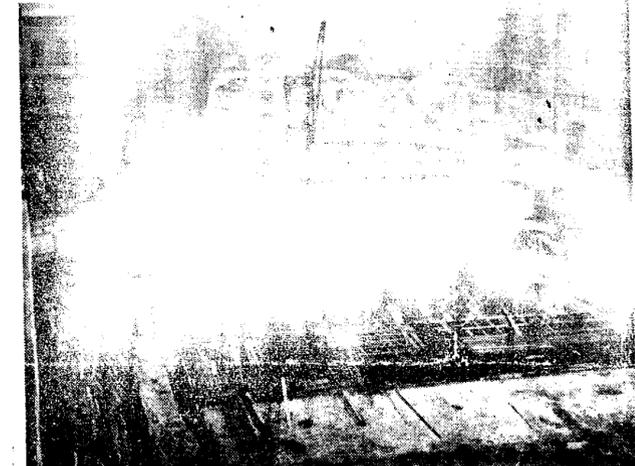
The City and County Planning Commissions will make an inspection tour of the western section of the subway before taking a stand on a proposal made yesterday that it be converted into an express highway.

The recommendation was submitted at a joint meeting of the two groups by a subcommittee that had been studying for a year possible uses of the subway after passenger service ends June 30.



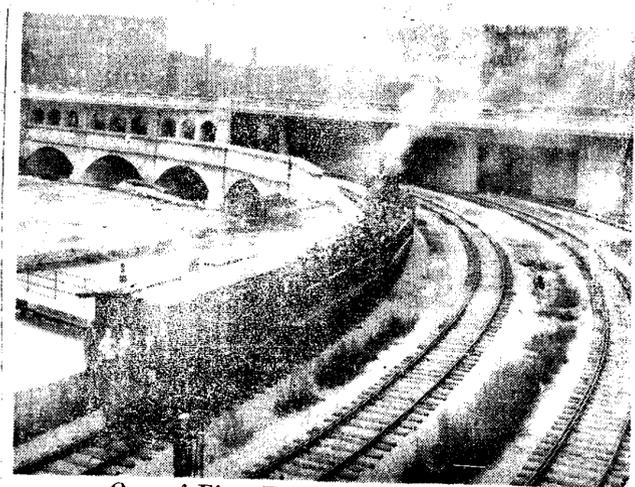
Before the Subway—Erie Canal

Predecessor of the subway, along what is now Broad street, was the old Erie Canal. It carried canal boats through Rochester for nearly 90 years until 1911. This photo was taken in the early 1900s looking west across Genesee River toward City Hall.



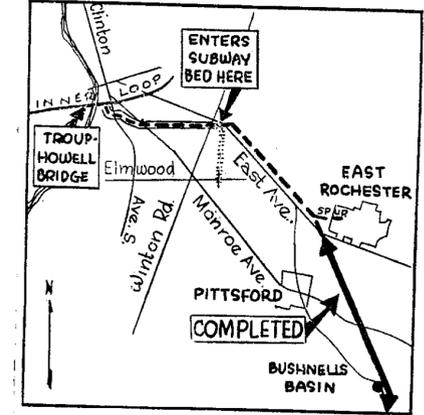
Broad Street and Subway Are Built

Foundations for subway and Broad street are laid. Exchange street bridges the construction. At left, across Exchange, is building now occupied by the Times-Square Hotel. Photo was taken in mid 1920s. Building extended from 1922 to 1927.



One of First Trips on New Subway

Some 300 members of the Rochester Engineering Society and their wives take an inspection trip on the still uncompleted subway on Oct. 27, 1926. The subway went into operation the following year. Photo shows Broad street in background.



Subway Out—Highway on Way

Map traces route of Rochester's Eastern Thruway feeder, including completed portion to Fairport road, then to where it will enter subway bed and to Inner Loop near the Troup-Howell Bridge.

Closing of Subway Ends an Era; Hopes Mount for Roads Action

THURSDAY JUN 21 1956
**Last Trolley
Ride July 1**

By CALVIN MAYNE

At about 1:35 a.m. Sunday, July 1, an era will rattle to an end in Rochester.

That's when the last passenger car to run on the Rochester subway will pull into the barns at the western terminus of the line.

There will still be trains in the subway, pulled by electric and diesel locomotives, hauling freight to industries.

But for the first time in 93 years, there will be no street cars operating in Rochester. Motor transportation will have won a final victory.

The trolley era in Rochester began with horse-drawn cars on rails in 1863. It continued with electric cars and with interurban trolleys, which ran east to Little Falls and west to Buffalo.

Abandonment of the interurbans in 1930 and 1931 started the decline of the trolleys. The last surface streetcar ran in Rochester in 1941, leaving only the subway trolleys. Now these too will disappear.

Most of the old subway cars, some of them dating back to 1914, will be sold for scrap. Railway historical enthusiasts are negotiating with the Rochester Transit Corp. for at least two.

SPECIAL RIDES

The subway has been busy this month with special rides for railway enthusiasts and school children.

Rochester and Syracuse railway history fans have taken a chartered farewell trip. Other curious passengers may board the last subway run for the novelty.

But RTC and city officials, who are scuttling subway passenger service to make room for a highway in the old Erie Canal bed, plan no special ceremonies.

The end of the trolley era is only the close of another phase in the 142-year transportation history of the canal.

For nearly 90 years, it carried canal boats through the city. From 1911 to 1921 it

lay idle until the city bought the big ditch for a railroad. After June 30, the subway bed will be in use only for freight service west of Goodman street. The rest of the right-of-way will lie idle for a few years.

THRUWAY CONNECTION

But the clamor of construction will ring again off the walls of the historic canal in Rochester.

A third form of transportation — the motor highway — will make its appearance in the canal bed.

The state's Easterly Thruway Connection, a high-speed, limited-access highway, will enter the canal bed at East avenue, east of Winton road. It will run in the subway bed to the Inner Loop near South avenue.

So far, the state has pushed the Thruway link only as far as Fairport road. It will be a few years before it reaches the subway.

From East avenue, where the highway will begin, south to Rowlands in Brighton, the subway will be an unused, open ditch. Only freight trains will use the three-quarters of a mile underground downtown and the rest of the subway west to General Motors.

But there are already schemes in various stages of planning to build other highways — the Outer Loop, a downtown bus route and a West Side arterial highway — in the remaining portions of the subway bed.

Meanwhile some 2,000 persons who use the subway either regularly or occasionally will have to find other means of transportation.

When the subway-highway is completed, some of the old subway rail passengers will travel in the canal bed once again, in buses and automobiles.

But public transportation in Rochester will never be the same again after the end of the trolleys, casualties in the march of the mechanized, motor age.

Two points of view on subway are poles apart. Is it a neglected marvel or a white elephant? Also, other pictures, Page 31.

Congress Bill Progresses

Key highway financing methods on which state engineers of the Rochester district have been counting for months moved closer to realization today as the result of developments in the state and federal governments.

In Albany, Gov. Harriman announced yesterday that the state will let bids on 62 million dollars' worth of highway projects, including Rochester's Eastern Thruway feeder — if the federal highway bill becomes law.

The Thruway feeder will run in the subway bed up to the Inner Loop.

In Washington, the bill's chances brightened as House and Senate conferees completed action on the 32.9-billion-dollar, 13-year road-building program for which it provides.

Under the federal bill, U.S. financial aid to the New York projects in the interstate highway system would be increased from 60 per cent to 90 per cent.

The bill proposes a total of 507.6 million dollars in aid to New York State. Of this, 345.4 million would be for interstate roads, and 162.2 million for primary, rural and urban roads.

Estimated cost of the remaining sections of the Thruway feeder, from Fairport road to the Inner Loop, is \$9,750,000. Of this, the city would have to participate in financing only land purchases within the city limits, splitting the cost with the state.

(Continued from Page 1)

The old 60-40 formula for financing highway construction would bring the cost to Rochester for this section to \$300,000. Under the 90-10 formula, the city's part of the right-of-way purchase would come to only \$75,000.

The Eastern Thruway link is part of the interstate highway system reaching from East to the West coast. Plans for the Fairport-Landing roads section were sent to Albany for approval this month. State design engineers are developing plans for the Landing road-Loop section, much of which runs through the subway bed.

Edward P. Perry, acting dis-

trict engineer here, said today his office has been working on the basis of 90-10 federal financing for the last few months, on the assumption that the highway bill would be passed by Congress.

"Our estimates for the Fairport-Landing roads section were sent to Albany on that basis," he said. "The state has been pretty sure of this development and it would be a terrible disappointment if anything happened at the last minute to prevent it."

Perry said that it is expected that his office will have plans for the final sections of the Eastern Thruway feeder ready by spring.

"With the additional funds available under this new program, it is reasonable to expect that we will have all of the

feeder under construction by late next year," he said.

HARRIMAN PROJECT

Harriman in addition to the Northway out of Albany, Route 2 north of Syracuse for 21.6 miles; and interstate Route 2 west of Watertown for 12.5 miles. He also listed four downstate projects.

Harriman expressed pleasure that the federal bill apparently will consider approaches to toll roads, bridges and tunnels.

Estimated cost of the remaining sections of the interstate highway system. This will bring more aid to the state, he said.

The federal highway allocation on which the state participates in financing only land purchases within the city until July 1, presuming the bill is passed. Before that date, the state will have used up 36 million dollars of next year's federal highway aid funds, the governor said. That will leave only 20 million of the ordinary 1957 appropriation of 56 million.

KEY TO LARGER SHARE

Under the anticipated new program, however, the state will receive an initial 70 to 80 million dollars. Among the keys to the size of the state share of the federal program was the acceptance by Senate House conferees of a Senate plan for apportioning funds to the states.

This based the amount on the basis of population, size and rural road mileage. It gives an advantage to states which have made a head start on road building. The House plan called for allotments based on estimated needs.

THURSDAY JUN 21 1956

THE SUBWAY:

Outmoded, Not Built for Local Passenger Service? —Or a Priceless Asset the City Is Throwing Away?

Here are two points of view — poles apart — on the subway, which ceases operations Saturday night. (Details, Page 1.)

Mayor Peter Barry claims to be a railroad fan, dating from the day as a 15-year-old when he rode on the first official inspection trip in the subway.

MAYOR'S REASONS

But he leads the Republican City Council majority that voted to abandon subway passenger service. Here's how Barry describes his reasons:

"The subway was built to obtain a flow of traffic in Broad street parallel to Main street, to get the interurban cars off the streets, and to provide an interconnection for the railroads.

"It seemed like an excellent idea at the time. But no one could see that the day of the electric interurban railroad was almost over.

"One by one, the interurbans went out. That left local passenger service only, a secondary consideration in building the subway.

"Local passenger service was foredoomed to eventual abandonment because it didn't serve highly concentrated residential areas and did not tap the heart of the shopping district. The canal bed was just not laid out to serve as a subway.

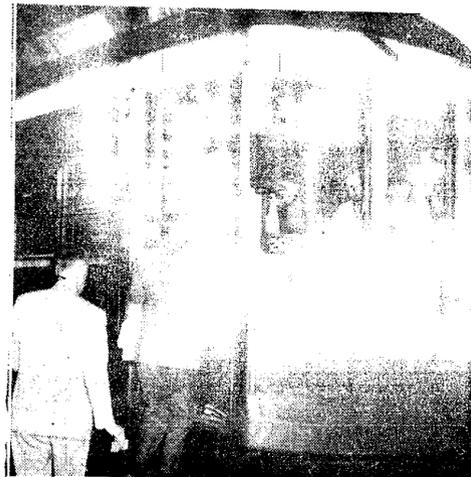
"Most people never had occasion to use the subway. If we transform it into a limited-access highway, a large part of the community will use it and we'll still retain the advantage of freight interconnections.

"This is the major reason for the decision to abandon subway passenger service. The city's subsidies speeded the decision, which might have dragged on for years if the subway had been breaking even. And then there was the accumulated subway maintenance requirement.

"I have very strong sentimental pangs over the abandonment of subway passenger service. But I can't let sentiment interfere with my best judgment."

DIEHARD ENTHUSIASTS

Lloyd Klos of 104 Long Acre Rd., Irondequoit, is a spokesman for the die-hard band of subway enthusiasts



WANTED: CAR POOL—These businessmen, boarding subway car at downtown station for Rowlands stop, will need another form of transportation beginning July 1 when passenger service ends. Only trains pulled by electric and diesel locomotives will operate, hauling freight for industries.

who believe the city is throwing away a priceless asset by killing subway passenger service.

"We're destroying the same kind of facility that other cities would give their eye teeth to possess," Klos says.

"I think in a relatively short time many people are going to be convinced that keeping the subway would have been the best thing in the world. There will be increased traffic congestion and slower transportation on the buses.

"Aside from the promotional efforts of Harold MacFarlin, the city has shown an attitude of very passive action. The city officials thought it could run itself and make a profit. The Rochester Transit Corp. was not interested in running an electric railway.

"Furthermore, the subway has always been a target of people who never used it and never saw the advantages it

could afford them. It's foolish to have a big open ditch with nothing running in it for two or three years."

Writer Finds Lesson Here

A staff writer for the Cleveland (Ohio) Press, who visited Rochester earlier this week, notes this transportation lesson for his readers:

"Don't ever build a rapid transit line and a subway in an old canal."

Cleveland, planning a 35 million dollar subway of its own, sent officials here to find out why Rochester is closing its subway.

"The Cleveland Press sent Staff Writer Bill Barrett here to provide an independent report. He noted that the Rochester line may go down in history as: 'The subway that began nowhere and ended nowhere.'"

**'Underground' Had Its Palmy Days,
 But Almost Always Lost Money**
Times Union, June 23, 1956

Neglected marvel of modern transportation or 19-million-dollar white elephant?

For 45 years, controversy over the subway has raged between these extremes in one of the most bitter civic disputes in Rochester's history.

The end of subway passenger service July 1 will resolve the issue in favor of the subway foes. But echoes of the subway argument will still be heard long after automobiles start running on a highway in the old Erie Canal bed.

As a Times-Union writer put it in 1950, the subway: "Caused probably more manhours to be lost in argument than were needed to dig the ditch in the first place. Resulted in the writing of enough reports, newspaper stories, broadsides and letters-to-editors to paper the canal's entire 362 miles."

THE BIG ARGUMENT

Argument over the subway started soon after the state abandoned the section of the Erie Canal in Rochester to build a new Barge Canal south of the city.

As pools of water stagnated in the canal, the city fathers argued over what to do with the ready-made right-of-way. Some wanted to use it as a "motor concourse." Others proposed a subway railroad.

By 1921, the subway advocates had won the day and the city bought the canal bed for 1 1/2 million dollars. Work started soon after to build a "rapid transit and industrial railroad" stretching diagonally across the city, from southeast to northwest.

Subway construction was considered a superb example of engineering at the time.

Contractors removed 24 old bridges and built 19 new ones. They laid 32 miles of track. They used 13 1/2 million pounds of steel and excavated a million cubic yards of dirt.

Construction cost zoomed from 1 1/2 million dollars in 1922 to a final total figured at about 10 million dollars. Including bond interest, the subway will have cost the taxpayers about 19 million dollars when it is finally paid for in 1960.

Democrats and others sniped at the Republican city administration throughout the construction period. One Democrat accused the Republicans of "spending the taxpayers' money like drunken sailors."

But Mayor Van Zandt won two successive campaigns for reelection in which the subway was a major issue.

peared on the scene. As councilman and commissioner of commerce for 17 years, MacFarlin struggled in vain to persuade City Council to pour more money into the subway.

"After all," MacFarlin said, "you can't laugh off 13 million dollars of your own money invested in the subway. I am optimistic about the future of the subway. All the subway needs is a little friendly treatment."

MacFarlin's grand ideas of parking lots for subway patrons, new equipment and extensions of subway service (including a new "Great Oval Route" to Kodak Park) mostly died a-borning.

World War II gave the subway a new lease on life as motorists suffering from gasoline rationing used the subway for transportation.

But passenger traffic skidded rapidly after hitting a peak of more than 5 million passengers in 1947. Less than a million passengers rode the subway in each of the past two years.

Beginning in 1950, City Council started to subsidize the Rochester Transit Corp. to keep the deficit-plagued sub-

way going. In five years, the city spent nearly \$200,000 on the subway in subsidies alone.

A series of official and unofficial studies came to a unanimous conclusion—ditch subway passenger service and convert the right-of-way into a highway.

In September 1954, City Council ended years of debate and agreed to turn the subway bed over to the state for the Easterly Thruway Connection after Dec. 31, 1955.

Petitions and verbal blasts pummeled the councilmen, but they stood firm. Later, they agreed to keep the subway running until highway construction actually started.

The subway enthusiasts fought a last-ditch battle in Albany in an unsuccessful attempt to get Gov. Harriman to veto the subway-highway bill.

