Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Subway Scrapbook

Volume 3

Compiled by
Mrs. Charles E. Watts
1971

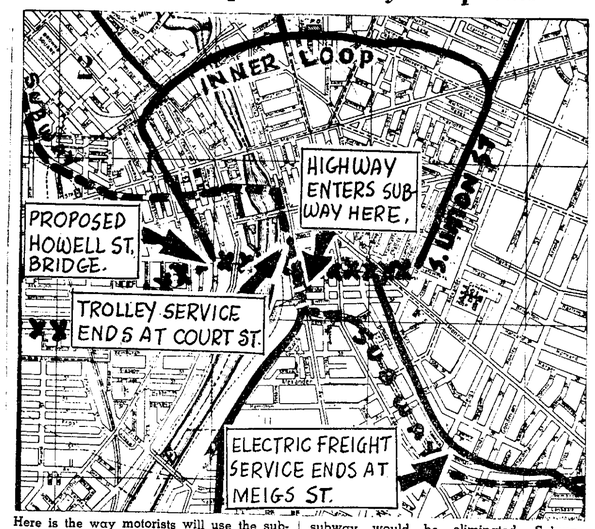
JUN 20 1972

000155

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

TIMES UNION DEC 6 1949

'Road Map' of Subway Proposals



Here is the way motorists will use the subway, if and when it becomes an express highway as advocated by the Chamber of Commerce trustees. Motorists would enter the present roadbed of the subway from the inner loop at a point near Marshall St. and South Ave. The roadbed would run to Winton Rd. The proposed state highway (noted by solid black line) paralleling the subway would be eliminated. Subway freight traffic would be continued as far east as Meigs St., along with motor traffic, but passenger service would end at the Court St. station. Subway is indicated by dotted line. The X line denotes the approximate route of the southern inner loop which has not been finally decided. See overall map on Page 20.

RTC Proposal on Subway Looked for Monday

Eyes of persons interested in what-to-do-with-the-subway question turned to the Rochester Transit Corporation today for an answer.

Directors of the corporation will meet next Monday, and among the questions scheduled for intensive discussion is the subway's future. From that meeting is expected to come a proposal as to what the RTC intends to do with the trolleys.

The RTC has a contract with the city to operate the subway. It expires Dec. 31, and some form of a renewal is neccesary if the company intends to keep on operations. The company, through its vicepresident, William A. Lang, has said it would continue to operate the subway as long as the city desires, but it does not intend to pick up the deficit check each month.

The whole question revolves around one point: Is the city willing to bear the deficit each month until some feasible plan is worked out whereby the subway will be placed on a paying basis or converted into an express highway?

While RTC sources remained silent on what it proposes to offer the city, persons close to the situation intimated today the RTC would ask the city to bear the deficit. In turn city officials, who decline to be quoted by name, say the city has no money to meet the losses.

It was intimated the city would request the RTC to operate the subway for another two or three months until the city decides what to do with the trolley line. It is possible, it was pointed out, that the city might ask the Public Service Commission for permission to increase the cash fare from 10 cents to 2 tickets for 25 cents. While it was felt the subway would lose some passengers under the higher fare schedule, the 2½ cent markup would more than make up the deficit.

The subway question is scheduled for an airing at a caucus of the City Council Friday. It is probable council will ask the City Planning Commission to make a report. Yesterday the planning commission said it would be glad to do so provided the council asked it. It already has assembled facts and figures.

Frank Van Lare, vicemayor and head of the utilities committee, said "undoubtedly we will have to arrange a meeting with transit officials before the end of the month."

Two Democratic councilmen-elect meanwhile took a hand in the subway discussion. They are Robert B. Corris and Lawrence G. Edenhofer who take office Jan. 1.

Corris, who said he was speaking for himself as well as Edenhofer, declared that the City Council should not adopt any policy "drastically changing the present character of the subway" before they take office. Corris added that he had received many requests from interested persons on what he proposes. He added that he had compiled considerable information.

TIMES UNION DEC 7 1949

000156

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

DEMOCRAT AND CHRONICLE
24 Rochester, N. Y.
Wednesday, Dec. 7, 1949

D. & C. DEC 7 1949

City Council Sets Caucus Friday On Subway Plan

To Discuss Chamber's Proposal for Express Highway

City Council will discuss in caucus Friday whether the city shall go along with the Chamber of Commerce in the proposal to abandon the subway as an electric passenger railway and turn it into an express highway.

Vicemayor Frank Van Lare said the caucus discussion undoubtedly will be followed by a meeting of city and Rochester Transit Corporation officials relative to a temporary continuance of the existing arrangement for the subway's operation, whereby RTC gets its compensation from subway revenues.

"The company has indicated a willingness to continue the present operation as long as the city wishes," said Van Lare.

Although William A. Lang, RTC vicepresident, did say the corporation would continue to operate the subway, in the course of last Tuesday's open forum conducted by the Civic Development Council of the Chamber of Commerce, he added it could not be expected to meet recurring deficits from subway operation indefinitely.

Various Opinions Noted

Pending Friday's caucus there was no official statement from the Council or individual members regarding probable city policy for the subway and Van Lare's observation that "the various opinions that have been expressed are confusing" had general echo.

Speaking for the three councilmen-elect who take office Jan. 1 and more particularly for himself and his fellow-Democrat, Lawrence G. Edenhofer, Robert B. Corris said:

"The Council should not adopt any policy drastically changing the present character of the subway before January. The present Council is in its final days and should leave to the new Council the disposition of the subway and other matters bearing on changes in longstanding city policy."

Corris Gets Subway Data

Corris said he had been bombarded with queries regarding the subway and had possessed himself of a volume of information on the subject as food for study.

The Council in its Friday caucus will be invited formally to ask the City Planning Commission to make a study and report on the subway. The commission, according to its chairman, Harry P. Ruppert, already has collected a volume of data on its own initiative and stands ready to submit this with recommendations to the Council.

The commission, in session Monday following the Chamber trustees' meeting, asked City Manager Louis B. Cartwright to transmit to Council its offer to make the subway study. Ruppert is a Chamber trustee as well as the commission's chairman.

C. of C. Plan Faces Delay

Meanwhile it was indicated yesterday that an adoption of the Chamber's recommendations would mean a delay of several years in the subway's conversion. The Chamber visualized turning both the eastern and western stretches of the subway into express highways to be constructed by the state as part of the city arterial highway network. But the first section only of the Monroe Ave. expressway, from the inner loop to Field St., is not slated for construction for several years after that. The Chamber proposal contemplates that the Monroe expressway follow the subway bed instead of a route originally proposed parellel to the subway for much of its distance.

The state's present arterial plan does not contemplate an expressway in or near the subway west from the inner loop. State legislation as well as City Council action would be required to add such an expressway to the arterial plan.

Wants Subway in Black in 5 Years

Editor, The Times-Union:

THE EVENTS of the last few days relative to the subway show that certain influences are at work to force the issue of a highway in the subway bed.

From the very first day in March when the idea of a subway highway was promulgated, the state engineers specifically stated that they were unable to tackle such a job for five years. The original plan allowed a freight track to remain, but did not specify that it would be terminated at Meigs St. The advocates of the original plan saw that total abandonment of the subway in one step would probably arouse too much criticism.

So they concentrated on eliminating freight and passenger service from Meigs St. east.

The issue is plain. Having studied inroads on unprogressive electric rail systems in other cities, one can clearly see the handwriting on the wall in Rochester.

• • •

THERE IS still time, five years in fact, to show that the subway can be operated profitably, as well as providing the answers to serving heavier points of traffic origin, easing congestion and becoming the backbone of the transit system of the metropolitan area. Construction of a War Memorial Building will clearly place an additional burden on the subway. There is no facility at hand which can handle the immense crowds speedily and efficiently as can the subway.

Once the subway is gone, rapid transit service is forever lost to Rochester, and with resulting increased automobile registration plus the inability of buses to carry the loads, the result would be chaotic for this city. Detroit, for example, was almost sold out to buses, but fortunately, through the advice of a competent rapid transit expert, was able to avoid the pitfall of an all-bus system. Today, Detroit, which has been receiving 106 new PCC trolleys, is considering rapid transit plans.

• • •

THAT THERE is a place in Rochester for rapid transit is not to be denied. Abandonment of the subway would be a backward step, not a progressive one. We have a facility which cost about $20,000,000 and were the same structure built today it would cost a minimum of $35,000,000. It cost $25,000,000 to complete just two miles of subway in New York City a short time ago. Here in Rochester, we have the most difficult job completed, and at a minimum of cost, extensions which would not entail the costly method of tunneling and digging under streets and building retaining walls, can be made over municipally-owned land.

Rochester—it is up to you! Do you want progress with rapid transit, or chaotic conditions with another route loaded with buses, trucks and private cars which would not solve Rochester's major problem? The answer rests with you.

Rochester. LLOYD E. KLOS.

D. & C. DEC 10 1949

RTC Runs Subway For Year Without Contract with City

By JOSEPH R. MALONE

Written contractual relations for operating the subway between the city and Rochester Transit Corporation have not existed for nearly a year, it was disclosed at City Hall yesterday.

The corporation, early this year, refused to enter into a year's renewal of the agreement in effect Dec. 31, 1948, despite a City Council order that such an extension be arranged, it was learned from City Manager Cartwright and Deputy Corporation Counsel Honora A. Miller.

City Councilmen, therefore, meeting today to ponder the subway's future, will be under no pressure for an early renewal of existing contracts or agreements. RTC for a year has continued subway operations exactly in compliance with the terms of the old agreement which lapsed Dec. 31 last year but it has been merely by tacit consent of both parties.

Coupled with Warning

Presumably RTC stands ready to continue the existing arrangement as William A. Lang, vicepresident, recently gave assurance to that effect at a Chamber of Commerce meeting. Lang coupled the promise with a warning, however, that the corporation could not be expected to meet the deficit from subway operations indefinitely.

Not only did RTC refuse to execute an extension of the former agreement, as the city wished, for subway passenger operations but it also failed to execute agreements between city, RTC and railroads connected with the subway for freight operations. The proposed agreements prepared by the City Law Department, never were signed.

Mayor Dicker, refusing to discuss city administration subway policy yesterday, merely said the Chamber of Commerce resolutions proposing that the subway be turned into an express highway had been laid on his desk and would be referred to councilmen today. Vice Mayor Frank Van Lare likewise was silent on possible city action but in view of the status of contractual relations, it is possible today's discussion may be merely exploratory or perfunctory in character.

Signing Unfeasible

RTC held the agreement, whose extension was proposed by the city, was so closely linked with the old service-at-cost contract, invalidated by the courts, that its signing would be unfeasible.

The City Planning Commission awaits an invitation to make recommendations on the subway and acceptance of this invitation will be viewed in some quarters as a tipoff that the city is prepared or is preparing to go along with the Chamber in its recommendations. A majority of the Planning Commission is reported by a well-informed source, to lean toward abandonment of the subway as an electric railroad.

Directors of the transit corporation will meet Monday and some proposal from that quarter for future subway operation is expected.

DIRECTORS MEET MONDAY

The directors of the RTC are scheduled to meet Monday and informed sources today stated that the directors will balk at the recommendation of the council for continuation of the subway on the present basis.

These sources pointed to a statement made recently by William A. Lang, vicepresident of the RTC, before the Civic Development Council of the Chamber of Commerce that the subway's loss to the transit corporation for the past 10 months stood at $50,621. They also point to his declaration:

"As far as the transit company is concerned, we cannot continue to pick up the subway check day in and day out while individuals and groups indulge, free of charge, in unrealistic subway dreams, awaiting and hoping for a report which will give substance to their visions."

CHAMBER PROPOSAL

The Chamber of Commerce has proposed conversion of the eastern part of the electrified line into an arterial highway.

VanLare said the outside expert would be called upon to determine all possibilities for use of the subway.

Councilman-elect Peter Barry sat in the caucus and it was reported he urged the appointment of an expert. He said there are four firms in the country that specialize in transportation engineering.

Councilmen agreed yesterday that upon receipt of the expert's report they will confer with the City Planning Commission and consider all views already received.

VanLare stated that the report made by the Erie Railroad experts is not formally before the City Council. It is said the report has been given to the City Planning Commission.

In a statement, James L. Burke, president of the Central Trades and Labor Council and a member of Mayor Dicker's special committee on the memorial auditorium, urged caution in approaching the subway problem. He said if the city intends to build an auditorium in the center of Rochester, the subway would be vital as a transportation means.

The council should "not jump" at recommendations of the Chamber of Commerce "until it has given the matter careful thought and study, taking the memorial building into consideration," Burke stated.

TIMES UNION DEC 10 1949

RTC Seen Refusing Council Subway Request

The Rochester Transit Corporation is expected to reject a proposed City Council request that it continue operation of the subway in 1950 on the present basis.

Vicemayor Frank E. VanLare, chairman of the council's Public Utilities and Commerce Committee, following the council caucus yesterday announced the proposed request on the part of the council. He also said that City Manager Cartwright would be directed at Tuesday night's council session to hire an outside expert to "make a comprehensive survey of the full possibilities of the subway."

The verbal contract with the RTC expires Dec. 31.

DIRECTORS MEET MONDAY

The directors of the RTC are scheduled to meet Monday and informed sources today stated that the directors will balk at the recommendation of the council for continuation of the subway on the present basis.

These sources pointed to a statement made recently by William A. Lang, vicepresident of the RTC, before the Civic Development Council of the Chamber of Commerce that the subway's loss to the transit corporation for the past 10 months stood at $50,621. They also point to his declaration:

"As far as the transit company is concerned, we cannot continue to pick up the subway check day in and day out while individuals and groups indulge, free of charge, in unrealistic subway dreams, awaiting and hoping for a report which will give substance to their visions."

CHAMBER PROPOSAL

The Chamber of Commerce has proposed conversion of the eastern part of the electrified line into an arterial highway.

VanLare said the outside expert would be called upon to determine all possibilities for use of the subway.

Councilman-elect Peter Barry sat in the caucus and it was reported he urged the appointment of an expert. He said there are four firms in the country that specialize in transportation engineering.

Councilmen agreed yesterday that upon receipt of the expert's report they will confer with the City Planning Commission and consider all views already received.

VanLare stated that the report made by the Erie Railroad experts is not formally before the City Council. It is said the report has been given to the City Planning Commission.

In a statement, James L. Burke, president of the Central Trades and Labor Council and a member of Mayor Dicker's special committee on the memorial auditorium, urged caution in approaching the subway problem. He said if the city intends to build an auditorium in the center of Rochester, the subway would be vital as a transportation means.

The council should "not jump" at recommendations of the Chamber of Commerce "until it has given the matter careful thought and study, taking the memorial building into consideration," Burke stated.

000157

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

GOP Councilmen Aim To Retain Subway, Plan Expert Survey

D. & C. DEC 10 1949

Republican City Councilmen moved swiftly last night to preserve the subway while its ultimate fate is being debated.

Meeting in caucus, they agreed:

1—That the city will ask the Rochester Transit Corporation to continue operation of the underground during 1950 on the same basis as it operates this year.

2—That City Manager Louis B. Cartwright be directed to hire an outside expert to "make a comprehensive survey of the full possibilities of the subway."

Vicemayor Frank E. VanLare, chairman of the Public Utilities and Commerce Committee, announced the decision of the councilmen following the caucus.