Last December, the council reneged on its deadline extension promise. Confronted with the need to spend a quarter of a million dollars to keep the subway running another year, the councilmen gave up the ghost. Subway passenger service was doomed after June 30.

THE FIRST TRIP

VanZandt never lived to see the subway in operation, but Mayor O'Neil, his Republican successor, proudly took some 100 businessmen and local officials on the first trolley car inspection trip on Sept. 2, 1927.

Crowds lined the subway banks and bridges to watch the historic trip. Small boys shouted: "Hooray for Mayor O'Neil!" A newspaper headline hailed the trip: "7 1/2 minutes from Winton Rd. to City Hall." A new experience in high-speed transportation awaited thousands of Rochesterians.

But the arguments continued.

The subway started to lose money as soon as it went into operation in 1928. It ran in the red for about two-thirds of its history, making money with regularity only during World War II. Freight service alone was profitable.

Doom of the passenger service was foretold when the three interurban lines using the subway folded in 1930 and 1931.

SUBWAY'S CHAMPION

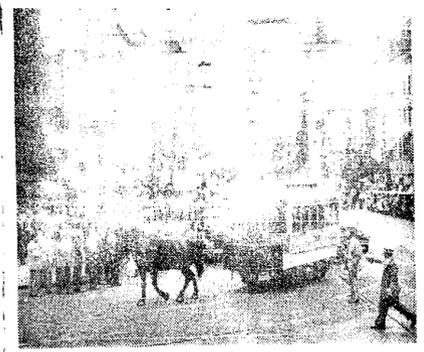
In the '30s, the subway's great champion—the late Harold S. W. MacFarlin—ap-



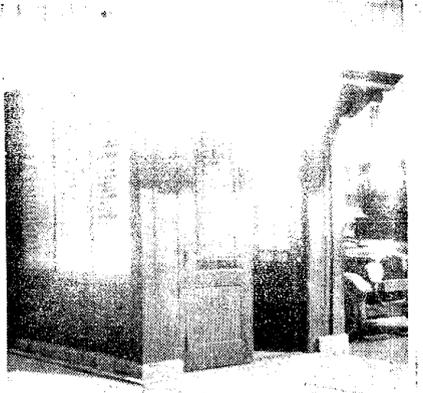
FIRST PASSENGER — John Legee, formerly of Harisen street, was first paying passenger on the subway. He boarded interurban car shortly after 6 a.m. on Dec. 2, 1927. Fare was 9 cents. Photo was taken in 1940.



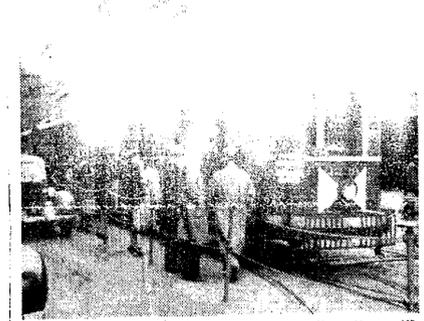
LAST RIDES—Many school classes have been taking last rides on the subway this month. One of the groups included 18 children of Highland Cooperative Nursery School. From the nursery are (front, from left) Catherine Fondrk, Jody Robenstein, and Catherine's mother, Mrs. John S. Fondrk; (rear, from left) Lynne Michael and Andrew Waring



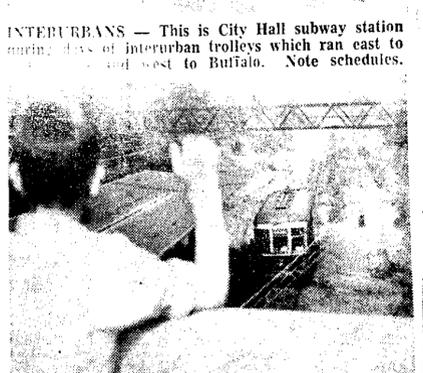
HORSE-CAR ERA—Trolleys came to Rochester with advent of horse-drawn cars on rails in 1863. This car is turning into State street on Main street.



INTERURBANS — This is City Hall subway station during days of interurban trolleys which ran east to Buffalo and west to Buffalo. Note schedules.



STREETCAR DAYS—Streetcars ran in the city until 1941. This one is on Main street east between South avenue and Stone street, opposite Bond store.



IN LAST DAYS—A familiar sight—soon to fade—a youngster waving as subway car passes under Culver road bridge. Passenger service ends July 1.

TIMES UNION JUN 28 1956

New Bus Service Set Next Week

New bus service to replace the subway will begin Sunday and Monday, the Rochester Transit Corp. announced today. Subway passenger service ends Saturday night.

The principal new route will be the Elmwood avenue cross-town, which will run between Valley road and the Genesee Valley Park bus loop Mondays through Saturdays. The buses will run off Elmwood to serve both the Meadowbrook and Home Acres tracts.

The RTC said a 5-cent extra fare will be charged for cross-town trips east of Monroe avenue. Trips totally within the extra fare zone will cost 10 cents. A similar extra fare setup is in use now for out-of-city subway riding.

The fare on all other new and revised routes will be the same as that on existing city lines, 20 cents cash or a token which sells six for 90 cents.

Two new routes also will be set up Monday to give rush-hour service five days a week to the Rochester Products Division of General Motors Corp.

One will follow the present Dewey avenue route from Main street and Clinton avenue to Lexington avenue and then follow Lexington to a loop at the plant. The second will run from Main and Clinton to Broad street, Lyell avenue, Mt. Read boulevard and Lexington to the same loop.

Other changes scheduled include:

Rerouting of the southern end of the South Clinton-Goodman line. One leg of the new route will operate over South Clinton, Elmwood, Azalea, Highland and Goodman back to Clinton. Alternate trips will run in the opposite direction over Clinton, Goodman, Azalea and Elmwood back to Clinton. This change takes effect Sunday.

Extension of the Park-Struckmar line to serve the Highland avenue subway station, effective Monday.

Rerouting of the Lee road line to take the buses over Mt. Read, rather than Stenson street, between Emerson street and Lexington. This will provide off-peak service for the GM plant beginning Monday.

RTC President William A. Lang said 11 of the 12 subway passenger cars will be sold. The other is being given to the Rail City Museum near Syracuse.

Lang cautioned parents to keep youngsters away from the high-voltage wires that have powered the subway cars. He said the power will be kept turned on for awhile to help with freight service.

As We See It

TIMES UNION JUN 29 1956

Goodbye Subway, Nice Having You

The too-few-hundred regular riders of the subway took their last rides today. Only a few of them will work tomorrow and by Monday morning they'll have to find other routes to town.

The Rochester Rapid Transit and Industrial Railroad — which was the name given the subway at its christening — is going out of business as a passenger carrier tomorrow night. The freight service will remain west of Meigs street.

Before long subway transit will become one with the almost forgotten interurban cars. The desire to get these cars off the streets provided the impetus for converting the abandoned bed of the Erie Canal into an electrified transit system.

Now these are long gone — the Rochester and Eastern Rapid Railway, the Rochester, Lockport & Buffalo Railroad, and the Rochester and Syracuse Railroad.

By Monday the subway will be gone, too.

The too-few-hundred subway riders won't be happy about it. They had the best transportation in town, though on hopelessly out-of-date cars. But the fact that there were too few of them and that they were shrinking in number is why the subway is going the way of the interurbans.

More energy has gone into the subway arguments and more ideas generated to "make it pay" than on any municipal enterprise. But none of them was able to muster engineering support, which is what it takes to get action.

In late years the city has had to subsidize passenger service in the subway at an average of a thousand dollars a month, and if other costs, such as maintaining and policing stations, are considered the subsidy was probably twice that much. The closing was narrowly stalled off by the Korean War in 1950, but at last the city tired of paying the subsidy for the benefit of so very few.

Out of the \$11,596,000 in bonds issued to convert the old canal, there should be some salvage. The freight service is a going thing worth money and it is essential to the city's industries.

It may have been forgotten that the city paid the state \$1,490,079 for the old canal lands when it took over. Now that the subway has been chosen as the route for bringing the eastern Thruway connection to the Inner Loop, the city ought to get some or all of that back. The city's share of right-of-way costs is only half, and property values have gone up since 1922.

Something to Tell His Children About D. & C. JUN 29 1956

Boy Gets 1st and Last Subway Ride

By BILL BEENEY

"Where are we?" asked the little boy.

"We're going over the Genesee River right now," said his father.

The rush of noise that crowded into the subway car as it swept along the tracks through the tunnel-type concourse between the City Hall Station and the one at Court Street cut short any further conversation. Then the car was out in the sunlight again and rattling eastward.

"Where did you say we were?" inquired the little boy.

"Well, we were over the river. Now we are paralleling South Meigs and in a minute we will head east toward Brighton. How do you like the ride?"

"I like it," said the little boy.

"I want to come again next week and ride the trolley."

"I'm afraid you can't," said his father. "There won't be any trolley next week. Or ever after."

"That's why we thought it would be good to take the trip today. So you could see what it was like—and be able to tell your children about it."

Dad's First, Too

The little boy was Paul Hoppe, and his father was Robert Hoppe of 90 Hermitage Rd., Irondequoit, and, truth to tell, the father was probably as interested in the trip as the youngster, for it was his first venture on the subway, too. Even though he has lived in Rochester all his life—40 years.

Matter of fact, the whole Hoppe family—Mrs. Eleanor Hoppe, Robert, 9; Christina, 8; and Richard, 5, in addition to 12-year-old Paul were on hand for the subway ride.

Not is that an uncommon the Polish Army, fighting from

occurrence in these last few days. With the subway, a Rochester landmark since 1927, going out of existence come tomorrow night, many a Rochester family has taken a rail trip just so that the children will have something to remember, Rochester Transit Corp. president William A. Lang said yesterday.

"It's the end of an era," said Hoppe, an engineer at Kodak Park, "and we kind of thought the kids should see the subway before it closed. Rob and his mother were in New York City a few months ago, and he rode on the subway there, so he's sort of an 'old hand' at this sort of thing, he tells me." But this was the first trip on the local subway for any member of the Hoppe family.

Impressed by Noise

The youngsters were particularly impressed with the noise—the compressors on the cars, and the thundering-herd impression the car gave as it shot long the rails. They liked, too, the locomotive they spotted shunting freight cars into the Rochester Products plant, and they were amazed when told that this route between wedged rails cut "cross-lots" through the heart of the city's commercial and residential sections.

The operator of the car, Stanley Lewicki, was philosophical about the upcoming demise of the subway. "That's the way it goes," he said.

Lewicki, a native of Poland, has been in the U. S. and with the RTC, since 1933. For two years, from 1939 to 1941, he was a prisoner in a Russian concentration camp after World War II broke out. Later he was with the Polish Army, fighting from

Africa up through Italy into Germany. He came to this country via Canada.

Life can be beautiful, as they say, but for subway car operators it also can be harrowing. Considerable vandalism has plagued operators for several years. All sorts of things, from steeladders to logs, have been thrown onto the tracks. Serious accidents have been narrowly averted. Boys have hung stones, suspended on ropes, down from the bridges spanning the subway, and cars have crashed into them to the tune of broken windows.

Tomorrow night, or early Sunday morning (the last car is scheduled to leave City Hall Station, westbound, at 1:25 a. m. Sunday) "finis" will be written to the passenger operation. Freight operation will continue exclusively beginning Monday, but only that portion of the track from Meigs Street west to the Lexington Avenue terminal will remain open.

Money Loser Since '38

The 8 1/2-mile subway, which has lost money consistently since 1938, is being closed by the City of Rochester, not by the RTC, although it is no secret the transit company does not mourn its passing. Last year it lost \$49,238. The only year it showed a profit was in 1943, a \$4,000 profit, when transportation was hard to come by.

Since 1938 it carried some 37 million passengers, with 1946 the peak year at 4 million. (Automobiles were a scarce commodity in those days.) And 1955 was the low period with 949,603 passengers. If those figures seem high, consider this: The subway traffic amounted to an average of two percent of the RTC annual load.

There will be no "last car" celebration, Lang said. Of the 12 subway cars, one has already been earmarked for Rail City Museum near Watertown. The other 11 will be sold by the company.

The approximately 30 employees on the subway branch will go various ways: Some will retire, some will move into buses, some will go into the mechanical end of the utility operation, the others to the freight phase of the subway.

One hopeful note of progress is seen on cards posted in the dingy old green subway cars:

"As soon as the new highway is completed in the subway bed, high-speed express service with surface loading will be put into effect."

\$55,626 Bid For Track Job

Horacek-Hayden Inc. today submitted a low bid of \$55,626 on removal and relocation of subway tracks between South Avenue and Clinton Avenue south, according to City Purchasing Agent Fred W. Ereth.

The work, required by the state's construction of the Inner Loop connection to the Easterly Thruway Feeder route planned for the subway bed, will be done after abandonment of subway passenger service Saturday night. Freight service will continue in the subway west of Meigs street.

TIMES UNION JUN 25 1956

1st Bid Received On Subway Work

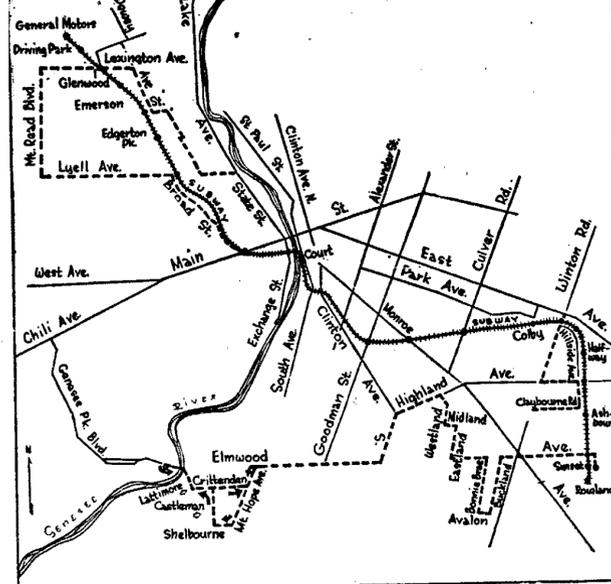
Subway cars run until Saturday night but yesterday the first bids on demolishing part of the tracks were submitted to City Purchasing Agent Fred W. Ereth.

Horacek-Hayden, Inc., was low with \$55,626 to remove the tracks between South Avenue and Clinton Avenue South. One other bid was received. The East Side Subway bed will become part of the easterly Thruway connection with the Inner Loop. Freight service west of Meigs Street will continue in operation, however.

D. & C. JUN 26 1956



FIRST, LAST RIDE—Passenger service on Rochester's subway will be a thing of the past after tomorrow, so boarding a trolley for their first and last ride are Mr. and Mrs. Robert Hoppe of 90 Hermitage Rd., Irondequoit, and their children, Robert, 9; Christina, 8; Richard, 5, and Paul, 3½. Aiding them is motor-man Stanley Lewicki. Many other families also took last ride on line this week.



SERVICE FOR SUBWAY RIDERS—Map shows new and established bus routes available to subway passengers Monday. Cross-hatched line marks subway; black dots existing passenger stations. New or extended bus lines are shown by broken lines. Solid lines denote streets on which major existing bus routes likely to be used by former subway riders operate. Schedules detailing service on both new and existing routes are available on the buses, at RTC booths downtown and in stores.

How Buses Will Replace Subway

Firstwhile subway riders will have about a dozen different bus routes to choose from when they seek public transportation Monday morning.

The Subway will carry its last passengers shortly after midnight tonight. It is being abandoned to make way for an express highway that will link downtown Rochester with the Inner and Outer Loops and the Thruway.

Bus service will be available within .25 of a mile of all subway stops. In most cases it will be considerably closer. All the buses either run downtown or connect with buses that do.

The relative speed of bus travel will depend on the passenger's destination. Former subway riders coming to the City Hall-Four Corners area won't make it as fast as they did on the subway. Those bound

for points close to Main and Clinton may find the bus service as fast as the combined subway ride and walk they have been making.

NEW ROUTE
The only all-new bus route being added to compensate for the subway is the Elmwood avenue crosstown, which will operate between loops on Valley road and in Genesee Valley Park six days a week. When school opens some of the buses will be run beyond Valley road to East avenue to carry students.

Westbound, the crosstown will operate over the following streets: Valley, Elmwood, Buckland, Avalon, Bonnie Brae, Elmwood, Eastland, Midland, Westland, Edgemere, Highland, South Clinton, Elmwood, Mt. Hope, Shelbourne, Castlemans, Crittenden, Lattimore and Elmwood.

Eastbound buses will operate out of the Genesee Valley Park loop over Elmwood, Lattimore, Crittenden, Mt. Hope, Elmwood, South Clinton, Highland, Edgemere, Westland, Midland, Eastland, Elmwood, Bonnie Brae, Avalon, Buckland, Elmwood and Valley.

The buses will operate about a half-hour apart during the rush hour and every hour in off-peak periods and Saturdays.

The fare will be 20 cents cash and 15 cents in tokens, except for trips east of Monroe avenue, for which an extra nickel will be charged.