The councilmen acted following a welter of civic debate over the future of the subway, during which the Chamber of Commerce proposed conversion of the eastern part of the electrified line into an arterial highway.

Would Survey Possibilities

VanLare said the outside expert would be called upon to determine all "possibilities" for use of the subway, and that highway use naturally would be a part of the consideration.

He indicated the city would move for an accord with RTC before Dec. 31, the end of the present verbally-extended contract with the utility.

Next move in the subway controversy is expected Monday, when the directors of RTC will meet to consider the question. They are expected to advance some recommendations. Recently, William A. Lang, vicepresident of RTC, told a meeting of the Civic Development Council of the Chamber of Commerce, that the RTC could not continue "picking up the check" for subway deficits.

Negotiations Expected

Negotiations between the city and RTC probably will open after the directors reach a conclusion, it was said.

Although he does not take his seat until Jan. 1, Councilman-elect Peter Barry took an active part in the subway discussion, it was reported. Barry urged the appointment of the consultant and said his inquiries showed there were four firms in the country who specialized in transportation engineering.

When the consultants make their reports to City Council, the members agreed in caucus, the Council will confer with the City Planning Commission and consider all the reports and views on the subway already received, VanLare said.

The report made by experts of the Erie Railroad actually is not before City Council and has never formally been presented to it, VanLare said. It has been given to the City Planning Commission, it was learned.

Councilmen consider the Erie report "limited in scope" because it concentrated on rail transportation as it now exists, and did not consider extensions of the subway, or other possible uses of the property, Council sources said. From the same quarters it was learned that the Councilmen are deeply concerned about preserving the city's huge investment in the old Erie Canal route, an investment with an original cost in the '20's of more than 10 million dollars, and a total cost, including interest and repairs, of more than double that figure. Barry told the councilmen, it was said, that it would cost 35 million dollars to build the same facilities today.

For Comprehensive Survey

"What we are seeking from the consultant," VanLare said, "is a comprehensive survey of all the possibilities of the subway and an estimate of the cost of any improvements recommended."

The Council plans to adopt a resolution Tuesday night, at its regular meeting, directing Cartwright to employ the expert under his general powers as city manager. Council will set the compensation.

Caution in approaching the subway problem was urged on the Council yesterday by James L. Burke, president of the Central Trades and Labor Council, AFL, in a statement. If the city intends to build an auditorium in the center of Rochester, the subway would be vital as a transportation means, he said. Burke is a member of Mayor Samuel B. Dicker's special committee on the memorial auditorium. He said the Council should "not jump" at recommendations of the Chamber of Commerce "until it has given the matter careful thought and study, taking the memorial building into consideration."

As Readers See It

Subway Seen Suffering From Indifference

TIMES UNION DEC. 9 1949

Editor, The Times-Union:

THE SUBWAY serves a minority. Little has been done to broaden its usefulness. It has come to its present disrepute by failure of either the city or transit corporation to spend yearly sufficient money on it. No business can long survive that treatment.

It would be interesting to know how many in the Chamber who voted against retaining electrical transit ever used it. It is the mode of transportation of the common man, not the business executive.

Granted that the automobile and bus are important means of transit, why should all capital be invested in them? It just is not sound business.

Disregarding expense, Rochester probably will need an underground east-west subway under Main Street and one or two north-south branches. Bus lines could feed subways. If the size of the city doubles, it is difficult to visualize any other solution.

Incidentally our city grows uglier with each broadening of streets for more surface transportation.

It is to be hoped that the council will not discard the present subway until the need for other subways is discredited.

RAYMOND C. FISHER.
Rochester.

TIMES UNION DEC 9 1949

Caution Urged By Burke on Subway Plan

James L. Burke, president of the Central Trades and Labor Council (AFL) today warned city officials not to draw hasty conclusions on converting the eastern end of the subway into an express highway.

Burke, a member of the Memorial Building Committee, said that if the city intends to build the auditorium in the central part of the city, the subway would be vital and should be maintained.

With large sports auditorium provisions incorporated in a midtown memorial, patrons would find no parking space downtown, Burke said.

"Granted there is a problem now of what steps to take with the subway, which the Rochester Corporation has declared is unprofitable," Burke declared. "But I think the city should not jump into the Chamber of Commerce recommendations, or other plans, until it has given the matter careful thought and study, taking the memorial building into consideration.

DEMOCRAT AND CHRONICLE
18 Rochester, N. Y.
Monday, December 12, 1949

Council to Weigh Future of Subway After Expert Study

City Aides Wait Report By Impartial Authority

The city will move as rapidly as possible to weigh possibilities of the subway, Councilman-elect Peter Barry indicated last night.

Spearhead of the City Council move for a thoroughgoing survey by qualified experts, Barry said he is getting the names of firms which are set up to do work of the sort contemplated. These he will turn over to City Manager Cartwright who will be directed by Council tomorrow night to hire a survey expert.

"We're only half informed about the subway," said Barry last night. "To date, the various interests which have agitated for use of the subway in different ways have based their proposals on claims unsupported by facts and figures.

"What we are now aiming at is an expert, impartial report telling us of the different things that might be done with the subway, the possible benefits from each, and the costs."

Council Not Committed

Barry said the Council was not committed either to continuance of present rail traffic, to turning the subway into an express highway, or to any other plan.

"We don't know if rail transportation is the answer or something else," he said, "but we've got to have facts and figures to find out."

The Chamber of Commerce recommendation for conversion of the subway to a highway was based on a polling of opinions, Barry pointed out, and not on facts and figures. So far as the Erie Railroad officials' study was concerned, Barry said, it dealt merely with the subway as it now is.

"All agree the subway is not economical for passenger service as now set up," he said. "No one has determined its possibilities if it were to be set up otherwise or the costs of such possible changes and additions."

Decision Up to City

Once the expert survey is completed and the city, from it, has determined what it shall do with the subway, Barry said, it then can determine who is to operate it and under what conditions. The operation is a matter for the city to decide, not the appraisers, he pointed out.

Meanwhile, the directors of the Rochester Transit Corporation, present operators of the subway, will meet today to discuss the corporation's future course with regard to the city-owned utility. No agreement at present exists between city and corporation for the operation except a verbal understanding based on the method of operation in effect during the life of the service-at-cost contract invalidated by the courts.

Reports that the corporation will call upon the city to meet deficits from subway operations brought from city sources last night a reply that RTC's operations generally resulted in a deficit last year, according to its financial statements.

As Readers See It

TIMES UNION DEC 10 1949

Poorer Service Naturally Cuts Subway's Use

Editor, The Times-Union:

NOW THAT the Chamber of Commerce has recommended the abandonment of the subway and before it is actually abandoned, why doesn't someone give thought to why the subway is being short-changed? For one thing the Transit Corporation claims that it is losing money on its passenger operation. The loss in passengers this year might be layed to the fact that quite a few scheduled daily runs have been canceled, resulting with a 20-minute headway during the day excluding rush hour and a 30-minute headway after 7 p. m.

If a few bus schedules were cut naturally the passenger traffic would be diverted to another line, but the RTC, it seems, can cut the subway's schedules and thereby it can claim a big reduction in passengers carried but the bus lines it seems have not been so drastically affected.

It has been pointed out in the Chamber of Commerce proposal that approximately 13 out of the 21 stations are located within one block of a regular bus stop so that "the subway provides an alternate rather than an exclusive means of transportation." The subway crosses most of the bus lines and does not parallel any one of them to too great an extent, in that way those "13 stations" could be made for a transfer station to the subway and have shuttle buses operate from them.

In Milwaukee a man with enough farsightedness took over an electric line to one of the neighboring communities that was being operated by a bus exploited firm that was going to abandon it and turn the rail right-of-way into a highway, and has reversed the policy of the bus company which was trying to divert the passengers from rail to its paralleling bus line. He has improved schedules and brought high-speed cars from the Shaker Heights Rapid Transit Lines to increase the speed and cut down the running time from Milwaukee to Waukesha and has also cut down the expense of operation.

There could be efforts to increase patronage of the subway letting people know that the subway takes less time to reach the downtown area than the buses and is much safer. If the subway were advertised more people would realize that there is a means other than the bus to travel to their destination without being confronted with city traffic.

If bus travel is substituted, how are the rush hour crowds expected to crowd in a 44-passenger bus when the present subway cars that have a seating capacity of 65 turn away passengers when they reach Meigs Station westbound because of crowded conditions? If the answer is more buses then what about traffic congestion? The more buses on the road, the greater the congestion.

If progressive cities like Cleveland, Toronto and Milwaukee are building and rehabilitating their rapid transit facilities, then why does Rochester want to tear down their rapid transit system that other cities are spending thousands of dollars to build up?

JOHN BACON
Rochester.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Rochester Councilmen Vote to Hire

SYRACUSE HERALD-AMERICAN, Sunday, December 11, 1949 3-C

Expert to Survey City's Subway Line

Ask R.T.C. To Continue Operation

Transit Official Cites Losses

ROCHESTER — Awaiting the next move in the heated controversy over Rochester's subway tomorrow, when wirectors of the Rochester Transit Corp. meet to discuss the problem, the City Council yesterday announced a decision to retain a transit engineering expert to make a complete survey of all phases of its operfation.

Meeting in caucus, the councilmen agreed on two moves which will be followed up regardless of any action taken by the utility meeting tomorrow.

THEY WERE an order to City Manager Louis B. Cartwright to hire a consultant who would be asked "to make a comprehensive survey of the full possibilities of the subway" and a decision to ask the R.T.C. to continue operation of the underground during 1950 on the same basis as it is now operating.

The council's action was the latest move in protracted civic debate over the future of the subway, during which the Chamber of Commerce proposed conversion of the eastern part of the electrified line into an arterial highway.

Directors of the R.T.C. are expected to advance some recommendations after they meet. Recently, William A. Lang, vice president of R.T.C. told a meeting of the civic development council of the Chamber that the R.T.C. could not continue "picking up the check" for subway deficits.

ALTHOUGH HE does not take his seat until Jan. 1, Councilman-elect Peter Barry took an active part in the subway discussion. Barry, a steam distribution engineer for the Rochester Gas & Electric Corp., urged the appointment of the consultant and said his inquiries showed there were four firms in the country who specialized in transportation engineering.

Members of the council intimated they are deeply concerned about preserving the city's huge investment in the old Erie Canal route, with an original cost in the '20s of more than $10 million and a total cost, including interest and repairs, of more than double that figure. Barry told the councilmen that it would cost $85 million to build the same facilities today.

"What we are seeking from the consultant," said Frank A. Van Lare, chairman of the council's utility committee, "is a comprehensive survey of all the possibilities of the subway and an estimate of the cost of any improvements recommended.

RTC Board Silent on Subway Fate

TIMES UNION DEC 12 1949

Directors of the Rochester Transit Corporation today withheld decision on the action it proposes to take on the subway.

A spokesman for the company said the directors would communicate with Frank E. Van Lare, chairman of the City Council's Utilities Committee.

A verbal contract with the city to operate the subway expires Dec. 31 and RTC officials have said they do not intend to suffer losses any longer. They said they would operate the subway, however, provided some means were found to eliminate the deficit.

INVESTIGATION AHEAD

Indications that new councilmen will have a big hand in settling the future of the subway was seen today.

Republican Councilman elect Peter Barry has joined two Democrat councilmen-elect—Robert Corris and Lawrence Edenhofer—in asking for a full scale investigation of the possibilities of the subway as a going concern.

Barry yesterday declared "we are only half informed about the subway. To date the various interests which have agitated for the use of the subway in different ways have based their proposals on claims unsupported by facts and figures."

BARRY EXPLAINS

Barry said he would demand an investigation of the subway's possibilities and that he is obtaining the names of firms who are set up to make such a survey.

"What we are aiming at is an expert, inpartial report telling us of different things that might be done with the subway, the possible benefits from each and the costs," he said.

"All agree the subway is not economical for passenger service, as now set up," he added. "No one has determined its possibilities if it were to be set up otherwies or the costs of such possible changes and additions."

Subway's Value to City Recognized, Move to Bring Expert to Study All Aspects Step in Right Direction

D. & C. DEC 11 1949

Today we print in other columns of this page expressions of opinion from a number of citizens on proposals to abandon the subway and substitute an arterial highway for at least part of its length.

The burden of most of these expressions is that the city and transit company have not developed the full possibilities of the subway, that it is a major resource such as many other cities are trying to construct at heavy expense, that to replace it with a highway and buses would add to traffic congestion and defeat the main purpose of the subway, which is high speed transportation.

* * *

It is true that these complaints do not answer the undeniable fact that the subway operates at a loss, and that this loss is not likely to grow less under present methods of operation. On the other hand neither has the transit company answered the fact that some 3,000,000 riders are carried on the subway a year, that subway cars are packed to capacity during the rush hours, and that if the line is abandoned the passenger traffic now carried will be thrown on already overcrowded buses and over-congested streets.

Yet we are encouraged to note, from the City Council caucus reports of last Saturday, that the subway is not lightly to be tossed away nor quickly converted to other uses. In this caucus, in which Councilman-elect Peter Barry participated, it was decided that full possibilities of the subway shall be investigated by an outside expert, including its use for other than electric railway purposes.

* * *

This is wise, we believe. The subway is a 20 million dollar investment, mostly paid for. It has unused possibilities, which ought to be explored. Those who read the Chamber of Commerce trustees' resolution carefully may remember that such an investigation was proposed, and also it was urged that if any part of its eastern end was to be used for a roadway, the whole eastern end, to Rowland's, should be used.

Some of its possibilities concern its value in connection with the new Auditorium, to which Labor Council President Burke has called attention. The advice of a real expert, interested constructively in its possibilities, will be welcomed. It is time to concentrate on what can, not on what can't, be done.

Corris Favors Subway Study

Democratic City Councilman-elect Robert B. Corris announced today that he is willing to go ahead with the City Council on a practical survey of the possibilities of the subway.

Corris said: "I am anxious to find out the possibilities of the subway from a long range angle, not just a year or two, but over a 10-year or more period. Also, I am interested in some facts and figures on who uses the subway. How many people in Brighton and Greece use the subway? How many in the city? These are points that haven't been brought out."

The councilman-elect said he had studied numerous reports on subway operations and he now would like to have a survey to end all surveys. "There is no need for surveys to be conducted continuously, without getting anywhere," he declared.

(Other details on Page 31)

TIMES UNION DEC 11 1949

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

D. & C. DEC 13 1949

Text of Transit Chief's Letter to City on Subway

Following is the letter received by Vice Mayor Frank Van Lare from Rochester Transit Corporation President John F. Uffert announcing the utility will cease carrying subway passengers next Apr. 1 if the city can't produce a plan that will take the underground out of the red.

Mr. Frank E. VanLare, Chairman
Public Utilities & Commerce Committee
City Council
Rochester, New York.

Dear Vice Mayor Van Lare:

This will acknowledge receipt of your letter of today requesting continuance of subway operation during 1950.

During 1949, the Rochester Transit Corporation has been operating subway passenger service under a verbal agreement with the City of Rochester. This agreement expires as of midnight, Dec. 31.

You will recall the circumstances which precluded the execution of a written contract for passenger service in 1949. At the time we were in no position to gauge the results of a fare increase granted by the Public Service Commission in November, 1948.

We, therefore, informed you that, should the fare increase eliminate our overall operational losses, we would be willing to consider a long-term subway contract and incorporate in such a contract a pledge to spend at least $250,000 over a five-year period for necessary maintenance work. Meanwhile we agreed to carry on passenger service on a verbal basis. As far as freight operations are concerned, they have been conducted under signed contracts with the various railroads.

Failed to Offset Loss

Unfortunately, the fare increase of November, 1948, failed by a wide margin to offset our losses and, consequently, we could not consider a subway contract which would commit us to excessive expenditures we could not begin to meet from current revenues.

During the past year, two separate attempts were made to obtain an equitable fare structure and halt our mounting deficits resulting from increased labor and maintenance costs and adverse business conditions.

We initiated a request to the Public Service Commission for a straight ten-cent fare. At the suggestion of the Commission, a zone fare structure was drawn to equalize fares among short and long-distance riders and eliminate the glaring deficiency in our rate structure which requires but a single city fare for a ride to Charlotte on the Lake Ave. line.

Opposed Both Moves

Your representatives opposed both moves. The PSC decision on zone fares not only failed to bring intended relief but actually increased our deficits and broadened existing fare inequalities. The fare increase of August, 1949, was equally disappointing. Therefore, any hope of subsidizing a subway deficit from revenue on surface lines was shattered.

We, therefore, now find ourselves in a most precarious condition and our very solvency hangs in the balance. During the first 10 months of 1949, we have suffered a net operating loss of $279,829.90. Of this total $229,208.90 represents a loss on surface lines while the subway deficit is $50,620.90.

In comparing subway and surface line losses, we would like to emphasize that the 73,404,923 bus riders constituting 97.74 per cent of our passengers accounted for 81.91 per cent of the loss, while the 1,695,268 subway riders who made up 2.26 per cent of our passengers were responsible for 18.09 per cent of our operating loss.

3-Cent Loss per Rider

To reduce these figures to a per-passenger loss, we find that we lost 3 mills or 3/10 of a cent on every bus rider we carried and lost 3 cents on every subway rider. In other words, the loss on each subway rider was 10 times the loss on each bus rider.

It should be understood that the subway loss was out-of-pocket. No charges have been made for management or clerical personnel. All such charges are made against bus operations. Were these charges to be equalized, the loss differential between subway and bus passengers would be even greater.

There have been some suggestions that a substantial fare increase, applicable only to subway users, might solve the problem. In our opinion, such an increase would leave only a corporal's guard using passenger service and consequently increase rather than decrease our deficits. Under a separate subway fare increase, passes and transfers from surface lines could not be honored. Inasmuch as these two fare mediums are used by the vast majority of subway riders, their elimination would all but kill off the use of the subway for passenger traffic.

Every Possible Economy

In attempting to reduce the proportion of our losses accruing from passenger operations in the subway, we have efefcted every possible economy consistent with the maintenance of proper service.

As far as such service is concerned, the Erie report, whose findings have not been challenged by a single competent transportation authority, concludes "that the operation and maintenance of the subway as now being performed by the Rochester Transit Corporation is the most economical that can be provided consistent with service requirements . . . The committee cannot suggest any changes in existing operation or maintenance practices that would promote increased efficiency or reduction in expenditures."

This same report also concludes "that handling of passenger traffic should be discontinued at the earliest possible date."

Industrial and business leaders of Rochester, speaking through the trustees of the Chamber of Commerce, are on record favoring the eventual discontinuance of rail passenger service over at least portions of the subway, pointing out that subway passenger service has continued to drop "has always been an unprofitable operation and is becoming more so as the patronage steadily declines."

Cites 1946 Report

The Wenzlick report of 1946 to the City Planning Commission draws the same conclusions.

While the eventual decision as to the future of the subway rests entirely with the City of Rochester, our concern on operations after Jan. 1, 1950 is immediate and urgent.

We have publicly indicated that we will continue subway operations just as long as the City of Rochester so desires but not at a deficit. Were we to act strictly according to the dictates of our financial position, we would inform you here and now that we could not continue subway operations after Dec. 31 on the present basis.

Conscious of Responsibility

However, conscious of our responsibility to the 2.26 per cent of our riders who use the subway, we are willing to enter into an agreement prior to Jan. 1, 1950 to operate the subway on the present basis through Mar. 31, 1950.

We shall be obliged to cease all passenger operations on the subway on the present basis as of midnight, Mar. 31. Should you wish us to continue passenger service after that time on a basis which will eliminate our losses, we shall be glad to discuss any such proposal with you.

It is only with the greatest reluctance that we have reached this decision. We trust you will appreciate the stringent financial circumstances which force it upon us.

Very truly yours,
J. F. UFFERT,
President & General Manager.

TIMES UNION DEC 13 1949

Transit Chief's Letter on Subway

Following is the letter received by Vice Mayor Frank Van Lare from Rochester Transit Corporation President John F. Uffert announcing the utility will cease carrying subway passengers next Apr. 1 if the city can't produce a plan that will take the underground out of the red.

Mr. Frank E. VanLare, Chairman
Public Utilities & Commerce Committee
City Council
Rochester, New York.

Dear Vice Mayor Van Lare:

This will acknowledge receipt of your letter of today requesting continuance of subway operation during 1950.

During 1949, the Rochester Transit Corporation has been operating subway passenger service under a verbal agreement with the City of Rochester. This agreement expires as of midnight, Dec. 31.

You will recall the circumstances which precluded the execution of a written contract for passenger service in 1949. At the time we were in no position to gauge the results of a fare increase granted by the Public Service Commission in November, 1948.

We, therefore, informed you that, should the fare increase eliminate our overall operational losses, we would be willing to consider a long-term subway contract and incorporate in such a contract a pledge to spend at least $250,000 over a five-year period for necessary maintenance work. Meanwhile we agreed to carry on passenger service on a verbal basis. As far as freight operations are concerned, they have been conducted under signed contracts with the various railroads.

LOSSES CONTINUED

Unfortunately, the fare increase of November, 1948, failed by a wide margin to offset our losses and, consequently, we could not consider a subway contract which would commit us to excessive expenditures we could not begin to meet from current revenues.

During the past year, two separate attempts were made to obtain an equitable fare structure and halt our mounting deficits resulting from increased labor and maintenance costs and adverse business conditions.

We initiated a request to the Public Service Commission for a straight ten-cent fare. At the suggestion of the Commission, a zone fare structure was drawn to equalize fares among short and long-distance riders and eliminate the glaring deficiency in our rate structure which requires but a single city fare for a ride to Charlotte on the Lake Ave. line.

DEFICITS INCREASED

Your representatives opposed both moves. The PSC decision on zone fares not only failed to bring intended relief but actually increased our deficits and broadened existing fare inequalities. The fare increase of August, 1949, was equally disappointing. Therefore, any hope of subsidizing a subway deficit from revenue on surface lines was shattered.

We, therefore, now find ourselves in a most precarious condition and our very solvency hangs in the balance. During the first 10 months of 1949, we have suffered a net operating loss of $279,829.90. Of this total $229,208.90 represents a loss on surface lines while the subway deficit is $50,620.90.

In comparing subway and surface line losses, we would like to emphasize that the 73,404,923 bus riders constituting 97.74 per cent of our passengers accounted for 81.91 per cent of the loss, while the 1,695,268 subway riders who made up 2.26 per cent of our passengers were responsible for 18.09 per cent of our operating loss.

PER CAPITA LOSS

To reduce these figures to a per-passenger loss, we find that we lost 3 mills or 3/10 of a cent on every bus rider we carried and lost 3 cents on every subway rider. In other words, the loss on each subway rider was 10 times the loss on each bus rider.

It should be understood that the subway loss was out-of-pocket. No charges have been made for management or clerical personnel. All such charges are made against bus operations. Were these charges to be equalized, the loss differential between subway and bus passengers would be even greater.

There have been some suggestions that a substantial fare increase, applicable only to subway users, might solve the problem. In our opinion, such an increase would leave only a corporal's guard using passenger service and consequently increase rather than decrease our deficits. Under a separate subway fare increase, passes and transfers from surface lines could not be honored. Inasmuch as these two fare mediums are used by the vast majority of subway riders, their elimination would all but kill off the use of the subway for passenger traffic.

ECONOMY ATTEMPTS

In attempting to reduce the proportion of our losses accruing from passenger operations in the subway, we have effected every possible economy consistent with the maintenance of proper service.

As far as such service is concerned, the Erie report, whose findings have not been challenged by a single competent transportation authority, concludes "that the operation and maintenance of the subway as now being performed by the Rochester Transit Corporation is the most economical that can be provided consistent with service requirements . . . The committee cannot suggest any changes in existing operation or maintenance practices that would promote increased efficiency or reduction in expenditures."

This same report also concludes "that handling of passenger traffic should be discontinued at the earliest possible date."

Industrial and business leaders of Rochester, speaking through the trustees of the Chamber of Commerce, are on record favoring the eventual discontinuance of rail passenger service over at least portions of the subway, pointing out that subway passenger service has continued to drop "has always been an unprofitable operation and is becoming more so as the patronage steadily declines."

REPORT OF 1946

The Wenzlick report of 1946 to the City Planning Commission draws the same conclusions.

While the eventual decision as to the future of the subway rests entirely with the City of Rochester, our concern on operations after Jan. 1, 1950 is immediate and urgent.

We have publicly indicated that we will continue subway operations just as long as the City of Rochester so desires but not at a deficit. Were we to act strictly according to the dictates of our financial position, we would inform you here and now that we could not continue subway operations after Dec. 31 on the present basis.

NEW AGREEMENT

However, conscious of our responsibility to the 2.26 per cent of our riders who use the subway, we are willing to enter into an agreement prior to Jan. 1, 1950 to operate the subway on the present basis through Mar. 31, 1950.

We shall be obliged to cease all passenger operations on the subway on the present basis as of midnight, Mar. 31. Should you wish us to continue passenger service after that time on a basis which will eliminate our losses, we shall be glad to discuss any such proposal with you.

It is only with the greatest reluctance that we have reached this decision. We trust you will appreciate the stringent financial circumstances which force it upon us.

Very truly yours,
J. F. UFFERT,
President & General Manager.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

TIMES UNION DEC 13 1949

Council Faces Ultimatum On Subway

The entire City Council will be called upon this week to discuss a transit company ultimatum on the subway.

Frank E. Van Lare, vicemayor and chairman of the utilities committee of the Council, said today that he would ask the Council at its regular meeting tonight to set a definite date for a complete discussion of the subway's affairs.

Van Lare's action followed a letter sent by the Rochester Transit Corporation yesterday in which the bus company said it would stop carrying passengers on the subway Apr. 1 unless the city produces a plan to put the subway on a paying basis.

COMMITTEE TO MEET

Van Lare declared that a meeting of the utilities committee would be held tomorrow or Thursday and he would ask the Council to meet as a whole by the end of the week. Van Lare today was distributing copies of the RTC's letter to all members of the utility committee.

The vicemayor said he had no comment to make on the bus company's letter inasmuch as he hadn't had time to study it carefully.

The transit company's letter (see text on Page 33) declared it had suffered an operating loss of $279,829 in the first 10 months of this year, for which $50,620 was attributed to the subway. John F. Uffert, president of the RTC, acting upon instruction from the company's board of directors, declared that the subway problem is immediate and urgent.

LOSE 3 CENTS A RIDER

Uffert pointed out in his letter that recent fare increases granted by the Public Service Commission had failed to offset the company's higher operating costs. He added that the RTC suffered a loss of 3 cents on every subway fare and 3-10ths of a cent on every bus rider. He also spiked suggestions that the subway fare be hiked, declaring that "such an increase would leave only a corporal's guard using passenger service and consequently increase rather than decrease our deficits."

The RTC concluded with the statement that "we shall be obliged to cease all passenger operations on the subway on the present basis as of midnight Mar. 31. Should you wish us to continue passenger service after that time on a basis which will eliminate our losses we shall be glad to discuss any such proposal with you."

D. & C. DEC 13 1949

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

Decision of Utility Sent to City By Uffert

The Rochester Transit Corporation will stop carrying passengers on the subway next Apr. 1 unless the city produces a plan to take the underground trolley system out of the red.

Notice of this decision came from RTC President John F. Uffert in a letter delivered yesterday afternoon to Vicemayor Frank Van Lare, chairman of City Council's Public Utilities and Commerce Committee.

Uffert's letter, reflecting views of the RTC board of directors which met earlier yesterday, was emphatic in saying that the corporation's problem with the subway "is immediate and urgent." It made no direct reference to City Council's plan to retain expert advice on future subway policy.

Reveals 1948 Plan

The RTC head disclosed, however, that the corporation had stood ready to enter into a five-year contract with the city late in 1948, to include a pledge to spend $250,000 for subway maintenance work, if the fare increase granted by the Public Service Commission in November, 1948, proved sufficient to wipe out RTC's overall operational losses.

The increase however "failed by a wide margin to offset our losses," Uffert wrote, and consequently no written contract was entered into with the city for 1949 subway operations.

Uffert brought out that:

1—The subway deficit on a per-passenger basis, is 10 times the bus deficit.

2—It is impractical to charge a subway fare higher than on the bus lines.

3—Deficits have continued despite all possible economies.

Unable to Continue

"Were we to act strictly according to the dictates of our financial position," Uffert wrote, "we would inform you here and now that we could not continue subway operations after Dec. 31 on the present basis.

"However, conscious of our responsibility to the 2.26 per cent of our riders who use the subway, we are willing to enter into an agreement prior to Jan. 1, 1950 to operate the subway on the present basis through Mar. 31, 1950. We shall be obliged to cease all passenger operations on the subway on the present basis as of midnight, Mar. 31. Should you wish us to continue passenger service after that time, on a basis which will eliminate our losses, we shall be glad to discuss any such proposal with you.

Cites Operating Loss

"It is only with the greatest reluctance that we have reached this decision. We trust you will appreciate the stringent financial circumstances which force it upon us."

Uffert noted that RTC suffered a net operating loss of $279,829.90 over the first 10 months of 1949. Of this, $229,208.90 represented a loss on surface lines, while the subway deficit was $50,620.90.

The letter, which was an answer to a communication from Van Lare asking that the corporation continue subway operations through 1950 on the existing basis, whereby RTC gets its remuneration from freight and passenger subway revenues, will be considered by the councilmen tonight in advance of a regular council session.

WHAT HE SAID

Complete text of President Uffert's letter on the subway problem is on Page 9.

Says Subway Invites Loss

Editor, Democrat and Chronicle:

As one who has for some time been an interested observer of the developments in the current subway debate, and also as one who has been dependent on local means of transportation for getting about in the city, I feel it my duty as a resident to voice a few opinions regarding the proposed abandonment of passenger service in the subway.

Firstly, I wholeheartedly join the ranks of those courageous regulars who are so tenaciously defending the retention of the subway as a rapid transit line utilizing electric rail equipment. I have read their letters and followed their conclusions with keen interest, and I agree wholly with them that with the abandonment of the subway, Rochester loses a good, and indeed, an increasingly necessary investment. I have lived in many other cities where similar traffic problems on surface streets are becoming a nightmare, and for them there is no immediate relief for they have no immediate means other than the most drastic expenditures by which to alleviate the situation. I have also lived in some of the cities that are blessed with rapid rail transit, and I know how greatly these cities depend upon it.