The Park-Struckmar route also has been extended to serve subway passengers on the eastern end. Beginning Monday the Struckmar buses will loop over Highland avenue, Hillside avenue and Claybourne road from Winton road.

FOR WEST END
For the west end of the subway the RTC has scheduled new weekday rush-hour service between downtown and the plant of Rochester Products Division, General Motors Corp. One bus will follow the present Dewey avenue route to Lexington avenue and then run to a loop at the plant. The second will operate over Main street, Broad boulevard and Lexington to the same loop.

During the off-peak hours, Rochester Products will be served by a change in the Lee road line route. Buses henceforth will run over Mt. Read, rather than Stenson street, between Emerson street and Lexington avenue.

Subway Passenger Service Ends Tonight After 29 Years

Minus the fanfare of that September day in 1927 when the first trolley car rumbled along the city's new Subway, the controversial semi-underground transportation system will close tonight.

For passenger traffic, that is. The portion between Meigs Street and the western terminal in Lexington Avenue will continue as a freight route.

When that first car traversed the Subway route on Sept. 2, 1927, in what was an inspection trip for the benefit of 100 businessmen and officials, crowds lined the Subway banks and bridges to watch and cheer the historic trip.

It looked, for a few minutes yesterday, as though the system were going to come to a premature close-down after the trolley (the arm extending from the car up to the wires from which the power is supplied) broke on a car at Rowlands.

Three cars were held up at the terminal shortly after 3:30 p.m., causing a delay of "approximately half an hour" on the system, the RTC said, until the broken-winged car could be pushed down the track to a siding.

The closing tonight—actually the last car is scheduled to leave City Hall station, westbound, at 1:25 a.m. tomorrow—will have no celebratory atmosphere, according to William A. Lang, president of the Rochester Transit Corp.

Closing of the Subway to passenger service was voted last Dec. 27 by the City Council. The city had subsidized the Subway



IT MATTERS LITTLE NOW—Broken trolley arm disabled Subway car yesterday at Rowlands terminal, but with end of Subway passenger service scheduled for tonight, it meant little. Picture above shows trolley arm being removed.

since 1950, at a total cost of nearly \$200,000. The Subway bed, under pre-express highway linking the Inner and Outer Loops, sent plans, will be used for an

TIMES UNION JUN 30 1956



LAST LURCH—Swaying together in a manner common to Subway patrons, this carload of passengers took final ride on the underground yesterday. For some it was first adventure. Line closed early today.

Passenger Runs End on Subway After 29 Years

D. & C. JUL 1 1956

Pictures, other details, Page 2B

Passenger service on Rochester's Subway—ridiculed for years as the subway that went nowhere—ended early this morning.

At 12:54 a.m. Subway Supervisor Stephen A. Streb and a group of never-say-die railway fans climbed aboard an ancient trolley at City Hall Station. With Harry A. Beach at the controls, the party traveled east to the Rowlands station, left there at 1:22 and at 1:55 disembark at the Driving Park Avenue terminal.

It was the last passenger run for the Subway. The venerable car rested its weary wood, steel and glass in the darkness of the Driving Park Avenue barns.

A few minutes later, Rochester Transit Corp. crews, working toward the City Hall station from the eastern and western terminals, began "buttoning up" the stations. The Subway will be used only for freight operations starting tomorrow, and only from Meigs Street west.

Among Last Riders
RTC President William A. Lang was among the last riders on the last car. His headquarters was kept informed of arrivals and departures at the various stations by a walkie-talkie operated by Claude Feely.

The sardine-packed passengers included railway fans from New York City, Cleveland, Bloomfield, N.J., Syracuse and other widely scattered points. They transferred their excitement to the few aboard who were taking their usual late trip home.

Henry Eldridge of 1176 Genevieve Park Blvd. said he was continuing his practice of "riding the last ones." He was aboard the last trolley to Charlotte Eldridge and about 25 others on the trip are members of the National Railway Historical Society, Rochester chapter.

John W. Akins of Wellsville said the day was a "thrilling

one." He's a member of the Electric Railroaders Assn. Others participating in the historic journey were Bill Cleaves, Boston, Mass.; Ethel Winsor, 13, of Binghamton; William J. McKelvey, Bloomfield, N.J.; James Whitaker, Fairlawn, N.J.; Larry Fisher, Allentown, Pa.; Mr. and Mrs. Norman Kistner, their son, Erwin, and Edwin Ellis, all of Syracuse; Bill Hale, Macedon; Gary Dillon, Akron, Ohio; Lew Gedge, Shaker Heights, Ohio, and Michael Gleason, Wellsville. Mr. and Mrs. Louis Ouzer of 140 Shepard St., and Mr. and

Mrs. Leon Burman of 23 Lilac Dr., said they made up their minds to be on the last car while enjoying a Saturday night gabfest at the Ouzer's home.

"I never was in the Subway—and I was born in Rochester," Ouzer said. "So we decided to drive downtown, make this round trip and be in on a little local history." Ouzer, a professional photographer, kept his press camera busy along the route.

H. A. Bruns of 42 Coventry St., a member of the Historical Society, gave his three sons a "special treat," he said. And Billy, 11, Paul, 10, and Jimmy, 9, said the trip was "great."

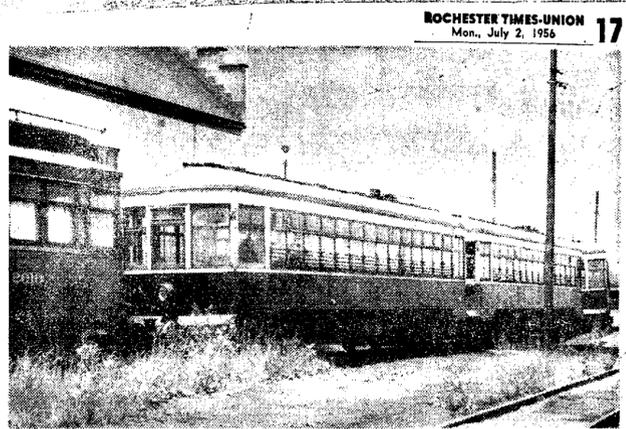
Patrolman John T. Donnelly was along, too. Although the riders cast covetous eyes at car 66—and her sister trolleys at the Driving Park Avenue barns—it appeared that transfers, timetables, photographs and to-

kens would be their only souvenir. Filled Last Day
The demise of the Subway yesterday proved that in its death throes Father Rochester's 2 1/4-mile "underground" was more successful than in life. The three cars that plied up and down the tracks were filled, with standees on nearly every trip, as parents took small fry for a first and last look, camera fans clicked their shutters in staccato fashion and railway buffs had a memorable day.

Some 50 members of the Metropolitan New York Railway Assn., led by Herbert J. Frank Jr., spent 2 1/2 hours in a chartered trolley. They focused their cameras on every conceivable angle of the Subway and had the car stopped several times to allow a better perspective for their picture-taking.

Students, historians, retired RTC employees, a few who had "nothing better to do" and hordes of youngsters comprised most of the traffic which kept Subway Superintendent George Cassidy, busy from morn to night. There were even a few regular riders, Cassidy noted.

Passenger service began in the Subway Dec. 1, 1927. And in all the years since the operation has made money in only one year—\$4,000 profit in 1943. Now the municipal "white elephant" is due to make way for an expressway, and an era has ended.



SORRY, NO RIDERS—Subway cars, having made their last runs, are parked at Driving Park avenue subway barns. Passenger service ended early yesterday. Eleven of the 12 cars will be sold; twelfth will go to the Rail City Museum.

A Disenchanted Morning: Subwayites Switch to Bus

By JACK GERMOND

Riding the bus may save parking fuss, as the Rochester Transit Corp. slogan contends, but it certainly doesn't save any time—at least not for those who until today rode the subway.

A random sampling of these disenchanted commuters found them spending up to three times as long getting to work this morning as they spent before the subway made its last passenger run Saturday night.

The former subwayites could be spotted at bus stops this morning by the crisp new bus schedules in their hands; they could be recognized later by their tales of transit woes.

3 TIMES AS LONG

David Pressman, whose home at 72 Canterbury Rd. was only a few steps from the Monroe subway stop, reported it took him 31 minutes—from 8:17 to 8:48 a. m. to travel from his front door to his Wilder Building office.

On the subway, Pressman recalled somewhat ruefully, it was a 10-minute run. "It sure was nice," he said.

Howard J. Fink of 114 Village Lane spent 35 minutes riding the bus to the Four Corners this morning. The subway trip from the Highland-Hillside stop used to take 12 minutes. He estimated the entire house-to-job journey took 52 minutes this morning compared to about 25

minutes when the city-owned railway was operating.

FIRST-DAY VERDICT

Another transit rider, who asked that his name not be used, reported spending 36 minutes to the Four Corners on a trip that used to take 11 minutes on the subway.

"It's the worst excuse for public transportation I've ever seen," was his verdict on his first day as a bus rider.

One exception was Arthur Schwartz of 30 Varinna Dr., who said his trip to the Eastman Kodak Co. office took about the same time as the subway, including walking time. He used about 30 minutes getting to work.

Probably the unkindest cut of all was suffered by George Bean of 228 Castlebar Rd. He spent 32 minutes getting to work, compared to an average of 18 minutes by subway, and stepped off the bus only to be greeted by a sign urging him to "use the nearest subway."

LAST DAY BUSY

The subway passenger service was abandoned after one of its biggest days for patronage in years, the RTC reported.

Railway fans, youngsters and amateur historians carrying cameras packed the subway Saturday to get a ride before it was too late.

Otherwise the subway died quietly. An RTC spokesman reported two or three grass fires, a few firecrackers and some souvenir-lifting during the last

ROCHESTER TIMES-UNION
Mon., July 2, 1956 17

Subway Soliloquy

The old subway is dead. Ah, for a fitting epitaph!

Not having the flair for this, we can nevertheless point out that in its death throes, which lasted for years, it managed to demonstrate what curious, irrational people we mortals are.

Here was a rapid, mass transit rail line that came within a block or so of the heart of downtown Rochester. People could ride it downtown from far-out spots in as little as 10 minutes, where it took them 20 minutes to drive their cars. They could ride it—despite the age of the trolleys—in comfort, no squealing brakes, no traffic jams, no jangling nerves, no monoxide stench. They could ride it for much less than it cost them to drive and park their cars. Even though critics said that its route missed well-populated sections and thus would never be well-patronized, this is only a half truth. It went through several populous areas. And it connected with several outlying bus lines and fringe parking locations.

The subway had everything to recommend it—but hardly anybody would ride it!

Why? We can't answer that question. We don't think the people themselves can; the thousands of people who, although they needed the saving of time and money represented by the subway, used the family car instead.

A university professor who for years has conducted a highly-regarded research traffic institute, has coined a couple of apothegms that no traffic expert has challenged. They may shed some light on the death of our subway. One is that more and better traffic facilities for private cars simply breed more private cars. The other is that as long as an autoist thinks there is an outside chance of finding a downtown parking space, he'll drive his car, all pleadings and persuasions to use mass transit notwithstanding. We just behave that way, says the professor, and that's all there is to it.

It should make interesting speculation for years to come, as we sit in our cars compressed into ever-worsening traffic jams. But we had not intended to leave the subject on a sour note. What has happened is what the people dictated; their superb American ingenuity will probably create a way out.

Stations Locked Up

Subway passenger stations have been locked and public rest rooms in two downtown stations discontinued.

Joseph A. Biel, the city's superintendent of municipal enterprises, said the action was taken because of the discontinuance of subway passenger service Sunday.

Biel said that six full-time city employees and one part-time employee have been given vacations entitled to them by their length of service. They will be placed in jobs in other city divisions, Biel said.

The city employees, who received salaries totaling about \$25,000 annually, were used as guards, watchmen and rest room attendants. Public rest rooms were maintained at City Hall and West Main street stations.

Biel said that one employee will continue to guard city property in the subway. Freight service is continuing west of Meigs street. Part of the subway will be used by the state for the Easterly Thruway Connection.

Biel repeated previous warnings that power is still on in the electric lines formerly used for passenger service. He said that a group of small boys had been stopped yesterday from climbing a wooden ladder to the lines and risking electrocution.

WEDNESDAY JUL 2 1956

Thruway Feeder by 1960 TIMES UNION JUL 5 1956

Subway Site to Be Idle 3 Years

The Subway lies dormant and it will be more than three years before passengers again make use of its route to avoid street-level traffic.

State engineers who will turn the Subway bed into part of the super-highway eastern Thruway feeder estimated that the last section of the road will not be completed until late 1959 or early 1960.

Bernard F. Perry, acting district engineer for the State Department of Public Works, said today the present schedule calls for plans to be completed by March, 1957.

"We might start work by the end of next year," Perry said. "But there is a great deal of difficult construction in this section and it could take from two to three years to finish the job."

Financing for the Fairport road-Inner Loop section, estimated at \$9,750,000, will include 90 per cent in federal aid under the new law just signed by President Eisenhower.

When the last section of the feeder is completed, the highway will run from the Inner Loop through the Subway bed to Landing road (in the bed of the old Rochester, Syracuse and Eastern railroad); then south to the Victor interchange of the Thruway.

The Thruway-Fairport road section already is open. Plans for the Fairport-Landing road section were completed last month.

The entire feeder will be 19 miles long, Perry said. Motorists will be able to leave the Inner Loop and arrive at the Thruway in slightly under 25 minutes.

City to Strip East End Of Subway

Job to Clear Way For Road Work

Plans have been prepared by the city to strip the subway of tracks, stations and overhead wires east of Clinton avenue south in preparation for highway construction.

A contract will be advertised for bids soon, according to Public Works Commissioner F. Dow Hamblin.

It calls for removal of subway passenger tracks east of Clinton to the end of the line at Rowlands, near Monroe avenue, and the removal of freight tracks east of Averill avenue.

Subway passenger service was discontinued June 30. Freight service west of Averill avenue will continue indefinitely.

Overhead electrical structures and subway passenger stations will also be razed. Only bridges over the subway will be left intact.

The contractor will be permitted to sell the removed material for salvage, thus reducing the cost of the contract to the city by a substantial amount, according to Hamblin.

The subway bed from East avenue, just east of Winton road, to the Inner Loop will be used by the state for the Easterly Thruway Connection. South of East avenue, the subway bed will be used for the Outer Loop.

City Manager Aex said the city had decided some time ago to turn the subway bed over to the state in a condition that would permit immediate highway construction work. It was pointed out that this will speed building of the highways.

The Easterly Thruway Connection is scheduled to be built in the subway bed within the next few years, while the Outer Loop segment is set for a later time on the state's construction timetable.

TIMES UNION JUL 30 1956

Subway Contract Hangs Fire

Month-to-Month Basis Maintained

By CALVIN MAYNE

No permanent operating contract for freight service in the subway has yet been signed by the city and the Rochester Transit Corp. despite City Council authorization of such a contract last December.

City Manager Aex said today, in answer to a reporter's questions, that city and RTC officials are still discussing terms and length of a freight service contract.

The city's last contract with the RTC to run freight service in the subway expired last December. It has been extended on a month-to-month basis since then, Aex said.

Passenger service on the subway ended June 30. Freight service is to continue indefinitely west of Meigs street.

EXPECT TO GO ON

Aex said the city presently contemplates continued operation of the freight service by the RTC. RTC President William A. Lang said it is the company's policy to continue operating subway freight service "as long as it's needed."

Aex said that major users of freight service along the subway have said they will continue using the subway indefinitely.

Some are planning expanded operations, he added.

In contrast to the deficit-ridden subway passenger service, the freight service has been profitable during three decades of operation.

NO SUBSIDY

The city paid the RTC a sizable subsidy to maintain subway passenger service during recent years, but Aex said no subsidy is planned to continue freight service.

The Council in December authorized Aex to negotiate a contract with the RTC extending freight service to Dec. 31, 1960. A provision of the contract required the RTC to obtain and operate new electric-diesel engines for the switching of freight cars from railroads in the subway.

This proposed contract has not yet been negotiated by the two parties.

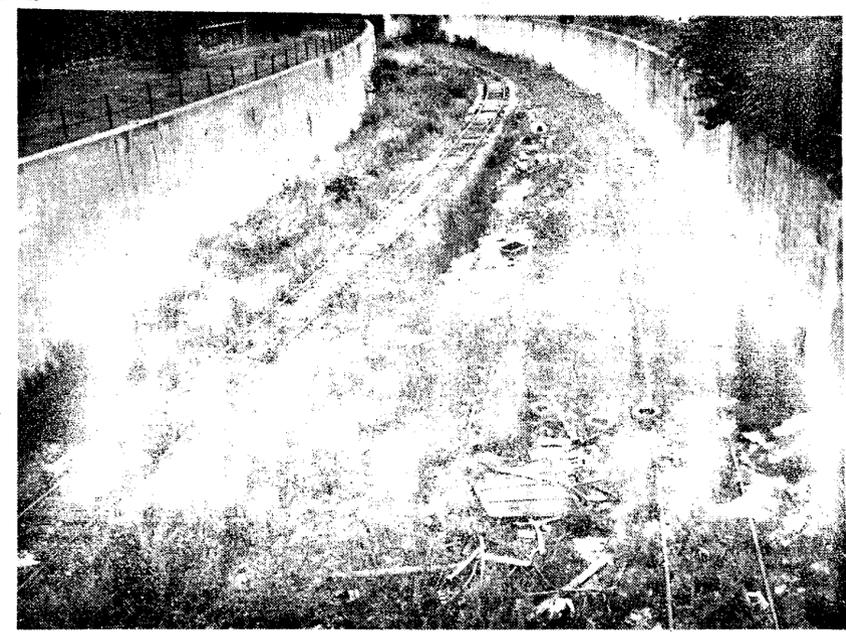
Aex said the city plans to relocate freight tracks and remove passenger tracks and overhead electric facilities before turning the subway right-of-way over to the state for paving as part of the Easterly Thruway Connection. The highway will run in the subway from a point east of Winton road to the Inner Loop.

SALVAGE VALUE

Aex said it is hoped that salvage value of the tracks and overhead facilities will pay for all or most of the removal work.

A factor to be considered in the subway work, Aex explained, is the necessity of maintaining freight service without interfering with proposed construction of new federal and state office buildings for the Civic Center.

These buildings are to be located over the subway in the area bounded by Court street, South avenue, the Troup-Howell bridge and the Genesee river.



This is how the old subway bed looks today, at least that part of it near Jay Street.

Open Areas Bring Political Protest

D.&C. AUG 26 1966

Weeds, Trash Embellish Subway

By GEORGE MURPHY

Those sections of Rochester's old subway bed that lie open to the elements are grossly embellished with shattered glass, paper, weeds as high as a bum's eye, and that inevitable spoor of modern man, the beer can.

They are decayed monuments to a shattered dream of a writer of the early 1920s, who prophesied:

"It is entirely possible that the new rapid-transit railroad is going to have much larger possibilities than even its most enthusiastic sponsor can foresee."

In these August doldrums of political football, the abandoned beds have inspired a public protest on the part of a city councilman who has proclaimed them a threat to the beauty of the city and the health of its citizens.

"An examination of the bed," he says, "reveals that people are using it for dumping purposes. Many residents who reside along the subway are threatened by rats which are breeding in the garbage and junk being dumped there."

He wants the tall grass cut, exterminators to declare war on

the rats, and taller and more substantial fences installed along the way.

Once the area is cleaned up, he sees it as an ideal location for a "road or highway which would facilitate traffic during the rush hours and take much of the traffic load off Dewey Avenue, which runs in the same general north-south direction."

Even while the subway was in operation, from December 1927 to September 1954 it was scorned as a "white elephant" and a route "that doesn't go anywhere."

We visited two locations downtown where the open bed is visible: between Harbor Boulevard and South Avenue and just east of where Brown Street runs from Broad Street West to Warehouse Street.

The subway from South Avenue to Brown Street, one might say, is "roofed" by Broad Street.

The stretch along Harbor Boulevard-South Avenue is not quite appalling, if you discount the lush green growth, so thick in places that one would not register surprise if he saw Tarzan gamboling with Jane.

Continued on Page 3B

TIMES UNION SEP 12 1956
FOR SALE!
12 SUBWAY CARS
EACH WEIGHING 27 TONS
TO BE SOLD TO THE HIGHEST BIDDER
For further details and bid specifications, contact:
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ROCHESTER TRANSIT CORP.
1372 E. MAIN ST.
ROCHESTER 9, N.Y. BU 6050



UP FOR SALE—Anybody want a faithful old subway car? Twelve of 'em, like these, are being offered to highest bidders by Transit Corp. Cars are on "display" at RTC's western terminus, Driving Park avenue.

Wanna Buy 12 Old Trolley Cars?

An anti-climax to an era of the Driving Park avenue trolleys, they are now on "display" at the subway's western terminus. The fate of the remaining 12 cars hangs in the balance. P. A. Sheils, RTC purchasing agent, said, "This has never been done before, so we really don't have any idea who might buy them." The cars were originally used on a Utica interurban line, then converted from the regular double-end to a one-man operation. William A. Lang, president of the RTC, was less encouraging. He thinks the cars, totaling about 325 tons of copper and steel, will be bought and sold for junk. But if one goes, they'll all go because they're being sold "en masse."

The subway cars that clattered through Rochester and its suburbs for the last 29 years were offered for sale to the highest bidder. The Rochester Chapter of the National Railway Historical Society requested its donation to Rail Jobs. The faithful old frames that have rushed people to and from home or work since 1827 gave their final effort last June 30, and were put to rest in the quiet

TIMES UNION OCT 12 1956
**Tough to Go Places,
Old Trolley Finds**
Time was when you could run a street car almost anywhere in upstate New York on the interurban lines. But the day of the interurban has passed and so an old interurban car is having a rough time getting to Oswego County by modern means of transportation.

The car is a 30-year-old trolley formerly used on interurban lines and the Rochester subway, which went out of the passenger business June 30. It has been donated by the Rochester Transit Corp. to Dr. Stanley Groman's Rail City Museum in Sandy Creek, Oswego County.

The 27-ton subway car was being hauled by a tractor-trailer from the RTC barns near Driving Park avenue when the trailer collapsed about 6:30 p.m. yesterday on Ridge road east between Hollenbeck street and Clinton avenue.

Itself a casualty of the automobile age, the subway car snarled traffic on the busy artery. A heavy crane lifted the trailer and trolley on rollers and eased them into the Philanz Oldsmobile Inc. lot at 149 Ridge Rd. E.

"One of our salesmen, Mike Perlman, slept in that subway car last night to guard it," said Sid Geller, assistant sales manager of the auto firm.

Dr. Groman today supervised repair operations aimed at getting the trailer and its load back on the road to Rail City.

Atlas Firm Highest on Subway Bid

Would Pay \$216,725 For Dismantling
Rochester Atlas Wrecking Co. today offered to pay the city \$216,725 for a contract to dismantle the subway from Clinton avenue south to the eastern terminus at Rowlands.

Atlas submitted the highest of 12 bids opened by City Purchasing Agent Fred W. Erath at City Hall. Second was Lipssett Inc. of New York City with a bid of \$151,311. Low bid was \$6,000.

The successful contractor will be able to sell subway rails and electrical equipment for salvage. The contract calls for ripping up all rails, dismantling overhead electrical structures and razing subway passenger stations.

The city discontinued subway passenger service June 30. Freight service only is continuing west of Averill avenue. The subway bed will be used by the state for the Easterly Thruway Connection from a point near Winton road to the Inner Loop. The Outer Loop is scheduled to be routed in the subway bed from Winton road to Rowlands.

TIMES UNION SEP 17 1956
City Hopes For Return On Subway

Contractors Bidding On Wrecking Job
After pouring some 13 million dollars in construction costs and operating subsidies into the Rochester subway, city officials are hoping to get a small return on their investment by tearing the subway apart.

City Controller Emmett V. Norton said today widespread interest in a subway dismantling contract indicates the city will get a "substantial amount" from the successful bidder.

Bids will be received Oct. 2 on tearing up the tracks and tearing down the stations from Clinton avenue south to the eastern terminus at Rowlands. Passenger service was discontinued June 30. Only freight service west of Meigs street remains.

Norton said that about 20 out-of-town contractors, attracted by the salvage value of the steel rails, have inquired about contract specifications. Six local bidders also have asked information.

The eastern section of the subway bed will be used by the state for arterial highway construction.

D. & C. OCT 3 1956
City Opens Bids For Demolition Job in Subway

It is the highest bidder not the lowest who stands to get the city's latest contract.

In this case, the city was offering the Subway for demolition from Clinton Avenue South to its eastern terminal at Rowlands and the successful bidder could have the Subway rails and electrical equipment for salvage.

Highest bidder yesterday was Rochester Atlas Wrecking Co., according to City Purchasing Agent Fred W. Erath. The local firm offered to pay the city \$216,725 for the job.

The next highest bids were \$153,524 from Morrison Railway Supply Co. of Buffalo and \$151,311 from Lipssett, Inc. of New York City, which recently raised that city's famed Third Avenue El. The lowest of the 12 bids was \$6,000.

Passenger service on the Subway ended June 30, with freight service continuing west of Averill Avenue. After the eastern half is stripped of its rails, wiring and passenger stations, part of the bed will be linked into the Easterly Thruway Connection.

D. & C. OCT 2 1956
Subway's Finale in Form —Deficit Runs to \$17,170

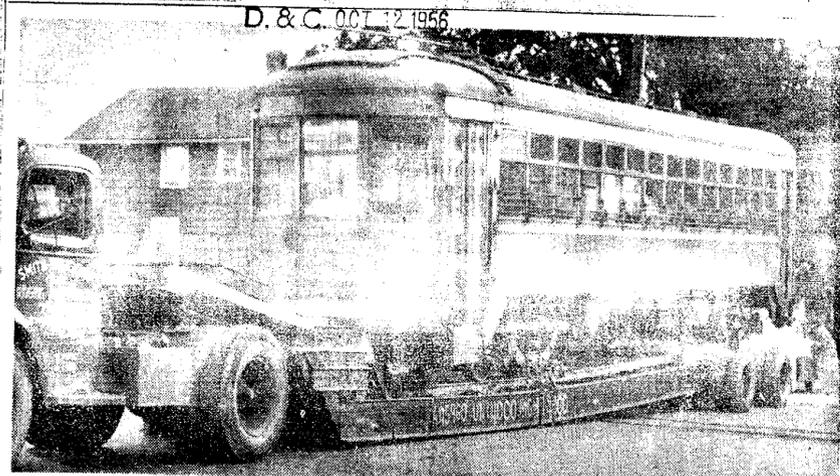
Subway passenger service, which ended June 30 wound up with a \$17,170.13 net deficit for its last six months, but the city will pay nearly all of it.

The Rochester Transit Corp. yesterday listed the deficit as \$23,237.63. Under an old arrangement, the city subsidized part of the cost and this year the subsidy totaled \$8,067.50.

Under a two-year-old contract, the city agreed to pay up to the company absorbed \$284,536.

Payment of the two subsidies will leave RTC with only \$2,000 a year of any deficit and for the half year it will be \$15,000.

Figures filed with City Manager Robert P. Alex showed the Subway lost money every year since 1952 with the exception of 1943. The total operating deficit was \$487,363. Of this, the city paid \$202,787 and the company absorbed \$284,536.



JUST PLAIN TIRED—Thirty-year-old former Subway car's weight was too much for trailer which buckled on a railroad crossing in Ridge Road East. The car, weighing 27 tons, was en route to a railroad museum in Sandy Creek when the big trailer sagged to the pavement, snarling rush hour traffic last night.

Vintage Subway Car 'Derailed' on Last Trip

A retired Subway car en route to a railroad museum snarled rush hour traffic in Ridge Road East between Hollenbeck Street and Clinton Avenue North about 8:30 last night when the big trailer carrying it buckled and sagged to the pavement.

The long steel girders of the trailer gave way at the "goose-neck" of the trailer where it attaches to the cab. The mishap occurred just as the trailer was crossing a spur track of the New York Central Railroad and the track was blocked for several hours.

The trolley, vintage about 1925, was bound for the Rail City Museum in Sandy Creek, Oswego County. From 1939 until last spring, the car was used by the Rochester Transit Corp. on the now defunct Subway.

Dr. Stanley Groman of Syracuse, owner of the museum, said the transit company had donated the trolley to his museum last spring when it was decided to discontinue the Subway.

With a Smith Trucking Co. trailer-truck from Syracuse, Dr. Groman came yesterday to collect his trophy from the city garage in Driving Park Avenue. "As you see, we didn't get very far," Dr. Groman said. With a heavy crane from Browncroft Garage, the trailer and trolley lifted onto rollers and both were pulled off the road into the Philanz Oldsmobile Inc. lot at about 9:15 last night.

Before the trolley was bought by the Rochester Transit Corp., it belonged to the Mohawk-Little Falls division of the New York State Railway and shuttled between Rome and Little Falls. It is 55 feet long and weighs 27 tons, according to Dr. Groman.

Subway Trolley Resumes Journey

Delayed a few days by the breakdown of a trailer, a 30-year-old Rochester subway car yesterday resumed its journey to an Oswego County museum.

Philanz Oldsmobile, Inc., of 149 Ridge Rd. E. reported the trailer carrying the historic car had been repaired and was back on the road to the Rail City Museum at Sandy Creek. The trolley was hauled into the Philanz yard Thursday after the trailer, on which it was being hauled by a truck, collapsed. Rochester Transit Corp. gave the trolley to the museum.

PHILANZ NEWS

City Seeks Subway Setup

Railroads Asked
To Participate

By CALVIN MAYNE

The city is negotiating with the five railroads serving Rochester to set up a permanent operating company for subway freight service.

City Manager Robert P. Aex today confirmed reports of the move. He said negotiations have not yet been completed.

Subway passenger service was ended June 30. The city has said that freight service will continue indefinitely west of Meigs street. The subway will be paved for an arterial highway east of Meigs.

Both subway passenger service and freight service have always been operated by the Rochester Transit Corp. In contrast with frequent losses on passenger service, the freight operation has been profitable.

Aex said: "We have been negotiating for months with all the railroads for a plan whereby either one railroad, or an operating company in which one or more railroads would participate, would furnish subway freight service to customers along the line."

RTC TO QUIT

Aex said the city administration took this step because:

"The RTC advised us it would like to relinquish an operation for which it is equipped neither with rolling stock nor personnel. RTC officials indicated they will furnish service on a month-to-month basis until other arrangements can be made. They have been very cooperative."

"We're inclined to believe the new arrangement would be better because the freight service would be a railroad operation handled by people in the railroad business."

The railroads contacted by the city are the New York Central, Lehigh Valley, Baltimore & Ohio, Erie and Pennsylvania. Freight cars from these lines are now switched by the RTC for delivery to industries and commercial firms along the subway.

"We are giving all five railroads the opportunity to consider which of them—one or all—are interested in forming an operating company with the idea of negotiating a permanent contract similar to the one we have had with the RTC heretofore," Aex said.

Any agreement negotiated by the administration is subject to approval by City Council.

Planners' Indecision Delays Expressway In Western Subway

By PAT BRASLEY

Indecision among members of the City Planning Commission over proposed paving of the western Subway section is delaying commission action on a report recommending an expressway in that section of the Subway bed.

The report has been in commission hands since June. It was prepared by a subcommittee of members of the City and County Planning commissions after a 14-month study.

Although the report has been discussed at City Planning Commission meetings, it has not yet been acted on by that body because of opposition by some members of the commission.

Opposition centers on the committee's proposal to build the expressway in only the "open" section of the Subway, and south-bound loop traffic will leave the arterial via at-grade ramps.

The arterial will follow Allen Street, passing under the New York Central tracks at the Allen Street underpass and north into the Warehouse and Oak Street, subway was abandoned in June. Present plans call for the eastern half of the Subway to be used as the site of a highway south.

Passenger service on the western Subway and freight service on the eastern section of the Subway was abandoned in June. Present plans call for the eastern half of the Subway to be used as the site of a highway south.

On the lower level, the route will pass under Brown Street and join the Subway at Jay Street. This portion from the loop to Jay Street would be located in a new right-of-way and involve land acquisition.

Crossing under Smith Street, the expressway would continue along the Subway bed to pass under the Niagara Falls branch of the New York Central and Lyell Avenue. At Lyell four ramps will carry traffic on or off the expressway. The expressway will proceed along the Subway bed until it joins Mt. Read Boulevard in a cloverleaf.

Railroad freight service would be continued, at least to industries on the southwest side of the Subway right-of-way. Re-tention of tracks and sidings in the covered downtown portion of the Subway apparently eliminated the possibility of using that portion for the expressway route.

The project involves about four miles of highway construction. Actual construction of the

proposal have been made, but "educated guesses" place it at six or more million dollars. If approved by the commission and City Council, it is understood that the city will attempt to place the project on the State Public Works Department arterial program. This would open the gates for state aid. Actual construction of the

TIMES UNION NOV 21 1956

Highway In Subway Bed OKd

Work on Plan Regarded
As Unlikely Now

A proposal for an express highway in the western end of the subway bed was approved yesterday by the City Planning Commission.

However, it was considered unlikely that anything will be done on construction of the road for several years.

Such a highway has been discussed since 1934 but not yet seriously considered by the State Department of Public Works, which would have the principal responsibility for financing and designing it.

The plan approved by the commission yesterday calls for a four-lane, limited access highway running northwest from the inner Loop at Allen street.