* * *

Rochester is a growing city, and its surface layout is such that it will always be taxed with severe traffic problems. The addition of more bus routes (and it will take more than one route) to supplant the present subway service will add greatly to the present traffic snarl, and will add greatly to the inconvenience of RTC patrons. The majority of Rochester streets are ill-adapted for any form of public transit vehicle, and on many the presence of buses constitutes a menace to the private automobile driver.

The proposed highway-in-the-subway plan looks like a beautiful confectioner's display when handed out on the RTC tray for all to behold, but what happens when all that mass of autos and buses is discharged onto the surface and into the Main St. bottleneck? Have you got a "rapid transit?" It would take at least two large buses to carry even the seated patrons of one subway car. Buses cannot be linked together into trains, and they cannot operate on anything but a public road which at rush hours is crowded with other automobile traffic.

The fact is that the subway is still almost unknown to all but a few regular users. If the subway were properly developed as a serviceable rapid transit line and properly advertised it would soon find favor in the eyes of countless potential patrons. The RTC, however, does not want the subway as it now is. They are primarily a bus-minded company, and they are determined to do all in their power to do away with any form of rail transit. They claim they are losing money on the subway. I say they are losing money on the subway because they want to. There has been practically no maintenance on the line. The cars are old and in bad running order—which of course makes them expensive. The service has been cut to such an extent that it would be impossible to make any profit. This has all been done with a very obvious purpose. Profit-making organizations do not run on broken down equipment.

* * *

The RTC proudly parades its new Diesel buses up and down Main St. complete with their new smell and shouts imperiously at the public that "This is what you want!! — This is the new order!!" The public has to accept—or does it? Mention anything to the RTC officials about rapid transit PCC cars and they shut up like a row of clams—or they try to discredit the PCC car by saying that it is a shined-up Toonerville trolley of 1890 vintage.

Explain then, how it is that Philadelphia, Boston, Chicago, San Francisco, Cleveland, Toronto, Washington, Pittsburgh, Los Angeles, Birmingham, Montreal, Detroit, Milwaukee, Minneapolis, St. Louis—and many others now have thousands of these cars in service—some on streets, and many on their growing rapid transit lines. Larger cities, they say, with means to finance such services. All right, look at Johnstown, Pa., or Denver, or Omaha, or Kansas City—smaller than Rochester, and with nothing like the traffic problems in their streets, and yet they are looking towards improved rail transit.

I do not advocate re-laying rails in Rochester streets, but when I see an already partially built rapid transit right-of-way which could be, with the expenditure of far less millions than would be required to make a highway, made into a first class rapid transit line capable of carrying thousands upon thousands of bus - weary Rochesterians to and from the city center quickly and comfortably I feel it is time that the little man got up and had his say.

GLEN MORLEY.
320 Meigs St.

TIMES UNION DEC 14 1949

As We See It

Three Is a Crowd On Transit Problem

ROCHESTER Transit Corp. has told the city that it cannot continue to operate the city-owned subway after March 31 unless the city takes it out of the red.

It can be inferred that the RTC expects the city to pick up the check for losses attributed to the subway or to join the RTC in appealing again to the State Public Service Commission for higher fares to absorb subway and other RTC losses.

For 3½ years the relations between the city and its public transportation problems have been at loose ends. This is because in August, 1944, the PSC moved in and ousted the city as the chief negotiator of RTC fares and service.

A reasonable system of fare and service making, based on what it cost to provide the service demanded, broke up in a rash of suits, pitting the company against the PSC and the city, and the city against the company and the PSC.

Meanwhile, PSC fare tinkering failed to solve the RTC's income problem. If the RTC were conducting a private business, its first move to stop losses would be to discontinue unprofitable operations. But as a public utility, it is not free to do so.

It seems to us that at this point the city's paramount interests are two: 1. To see that the public gets the service it demands, and, 2. To see that the RTC is strong enough financially to provide the service the people need.

We believe these city interests are also the objectives of the RTC.

Since five years must elapse, if the subway is finally abandoned, before the state road building program would make its bed usable for buses, there is a long enough interval for the city and RTC to get together.

During that interval subway patrons would be piled into buses moving over streets already crowded to their limits, if service is ended March 31.

The PSC's complexion has changed since it broke up the old RTC-city relationship. It has a new chairman and several new members. It may be that the new PSC is interested neither in building its own empire nor in throwing its weight around.

It might be willing to follow the precedent of earlier commissions that approved city service-at-cost contracts, standing by with technical aid and retaining full power to approve or disapprove, but leaving to the city the duty of getting the service it wants at prices that will keep the company sound.

Has anybody asked the PSC lately?

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Council Orders Subway Survey

TIMES UNION DEC 16 1949

The subway is to be given an expert survey at the expense of the city.

The City Council last night authorized City Manager Cartwright to retain experts to make a comprehensive study of the subway and operations.

Vicemayor Frank E. VanLare, chairman of the council's Public Utilities and Commerce Committee, called a meeting of his committee today to consider the letter of John F. Uffert, Rochester Transit Corporation president. The letter stated the RTC would not operate subway passenger service after Mar. 31 unless the city devised a plan to relieve the company of the operation deficit.

PUT UP TO COUNCIL

VanLare said the entire council also would be asked the latter part of this week to consider the letter.

A copy of the Chamber of Commerce trustees' resolution recommending the subway be converted into a highway was referred to the public utilities committee and the City Planning Commission.

The council directed the purchase of lands and easements in Greece for conduits and a pumping station in connection with the city plan of augmenting its water supply from Kodak's lake intake. The conduit in the $1,800,000 project will follow Dewey Ave. and Mt. Read Blvd. to the city line.

AN editorial, Three Is a Crowd On Transit Problem, on Page 30.

A lease of the boathouse and canoe concession in Genesee Valley Park to Don Pearson, a World War 2 veteran, for five years at $625 a year was approved. Pearson has arranged to purchase more than 100 canoes from Henry Dern, veteran operator of the concession, who announced his retirement.

The council approved the recommendation of Corporation Counsel William H. Emerson for a settlement of $11,433.89 in the suit of David T. Ripton in the construction of a Canadice Lake dike. Ripton sought to recover $32,827.74 over the contract price of $89,250. Ripton contended he did extra work on order from the city.

An ordinance was passed that hydraulic elevators shall not be permitted to carry passengers after Dec. 31, 1951. Only a few such elevators are in use in the city.

PAYMENT APPROVED

The council approved the payment of $2,000 to Mrs. Maud McEwan, Syracuse, for settlement of her claim in the death of her husband, Myron, who was killed in 1943 in a collision of an auto with a city truck.

Patrolman Harry Warren, president of the Locust Club, pleaded for the police request that the $300 cost-of-living pay increment be made a permanent part of police pay.

Harry P. Ruppert, city real estate expert, announced his intention to resign Apr. 1. Council continued his compensation at $500 a month.

He will continue as chairman of the City Planning Commission. Members of the commission serve without pay. Ruppert has been adviser on city real estate affairs since 1943.

City Council Directs Retaining of Experts For Study of Subway

TIMES UNION DEC 16 1949

City Council went ahead with its plan for an expert appraisal of the subway's potentialities last night despite Rochester Transit Corporation's warning that it will not continue to shoulder subway deficits after Apr. 1.

A brief resolution directing City Manager Louis B. Cartwright to retain experts "to make a comprehensive study of the subway and subway operations" was unanimously adopted on motion of its sponsor, ViceMayor Frank Van Lare, chairman of the Public Utilities and Commerce Committee.

No Time Limit on Study

The resolution fixes no time limit on the experts' study but Van Lare indicated the city administration would lose no time in grappling with the problem of operation raised by the RTC when he announced a meeting of his committee today to consider RTC President John F. Uffert's letter of Monday. Uffert informed the city the corporation would not operate subway passenger service after Mar. 31 unless the city in the meantime would work out a plan to relieve it of the operation deficit.

Van Lare added that he planned to call the entire Council into session to discuss Uffert's letter before this week is ended. He refused to give his personal views on a city course of action in the threatened cessation of subway operations.

No Action on C. of C. Plan

The council received a copy of the Chamber of Commerce trustees' resolution proposing conversion of the subway into an express highway with no action other than to send it to Van Lare's committee and the City Planning Commission.

Steps were taken toward the carrying out of the city administration's plan for a 36-million-gallon-a-day water supply drawn from Kodak's Lake Ontario intake with adoption of Councilman William A. Doane's ordinance authorizing the purchase of necessary lands and easements for conduits and a pumping station in Greece. Greece's town board already had offered to cooperate with the city.

Doane made no estimate of cost of the work but city engineers estimate the overall expense of the project at $1,800,000. The conduit will follow Dewey Ave. and Mt. Read Blvd. to the city line.

Canoe Concession Change

Plans of Henry Dern, veteran operator of the canoe and boat concession in Genesee Valley Park, to retire became known when the council approved a lease of the boathouse to Don Pearson, a War 2 veteran, for five years at $625 a year. Pearson has arranged to buy Dern's fleet of more than 100 canoes, his attorney, Ralph Wickins, said. Pearson is associated with his father-in-law, Edward David, in the venture.

Council last night also:

Heard Harry (Red) Warren, police Locust Club head, plead for consideration of the police request that the $300 cost-of-living pay increment be made a permanent part of the police pay and another $300 added.

Approved settlement for $11,433.89 of contractor David T. Ripton's suit against the city to recover $32,827.74 over the contract price of $89,250, for construction of a Canadice Lake dike. Ripton claimed he did extra work over contract specifications on city order. Corporation Counsel William H. Emerson advised the settlement.

Hydraulic Elevator Ban

Directed that hydraulic elevators, only a few of which are still in use, shall not be permitted to carry passengers after Dec. 31, 1951.

Tightened licensing provisions affecting barbers.

Directed the extension of Master St. from Bleaker Rd. to Culver Rd. at Municipal Dr. to allow of an additional entrance to a shopping center serving Fernwood Village.

Approved payment of $2,000 to Maud McEwan of Syracuse in payment of a claim arising from a 1943 accident in which Myron McEwan, her husband, was killed in a motor accident involving a city truck.

Special Caucus Will Air Subway Problems Today

TIMES UNION DEC 16 1949

Council to Consider Issue Raised by RTC Head

By JOSEPH R. MALONE

How to sidetrack a threatened cessation of passenger subway service on Apr. 1 will be discussed by city councilmen this afternoon.

Vicemayor Frank Van Lare, announcing a special caucus for 3 o'clock, said the issue raised by John F. Uffert, Rochester Transit Corporation president, Monday will be gone over from all angles.

The Council's Public Utilities and Commerce Committee which already has given preliminary consideration to RTC's decision to abandon operation of the subway unless means are found to eliminate operational deficits, will report to its parent body, Van Lare, its chairman, said. He refused to discuss the nature of the committee's findings.

Advice Still Sought

The prickly problem of passenger operation is apart from the Council's determination, implemented Tuesday night, to employ expert advice on the subway's future, Councilmen said, as the expert study probably will not be completed by Uffert's Apr. 1 deadline. It further was pointed out the final policy to be decided by the city may not conform to continued operation by the RTC.

The belief expressed in some interested quarters that the courts have voided franchises under which the RTC operates in Rochester was not supported by Corporation Counsel William H. Emerson. Questioned on this phase, he said the lower courts have held the 5 cent fare provision of the franchises to be invalid for present-day operations but not the franchises themselves. This court action still is pending and Emerson expects the Court of Appeals to hear argument on the city's appeal next month.

Should this high court overrule the lower courts, and grant the city's contention the five cent fare obligation, written into franchises given to predecessor companies of the RTC and inherited by that corporation, the city would be in a position literally to force RTC into liquidation.

Other Solutions

Some possible solutions of the problem of early subway operation, discussed at City Hall yesterday, were:

1. That the city meet subway passenger deficits for a fixed period after Apr. 1, thus allowing continued operations on the present basis pending a final fixing of policy.

2. That the city join with the transit corporation in asking a Rochester fare structure that would eliminate RTC's current deficits. (The city previously has fought all fare increase requests.)

3. That the city move at once to set up a transit authority and operate its subway municipally.

4. That city and corporation join in a move to restore contractual relations to include fare-fixing, such as formerly existed under service-at-cost contracts.

ROCHESTER TIMES-UNION
FRIDAY EVENING, DEC. 16, 1949 31

TIMES UNION DEC 16 1949

4 Plans for Subway Set for Council Study

Four recommendations for continued operation of the city subway will be offered at a special caucus of the City Council late today.

While members of the Council's public utilities and commerce committee refuse to comment, it was learned today that the committee has offered these proposals:

1—That the city move at once to set up a transit authority and operate it as a municipal enterprise.

2—That the city meet the subway deficit for an undetermined time, or until an engineers' report is submitted. This independent survey has been authorized by the Council.

3—That the city and the Rochester Transit Corporation join in a move to restore a plan similar to the service-at-cost contract which prevailed up to a year ago.

4—That the city join with the transit corporation in asking a fare structure that would eliminate the RTC's current deficits.

$5,000 MONTHLY LOSS

The RTC has notified the city that it will not operate the subway after Mar. 31 unless ways are found of eliminating the deficit, which is running at the rate of $5,000 a month.

Meanwhile, it was understood that a movement was under way to interest the town of Brighton in continuing the subway. It was pointed out that Brighton residents, aside from the Rochester Products Division of General Motors Corporation, are largest users of the subway, for it offers quick service to downtown Rochester.

A city councilman, who declined to be quoted by name, declared that "as long as the city subway system operates for the convenience of Brighton residents, the town should be concerned with the subway. Talk has been in the past that the city should extend the eastern end of the subway to Monroe Ave. so as to attract more passengers.

Caucus OKs Pact On Subway To Mar. 31

The city will accept the offer of the Rochester Transit Corporation to continue the operation of the subway until Mar. 31 on the present basis, pending a survey to be made by a city-hired expert on the possibilities of the subway.

This was decided at a caucus yesterday. Vicemayor Frank E. VanLare, chairman of the council's Public Utilities and Commerce Committee, said the council at its meeting on Dec. 27 will authorize the city manager to accept the offer.

City Manager Cartwright said an expert will be named within the next few days.

AGREEMENT ON VIEW

VanLare declared the council is in agreement that passenger traffic "must be continued until and if an adequate substitute can be found."

The council left open on the question of ultimate utilization of the subway or part of it for an arterial highway. It did not take up the meeting of deficits that the RTC claim it suffers in operations. The corporation claims that the loss in the 10 months of this year was $50,000.

UFFERT DECLARATION

John F. Uffert, RTC president, told the city that operations would not continue after Mar. 31 on the present terms unless some means were found of eliminating the deficit.

The Chamber of Commerce City Development Council recently proposed abandonment of the eastern part of the subway in favor of arterial highway use and continuation of freight service which is profitable on the western end. An independent study of the subway possibilities was asked by the Chamber of Commerce trustees.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Subway Must Keep Hauling Passengers, Councilmen Decide

Caucus Agrees to RTC Offer of Operation to Mar. 31 In Substitute Hunt

D. & C. DEC 2 7 1949

Passenger service on the Subway must be continued "until some acceptable substitute is found," City Councilmen decided in caucus yesterday.

They agreed to the offer of the Rochester Transit Corporation to continue operation of the Subway until Mar. 31 on the present basis, pending a survey to be made by a city-appointed expert on the possibilities of the underground.

Vicemayor Frank E. VanLare, chairman of the Public Utilities and Commerce Committee, announced the decisions following the lengthy caucus.

"The Council will act at its next meeting, Dec. 27, on a resolution authorizing the city manager to accept the Rochester Transit Corporation's offer to extend the present operations agreement until Mar. 31," Van Lare said.

Choices of Experts

The Councilmen heard from City Manager Louis B. Cartwright that a "number of choices" existed among transit experts to make the proposed independent survey and that a "choice will be made in a few days," Cartwright spoke after the Councilmen urged speedy action in naming the expert.

"The Council is in agreement that passenger traffic service must be continued until and if an adequate substitute can be found," VanLare said.

In that fashion, the Council did not close the door to ultimate utilization of the Subway, or part of it, for an arterial highway over which express buses could operate, it appeared. Neither did it tackle the question of meeting deficits that the RTC claims exist in Subway operations and in 10 months this year amounted to more than $50,000.

Findings Awaited

Settlement of that question, and of the city's policy toward the Subway, from a long-range viewpoint, obviously hinges on the findings of the expert consultant to be retained, informed sources pointed out.

RTC served notice on the city last Monday that it no longer could carry on the Subway on a deficit-breeding basis. Through John F. Uffert, president, it offered to continue operations on the current terms through Mar. 31, but not beyond that date unless some means of eliminating the deficit were achieved.

Abandonment of the eastern portion of the Subway for arterial highway uses recently was proposed by the Chamber of Commerce and its Civic Development Council; with continuation of freight service, which is profitable, on the western end. The C. of C. trustees also asked for an independent study of Subway possibilities.

City, RTC Stand Pat in Subway Dispute

TIMES UNION DEC 30 1949

A fight over operation of the city subway was in the making today.

A statement by a city official that the city will insist on the Rochester Transit Corporation's operating the subway after the Mar. 31 deadline brought a reply from the company today that "we await with interest the city's proposal on meeting the operational deficits after that date."

The RTC has informed the city that it will not operate the subway after Mar. 31 unless some one underwrites the deficit.

Vicemayor Frank E. Van Lare, who also is head of the City Council's Utilities Committee, in a letter to John F. Uffert, president of the bus company, said that "this letter is not to be taken as any consent on the part of the city that subway operation shall cease as of that date."

Van Lare's letter also expressed "considerable surprise" at Uffert's decision to stop passenger car operations. "It does not seem necessary," he said, "to go into all the details of your letter presently and I shall not, although I do not agree with many of your statements conclusions. (Van Lare was replying to Uffert's letter on reasons for the subway abandonment.)

Van Lare further stated:

"Suffice it to say that it is the opinion of the councilmen that continued operation of the subway passenger service is necessary in the public interest unless and until some adequate substitute is provided. The rush hour traffic of the surface lines is now so inadequate that it seems folly to believe that these lines can absorb the subway rush hour traffic.

"Without prejudice to the rights of either party, the city will extend the period of subway passenger operation on the present basis until Mar. 31, 1950."

A transit official's statement in reply to Van Lare's letter read: "If Mr. Van Lare's letter is to be construed as the city's decision to have us continue subway operations after Mar. 31, we await with interest the city's proposal on meeting the operational deficits after that date."

RTC Reports $54,766 Loss On Subway in 11 Months

TIMES UNION DEC 30 1949

The Rochester Transit Corporation reported today it had lost $54,766 in the operation of the city-owned subway in the first 11 months this year. This compared with a loss of $44,618 in the corresponding period a year ago.

Had it not been for the profitable operation of shifting freight cars from one railroad to another, the RTC pointed out, the loss would have been much greater.

The RTC's total operating loss for the 11 months of this year was $296,229, the company reported. This was an increase of $69,725 over the $226,504 loss reported in the 11 months a year ago. Total loss of the company in the 11 months, including interest on notes and other charges not included in operating costs, was $357,708, an increase of $44,387 over the $313,321 reported in the corresponding 1948 period.

Subway Limits Surface Congestion

Editor, The Times-Union:

THOSE WHO have consistently urged retention of the Rochester subway have sought to show that modernization and extension of this valuable facility would prove a tremendous benefit to an increased number of passengers and also eliminate much congestion from the downtown area.

One factor contributing to the traffic problem is the converging of streets at critical points. Absence of parallel streets ties in with this. Another factor is routing too many bus lines through Main Street.

The most revealing contribution to traffic congestion is the increased automobile registration in very recent years. What is the principal reason for more automobiles using the downtown streets, especially in rush hours?

It is my belief that the all-bus surface transportation is the greatest cause. When car owners, normally in the habit of using buses to and from work, must stand from 20 to 30 minutes waiting for a bus, and when one comes (in company with two or three others), these people must be squashed and pushed into the crowded, spaceless interiors of the fume-laden buses. When people have to undergo these conditions day after day, they will start to think of better means of travel.

A modernized and extended subway constitutes the only means left at Rochester's disposal towards alleviating congestion.

Traffic conditions make it mandatory that the $19,000,000 subway investment not only be retained as a high-speed electric line, but modernized and expanded through extensions and modern cars, and run like a subway should, through wide-awake, business sense operation. Let's give the subway a chance to prove its great potential to the Rochester area.

LLOYD E. KLOS.

Rochester.

TIMES UNION DEC 29 1949

On Subway Future

Editor, Democrat and Chronicle:

According to the local papers our City Council favor hiring an expert to investigate the future possibilities of the subway as a rapid transit system.

This in my opinion is a step in the right direction. As more and more persons obtain automobiles city streets will naturally become more crowded and bus transportation will of course become more impossible.

Electric trolley service on private rights of way—utilizing little used existing railroad lines or abandoned trolley lines — many cities are turning to this means of transportation and finding it far superior to overcrowded and smelly buses.

Just a thought—but why isn't it possible to build an elevated express highway over the existing subway? In this manner the subway would not be interfered with and there also would be no need to tear down existing houses—which are homes to many persons who no doubt use the subway and would then be deprived of a home and means of transportation if the subway were abandoned.

One more suggestion—before next football season let's make a start on extending the subway by laying tracks direct to Aquinas Stadium.

SUBWAY PATRON.

City Warns RTC It Must Continue Subway Passengers

D. & C. DEC 29 1949

The city will insist on uninterrupted operation of subway passenger service, Vicemayor Frank Van Lare warned the Rochester Transit Corporation yesterday.

Such service is necessary in the public interest, he informed RTC PPresident John F. Uffert in a letter challenging Uffert's threat to abandon passenger operations as of Mar. 31 unless the city finds a way to eliminate the existing subway deficits.

Van Lare's letter, carrying out a subway policy arrived at in Council caucus Friday night, formally extended the city's consent to continued passenger subway operation on the existing basis up to the Mar. 31 deadline. But Van Lare added:

"This letter is not to be taken as any consent on the part of the city that subway operation shall cease as of that date."

Letter Expresses Surprise

Van Lare, chairman of Council's public utilities and commerce committee, expressed "considerable surprise" at Uffert's decision to cease subway passenger operations if the city failed to find a way to relieve the corporation of deficits. His stiffly worded missive read further:

"It does not seem necessary to go into all the details of your letter presently and I shall not, although I do not agree with many of your statement's conclusions.

"Suffice it to say that it is the opinion of the councilmen that continued operation of the subway passenger service is necessary in the public interest unless and until some adequate substitute is provided. The rush hour traffic of the surface lines is now so inadequate that it seems folly to believe that these lines can absorb the subway rush hour traffic.

"Without prejudice to the rights of either party, the city will extend the period of subway passenger operation on the present basis until Mar. 31, 1950."

To Propose New Pact

Except to say Council would adopt a resolution at its next meeting Dec. 27, instructing City Manager Cartwright to enter into an agreement with RTC for continuance of present subway operations to Mar. 31, Van Lare would not amplify on the letter.

It was learned, however, that he is getting information on behalf of the Council on the question whether RTC's franchises require subway operation by that corporation and also of the jurisdiction of the Public Service Commission over subway fares and service. The subway is municipally-owned.

Left unanswered was the question whether the agreement for the three months' operation would be written or verbal. Operations over the last year have been carried on by RTC in accord with provisions of an outmoded service-at-cost contract but without written agreement.

Meanwhile, Cartwrighit, instructed to engage expert advice on future subway possibilities, was expected to have an announcement with a day or so. The expert's report is expected to guide the city in its future or long-term subway policy but it was doubted in city circles that the report would be ready by Mar. 31.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

LETTERS

Subway Need Plain

Editor, Democrat and Chronicle:

Those of us who have consistently urged retention of the Rochester subway have sought to show that modernization and extension of this valuable facility would not only prove a tremendous benefit to the increased number of passengers who would use it, but would also eliminate much congestion from the downtown area.

There are several factors contributing to the constantly-growing traffic problem in Rochester. One is the very peculiar nature of Rochester streets, which tend to converge on several critical points in the downtown area. The absence of parallel streets ties in with this deficiency in proper street layout. Second factor is the ridiculous method of routing too many bus lines through Main St. The third and most revealing contribution to traffic congestion in Rochester is the increased automobile registration in very recent years. What is the principal reason for more automobiles using the downtown streets, especially in rush hours?

It is my belief that the all-bus surface transportation is the greatest cause for the growing congestion in Rochester. The situation is not being remedied by taking more runs off the principal lines as was recently the case. When car owners, normally in the habit of using buses to and from work, must stand from 20 to 30 minutes waiting for a bus, and when one comes (in company with two or three others), these people must be squashed and pushed into the crowded, spaceless interiors of the fume-laden buses. When people have to undergo these miserable conditions day after day, month after month, they will start to think of better means to travel to and from work or business. A modernized and extended subway constitutes the only means left at Rochester's disposal towards alleviation of congestion since streets can't be built fast enough to accommodate more vehicles.

Public transportation in this city is at its lowest ebb in history because the all-bus surface transportation is hopelessly inadequate to cope with the demands of the public. One only has to look to other cities to see how they will solve the same problem. Cleveland, seeing how the park-and-ride policy of the famous Shaker Heights Rapid Transit has met with great success, is planning to spend $16,000,000 for its own rapid transit line to bisect the city. Parking stations at all major stops outside the downtown area will encourage motorists to leave their cars away from the business area. Toronto's Yonge and Queen St. subways will use the same features of the Cleveland park-and-ride plan. San Francisco is considering rapid transit plans involving expenditure of $100,000,000. Detroit has awakened to solving its traffic problems peculiar to the motor city via rapid transit. Cincinnati is considering utilizing its freight subway for passenger service, using PCC electric trolleys.

Granted, the aforementioned cities are larger than Rochester, but due to the traffic conditions I have outlined plus the fact that Rochester already has a rapid transit subway, the most difficult parts of which are finished, makes it mandatory that this $19,000,000 investment not only be retained as a high-speed electric line, but modernized and expanded through feasible extensions and modern cars, and run like a subway should, through wide-awake, business sense operation. Let's give the subway a chance to prove its great potential to the Rochester area.

LLOYD E. KLOS,
104 Long Acre Rd.

D. & C. DEC 22 1950

2 Experts Weigh Survey of Subway

D. & C. JAN 17 1950

Two experts instead of one now have under consideration a thorough-going survey of the city subway.

City Manager Cartwright interviewed representatives of an out-of-town firm yesterday with a view to a possible study of the underground's potentialities, but declined to disclose the name of the firm. A similar visit two weeks ago involved representatives of a Philadelphia engineering company.

Cartwright said it was uncertain that there would be further interviews of the same sort, but he added a full statement would be made either by himself or City Council as soon as a contract for the study has been decided on.

Cartwright also engaged the services of Thomas H. Wiggin yesterday for an inspection of the newly-lined interior of Conduit 3 between Hemlock Lake and Rush reservoir. Wiggin is in town primarily to study expansion plans of the Rochester & Lake Ontario Water Service Corporation, but he has acted in a consulting capacity for the city on previous occasions.

City Maps Talks On Subway Fate

TIMES UNION JAN 5 1950

The city will hold conferences with three firms on the future of the subway.

The representative of one firm, whose name was not disclosed, met with City Manager Cartwright yesterday. At the close of the conference, the representative said he would submit costs and other important details relating to a survey authorized by the City Council.

Councilman Peter Barry, Vice-mayor Van Lare, Commerce Commissioner Donald H. Foote and Deputy Commissioner Joseph A. Biel also attended the parley.

Subway Proposal Studied by Firm

JAN 5 1950

A representative of an out-of-town engineering firm had the city's proposal for a study of the subway under consideration last night.

He was in consultation with City Manager Cartwright and Council members most of yesterday and at the end of the pow-wow, said he would go over the proposal and give Cartwright an idea of costs and other important matters related to the survey.

Cartwright withheld the name of the firm and its representative as he said yesterday's was only the first of a series of conferences with two others yet to be heard.

It was understood the names of three firms were supplied by Councilman Peter Barry, an engineer. Barry, Vicemayor Frank Van Lare, Commerce Commissioner Donald H. Foote and his deputy, Joseph A. Biel, were at the meeting yesterday.

The Council has directed Cartwright to retain experts in a thorough survey to determine the possibilities of the subway from all angles.

D. & C. JAN 29 1950

Subway OK'd For Fast Transit

Editor, Democrat and Chronicle:

On January 15 you printed a letter from Mr. William A. Lang, vicepresident of the RTC, in which he defended RTC policy in the face of so-called "accusations" of subway proponents. It is understandable that Mr. Lang should wish to defend his company and its operations against sustained attacks. What is less understandable, however, is the very short-sighted viewpoint he maintains.

It would seem that Mr. Lang is in the same boat with many other Rochester citizens, in that he seems unable to recognize the plain fact that Rochester not only has outgrown its main street, but will continue to expand in area and population.

It is evident today that the present system of transportation is inadequate for the needs of the population served. The present buses are not large enough to accommodate the growing mass of people who must use them. To put more buses on the streets would only involve worse problems than ever. Why then, does Mr. Lang and the RTC do everything in their power to minimize and even deride the value of the subway as a medium of rapid transit FREE OF ALL STREET TRAFFIC?

In speaking of the subway, Mr. Lang associates it with an old-time interurban route, and to bolster up his argument he states that a certain suburban trolley route in Toronto was recently abandoned by popular vote. This in face of the fact that Toronto is, as has been many times stated, building a complete rapid transit subway system at enormous cost. The trolley road Mr. Lang mentions was an outdated roadside interurban, which, with its level crossings and operation along a highway constituted a growing menace to automobile traffic.

True, Rochester's subway was originally planned to take the heavy interurban cars off Rochester's streets, and in this it served its purpose well. However, the subway is now serving a totally different purpose. It is now a city rapid transit line with a right-of-way totally free of level street crossings throughout its entire length. We have right here in Rochester the very type of line that is costing the city of Toronto nearly $50,000,000 to construct. Why, then, is the subway not promoted and maintained in a manner that would be of real service to the city?