AT GROUND LEVEL

The road would be built at ground level from the Loop to Jay street, where it would enter the subway bed. It would follow the bed past Mt. Read boulevard to a connection with a north-south arterial in the Town of Greece. The latter would carry traffic to the Laki Ontario State Parkway.

State District Engineer Bernard F. Perry said the DPW was not consulted by the planning group on the plan, but that it agrees such a road "eventually would be desirable."

The chances of any early ac-

tion to implement the planners' proposal appear slim. Several other arterial projects already have been scheduled or tentatively approved and probably will take several years to complete.

Included on this list are the Inner and Outer Loops, the Monroe and Clinton avenue expressways and the Eastern and Western Thruway connections.

REPORT READIED

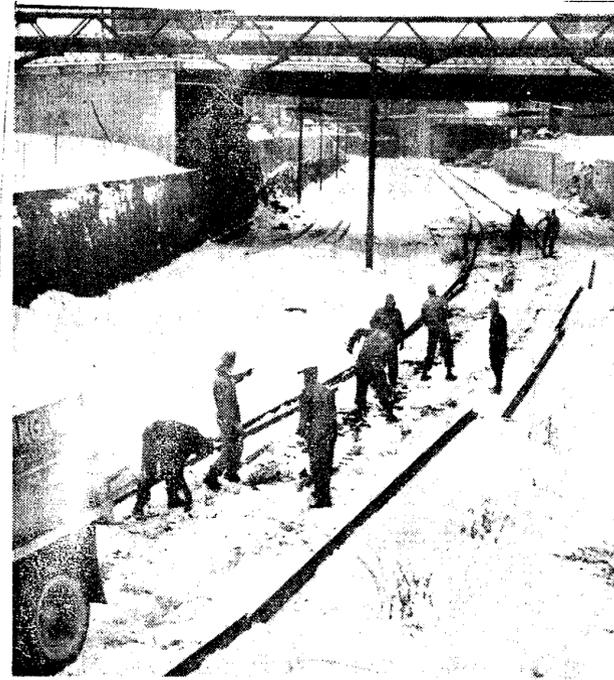
The new plan was submitted to the commission in the form of a report from a subcommittee made up of three of its members and three from the County Planning Commission. The group has been looking into possible uses for the subway bed for more than a year.

The report was published last spring but was withheld from the public until yesterday's action adopting it had been taken. It now will be submitted to the City Council.

No estimates of the cost of the project were included, nor did the planners make any recommendations for using the underground section of the subway downtown. They suggested the latter might be the subject of further study.

One county member of the subcommittee, Franklin W. Judson, did not sign the report, and one member of the city commission, C. Vincent Wisner, voted against its approval. Both favored more exploration of the uses of the downtown section.

The report was signed by chairman Harry P. Ruppert of the city group; Harold R. Bruce, subcommittee chairman, and Bernard E. Finucane for the city; and by W. Earl Weller, chairman of the county group, and Benjamin B. Weld for the county.



END OF AN ERA—Wrecking crews rip out tracks of the old Rochester subway. State Department of Public Works will use land for east side link to Thruway.

Subway Tracks on Last Ride—Out

D. & C. FEB 1 1957

A long-time Rochester resident, now somewhat weather-beaten, was being carried away yesterday, piece by piece. The portion of the subway from Meigs Street east to Row-lands will become a site for an expressway to the Thruway.

Workmen of Rochester Atlas Wrecking Co. have completed tearing up one line of the tracks in the now-abandoned eastern portion of the subway, and yesterday were dismantling a second track. Work on the landmark began yesterday when overhead cables and trusses were taken down. Now the task of uprooting ties

ent, said bad weather has slowed the work. Rossi said that crews yesterday began dismantling the canopy at the Culver Road station. Rossi explained that much of the work is done by a flatcar-mounted crane which runs on one track while picking up dismantled rails from the other two.

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TIMES UNION MAR 14 1957

End of an Era

Workmen (above) tore down the Fitzhugh and Broad subway kiosk today.

Demolition of this subway passenger entrance and three others like it between Exchange and Oak streets was authorized by City Council. A wooden platform will cover the opening temporarily. The fifth enclosed entrance, at Court and South, will be left intact for now because freight offices are downstairs.

All effects of the subway—which ended passenger service last year—are being removed east of Meigs street. The two passenger tracks between South avenue and Meigs are being taken up, leaving the one freight track and sidings to service freight customers up to Meigs.

Tracks west of South avenue will not be disturbed now because some freight sidings run off passenger tracks on that portion of the old subway.

The Council Tuesday ordered public auction March 21 of copper (sides of the entrances) and plumbing (heated washrooms and waiting rooms at the Main street west and Times Square stations) salvaged from the wrecking operation.

The entrances are being torn down by the city Department of Public Works. Rochester Atlas Wrecking Co. is dismantling the eastern end of the line. The subway section from Meigs street east to Rowlands will become an expressway for a Thruway connection.

TIMES UNION MAR 23 1957

City Still Eyes Buses In Subway

Underground Station Paving Planned

City officials still see some possibility of using underground portions of the subway for buses.

The idea was proposed after the end of rail passenger service last year. Open parts of the subway east of the Genesee River will be used for an arterial highway.

No clear agreement has been reached by state highway officials and city officials on the bus project. The subject has been put off in City Hall planning because of its high cost.

PAVING PLANNED

Yesterday, Public Works Commissioner Dow Hamblin told the City Planning Commission the proposal still is being considered. He said plans will be made to pave over former subway station sites on Broad street so that bus stops eventually could be provided at City Hall Annex and Times Square. Former subway kiosk sites at these points will be paved for sidewalk use only.

The city also will cover the open ramp to the subway on the north side of Broad just east of Exchange street. The ramp, formerly used by trolleys, can be reopened with little difficulty if needed, he said.

BRIDGE WORK

Hamblin said a program of improving Broad street bridge from Exchange to South avenue and installing new railings may be completed by fall. Areas for buses and taxis to unload will be provided to take care of expected increasing use of the Broad street entrance to the Community War Memorial.

The planning commission, meeting at City Hall, barred reporters from a discussion of city plans with City Manager Aex, Hamblin and Public Information Director Ruth Malcock.

Scrap Dealers Bid For Subway Metal

Jerome Kozel & Son, 1140 Scottsville Rd., yesterday was high bidder at 23 cents a pound for 3,300 pounds of sheet copper salvaged from dismantled subway kiosks.

City Purchasing Agent Fred W. Ereth conducted a public auction on the scrap metal in City Hall. He said the Klein Co., 331 Oak St., was top bidder at \$37 a ton on cast iron radiators taken from the structures which housed passenger entrances to the now abandoned subway.

Ereth also announced yesterday that he will receive bids Thursday for razing of a two-story city-owned building at 221-23 Reservoir Ave. The house, adjacent to the Highland Park reservoir, has been used as a residence for reservoir attendants and their families. It now is vacant. Public Works Commissioner F. Dow Hamblin ordered the demolition. He said the 75-year-old house is in need of repair and the city has decided it is uneconomical to restore it.

Admirer Grieves For Subway

OH Subway, I still grieve for you even though you've been dead for 7 1/2 years!

When you were born Dec. 1, 1927, what a clean and ambitious looking subway you were! The gleam and sparkle from your cars served notice that you were really going to make something of yourself. However, in the years that passed you chose to associate yourself with the wrong group of people. They promised you great things; they promised you a great future.

Yes, dear Subway, your promisers didn't want you, they had bigger ideas, namely expressway ideas. What a sad world it must have been for you throughout the years,

TIMES UNION MAR 21 1957

Dealers Bid For Subway Station Metal

Jerome Kozel, a metal dealer, today entered a high bid of 23 cent a pound on 3,300 pounds of copper stripped from abandoned subway passenger stations. Auction was conducted by City Purchasing Agent Fred W. Ereth.

Klein Co., a junk dealer, submitted a high bid of \$37 a ton for old radiators. Kozel bid \$15 for a pile of assorted plumbing and heating equipment.

finding yourself going no place, yet carrying the vision of someday having your talents utilized.

The sight of the War Memorial perked you up, for you realized what an asset you could be to it. No one understood your attitude and then you grieved more and more because no one would fight for your cause.

I appreciated your work, Subway. Many a cold morning you took me to my place of employment at Rochester Products. Yes, those were the good old days, and believe me you still have many friends at Delco and Rochester Products.

In the last few years since the death sentence was imposed on you, we all wanted to help you, yet we were only individuals. We could not fight City Hall.

To you who died of a broken heart we hope your trip to paradise was a glorious one.

RICHARD E. WELCH
534 Wellington Ave.
D. & C. JUL 3 1957

Liberal Party Aide Wants City Subway Data

A Liberal Party regional director, who accused City Manager Robert P. Aex of giving him "a run-around," said today he will continue to press for information on a city agreement with the Rochester Transit Corp. over subway facilities.

Eli T. Diamond said he has been unable to obtain a satisfactory explanation from Aex about the city's role in the subway operation and was unable to see a copy of the agreement between the city and the RTC.

Emmett Norton, city comptroller, said the agreement is a public document and Diamond has every right to see it.

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**Railroads
Get Subway
Freight Run**

Five railroads serving the city will take over the freight service in the subway beginning Sept. 1.
This was decided last night with the approval of a 5-year contract with the five railroads. The contract was negotiated by City Manager Robert P. Aex after nearly a year of talks.
The New York Central system will be the actual operator of the freight service for the five railroads. The others agreeing to the contract are the Baltimore & Ohio, Pennsylvania, Lehigh Valley and Erie.
Aex explained that the Rochester Transit Corp., which has been operating the freight service a year, has refused to continue after the end of this month. The freight service extends from Meigs street to the western end.
No money will be involved in the contract. The railroads will be responsible for maintenance of the subway bed, the city for the bridges, subway walls and utility lines.

**Subway Freight Line
Important Asset**

Council action to continue freight service in the subway west of Meigs street when the RTC drops the operation the last of this month is to be commended.

TIMES UNION AUG 15 1957

City Manager Aex was authorized to conclude a five-year pact with the five railroads that serve Rochester for its operation. This belt line spots railroad cars at the sidings of Rochester industries and transfers cars from one railroad to another over city-owned tracks.

It is quite a feat to get five competing railroads to stand hitched on a joint operation, but in a year of correspondence Mr. Aex believes he has reached with them a basis for continued operation. The RTC has operated the freight line in conjunction with the now suspended passenger service in the subway. It now wants to be released from its agreement.

Since 1940 when the Rochester Products Division of General Motors was located on the subway, access to mainline railroads via the subway freight line has become an important arm of Rochester transportation services. It should be continued as long as that condition obtains.

TIMES UNION AUG 15 1957

**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 in prospect under new operating arrangements to become effective Sept. 1.

City Council Tuesday approved a contract designating the five railroads serving Rochester as subway freight operators, with the New York Central Railroad acting as the operating agent. The freight service is now operated by the Rochester Transit Corp., which has sought to be relieved of the job.

Present charges are \$7.87 per car for interline (switching) movements and \$12.50 for "spotting" (moving a car between a railroad and a subway shipper) for coal, coke and iron ore. For all other freight, the charge is \$9.67 for switching and \$13.77 for spotting.

A New York Central spokesman pointed out that these charges are now absorbed by the railroads for all "revenue road hauls," or shipments between Rochester and out-of-town points. The railroads expect to continue this policy, the spokesman said.

THIS TYPE of shipment makes up the bulk of subway freight business. The subway has 16 rail sidings in the section now in use, between Meigs street and the western end of the line. Some of these sidings are used by more than one firm.

The railroad spokesman said no decision has been made as yet on the switching charge made for an entire local movement. He explained that no increase in the rate is now contemplated, but the charge may be increased under the 7 per cent general freight rate increase to take effect for all railroads Aug. 26.

Rates charged by the RTC have been filed with the Interstate Commerce Commission in the past but the ICC had no jurisdiction over increases. Under the new operating arrangement, the ICC will be able to suspend and investigate any increase in rates if requested to do so by a shipper.

THE RAILROADS will use diesel engines for subway freight service, replacing the electric engines operated by the RTC. Overhead lines and most trackage used for passenger service, abandoned last year, will be removed by the city and sold.

The contract runs for five years and may be renewed on a year-by-year basis after that. The railroads will not be charged for the operation. The city has reserved the right to build an express highway in the western end of the subway bed in the future. Part of the eastern subway bed is to be used for the Eastern Thruway Connection.

(An editorial, "Subway Freight Important Asset," Page 24.)

Electric Subway Cars on Last Runs

**Railroads to Use
Diesels Starting
Tomorrow**

The electric engines that have hauled items from sheep to sawdust on the Rochester Subway freight service since Dec. 1, 1927, will make their final trip today.

Five railroads serving the city will take over the service and use new diesel engines beginning tomorrow.

Rochester Transit Corp., which has operated the freight hauling service since it began, will shut down the electric power permanently after the last run today.

The five-man crew—with a total of 130 years' service to the RTC behind them—will leave weather-beaten car "L 1" tonight.

CONDUCTOR James Erskine of 259 Santee St. plans to take over a bus run, although after being with the subway service since it began he says, "I can't imagine driving one of those things."

Abraham Leenhouts of 471 Ridge Rd., Webster, has been with RTC since 1914 and an engineer on the freight service line more than 10 years. Now 65, he says, "I think I will retire with the old engines on Sept. 1."

Abraham DeHond of 433 Ridge Rd., Webster, a brakeman with the service since 1926; and Donald Espenmiller of 512 Seward St., a brakeman since 1948, will assume other duties in the company.

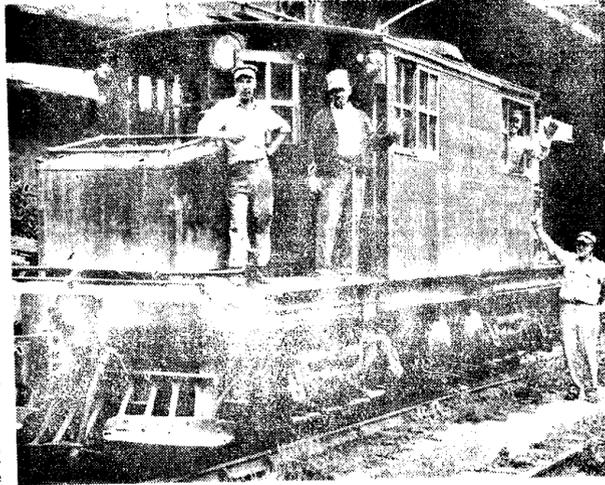
**5 Railroads
OK Pact for
Subway Use**

Freight service in the Subway, from Meigs Street West, will be furnished for five years, starting Sept. 1, by the five railroads serving the city.

That was the word last night of City Manager Robert P. Aex, who was authorized by City Council to execute agreements with the New York Central, Baltimore & Ohio, Pennsylvania, Lehigh Valley and Erie railroads.

Aex explained that Rochester Transit Corp., which has been operating the facility on a month-to-month basis for a year, has refused to continue beyond the end of this month.

The city manager stressed that he was faced with demands of industry to continue the freight service and obtained



BYE BYE CHOO-CHOO—The final run of this Rochester Transit Corp. electric engine was made today as RTC closed out 30 years of operating the Rochester Subway Freight Service. The crew (from left) Donald Espinmiller, Clifford Wilcox, Engineer Abraham Leenhouts and Conductor James Erskine, go on to other RTC jobs. Five railroads take over the operation with diesels tomorrow.

The fifth crew member is the Baltimore & Ohio, the subway route. Otto Schulz, a brakeman since 1944. He is on vacation and will have new duties when he returns.

STARTING tomorrow the New York Central System will be the actual operator of the freight service for the five railroads. The other lines involved

after about a year of talks, in formal approval from the five rail lines. The alternative was municipal operation, he said, and indicated that he was firmly against such a move.

Under the pact with the railroads, they will be responsible for maintenance of the Subway bed and the city of bridges topping it, subway walls and utility lines included in it. The companies will indemnify the city for liability incurred in relation to their responsibilities and the city will reciprocate, Aex said.

The city manager said that no money will be involved in the agreements. John G. Bittner, Council's lone Democrat, suggested that the ordinance be referred to Aex, Vice Mayor Joseph Farbo and others cited the urgency of the case. Bittner added that if an adjourned meeting were held before the end of the month he couldn't attend it anyway.

Aex praised the RTC for continuing the service long after its contract expired on Jan. 1. He said the company had been "most cooperative."

**Diesels to Replace Electric
In Subway Freight Hauling**

Electrically-powered switch engines will be diverted to other use when the five railroads serving Rochester take over Subway freight service Sept. 1.

City Manager Robert P. Aex announced yesterday that the railroads—the New York Central, Pennsylvania, Baltimore & Ohio, Erie and Lehigh Valley—will use diesel engines on the subway freight runs from Meigs Street west.

City Council on Tuesday night authorized Aex to enter into agreements with the railroads for the service. Rochester Transit Corp., which has been operating the freight activity, notified the city it would not continue after the end of this month.