Personally, I think that the "sagging arguments" of subway protagonists which seem to both Mr. Lang so very much, have considerably less of a sag to them than his own. It might be well for the city officials to take certain of these pro-subway arguments into serious consideration, for therein may be a vital answer to a serious and rapidly growing problem. I refer particularly to the facts as stated many times in these columns by Mr. Lloyd Klos. Mr. Klos is a young man who obviously knows what he is talking about (despite Mr. Lang's assertions) and he takes trouble to make sure of his facts before stating them. I think any man with such seriousness of purpose and stamina is worthy of attention. As a suggestion, why could the city not invite Mr. Klos to serve on its Transport Board as an adviser on subway operation?

GLEN MORLEY,
320 Meigs St.

For New Subway Stop

Editor, Democrat and Chronicle:

The following letter has been sent to the Commissioner of Commerce:

Commissioner of Commerce,
Mr. Donald Foote:

I spoke to you about subway traffic for the future. This is a reply to your request.

The city owns the lots over the sewer connecting Hillsdale and Berkeley Sts., which is about half way between Monroe and Culver Rd. trolley stations on the subway.

If a trolley stop was made at this location it would serve a great many people, both from the north side toward Park Ave. and its crowded bus service, and south to Monroe Ave. and its service.

You will realize, from the city map, that the distance is too great either to the east or west from the center, at Berkeley and Canterbury Rd., where this city lot is, to walk to get better transportation, so the people go either to Park Ave. or Monroe Ave. lines.

It would be a big help to the trolley service and the people to have this improvement made, as both north and south sections are being heavily settled with people of business and working classes.

ELMER M. BUSHNELL,
177 Berkeley St.

P.S.: If this should be done, the city would have to put a stop light at this intersection, as there is a lot of speeding cars on Canterbury

D. & C. JAN 23 1950

Questions on Subway

Editor, Democrat and Chronicle:

It is my personal opinion that the duly elected members of the Rochester City Council are accountable to all the voters of the city of Rochester every day of the year.

Bearing this opinion in mind there are a number of questions that in my opinion should be publicly answered without a lot of doubletalk.

During 1949 the two Gannett owned newspapers carried several articles and editorials to the effect that the subway would be operated for at least five more years.

Then early in 1950 the announcement is made that additional funds are to be made available for repairs and maintenance work on the subway, said funds to run through 1954.

Here again we are given the five year figure. If City Manager Cartwright has made an agreement with the State Highway Department to turn the Subway over to them for highway purposes alone then he in my opinion is doing so without letting the voters know of his intention which is to put it bluntly, a wee bit rotten.

Also I cannot find it within my power to condone the Republican party's efforts to take full credit for the as yet not started Memorial Auditorium nor their calling a caucus meeting and not informing the duly elected Democratic councilman that such a caucus was to be held. This is bossism in its worst form and is decidedly un-American.

Then, too, it is becoming increasingly harder to understand why the Gannett newspaper who once so whole-heartedly were for the extension and general improvement of the subway are now willing to settle for a five year plan of new paint and higher platform for the subway.

I have sent a copy of this letter to Mr. Robert Corris in the hopes that either through him or through an uncut version of this letter in this column American answers will be given to these questions in plain everyday English with no double-talk.

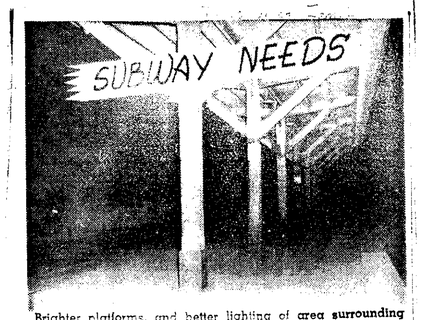
S. SWIFT.,
133 Champlain St.

(This Gannett Newspaper is not willing to "settle" for anything less than the most efficient use of the subway. It believes as strongly as ever that the subway is a priceless asset which ought to be developed for the long term future of Rochester—as a rapid transit system and as a means of relieving the burden on the surface streets.—Editor's note.)

D. & C. FEB 3 1950

000164

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection



Brighter platforms and better lighting of area surrounding platform, which ... section. Photo was ...



More convenient steps to board train. Miss Nancy Kramer demonstrates the high stepping necessary to board train with present equipment.

Continued

Subway to Continue, Improvement Plan Hints

TIMES UNION JAN 25 1950

That the city intends to operate the subway for at least four years more, regardless of the outcome of pending parleys with Rochester Transit Corporation, was sighted today in the five-year capital improvement program recommended by the City Planning Commission.

In its plans given to the City Council, the commission proposes to expend $50,000 a year from 1951 through 1954 for reconstruction of subway structures. This would be financed by 2-year capital notes.

Currently the city is appropriating $40,000 a year for subway maintenance.

ERIE DEAL PROPOSED

The commission also proposes to convert the Erie Railroad station property in Court St. into a parking station, on the condition that the Erie be allowed to build a freight spur through the bed of the Carroll-Fitzhugh raceway to the subway.

The Erie long has sought a direct connection with the subway for its freight traffic. It now delivers cars to the subway over the Lehigh Valley Railroad tracks on the east side of the Genesee River.

Several years ago, when Harold S. W. MacFarlin was commissioner of commerce, the Erie showed an interest in the subway especially when it was brought out that the city proposed to build a new public market at the western end of the subway.

ROAD SEEKS TRAFFIC

The Erie figured it could take away from the New York Central fruit and vegetable traffic on which the Central has a monopoly.

From the Planning Commission's report it now appears that plans for a new market have been abandoned by the city administration. Embodied in the report is an appropriation for improvement to the present Public Market at a cost of $100,000 this year, $200,000 next year and $50,000 each in 1952 and 1953.

For that purpose $300,000 would be taken out of the current market fund surplus piled up in the last 20 years from fees of farmers and truck operators. The market has deteriorated badly in the last few years while space has been at a premium during the Summer months.

In addition, with the advent of large trucks, the traffic problem has become a serious one. In most portions of the market the large over-the-road trucks are unable to make deliveries without blocking traffic in some of the market's streets.

Roofs also have deteriorated and some of the steel beams holding up the sheds have started to buckle in a small way.

MacFarlin's original market proposal called for an expenditure of $1,500,000 on the part of the city. It was pointed out that the Public Market, as well as the city's water system, is self-supporting and that any debt incurred would be liquidated with a long-term bond issue.

Commission house merchants fought the MacFarlin plan, claiming they stood to lose thousands of dollars if they were forced to move to a new site.

SUBWAY UNSETTLED

What the city will do with the subway beyond Mar. 31 is a problem.

The RTC has served notice on the city that it proposes to abandon operation of the subway by Mar. 31 unless arrangements can be made to have the city subsidize the operations.

The RTC said it had a loss of more than $50,000 on subway operations last year, although the freight exchange between the railroads more than paid for itself. No meetings have been held between the RTC and city officials to iron out the subway problem.



Better lighted stairways. Waiting rooms should be larger, less dingy and have weather-proofing for Winter.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

As Readers See It

TIMES UNION FEB 7 1950

Asks Freight Rate Hike To Cut Subway Losses

Editor, Rochester Times-Union:

THE ROCHESTER SUBWAY, according to its operators, has been running at a deficit for the past two years between $53,000 and $60,000 per annum. Through lengthy conversations I have had with railroad officials here in Rochester recently, I have come to the conclusion that the RTC has been shortsighted in the matter of freight rates.

According to Tariff S-2, ICC R-2, dated Jan. 1, 1929, a charge of $6.30 is made by the operators of the subway for cars switched from one railroad to another using the subway as a bridge line, and $10 per car is charged for placing cars along the subway's industrial sidings. Since 1929, the Interstate Commerce Commission has granted increases of 35, 20, and 10 per cent in freight switching and car placing rates on the nation's railroads until a figure of $11.93 is reached for car switching, and $17.80 for car placing.

Using 1948 as an example, we learn that a total of 9,419 cars were handled for local delivery or switched from road to road using the subway. These operations earned the subway $77,205.90. A total of 2,168 cars were placed on sidings and 7,251 were switched between roads. Using the rates currently in effect, the total revenue would come to $67,991.30 or short of the total figure by $9,214.60.

However, there must be other figures which weren't supplied in the Erie report which was the source of these totals. If the RTC had taken advantage of the increases in freight rates which are entirely permissible, the new rates would have given the subway in 1948 $42,856.59 additional revenue which would have lowered the subway's net loss to only $10,783.96.

• • •

THROUGH THE PAST YEAR, it has remained a mystery to most people why the subway has been running at a greater loss than it did in 1948. The daytime schedule during the past year has been cut virtually in half. One-man operation has been instituted by the RTC which declared that a substantial saving would result. There has been virtually little or no maintenance on the line, save new rail laid on curves and in places where moisture resulting from overhead seepage had severely rusted the track.

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 his correct name and address but a pen name will be used in the published letter if requested. In cases where the writer requests that his name be withheld and the editors feel that fair play requires its use, the writer will be so informed and given his choice at withdrawing his letter or permitting use of his name. No anonymous letter will be considered. —Editor.

Other factors I believe have a bearing on whether the subway makes money or not. Why have the ten 1906 model surface trolleys and two 1912 motored trailers been allowed to stand for nine years on Track 3 at City Hall station when there is no positive need for them? They are obsolete, parts have been stripped from them, and there is no way in which they can be used as subway trolleys because their wheel flanges are unsuited for high-speed rapid transit operation. To adapt them for subway service, therefore would be foolish. Yet, the RTC must place a value on these cars, a value which must appear in the books as depreciation which needlessly is added to subway losses. No progressive system would keep antiques standing on a track which could be used for freight switching. It is urged that these cars be disposed of immediately.

It has always been my belief that a separate agency be allowed to run the subway, be it a group of young men who understand rapid transit, or by the city itself through a Metropolitan Transit Commission which would have the sole power to act on all matters pertaining to rapid transit in this locality. Only by this action will Rochester have a system of which it would be proud.

LLOYD E. KLOS.

Rochester.

TIMES UNION FEB 9 1950

Subway Deficit at New High, RTC Says

The subway lost more money last year than in any year since the start of operations, the Rochester Transit Corporation reported today.

Total loss for the year was $59,227 as compared with a loss of $53,640 in 1948. The 1949 loss included $16,951 in federal, state and local taxes.

Passenger revenues were down $28,560 and freight revenues were off $10,569, the transit company said. Total number of passengers carried—1,974,341—was the smallest since the start of the war. The total was 2,879,987 in 1948. Passenger revenues amounted to $145,487 and freight revenues $66,636.

COSTS INCREASE

The "greatest dificit in the history of the subway" is attributed by the company to loss in traffic and to higher operating costs.

Meanwhile, city officials sought to find a way to operate the subway without incurring a deficit. The RTC has told the city it will not operate passenger service in the subway after Mar. 31 unless somebody "picks up the check" on the losses. RTC reports show that the subway freight business is profitable but passenger operations are not.

City and transit officials met yesterday afternoon in an effort to iron out the problems of subway operations. No agreement was reached and Vicemayor Frank E. Van Lare announced that the City Council's utility commission will meet in caucus next Tuesday to discuss the next step. Democratic members of the council will be asked to attend.

WILL HIRE EXPERTS

Van Lare said that within a week the city will announce the retention of a group of experts in railway management to make a survey of the possibilities of the subway. It is possible that the name of the firm will be submitted to the Council meeting next Tuesday.

City officials, while declining to be quoted by name, said that they felt sure passenger subway operations would be continued, "whether the transit company or the city undertakes the job."

D & C FEB 1950

Extensions of Subway Backed To Achieve Rapid Transit

Editor, Democrat and Chronicle:

I have read with much interest the replies of Mr. Klos, Mr. John Collins, and others to Mr. Lang, of the RTC, with regards to the use, extension, and improvement of the Rochester subway, and our lousy bus system. The above gentlemen certainly show up Mr. Lang's statements about bus operations, etc.

I agree with Mr. Collins' statement that while the bus is a flexible vehicle, it never has been, is not, and never will be able to handle mass transportation successfully in a city like Rochester. Buses are mostly light traffic or feeder liner vehicles. Overloading our streets with oversize, traffic-blocking busses will not answer our mass transportation or traffic problems. An up-to-date, efficiently constructed and operated electric rapid transit system with bus line feeders will give better, quicker and more efficient service to the riding public.

A rapid transit system adequately serving commercial, industrial and residential areas would no doubt induce people to ride to and from work or shopping via the system thus further reducing over-taxed traffic conditions by fewer autos being used as well as taking a lot of traffic blocking busses off the streets.

The subway is already connected with the Auburn Rd. (NYC) near Winton Rd., the LV at the Canal Terminal, the B&O at Oak St., the NYC near Lexington Ave. Surely agreements with these roads, where used for little or no passenger service, could be made for use of their tracks since subway cars can be operated over them, for rapid transit use.

By use of the above lines to Pittsford and Brighton (Auburn Rd.), Mortimer (LV and Erie), Airport, SW section and Scottsville Road area (PRR), Charlotte and NW section (Charlotte Dr. NYC), and intermediate areas, patronage and revenue potential areas could be tapped and serviced by electric rapid transportation. A subway from Bridge Sq., connecting with present subway, via East Main St. to Winton Road, and a subway branching off the East Main line under Clinton Ave. North to a point where it could connect with the RW&O (NYC) to the St. Paul Blvd. and Summerville area would serve the East and NE sections. Overhead wiring and signal system would not be difficult to install on above mentioned railroad lines. The Erie and the PRR need only a short underground each to link them with the subway.

Extension of the present subway to Mt. Read Blvd. and Kodak Park, with a stop or loop at the Aquinas Field, and also to Monroe Ave. at the eastern end would bring in new patronage and added revenue to the subway if done now. Additional freight traffic and revenue could be obtained from connections with the Erie and PRR if also done now.

I realize the above proposition looks like a huge task, but it could be spread over a period of ten to fifteen years and the cost spread accordingly.

EDWARD G. STRINGER.
148 Milton St.

Of Course a Loss

D & C FEB 1 3 1950

The latest subway report shows that the loss for last year, $59,227, was the largest incurred since the line was opened. The total number of passengers carried, 1,974,341, was the smallest since before the war. It was almost a million less than in 1948, when the total was 2,879,987.

It was last year that higher fare rates went into effect. It was also last year that one-man cars were substituted for two-man cars and schedules were changed to eliminate many runs. In other words, in an effort to make ends meet, the company made fares higher and service poorer.

Obviously, this is no way to "popularize" the subway. The effect has been precisely the opposite. Instead of making more money, the company has incurred a larger deficit. If it had set out deliberately to "kill" the subway, it could hardly have taken a better course.

Instead of looking at the lost patronage of 1949, we prefer to look at the 2,879,000 passengers who were carried in 1948. That seems to us a fairer estimate of the potential patronage. That is the number of persons who, with proper inducements, would use the subway in preference to other means of transportation. The number might be increased with judicious advertising.

Even the 2,879,000 reduce down to approximately 8,000 per working day, or the equivalent of 160 busloads, figuring 50 to a bus. Isn't it worth while to take 160 busloads off the streets per day?

City officials plan another survey of the subway by experts. The transit company sticks to its decision to discontinue all passenger subway service after March 31. City officials insist this will not be permitted. The transit company's own figures offer sufficient reason why it ought not to be permitted.

Old Trolleys Aren't on Books

TIMES UNION FEB 14 1950

Editor, The Times-Union:

I SHOULD LIKE at this time to correct an inference which I made in my letter to you dated Feb. 7 in which I assumed that the trolleys standing idle on subway track No. 3 were appearing on the RTC books as depreciation which would be added to subway losses.