The state is expected to start

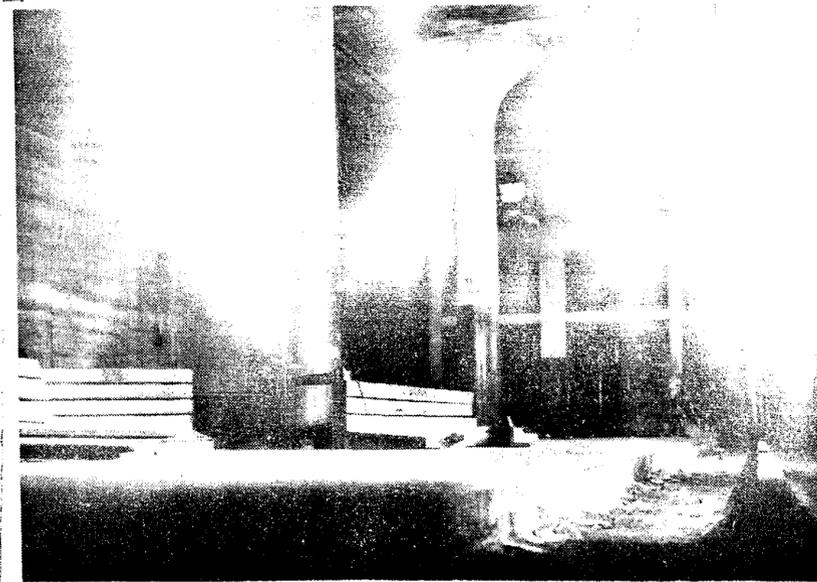
& C. AUG 15 1957

**Subway Wiring
Will Be Sold**

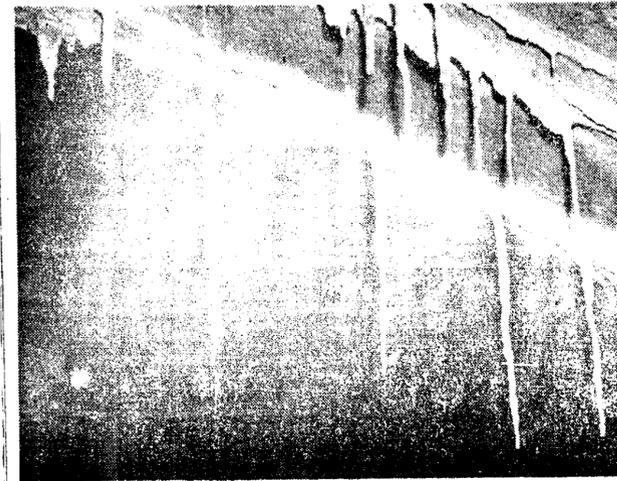
The city is looking for someone to salvage the copper wiring on the subway, before scavengers do it illegally. Purchasing agent Frederick W. Breth has advertised for bids which are to be opened Oct. 17. The salvage dealers will be required to offer a lump sum for the entire wire system from Meigs Street to the area between Lexington and Driving Park avenues. They also will be required to accumulate the wiring themselves. The wiring from Meigs Street east was sold last winter. The section of the subway still in use carries daily passengers electricity.

1957

D. & G. NOV 8 1957



FAMILIAR? — You probably wouldn't recognize this dusty, hazy and deserted scene as the Times Square Subway station below Broad and Exchange Streets.



CREEPY CAVERN? — Close, but not quite. This is a portion of the subway tunnel, abandoned for passenger use a little more than a year ago. Stalactites hanging in the gloomy dimness add a weird new touch.

D. & G. NOV 8 1957

Subway Now a Ghostly Tomb

Stalactites Hang in Musty Gloom of Dead Era

WHAT'S IT like in the subway these days, more than a year after the last passenger got off?

Rush hour, street level crowds flood past steel plates that cover the old stairwell at Times Square on the northwest corner of Broad and Exchange streets. The ornate iron kiosk is long since gone.

Weeds tangle where the rails ran east in the old Erie Canal bed, out toward Winton Road, East Avenue, Highland Avenue. The 13 green trolley cars are gone. One is in the Rail City Museum at Sandy Creek on Route 3. The others are probably scrap. They were doomed when the last passenger run ended at the Driving Park Avenue terminal at 1:55 a.m., July 1, 1956.

A JAUNT through the subway today isn't easy. You have to walk the tracks from Meigs Street into downtown. Most of the route is in daylight, where you can sidestep the debris and tangled undergrowth that's glutting the old cut.

Underground, even a flash-

light can't cut the gloom entirely. Stalactites point to dusty, overturned benches. A tunnel lamp flickers on a "No Loitering" sign. A dead bird lies on a tie. Swinging doors are boarded, their panes smashed. Cigarette butts await the sweeper who never comes.

All is silence.

THEN a distant rumble. A yellow headlamp dances between pillars and rounds a curve. A New York Central diesel leisurely pulls two boxcars bound for a West Side siding.

The train squeals to a halt. An armed railroad guard appears from the gloom and he and the crew trade football scores.

Occasional small talk is important to men who work in the singular loneliness of underground. The train moves on and the silence and gloom close in again.

The guard explains the city policed the subway the 29 years there was passenger

service. Today the Central maintains the right of way for freight. And railroad guards watch for vandals, or bums trying to get out of the weather.

A WALK through the subway these days is only 4½ miles. Nearly four miles of track have been pulled out of the eastern cut to make way for a highway connection.

But in the tunnels and on rusted sidings behind soot-smudged factories freight cars from all over the U.S. and Canada do a lively trade. The Baltimore & Ohio, the Lehigh Valley, the Pennsylvania, the Erie and the Central use the old line as they shunt cars into the city's backyard.

For how long?

No one knows, now. The new trolley doomed the old canal and the new highway derailed the old trolley.

A lone diesel probes the caverns today. The musty dust settles deeper. The weeds grow higher out in the cut.

D. & C. JAN 29 1958
**Subway Speedway
State Deal Okayed**

Other Council News Page 15

City Council said yes last night to the state's proposal to turn the Subway bed into a speedy superhighway. It approved a plan to divide costs of lighting the initial 2 1/2-mile stretch that will permit the city's first 50 mph speed.

Legislation unanimously approved by the councilmen authorized City Manager Robert P. Aex to execute maintenance agreements with the state. Specifically outlined is maintenance of sidewalk approaches to a proposed footbridge over the superhighway at Colby Street. The city asked the state to include the bridge in its plans.

The only obstacle remaining is federal and state approval of the final plans. This is expected since engineers of the U. S. Bureau of Public Roads and State Public Works Department have been consulted in the step-by-step design of the superhighway.

Bernard F. Perry, state district engineer, said a local superhighway designer will convey the plans to Albany tomorrow. The DPW expects to award a contract this spring. The first of two projects to convert the Subway bed for use

by vehicles will extend from the Inner Loop interchange at South Avenue and Howell Street to Colby Street. It is estimated to cost slightly over seven million dollars, one of the most expensive highways ever undertaken locally.

The cost is boosted by the state-federal plan to light interstate highways, of which the canal bed is a link. City Council approved funds to buy fixtures and pay for current. The state and federal governments will share the cost of underground ducts, poles and other equipment. The federal government will put up 90 per cent of all costs, with the other 10 per cent supplied by the state.

The 50 mph speed will be permitted in the twin center lanes. Other lanes, which feed into slip ramps, will be limited to the city's 30 mph speed. The next contract will extend the Subway highway to the construction of the eastern Thruway connection under way to Landing Road from Fairport Road.

DEC 20 1958
**Smoke Traced
To Subway Bed**

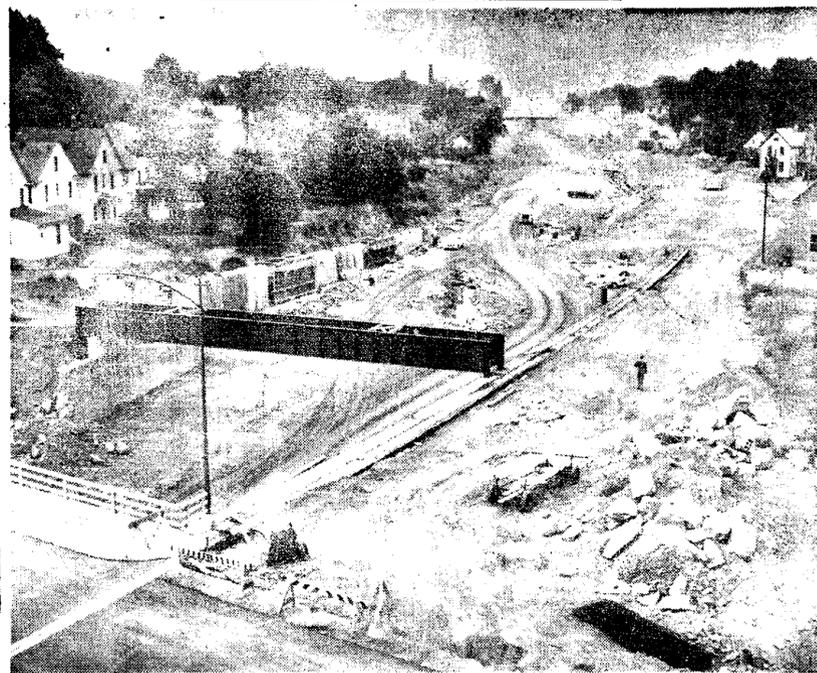
Firemen were called to the Gannett Newspapers Building, 55 Exchange St., shortly after 11 last night when smoke from a rubbish fire in the subway bed seeped into the building's basement.

Battalion Chief Joseph L. Donovan said the fire, apparently set by tramps, was out when firemen arrived. The subway was filled with smoke, but the tramps apparently extinguished the fire and fled when they heard the fire sirens, Donovan said.

**'Do Not Overlook
Subway Potential'**

A NEWS article in the Dec. 10 Democrat and Chronicle by Arthur Deutsch reports "the city has not had sufficient time to prepare plans and estimates for the extension of Water Street South. . . . It is noted that the portion of the Rochester Rapid Transit and Industrial Railway (Subway) which would be replaced under the Library is a key portion of a rapid rail transit system which could bring many people to a very short distance from the Midtown Plaza, War Memorial, Civic Center and downtown in a fast, unobtrusive manner and much more inexpensively than by great acreage of expensive highways and space consuming ramp garages.

It is hoped that both county and city planning will recognize this opportunity which could be lost soon.
FREDERICK A. TROICKE,
34 Linden St.



KNOW WHERE YOU ARE? You're looking eastward from the Goodman Street bridge along what once was the subway.

Widened to twice its size, it will carry fast traffic as part of the eastern Thruway feeder. Schedule calls for use in 1960.

Big Ditch Gets Bigger

Subway Turning into Superhighway

By MITCHELL KAIDY
YOU'D HARDLY recognize the trench that once carried Rochester's rickety subway.

It's been widened to twice its previous size and after a year of earth-moving shows clearly the outlines of a six-lane divided superhighway.

A Sunday Special
The new grade, without a nine-inch concrete topping, is a few feet higher now than the subway bed used to be. The latter was about 20 feet deep.

Graded for eight lanes and a 16-foot center mall, the highway is now 116 feet across. Two of the lanes will be used for entering and leaving

traffic. Although the highway appears graded, short stretches are yet to be done and the pavement won't be applied until late summer. Most of it should be completed by this fall, but the highway is not due for use until the summer of 1960.

SPACE has been provided in the old subway-Barge Canal bed for the single subway track which now carries freight exclusively from Meigs Street downtown. In addition, there is room for a proposed southern Thruway connection branching off from Meigs Street and running west of Clinton Avenue South.

But the bed pinches to its old width at two old street bridges at Meigs and Alexander. Like others between Col-

by Street and Clinton, the bridges will be demolished and replaced with spans capable of overpassing the wider bed.

New Averill Avenue and Colby Street and Goodman Street spans have been erected and put to use, with the one at Clinton Avenue South to open in a few weeks.

Bridges at Meigs, Alexander, Monroe and Culver Roads are scheduled for completion in the fall.

Workmen of the Lane Construction Co. of Meriden, Conn., have blasted a trench in the rock running the length of the 2 1/2-mile highway. The trench is discontinued around the old bridges.

Once the bridges are cleared away, the 48 to 54-inch sewer sections can be hooked together and tied into the city

system.

DESPITE THE routing of the highway in the subway bed heavy demolition was required. Some 220 structures, mostly homes, have had to fall.

The 2 1/2-mile highway, plus 3.45 miles of service and access roads is to be completed by July 1, 1960. Favored by dry weather, it appears to be on time, according to Thomas Mahaney, engineer in charge for the State Public Works Department.

A steelworkers' strike last year slowed the delivery of structural steel, but any stoppage this year may not have the same effect, Mahaney said. That's because a backlog of steel is on hand, and because aluminum railings, instead of steel, are being installed on bridges.

The superhighway will be lighted from Penfield Road into the city. It will offer a non-stop connection to the State Thruway at Victor and ultimately tie into a 41,000-mile network of similar highways from coast to coast.

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AS WE SEE IT

TIMES UNION MAR 26 1960

The Subway Ended But Payments Lingered On

Such people as Nelson Rockefeller and Dwight Eisenhower who preach the virtues of pay-as-you-go fiscal policy may sometimes seem unrealistic and old-fashioned to the average taxpayer.

After all, don't most of us buy appliances and autos and such on the installment plan? So why doesn't it make sense for governments to keep for taxes down—or even cut them—and issue bonds for long-term capital projects?

Private Example

A striking example of why it doesn't make sense is found in the city's unheralded retirement this month of the last bonds on the old subway.

Back in the '20s, the subway in the old Erie Canal bed was considered the permanent answer to Rochester's traffic and transit problems. Since future generations would enjoy it, or so the theory went, they should help pay for it. So 30-year bonds were issued with principal of \$10,300,000 to build the subway.

Most of these bonds bore interest



The subway: \$10 million principal, \$7 million interest

rates of 4 per cent, which seems low enough. But as every home owner with a mortgage knows, interest runs high on long-term borrowing. The interest total on the city's subway bonds came to \$6,717,275, or two-thirds the principal.

But the subway went into decline soon after it was built. The automobile became king, and subway passenger service died June 30, 1956.

But city taxpayers still had to keep on shelling out money to pay for subway construction, even while the state was ripping out tracks, stations, bridges and even subway bed walls for a new super-highway.

Fortunately, a pay-as-you-go policy is being used to finance the new Eastern Thruway Connection and Outer Loop in the subway bed. The 15-million-dollar cost of the new highways will come out of the 10-cents-a-gallon taxes that state and federal governments get on every gallon of gasoline. Thus those who use the highway pay for it, and heavy interest charges are saved.

Not all capital items can or should be paid out of current revenue, of course. The proposal to issue 75 million dollars worth of state bonds to buy up vacant land for parks is a good example. Here, indeed, is an asset for future generations to enjoy and help pay for.

Some Justified

But in general, it makes good sense for government to build up construction reserves through current taxation, avoid debt, and limit such bond issues as are necessary to the shortest term (and lowest interest) possible.

Future generations will have enough to worry about without shelling out money for dead horses from the past.

Now It's Loops and Lanes Where Subway Used to Run

D. & C. MAR 29 1964

By ARCH MERRILL

Once upon a time not so many years ago, Rochester had a high-speed subway railroad eight and one quarter miles long.

Pictured on this page is a reminder of that ambitious project which finally was drowned in a welter of red ink.

The Highland Avenue subway station, on the easterly fringe of the line, ran its last passenger car on June 30, 1956.

Shortly thereafter, station, tracks and the rest of the road's paraphernalia were removed. The scene at Highland Avenue station, taken a

few months before the subway's demise, is a tranquil one, far too tranquil. Passengers are conspicuous by their absence.

That station, north of Highland Avenue and east of Hillside, served a genteel clientele, made up mostly of professional and business men and lady shoppers. For them it was mighty convenient, especially in the rush hours.

But there weren't enough of them to keep the city-owned utility in the black. That situation was true all along the line.

RIGHT NOW that old ditch in the vicinity of the crumpled station site is a busy place indeed.

Bulldozers roar, giant cranes lift great loads and yellow-helmeted workmen are all over the place.

The state is pushing construction of that section of the Outer Loop which will follow the old subway bed from the Eastern Expressway at East Avenue to Monroe Avenue—and eventually farther southward to join a highway ring around the city.

And near where the subway station stood, a massive bridge with sturdy pillars is taking shape. It will carry Highland Avenue over the new motor highway.

It's another place around town where things are being torn up in this long era of building new loops and expressways.

MAYBE a little subway history is in order. Building a rapid transit electric railway in the bed of the old Erie Canal through Rochester was planned by the city fathers as early as 1911, although the new Barge Canal, which swung south of the city, was not put into operation until 1918.

Ground was broken for the subway on May 2, 1922. The line, which eventually cost \$12 million to build, extended from the former Western Widewaters near the present Rochester Products plant to Rowlands station in Brighton.