I have been personally informed by William A. Lang, vicepresident of the RTC, that this is not true because the cars were fully depreciated when they were placed in the subway and no depreciation charge has ever been placed against them since.

The erroneous information was supplied to me by several people who I assumed had the correct facts, but I am glad to correct that information for the sake of authenticity.

LLOYD E. KLOS

Rochester.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

RTC Maintains Stand To Abandon Subway Over Continued Loss

D.&C. FEB 9 1950

By JOSEPH R. MALONE

Rochester Transit Corporation stood pat yesterday in its decision to cease subway operations on Mar. 31.

Despite a raise in fare granted Jan. 28, city officials were informed at a conference yesterday that the corporation's prospective revenues do not justify a continuation of underground service without a guarantee against a continuing deficit.

The Jan. 28 fare raise, which took the form of abolition of token sales by the Public Service Commission, followed RTC's original announcement of a proposed discontinuance of subway operations on Dec. 12.

No RTC Attitude Change

"In view of the fact that the corporation's original statement expressed an intention to cease operations on Mar. 31 'on the present basis,'" Vicemayor Frank Van Lare told newsmen following yesterday's conference, "we have asked the company officials if there has been a change of attitude, since the discontinuation of token sales has placed operations on a different basis.

"The corporation's answer was 'no' and we will discuss our next step at a caucus Tuesday."

Present at the conference besides Van Lare were City Councilmen Peter Barry and Frank Niger, member of the Public Utilities Committee, City Manager Louis B. Cartwright, John F. Uffert, president; William A. Lang, vicepresident; Walter B. Baumer, chairman of the board, and Leonard G. Toomey, comptroller - treasurer of the RTC.

$357,708 Deficit in '49

Toomey told the conference the RTC's deficit for 11 months of 1949 was $357,708 and he estimated that the increased revenue to flow from the discontinuance of tokens would amount only to $168,605 a year. The subway deficit for the 11-month period was $54,766, corporation figures showed.

Van Lare emphasized that the subway problem would be threshed out at the Tuesday caucus, to be attended by the two Democratic members, rather than at the usual pre-session meeting of the Republican members alone.

Within a week, Van Lare said, City Manager Cartwright will announce retention of a firm of experts in rail way management, under contract with the city to give an exhaustive study and report on potential possibilities of the subway. It was possible the name would be submitted to Council Tuesday night although Cartwright has been granted full power to act without further Council instruction.

Mum on Underwriting

City officials present yesterday would not discuss a possible underwriting of RTC's subway losses following the conference, but expressed no fear the company would carry out its announced plan to halt subway operations without such a guarantee. The corporation in its letter of Dec. 12 asserted that its loss on each subway rider is 10 times the loss on each bus rider.

Despite official reticence, a spokesman with a deep knowledge of what "gives" in municipal operations said without qualification:

"Rochester Transit will continue to operate the subway as long as the city wants it to. And we're not going to give up the subway."

He indicated the city was probing deeply into the question of RTC's franchise "if they have one" and other legal matters bearing on present subway operation.

Bus Token Use Ends At Midnight Tomorrow

Use your brass bus tokens today or tomorrow. So said Rochester Transit Corporation officials yesterday.

Under a Public Service Commission order, their use for rides halts at midnight tomorrow. But they may be redeemed for 9 cents apiece after Friday at the company's offices, 267 State St.

GOP CLUB PUSHES DRIVE

A membership drive, to continue until Apr. 3, is being conducted by the 20th Ward Republican Club, it was announced yesterday by George Bartholomay, president,. The club has changed its meeting place to 274 Colvin St.

City Owns Subway

Editor, Democrat and Chronicle:

The subway confusion seems to mount with each succeeding letter which appears in your columns.

Far from adding to this confusion, however, I am seeking information as a result of a letter from F. A. Troicke of Medina which appeared in a recent issue.

Mr. Troicke asks one of the officers of the Rochester Transit Corporation a number of questions on subway extensions. He writes about an extension to Mt. Read Blvd., another extension to Pittsford and another extension to Monroe Ave.

In each case Mr. Troicke wonders why the Transit Company doesn't put in these extensions. Now the question:

Who is responsible for subway extensions—the city of Rochester or the Transit Company?

Up to the present time, it has been my understanding that the city of Rochester must bear the full cost of such extensions. For instance, Mr. Troicke's extension to Pittsford would be paid for entirely by the taxpayers of the city of Rochester. The same goes for the other two extensions he mentioned and any and all other extensions.

In other words, those advocates of subway extensions should address their requests for extensions to the city of Rochester which owns the subway and not to the Transit Company, which operates the city-owned line under a contract. Am I right?

INTERESTED.

D.&C. FEB 16 1950

Subway Measures

CITY COUNCIL has instructed Corporation Counsel Emerson to petition the Public Service Commission to prohibit the Rochester Transit Corp., from closing down the subway March 31.

It has retained Coverdale and Colpitts, consulting engineers to study the subway's possibilities.

FEB 16 1950

These decisions represent a businesslike way of facing the subway crisis brought about by the RTC's notice that it would discontinue subway operation at midnight March 31 unless bailed out by the city.

Since the PSC has fought for and obtained control over Rochester's public transportation system and service, a threatened reduction of service of the proportions of the subway is clearly the PSC's business.

And while there have been many studies of the subway, they have been made by highway or railway men whose qualifications as street railway experts are open to question.

Coverdale and Colpitts have been given a free hand to go into the whole subway question without strings. This is the kind of advice the council has been needing.

TIMES UNION FEB 15 1950

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

Rochester's transportation problems were attacked on two fronts today.

The city resumed efforts to keep the subway running and the Public Service Commission held hearings on proposed bus route changes.

• • •

Council Orders Appeal to Keep Subway Going

The city will take its case to keep the Rochester Transit Corporation from abandoning subway passenger service before the Public Service Commission.

The RTC has threatened to discontinue the service Mar. 31.

Acting on a resolution by Vicemayor Frank E. Van Lare, the City Council last night directed Corporation Counsel William H. Emerson to seek a PSC order prohibiting the RTC from discontinuing the passenger service.

BASIS OF PROTEST

Emerson was directed to inform the PSC that the subway is an integral part of the RTC system and abandonment of service is against the public interest: without the subway's supplemental service, the remaining service by the RTC will be inadequate, unjust and unreasonable.

The Council approved the retention of Coverdale & Colpitts, 120 Wall St., New York City, consulting engineers, to study the subway in all angles with a view to a recommendation on its future. The Council authorized a contract which includes a fee not to exceed $20,000 and a clause that the survey be completed within three months.

PROPERTY ACQUIRED

Impetus was given the Baden-Ormond low-rent housing project through the approval of the purchase of property at 18 Pryor St. from Bessie Klein for $4,000.

There still are 24 pieces of property to be purchased. Negotiations are held up because of high prices asked by the owners.

Other Council action:

Property at the northeast corner of Child and Gardiner Aves. was changed from residential to commercial. The Union Trust Company plans to build a branch on the site.

Issuance of $250,000 capital notes was authorized to pay the city's share of a new sewer in Mt. Read Blvd. Total cost is estimated at $500,000, with the state paying for its half.

Sale of a half acre of city-owned land at the junction of the old canal and Monroe Ave. was authorized.

Approval was given for payment of $1,000 to Ralph G. and Lucy Alloco for injuries received at the hands of a policeman.

• • •

Bus Route Shift To Norton St. Protested

Tenants from two of Rochester's largest housing developments crowded a courtroom in the Court House today to plead for bus service to their doors.

Strong interest was evidenced at a Public Service Commission hearing on a proposal to extend Norton St. bus service to the 238-unit Norton Village development and the University-Browncroft line to take care of residents in the 114-family Browncroft Apartments in Atlantic Ave.

NORTON SHIFT PROTESTED

The proposed extensions were among major shifts proposed in 11 bus routes by the Rochester Transit Corporation.

No opposition developed against the Browncroft changes but a representative of 22 residents of Norton St. spoke against the extension of the Norton St. line.

Bernard Schmucker, 1394 Norton St., presenting a petition signed by residents of Norton St. between Portland Ave. and Mitchell St., said extension of the line would increase traffic hazards, particularly, "during night baseball games."

He said traffic is particularly heavy from 7 to 8 a. m. and 4 to 6:30 p. m. daily because of Eastman Kodak traffic and that bus service would make matters worse.

VILLAGE URGES SERVICE

Schmucker told Special Examiner V. M. Parshall, who presided at the hearing, that residents in his section of the street already have difficulties in backing out of their narrow driveways because of heavy traffic.

Speaking in favor of service to Norton Village, John A. Dale, manager of this and other city-sponsored housing developments, declared that children in the Village have difficulty getting to school.

The public school is three-quarters of a mile away, he said, and the parochial school about a mile off. A pooling of cars method of getting the children to classes he said, often is unsatisfactory.

Several women, among them, Mrs. Wallace Wolff, complained of the difficulty of getting to the nearest bus line, which is several blocks away.

All tenants in the Village have children since that is a requirement for getting into the development. The lack of convenient service in the evening was particularly regretted.

BROWNCROFT PETITION

The Norton St. line, acording to a spokesman for the RTC, would run from Carter and Norton east along Norton to Bleaker Rd., with a loop at Norton Village.

The superintendent of the Browncroft Apartments submitted a petition signed by 100 tenants in support of the extension of the University-Browncroft line.

Under the proposed change, the route would run by way of Humboldt St. to Winton Rd. N. to Merchants Rd. to Browncroft, and loop by way of Newcastle to Corwin Rd. and Shaftsbury Rd. It would eliminate the route on Dorchester and Quentin roads.

More than 20 persons from the development appeared in support of the petition.

OTHERS SEEK SERVICE

Roy C. Draper, supervisor of the Town of Brighton, testified he has been receiving petitions for bus service over the last two years from Browncroft residents. He said there are at least 50 new homes in the Browncroft extension subdivision and building is going on there rapidly.

Draper said that if the line were extended, residents of the area could take that or the Blossom Rd.-Penfield bus.

Herbert J. Scheuer, superintendent of schedules for the RTC, testified that the City Council and Brighton town boards approved the University-Browncroft route changes. William A. Lang, vicepresident of the company said the City Council has requested service to Norton Village.

OTHER CHANGES SOUGHT

Other proposed changes and extensions are:

Struckmar — Extend Park Ave. line to Twelve Corners, Brighton. Operate through Winton, Highland to Monroe and looping at Twelve Corners, continue through Monroe, Highland and Varinna Dr.

Culver Crosstown — Extend existing line south to Monroe Ave. and the Monroe-Highland loop.

Genesee-Melrose—Formed by looping the Genesee line. Genesee St. bus would go through Genesee St. by way of Melrose, Wellington, Sawyer, Maxwell, Brooks, Woodbine, Genesee Pk. Blvd., Genesee and then downtown. Another loop would proceed out Genesee to Genesee Pk. Blvd. by way of Woodbine, Brooks, Millbank, Sawyer, Melrose, Genesee and Main.

Genesee Pk. Blvd.—Extend from present loop at Winbourne and Scottsville Rds. to Elmwood, to present loop in Genesee Valley Park. On return would operate through Winbourne instead of Kingsboro.

Plymouth Ave. Extension — Buses which now go through to Strong Memorial Hospital would operate by way of Crittenden to Lattimore to Castleman Rd. to Crittenden, to Strong Memorial and return via Lattimore and Elmwood.

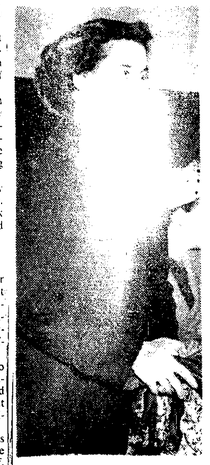
Clinton S. Extension—Now operates to Strong Memorial via Crittenden. Proposed operation via Mt. Hope Ave. and W. Henrietta Rd. to Shelbourne to Castleman to Crittenden and return via Mt. Hope.

Meadowbrook—Extend from Elmwood and Buckland along Elmwood to 12 Corners and then along Winton beyond Brighton High to Avalon where it would connect with present route.

Portland—Would operate by way of Portland and North instead of through Draper St.

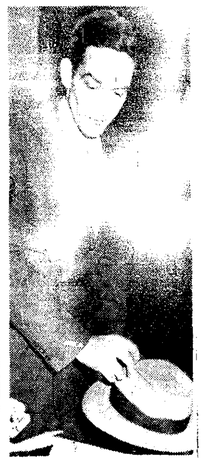
Clifford—Would operate by way of North and Clifford instead of through North and Portland.

For



MRS. WALLACE WOLFF
Norton Village

Against



BERNARD SCHMUCKER
1394 Norton St.

Speak on Norton St. Bus Extension.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Council Urges PSC To Prohibit Stopping Of Subway Service

D. & C. FEB 15 1950

City Council took drastic action last night to halt a threatened cessation of subway operations on Mar. 31.

Unanimously, the Council approved Vicemayor Frank Van Lare's resolution calling upon the Public Service Commission for an order prohibiting the Rochester Transit Corporation from discontinuing passenger service.

Such a discontinuance is threatened by the RTC unless the city gives a guarantee against recurring subway deficits. Corporation Counsel William H. Emerson was directed to inform the PSC in asking the order:

1—The subway line is an integral line of the RTC system and its abandonment is against public interest.

2—Without the subway's supplemental services, the service rendered to the public by the RTC will be inadequate, unjust and unreasonable.

3—The discontinuance as proposed is inimical to the public interest.

Keep Engineering Firm

In a second positive subway action, Council approved the retention of Coverdale and Colpitts, 120 Wall St., New York City, widely known firm of consulting engineers, to study the underground from all angles with a view to a recommendation on its future.

Retained by City Manager Louis B. Cartwright under City Council instructions, the firm will complete its survey within three months and at a fee not to exceed $20,000, under a further Council action last night.

Coverdale and Colpitts, founded in 1904, renders professional and consulting service in connection with public and private financing, recapitalization, reorganization and management in the fields of transportation and industry, according to Councilman Peter Barry, who suggested consideration of the firm. William H. Voverdale, president, is an officer of numerous corporations and at present is president and board chairman of American Export Lines.

Firm's Undertakings

Included in the numerous undertakings of the firm have been studies for the Baltimore & Ohio Railroad, Bessemer & Lake Erie Company, Boston & Maine, the old Buffalo, Rochester & Pittsburgh Railway Company, Canadian Northern and many others of equally imposing size.

Cartwright declared the firm had been given carte blanche in its survey and its study would be entirely objective. The firm, in any event, he said ,is of a character that would refuse to enter into any study involving a recommendation based on a preconceived idea.

Council last night also furthered the Baden-Ormond low-rent housing project with approval of the purchase of a property at 18 Pryor St. from Bessie Klein for $4,000. The purchase of 36 properties in all now has been approved, with 24 still on the unapproved list because of high asking price. Council last night also:

Changed the zone of property at the northeast corner of Child and Gardiner Aves. from residential to commercial as a preliminary to the erection of a branch of the Union Trust Company.

Architects' Fee Fixed

Fixed the compensation of Carpenter and Barrows, architects, on the new Wisconsin St. firehouse at 6 per cent of total cost but with the total not to exceed $3,000.