The road was operated by the New York State

Railways, which became the present Rochester Transit Corp. It was subsidized by the city.

The first car ran from Winton Road to City Hall on Dec. 1, 1923, and on Feb. 8, 1924, operations began over the entire route.

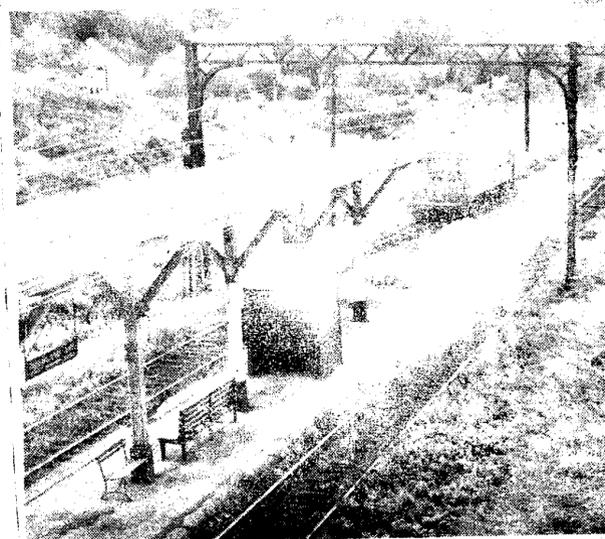
ROCHESTER was mighty proud of its subway, a bold venture in rapid transit for a city of its size. City fathers patted themselves on their collective back for thinking up such a splendid use for the abandoned canal bed.

A prime reason for building the subway was getting the big clumsy, noisy interurban trolleys off the streets and underground. Within three years after completion of the subway, the interurbans were a thing of the past, victims of the age of gasoline.

The building of Broad Street over the subway through part of downtown and the use of the line during storms that paralyzed the buses were bright spots in the story of the project.

But financially it was a white elephant all its life, except for a few years in the mid-1940s when wartime gasoline rationing gave it a shot of adrenelin.

The line just did not serve a large enough section of the city to be profitable. So eight years ago it became a memory in Rochester, as had its predecessor, the Clinton Ditch.



REMEMBER? This was Highland Ave. station of Rochester's "subway", whose last passenger car ran eight years ago. Outer Loop is being built at spot today.

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END OF THE TRACK

TIMES UNION, FEB 8 1966

Subway Not Quite Dead

By CLIFF SMITH

Rochester's 8 1/4-mile subway took a long time to be born, but it's taking a longer time to die. While the pioneers needed just eight years to hand dig the 362-mile Erie Canal, men with earth-moving machines took five years to build the subway.

At 1:45 a.m. on July 1, 1956, the city's last subway operator applied his brakes, sparks flew and Rochester's subway passenger system came to a permanent halt.

Tonight City Council will be asked to authorize the sale at public auction of what Purchasing Agent Reed H. Harding says is the last of the subway's passenger rails.

Some 150 tons of rails from the north side of the Emerson Street subway bridge will be put on the block for scrap steel dealers or anyone who may have occasion to use the rails at another location.

"Since we got \$30 to \$40 a ton for other subway rails at two previous sales, this should be quite a substantial sale," Harding said today.

Although the rails are in good condition ("they're pretty hard to wear out," says Harding), the purchaser will have to rip them out himself.

HE'D BETTER be careful that he's on the right track, however, because a subway



subway opened Dec. 1, 1927, running from Mt. Read Boulevard and Driving Park Avenue to the Rowlands station in Brighton, at Allens Creek and Monroe Avenue.

"Think of it," people said then. "Winton Road to City Hall in only 7 1/2 minutes."

Actually, it was a true subway for just less than a mile, the underground or covered portion from Oak Street to South Avenue.

Nevertheless, Rochester proudly claimed to be the smallest city in the land with a rapid transit line which, part of the way at least, ran underground.

freight track running from Rochester Products Division of General Motors Corp. to Meigs and Goodman streets is still in use.

"Unless service is discontinued on the freight track," Harding said, "this will be the last subway track to be sold."

City fathers first thought of the possibility of a subway in 1911, when the state announced plans to abandon a 13-mile stretch of the Barge Canal.

Construction of what officially was called the "Rochester Rapid Transit and Industrial Railroad" didn't begin until May 2, 1922, at the west end of Oak Street.

With a fare of 9 cents, the

It wasn't long, though, before the prime reason for building the subway no longer existed—the cumsy interurban trolleys were not only off the streets, but out of the subway and out of existence by 1931.

Between 1938 and its final year, the line operated only one year at a profit, and that was in 1943 when gasoline rationing was at its peak.

Although millions rode the subway, the passenger load dwindled to about 900,000 in 1955.

Over the years it carried an average of only 2 per cent of the total passengers on all bus and other public transportation lines.

Subway Rails Sold for \$75 a Ton

The city sold about 150 tons of subway trolley rails today to G. A. Antonelli, father of Johnny Antonelli, for \$75.50 a ton.

Antonelli, 397 Ravine Ave., said he plans to resell the rails. He has been in the business of building and repairing railroad sidings for industrial concerns for 53 years.

The rails, from the north side of the Emerson Street subway bridge, were sold at an auction in City Hall conducted by City Purchasing Agent Reed H. Harding. Antonelli had the highest bid.

The starting bid of \$10 was \$20 below the minimum price set by the city. The bidding then jumped to \$30. About 15 would-be buyers made some 75 offers in spirited bidding.

Harding said Antonelli's purchase represented the last of the 8 1/4-mile subway's passenger rails. The subway operated from Dec. 1, 1927 to July 1, 1956.

Subway rails brought \$30 to \$40 a ton at two previous sales, Harding said.

City Auctions Trolley Rails

A railroad construction contractor bid \$75.50 a ton yesterday at a city auction of surplus trolley rails now rusting on the Emerson Street subway bridge.

The \$11,325 bid by G. August Antonelli, 397 Ravine Ave., was more than \$2,000 higher than the price expected by the city for the 150 tons of steel. He outbid about a dozen men in a sale at City Council chambers.

Antonelli, father of Johnny Antonelli, former major league pitcher, must tear up the surplus track within 30 days.

His price was more than \$30 higher than the successful bid in a 1962 auction of surplus rails.

Antonelli's purchase represents the last of 8-mile subway's passenger rails. The subway closed in July, 1956.

Subway Rolls Anew into News

Rochester's old subway bed has "rolled" into the news again on two counts: A proposal, in slightly different form, has been revived that it be used as an arterial highway; and a D&C photographer-reporter team has exposed its open stretches as a rat-infested catchall for all sorts of debris.

These latter olfactory, visual and public health overtones confirm the urgency of the subway problem underscored earlier in a complaint by City Councilman Robert Wood. Wood called the mess a shameful civic blight.

Wood, somewhat in the mood of a proposal advanced some years ago by City Councilman Henry Gillette, suggests converting the bed into a one-way highway, downtown-bound in the mornings, outbound in the evenings. This would give commuters additional access to the city. The practicality of these proposals is open to question.

Before any hard decision on the use of the subway bed is made, wouldn't it be more prudent to invite other alternatives? Who can say? Maybe this space could be used for metered parking? There may be other possibilities. Ultimately some sound public use should be made of it.

Meanwhile there can be unanimity of opinion on one point — the subway bed must be cleaned up and guarded. Otherwise it will go on literally inviting misuse as a dumping ground and as a breeding ground for rats and foul play.

D. & C. AUG 29 1966
D. & C. APR 12 1966

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**'Dinner in the
Old Subway?'**

D.&C. APR 13 1968

A CONCERN of Rochester is the need to make better use of the Genesee River as a natural gift. Look at the beautiful War Memorial and the rushing waters between the Broad and Court Street bridges. It is a shame not to develop this sight further.

Perhaps the old subway tracks under the Court Street Bridge could be leased and converted into a restaurant. The open arches could be glass enclosed and floodlights overhang to light the area at night. Access would be from a small park on the east side of the War Memorial and perhaps on the other side next to the Rund Memorial Library.

To me this location seems ideal for a restaurant since it is centrally located and has ample parking nearby. A dif-

ferent type of dining atmosphere could be created. Dinner "Under the Bridge" anyone?

RAYMOND F. CORSON,
1863 Brooks Ave.

**'City Will Need
Subway, Monorail'**

I READ with amusement, "More Parking Planned for City" (D&C May 12), on plans to provide the best possible transportation for outer city and suburban residents. As recommended by the Rochester Metropolitan Transportation Study, busways would be constructed on the Lehigh Valley Railroad right-of-way and the old subway bed. Why should a busline be built on a railroad and subway track? Would not the transportation problem indicate the need of a commuter train?

Rochester seems to consider itself a small city capable of handling all public transportation on buses—it resists thinking of itself as a growing metropolitan area. Fact it, construction of more and more parking lots will not make cars go away, but will lure them downtown to clog the already clogged facilities.

It was mentioned that the city administration felt "little can be done today to change the public's driving habits." For pity's sake, build the public a mass transportation system that is good enough to change habits. A Rochester subway or rapid transit or even monorail need not resemble New York City's or Chicago's. Granted, a project of this size calls for a rather metropolitan attitude but, this too shall have to come to pass. **STEVEN E. CARPENTER,**
1833 University Ave.

Topic of The Times

TIMES UNION DEC 7 1970
Subway: A Mile
TIMES UNION DEC 7 1970
Of Track, Ruin

By JOHN WALTER

We went down in the subway, Donald Moore, a photographer, and I. Moore is a conductor for the Baltimore and Ohio Railroad, a leader of United Transportation Union Local 735.

The subway is a Rochester other-world, a mile's worth of track and ruin that sweeps under the city from somewhere near Oak Street on the west side to Court Street on the east. It had real, operating subway cars once. Before that it had been the Erie Canal bed.

The tunnel has remained under the city's watchful eye ever since the last passenger-carrying car went through, on runs out to Rochester Products on the west and Brighton on the east, almost 15 years ago. A single spur of it is still used to ship some cargo into the city, including the newspaper which you are holding.

But mostly the subway is abandoned, in ruins, forlorn. We were interested in it because there is talk it will be used again: The regional transportation authority is studying the feasibility of opening up a rail subway service again, or making the bed into an underground bus tunnel.

WE WALKED THROUGH the subway, starting where the tracks vanish underground at the railroad yards off Broad Street, down into the tunnel and its broken railroad ties and puddles of water, steaming.

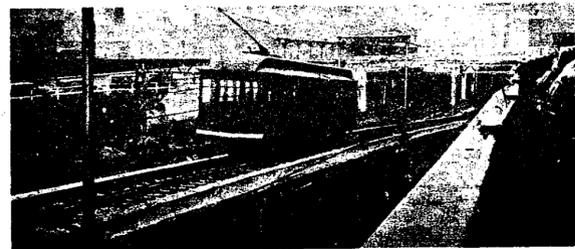
It is always night in the subway now; as the entrance vanishes behind you, its little square of light dies out and only the flashlight picks out your path. So, too, seasons pass unnoticed: In the interior, the biting cold wind and snow fall away behind you, and it is the same cool temperature it is in summer.

Water drips continually, to both sides. Cars can be heard overhead, as much of the tunnel follows the route of Broad Street. It is a wide subway—probably more than 70 feet at most points, with huge concrete columns holding up the roof. The columns, like everything else, are covered with filth and grime of untended years.

Two men of indetermined age stand, watching, part of the subway's transient population. Some derelicts, some hippies, they find their way down for "warmth" and peace and comparative dryness. High up on a ledge to one side is a litter of bedrolls, blankets, and wine bottles, none of it yet dusty.

Along the way, the ghosts of passengers past: A boarding platform, iron railings still lead up to the street entrance, sealed over. Where the people once waited, briefcases and shopping bags in hand, there is rubble and litter on a wooden bench, spilled over on its side, as it might have all been left one day in July of 1956.

Then, into the light and cold again, you walk across the Genesee River under the Broad Street bridge, its arching outside columns opening onto the city. Pigeons flap away past the yellow stone, and there, in a construction gash, the subway ends as quickly as it began, surfacing after Court Street, where South Avenue is now being dumped down into where the trains once ran.



One of the last trolley lines was the subway, which used trolleys purchased from the abandoned Rome - Little Falls line. Photo shows a car descending to the turn-around ramp south of Court Street to the station beneath the main library.

D.&C. MAR 28 1971

Lost Out to Highway TIMES UNION AUG 21 1971

Old Rochester Subway Bears Lessons In Today's Transit-vs.-Auto Argument

By CALVIN MAYNE

When mass transit advocates talk now about rail lines as a substitute for new superhighways, many Rochesterians who have been around a while get the feeling that they've heard it all before.

Except the controversy they recall involved the replacement of a rail line — the old Rochester subway — by a highway — the Eastern Expressway — in the mid-1950s.

Then as now, the argument was whether state and local government should cater to "another highway spewing automobiles into downtown" or whether greater effort should be made to save and promote a mass transit facility.

The highway advocates won out that time over the transit fans. Now, a small but determined and highly vocal band of local environmentalists means to see that today's transportation decisions are made the other way.

... 'Route to Nowhere'

The subway ran about 3 1/4 miles from near Monroe Avenue in Brighton through downtown and then northwest to Rochester Products Division of General Motors. Interspersed along the way were stations reached by stairway from the street (a few old entrances downtown and in northwest Rochester still stand).

The subway was constructed by the city along the route of the old Erie Canal, which was abandoned by the state in 1920.

It was built not as an alternative to automobiles — there were relatively few then — but primarily to get the big, noisy interurban railroad cars that served the Greater Rochester area off city streets. The subway also served as a right-of-way and interchange for rail freight service.

Construction cost was quite high for those days — \$11 1/2 million, not counting bond interest. The job took so long that it was nearly a civic scandal, but service finally began in 1927.

The Times-Union presents a personal viewpoint each Saturday in this space. Today's contributor is The T-U's associate editor.

T.U. Aug. 21, 1971 (cont.)

"Think of it — Winton Road to City Hall in 7 1/2 minutes!" one enthusiastic rider was quoted. The subway trolleys, powered by overhead electric lines, were the transit talk of the nation. Most of the route was open cut, but the downtown portion was covered by Broad Street and, later the Rundel Memorial Building.

But within four years, the interurbans fell victim to the automobile. That left local transit and freight service as the subway's only offering.

The subway soon lost money as its builders discovered the significance of somebody's wisecrack that it was "the only subway in the world that began nowhere and ended nowhere."

Because it did not serve any large concentration of the population, the subway carried only about 2 per cent of Rochester's transit passengers. Its downtown stations were too far from the retail center at Main and Clinton for most shoppers and office workers. The route of the old canal bed was determined, after all, by the needs of boats, not people.

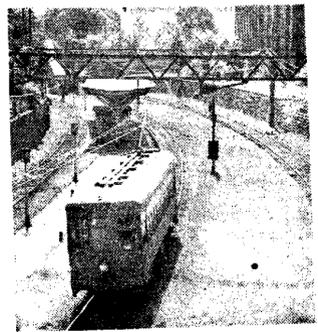
The subway had a brief revival during World War II gasoline rationing. But at war's end, most of its passengers returned to automobiles.

The privately-owned (and now defunct) Rochester Transit Corp., which operated the subway, said it could no longer afford the loss. So the city paid RTC a subsidy of \$30,000 annually and, in time, also faced a capital expenditure of \$225,000 for repairs.

At the same time, an argument raged over the route of the eastern connection to the Thruway from the suburbs to downtown.

Robert P. Aex began to eye the subway route in the old canal bed as a means of avoiding property demolition for the new expressway and ridding the city of a financial albatross. There also was talk — never fulfilled — of converting the subway into a northwest expressway.

Several surveys by consulting engineers supported the highway argument.



Old subway at Goodman Street South.

T.U. Aug. 21, 1971 (cont.)

So the subway was abandoned over the protests of its loyal but dwindling fans, the Rochester newspapers and the Democratic council minority (some rail freight service was retained and still exists downtown).

The last car made its run in the early morning of July 1, 1956, crammed with railroad and trolley buffs.

... Faster than Driving?

In its later years, the subway suffered from old, rattling cars and decrepit stations. But for dedicated riders, it was a joy.

Travel by subway was far faster than a ride by car or bus on crowded city streets. The subway was almost always on time and, best of all, ran faithfully during snowstorms that tied up other traffic.

One of the subway's staunchest advocates, Lloyd Klos, now a librarian for the Rochester newspapers and a railroad historian, lamented when it was abandoned:

"I think, in a relatively short time, many people are going to be convinced that keeping the subway would have been the best thing in the world. There will be increased traffic congestion and slower transportation on the buses."

For a while that was true. Then the six-lane Eastern Expressway made it possible for motorists and express bus riders to beat that 7 1/2-minute travel time from Winton Road to City Hall (except in snowstorms and, currently, during reconstruction of the Inner Loop). Many downtown businessmen credit the central city's resurgence in large measure to easier automobile access made possible by the expressway.

But in a sense, Klos' gloomy prediction still is not so far off line. For the Eastern Expressway is increasingly jammed by more and more cars, slowing travel time.

... Unfair Competition

Now the State Department of Transportation (DOT) is pushing the Genesee Expressway as a means of relieving traffic congestion from the southern suburbs to downtown.

ECO-TRANS leaders and other transit advocates see this as part of a self-defeating, disastrous cycle.

Not only will the Genesee Expressway dispossess homeowners and ruin neighborhoods, they contend, but it also will induce still more motorists to drive, in a vicious cycle that requires ever more expressways and downtown parking lots.

As an alternative, they favor a rail transit line on abandoned railroad rights-of-way from Rochester Institute of Technology through downtown (using the old subway) and thence to Charlotte.

That transit "travelway" also is advocated both by DOT and the Rochester-Genesee Regional Transportation Authority (whose executive director, interestingly, is the same Robert Aex who helped kill the subway).

But where the state and, so far as is known, the authority favor both the expressway and the transit line (probably for buses), the environmentalists contend that transit can't compete with superior highway facilities.

The experience of the old subway seems to bear them out. Although the subway offered the fastest trip downtown, its patronage dwindled as even riders who lived near it turned to the comfort and flexibility of automobiles.

And since the Eastern Expressway and other urban superhighways have been built, patronage of buses also has dropped drastically (down 15 per cent for the authority-owned Rochester Transit Service in just the last year).

Today's transit advocates argue, as subway fans did, that greater effort to make buses and trains faster, more comfortable, more convenient and more reliable will lure motorists from their automobiles.

Perhaps so. But it appears, increasingly, to this observer (and former subway rider) that won't be enough. If it is determined that the automobile is truly a menace to the urban environment, then more drastic means seem eventually necessary to discourage its use and promote the transit alternative.

In any event, work on the Genesee Expressway between the Outer and Inner Loops has been suspended pending a thorough review of the transit-vs.-highway controversy. It's a safe bet that the subway experience will be used to bolster the viewpoints of both sides.

On Rapid Transit

YOUR EDITORIAL (DEC. 15) PLUGS for exclusive bus lanes. Why buses? D&C Dec. 30, 1971

Mrs. Ann Nelson and you probably are too young to remember when Rochester enjoyed rapid transit, such as you suggest; only the operation was on rail lanes, Lake Avenue, and Summerville Boulevard, too, had tracks bordering the road. Our subway maintained real, rapid transit, and was most appreciated in winter, when buses stood idle.

The New York State Railways was not government subsidized (with our money) but operated under Public Service Commission regulations, which meant fares could not be increased every time the managers had a "whim."

Because the city fathers decided that autoists preferred to drive to and from their destinations, rapid transit gave way to inner and outer loops, at taxpayers' expense. Now taxpayers are to maintain bus lanes, and store their cars, while paying for air-polluting transportation.

Why buses? Ask the bus manufacturer. SAMUEL E. GROVER, 3250 Chili Ave.

Rail Line:

A Rusty Subway

By KEITH PRITCHARD

Dolls, beer cans and tires lay broken, hastily discarded and useless.

Old rails, covered with years of rust, to and fro on wooden ties that snap under foot.

Obscene 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 shiny new rail cars, capable of reaching 75 miles an hour, between Charlotte and Henrietta through downtown.

The last city trolley rattled down these tracks in June 1936. 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.

The subway ran about 3½ miles from Lexington Avenue, through downtown and southeast to near Monroe Avenue in Brighton. It tunneled under the city from south of Lyell Avenue to beyond Court Street along the route of the old Erie Canal, which was abandoned in 1920.

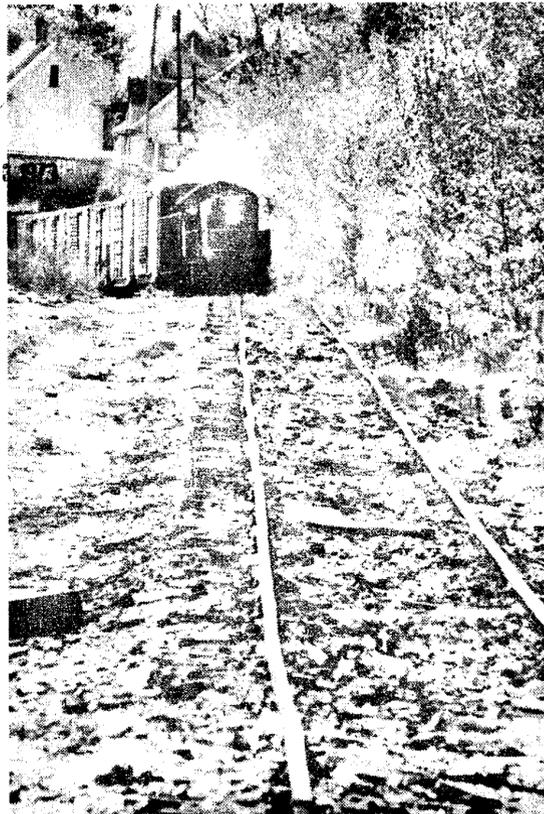
After the subway was abandoned the bed from Court Street southeast to Brighton, became the route of the Eastern Expressway.

What's left of that line is planned to be the part of the new rail line. The Rochester-Genee Regional Transportation Authority is negotiating an agreement with the city to buy the land from Lexington Avenue south to past the Broad Street bridge for \$1.

But for now, the old subway line is a lonely and forlorn place.

Stations, with stairways leading from the street down to track level, are barricaded with

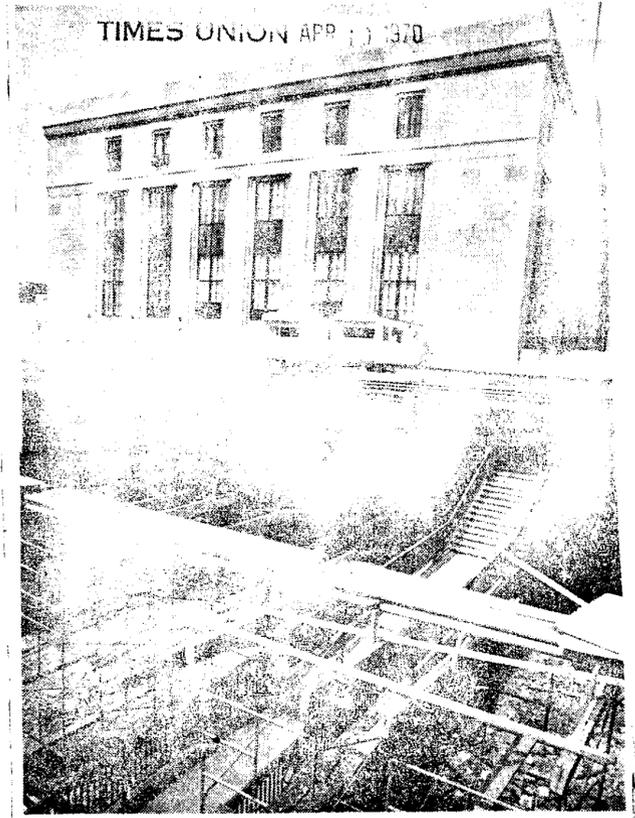
Please turn to 16B



D&C Photos by John Metzger

Switch engine heads for trash-strewn section of track.

CONSTRUCTION PLANS FOR THE interstate 490 downtown link continue to be bogged down by protests over abandonment of the railroad spur in the subway bed paralleling South Avenue. Two Clinton Avenue South firms that receive shipment over the track have formally protested to the Interstate Commerce Commission the city's plan to sell the property to the state. Dec. 10, 1969



TIMES UNION APR 10 1970
Subway in Sun Again

With Court Street pavement stripped away during bridge reconstruction, steps and ramp to old subway under Rundel Memorial Building are exposed to sunlight once again. Passenger service was given up by old Rochester Transit Corp. in 1956. Trains ran from northeast to southwest corners of city; route to east is occupied now by Eastern Expressway and Outer Loop.

607



Rochester's last subway car leaves City Hall station June 30, 1956.
D.&C. NOV 30 1969

Subway's Ill-Fated First Trip

Arch Merrill's History

The first passenger car on Rochester's subway-railroad splashed along flooded tracks on Dec. 1, 1927.

The last one was derailed by a deluge of red ink, "figuratively" speaking, on June 30, 1956.

That first run 42 years ago tomorrow epitomized the story of a project doomed to failure from its inception. The line was not ready for passenger service. Signals remained to be installed; rebalancing was needed and sharp curves were to be reduced.

But the public, after five years of work on the line in the abandoned Erie Canal bed and repeated setbacks of opening days, was impatient. So officialdom set Dec. 1 for the maiden run between Winton Road and City Hall — come hell or high water.

HIGH WATER DID COME. On the eve of the grand opening, a 36-inch water main burst at Harvard Street and Culver Road, covering some subway tracks with a foot of water, and partially submerging the Winton Road station platform.

Nevertheless, the first car left Winton Road on schedule at 6:45 a.m.

Among the passengers who did not pay the nine-cent fare

was City Railways Commissioner Charles R. Barnes. The good burghers said with awe: "Think of it. Winton Road to City Hall in 7½ minutes!" Passenger operations over the entire line began Feb. 4, 1928.

Glowing with civic pride, Rochesterians little realized then that a multi-million dollar white elephant had begun a 28-year romp.

AFTER THE STATE ANNOUNCED a section of the new Barge Canal would be constructed south of the city, Rochester had to decide what use to make of the old Erie Canal bisecting its heart.

To city planners the abandoned bed of the old Ditch seemed made to order for a high speed transit line, which would include freight handling and a new overhead street bridging the river.

A prime objective was getting the big, noisy cars of four interurban trolley lines off the streets. Within four years after the \$12 million railroad was completed, the interurban cars were out of the subway — and out of existence. No city planner fore-

saw the swift ascendancy of the automobile and the motor bus.

WHY WAS WHAT ROCHESTER always called "the Subway" such a financial flop. Well, as one citizen put it, "it didn't go anywhere."

In other words, its territory, in terms of passenger traffic, was restricted by its location in the canal bed and it failed to develop any new sources, except the extension to the Rochester Products plant.

An important factor in its debacle was its distance from the hub of the shopping district, Main and Clinton. A subway kiosk at that corner might have put the line in the black.

Freight service for terminals or industries never reached expectations. While some tracks are left, they are seldom used.

THE SUBWAY'S ONLY legacy to the city, an important one, is Broad Street, which originally ran from Oak Street to South Avenue. Its extension eastward to Union Street as part of the Midtown Plaza project greatly enhanced its value.

Now for many miles the Eastern Expressway its hum of motor traffic rising to a roar in the rush hours, follows the route where once horses and mules hauled canal boats and in later years subway cars whined.

SUBWAY

From 1B

wire and are posted with faded, wooden signs that tell you it's illegal to enter. Inside stairs, walls and wooden ceilings crumble with age and neglect.

An empty wallet, with no name in it lies on one station floor. How did it get there?

Ahead is a headlight. A Penn Central railroad switch engine labors with a string of boxcars behind it.

"They run on these tracks?"

"Five days a week," trainmen say. The locomotive is shunting metal laden gondola cars out of a scrapyard.

The railroad leases the tracks from the city to serve firms such as Rochester Products Division of General Motors at Lexington Avenue, and the Gannett Newspapers Building, which has its loading dock in the subway tunnel beneath Broad Street.

A trainman aboard the caboose rides into the tunnel. At five-miles-an-hour, he gets a good view of the scenery.

The tunnel begins just south of Lyell Avenue. There's no littering here.

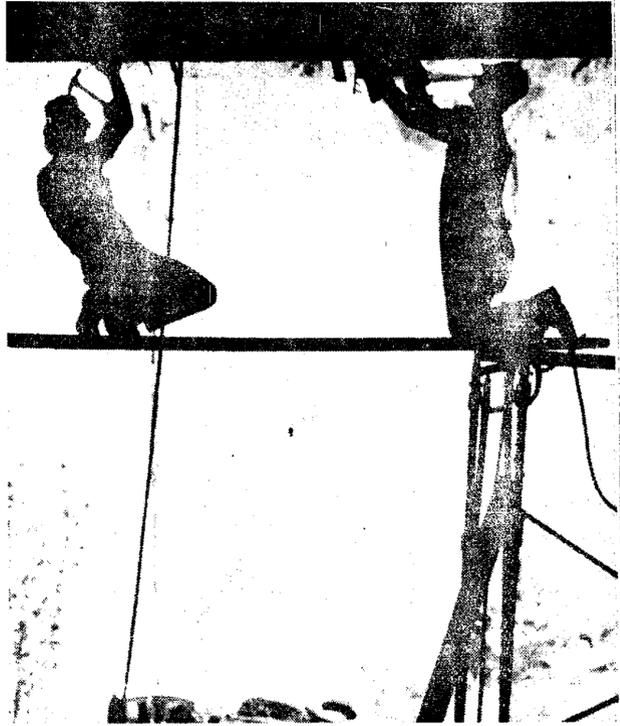
It's another world. A dark, damp underground domain that reaches under the center of the city, beneath West Main Street, past the former Rochester Institute of Technology campus and between City Hall and the Gannett Building.

Stark concrete walls and a curved ceiling give a cavernous effect. Light behind and darkness ahead give no clues to what's in store.

It becomes almost impossible to see ahead without the aid of a large flashlight. The light catches old stairways, their doors still open. They once led to the street. Now they go nowhere, having been sealed at the top, where life hurries by unnoticed, maybe unknowing.

It's warm and sunny outside. warm and damp inside. In the winter, it's a shelter for those with nowhere else to go.

"Watch out for the bumps."



D&C Photo by Merritt Landon

The old subway line and workmen for the expressway project overlap.

a trainman warns, casting beams of light off to the side with his switchman's lantern.

"You never know what they'll do," he says.

Ahead is light again. It's from the lower level of the Broad Street bridge. But before reaching it, the train squeals to a stop.

For the first time, the sound of traffic overhead intrudes, mixed with the hissing steam escaping from a pipe

hung on the ceiling.

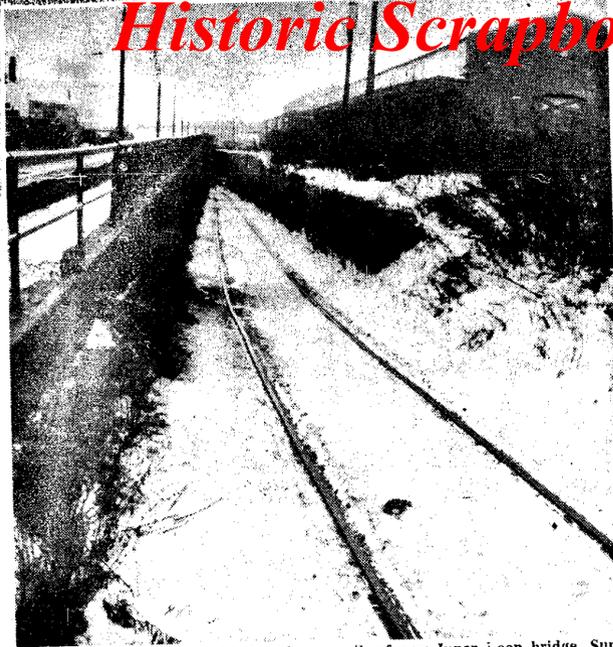
To the left are platforms and wooden benches as they were left almost 17 years ago. Crowds of people once waited here for trains. Now the trainmen and, perhaps, a person or two who purposely avoid inquiring light are all who come.

This is the end of the 1½ mile underground portion of the line used by the railroad. From here, it's on foot again.

Light ahead from the Broad Street bridge's open arches gives directions, but a flashlight helps in picking a path.

The bridge is a refreshing change from the tunnel, a warm breeze, the sound of the river below and pigeons flapping into flight.

And, daylight. Rails and dangling overhead wires show the bridge was abandoned as hastily as the rest of the line.



Railroad tracks begin to head underground into the old city subway system at this point beside Broad Street just north of new Inner Loop bridge. Supports inside subway here badly need repairs.

TIMES UNION JAN 15 1974

Subway Transfer to Save \$3 Million for City

TIMES UNION JAN 15 1974

By MARSHA STANLEY

The city will be getting rid of an expensive 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 River-ton 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 reconstruction won't really be any added cost for us and at the same time it will take a heavy burden off



GEORGE WAGNER

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 from the time 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 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 under Broad

Street 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.

The roadbed over the subway was in danger of collapsing, Wagner said. He has toured the site with city officials. 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 with RTA is signed, Doyle said.

RTA also will be responsible for maintenance of seven bridges over the subway along its 3½-mile route through the city. The subway runs southeast from Lexington Avenue, downtown along Broad Street, under it and across the Broad Street Bridge and connects with the old Erie Railroad line just south of the Public Library.

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.