Fixed the compensation of William Allen Clark, RIT engineer, at $7 an hour and not to exceed $1,500 a year, for services in passing on structural plans submitted to the bureau of buildings.

Authorized issurance of $250,000 capital notes to pay the city's share of a new sewer in Mt. Read Blvd. The total cost is estimated at $500,000, with the state to pay the remainder in conjunction with the reconstruction of Mt. Reed pavement.

Authorized discontinuance of sections of a number of short streets off Mt. Read in preparation for the reconstruction, including Hollis, Grover, Falmouth, Lela and Worthington Sts.

Authorized the sale of city-owned Erie Canal lands (0.44 acre), at the junction of the old canal and Monroe Ave. at public auction. Frank Joyce has a building development nearby.

Approved payment of $1,000 to Ralph G. and Lucy Alloco for injuries received in an altercation with a Rochester policeman.

D. & C. FEB 20 1950

Subway Spur Advances

Plans announced by the Rochester Gas and Electric Corporation for construction of a new generating station at the west end of Court Street dam are said to make possible the conversion of the old Carroll-Fitzhugh raceway into a subway spur. The proposed trackage link would pass under the War Memorial building, as the present subway does under the Rundell Building.

Tracks of the subway spur would give the Erie Railroad direct connection with the subway, as was planned when the subway was constructed.

Of great importance also to the Gas and Electric Corporation and its customers would be the proposed new generating plant at the Court Street dam, which would be considerably more efficient, it is stated, than the present generating plant between Graves and Aqueduct streets. The change from the present location to the proposed new site therefore would be of great community advantage, in addition to furnishing a right of way for the proposed subway spur.

In its long history, the Carroll-Fitzhugh race has passed through various stages of development and usefulness. Originally, according to old records, there was an overflow or flood channel from the upper river to the limestone ledge which formerly marked a considerable fall in the river just north of Broad Street.

Ebenezer "Indian" Allen constructed the first mill at the Falls of the Genesee where the flood channel spilled over the ledge, after he had deepened the channel somewhat. The Erie Canal cut across the raceway, which was siphoned under the canal, and when the canal was abandoned and the subway built, the syphon dipped lower to carry the race to the north side of the subway and into the wheel pit of the generating plant in Graves Street.

With the removal of the raceway and substitution of tracks, the old channel still will continue its usefulness to the city it helped to build at the Falls of the Genesee.

Engineers to Launch City-Sponsored Study Of Subway Today

D. & C. FEB 28 1950

Picture on Page 19

Rochester's Subway today will go under the analytical microscope of a team of transportation experts.

Out of the study will come, probably some time in May, a report that may be expected to have an important bearing not only on the future of the Subway, but on the city's entire transit system.

The investigation will be carried on primarily by William A. Gordon, Frederick G. Gordon, and Howard B. Ward, all of the firm of Coverdale & Colpitts, New York firm of consulting engineers specializing in transportation. The trio arrived in Rochester yesterday, and will start work on the project this morning. They will have a temporary office in the City Hall Annex.

The engineering company was engaged by the City Council at its Feb. 14 meeting to make the study, at a cost not to exceed $20,000.

Passenger Service Issue

Principal object of the investigation, as William A. Gordon, senior member of the team, termed it yesterday, is to determine "what to do with the Subway." (The Rochester Transit Corporation has served notice on the city that it will discontinue passenger service on the Subway on Mar. 31 unless assured of adequate financial returns.

Among the questions the study will aim to answer, according to Gordon, are whether operation of the Subway should be continued on the present basis; whether it should be placed under a public authority; what are the possibilities of obtaining new business for the utility; whether the eastern portion of the subway should be abandoned and converted to highway use, and whether any other uses of the Subway are feasible.

Here are some of the factors the "team" will analyse in making its investigation:

Passenger and freight revenues since opening of the Subway.

Passenger transfers, by lines.

Operating Expense Problem

Operating expenses, classified as to maintenance of way, maintenance of equipment, cost of transportation, with passenger and freight being treated separately; power supply, wage contracts, and other items.

Consideration of the use of types of equipment other than those now in use, particularly for passenger transportation, and of the effect of such equipment, and of station improvements, on passenger traffic.

Possibility of increasing fares.

Effect of obtaining new passenger business by extending the lines, particularly to the planned Civic Auditorium and Aquinas Stadium.

Possibilities of additional freight business.

Possibility of increasing compensation for handling freight.

Effect on present patrons of the subway of abandonment passenger service.

Effect of Conversion

Effect of conversion of the eastern portion of the subway to highway purposes. However, this outline of the scope of the investigation is not intended as a limiting one, Gordon stressed, and the team may delve into anything else that it finds pertinent to the subway system and its operation.

Gordon, who is a partner in the engineering company, has been engaged in transportation work since 1916. From 1942 to 1944 he was head of the Lend-Lease Administration mission in the Middle East, with offices in Cairo.

The Coverdale & Colpitts firm has made studies of various sorts for scores of railroads, not only in this country, but throughout the hemisphere. It also has made traffic surveys and investigations for states and municipalities across the country.

City Asks PSC To Rule on Need Of Subway Line

D. & C. FEB 28 1950

The Public Service Commission yesterday was asked by the city to determine whether the Rochester Transit Corporation can provide adequate service, "particularly during rush hours," without operating the subway.

A petition filed in Albany by City Manager Louis B. Cartwright also asked the PSC to rule whether use of the subway facilities "is required in the public interest."

In line with authorization given him by the City Council two weeks ago, Cartwright also asked for a PSC order requiring the utility to continue subway operations until such time as the commission can rule on adequacy of the RTC's surface transportation service. The RTC has served notice that it will cease subway passenger service operations on Mar. 31.

The petition, prepared by Corporation Counsel William H. Emerson, contends that RTC bus service in rush hours is inadequate; that bus movement at such hours is crowded and "exceeding slow," and that it would be impractical to put "any substantial number" of additional buses into Main St. in rush periods.

The city claimed that the discontinuance of passenger service in the subway will put an additional load on the "already inadequate" bus facilities of the RTC; that the utility has not proposed any substitute for the service now rendered subway riders; that the RTC has not asked for PSC authority to discontinue subway operations, and that the RTC has cited losses from subway operations in asking for higher fare schedules.

Experts Begin Subway Study

TIMES-UNION FEB 28 1950

A trio of New York City consulting engineers today began a city-sponsored study of the subway system.

The survey is being conducted by William A. Gordon, Frederick G. Gordon and Howard B. Ward, of the firm of Coverdale & Colpitts, who arrived in Rochester yesterday. The firm was engaged by the City Council to make the study at a cost not to exceed $20,000.

The Rochester Transit Corporation has served notice on the city that it will discontinue passenger service on the subway on Mar. 31 unless assured of adequate financial returns. The city has appealed to the Public Service Commission to compel the RTC to continue the service.

The survey will consider whether operation of the subway should be continued on the present basis; whether it should be placed under a public authority; what possibilities exist of obtaining new business for the utility; whether the eastern portion of the subway should be abandoned and converted to highway use and whether any other uses of the subway are feasible.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection



SUBWAY SURVEYORS AT FIRST STOP

Three experts from a New York City consulting engineer firm came to city yesterday to begin survey of subway. Their first stop was at the Court St.-South Ave. station. Engineers, from left, are William A. Gordon, Frederick G. Gordon and Howard B. Ward, at far right. Joseph A. Biel, second from right, showed men around as an aide of the city's Commerce Department.

D. & C. FEB 28 1950

Favors Court-Main Subway Link

Editor, The Times-Union:

YOUR SUBWAY problems will never be solved unless you build an extension from Court St. to Main, either along the river, which would be the least costly, or under the nearby street.

The congestion of people is on Main St. and not many will walk to either the Court or the Broad St. station.

Of course, the most ideal station would be in Sibley's or the Woolworth store. These corners on Clinton and Main ought to be connected underground anyhow. A basement on Main St. with an attractive entrance to the subway would lure many people and relieve your congestion.

For passengers coming from Pittsford you ought to build a parking lot on East Ave. in Brighton right near the subway. A charge of 25 cents would include parking and the fare into Rochester. Many people would leave their cars and travel by subway. If you scrap the subway now you will be sorry 25 years from now and then you will create transit facilities that cost 20 times as much as making these adjustments now, while you still have the subway.

FRED W. BUSCH.

Hamlin.

D. & C.

ROCHESTER, N. Y., MONDAY, MARCH 6, 1950



ON-THE-SPOT CHECK

Engineers engaged to study the possibilities of the subway are shown at their task, questioning John Searles, motorman, second from right. From left: Frederick G. Gordon, William A. Gordon, Searles, motorman, and Howard N. Ward. They'll report in about two months.

D. & C. MAR 6 1950

Study Slated Of Subway In Operation

Engineers wrestling with the problem of the Subway will come to grips with operational matters this week.

A study of statistics which engaged a trio of experts sent here by Coverdale & Colpitts, New York City, last week will be succeeded by surveys within the Subway right-of-way, it was explained yesterday.

Pending these studies, the trio, consisting of William A. Gordon, Frederick G. Gordon and Howard N. Ward, withheld a statement on findings to date. The engineers, who began their work last Tuesday, expect to take from 6 weeks to 2 months to arrive at final conclusions and make their report.

Coverdale & Colpitts, consulting engineers, were hired by City Council to make the study, designed to cover all phases of subway operation as well as possible uses of the subway right-of-way other than as an electric railroad.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

'Step-Child' Subway Said 75% Full Grown

TIMES UNION MAR 7 1950

Editor, The Times-Union:

THE RECENT appeal by the Rochester City Council to the Public Service Commission urging that body to prohibit the RTC from discontinuing passenger service on the subway after Mar. 31, is to be commended.

It is good to see the Council acting in the public's interest. It is folly to believe that the already overtaxed surface routes can be made to handle subway passenger traffic.

From the very beginning, the subway has been run as an unwanted step-child in the city's transportation set-up. Back in 1927, the city had visions of running the subway itself, but the unprogressive New York State Railways which controlled one of the three interurban lines which eventually used the subways, said that the interurbans would not run in the subway unless the NYSR were permitted to run the whole route.

The history of subway passenger operations has showed lack of business sense and initiative. There were never any new cars purchased for the system. The first ones used were refugees from the Rochester & Sodus Bay line. Next came 10 1912 model wooden trailers taken from the Clinton-Ilion interurban scrap heap and motorized for subway service. Finally in 1938, came 12 1916 model steel suburban cars from the Rome-Little Falls line. All these cars were obsolete when brought to the subway.

Transit officials have pointed out that 17 bus lines cross the subway at different points, but one would never know it, because this fact is never mentioned either through advertising or by the bus drivers themselves. Proper advertising would be a big help in obtaining more patrons.

• • •

THE SUBWAY was conceived primarily to get the heavy interurban cars off the city streets, and in that purpose served the community well. Now, the rapid transit artery is serving the city in a different capacity, providing fast, dependable service in all kinds of weather. But, given a fair chance, the subway could not only be given a greater scope of operations, but could be made the very backbone of the city's transit system. Sooner or later, Rochester must be made to realize that it is fast out-growing Main Street where 10 to 15 bus lines provide bumper-to-bumper service.

Recently in Los Angeles, the people, backed by the newspapers, expressed themselves so vociferously against proposed abandonment of 17 Pacific Electric lines, that the transit officials had to back down. The same has occurred in Detroit. These cities which had unwisely abandoned many electric lines, have found that they now have reached the saturation point in vehicles on their streets. They must build rapid transit lines, with cars operating on their own rights-of-way and free from all street level crossings and outside interference.

Here in Rochester, it isn't necessary to spend tens of millions to build a system which will be needed more and more with passing of time. We have the system 75% built. We have natural advantages which can be utilized to their utmost. Toronto, a city of 700,000 or more population is spending $45,000,000 on a subway system. Rochester, a city of about 325,000 is planning to have built a system of loops, highways, etc., which will cost $60,000,000 in state and local funds. The state would like to use the Eastern portion of the subway at a "saving" to the city. It is still time to call a halt to any ideas of abandoning such a valuable facility. With a little common sense, with a minimum expenditure, and with the proper management, Rochester can have a system to rival the best in existence anywhere.

LLOYD E. KLOS.
Rochester.

Subway Questions

The character and competence of the men hired to survey all aspects of the Subway indicate that they will give the Planning Commission and the City Council valuable and practical advice.

Some of the questions on which they will give advice for answers might be suggested.

First, how can the Subway be made a real supplement to surface passenger service? And is such a supplement necessary?

Second, if the project of paving part of it for automobile use, at state expense, is investigated, will use of the whole city-owned bed from Meigs St. to Rowlands be considered instead of a state plan to bring the Monroe Ave. expressway road into the Subway bed at Culver Rd?

Third, if the surveyors find that the sections west of Meigs St. have valuable possibilities for rail service to develop the industrial use of property at its western end; and that rail connections can be used to give access to the Memorial Auditorium, or South to the Airport, would such possibilities warrant private commercial investment or further capital city investment?

Finally, since the Rochester Transit Corporation objects to operating its passenger service at a substantial annual loss, is the service it maintains a public necessity? Is there any fair way in which the city could offer to pay the transit corporation's deficit?

We judge the men hired will be able to give valuable advice on these questions and others, and that the Planning Commission and the City Council will give their advice the attention it deserves.

The Subway is a potential asset of enormous value to the city's development; it ought not to be abandoned without expert inquiry into all the considerations involved.

The Council must decide, but there are no quick, short answers.

D. & C. MAR 11 1950

D. & C. MAR 11 1950

DEMOCRAT AND CHRONICLE
12 Rochester, N. Y.
Saturday, March 11, 1950

City, Erie Railroad Expected to Plan New Subway Spur

Raceway Use Eyed for Freight Line Under War Memorial

Early conferences between city and Erie Railroad officials over use of the Carroll-Fitzhugh Raceway by the railroad as a freight spur into the subway were forecast yesterday.

The city is materially concerned in pushing the program for two reasons. They are:

1—Anticipated beginning this year of the $4,600,000 Community War Memorial on the Court-Exchange Sts. site.

2—Desire of the city to acquire the old Erie station property for parking purposes near the memorial building.

The raceway runs through the memorial building site on the west side of the Genesee River north of the Court St. dam and under the subway.

RG&E Also Interested

Interested also in the proposal is the Rochester Gas & Electric Corporation, owner of raceway rights. The utility proposes to build a new electric generating station in the river alongside the railroad property at an estimated cost of 9 million dollars.

Under the three-cornered deal, according to city officials, the city would buy Erie station property, the utility would abandon the raceway in return for a riverside site for its new generating plant, and the railroad would build its spur to the subway.

Although city officials are of the opinion the spur and memorial building foundation construction could proceed simultaneously, they were awaiting railroad engineers' detailed plans on the freight spur to determine possible modifications in the program.

Sees Early Conference

Erie Vicepresident A. B. Johnson, in charge of lands and taxes, said yesterday that he believed a time for the conferences could be set within a few days. Previously, Johnson wrote Commissioner of Commerce Donald H. Foote that railroad engineers were working on detailed plans for the entrance to the subway via the raceway.

The Erie has set a price of between $40,000 and $60,000 for the old station property, it was learned.

Estimates of the cost of the spur into the subway were reported at upwards of $100,000 depending on conditions encountered in the raceway. During a visit of Erie top officials and engineers here in October, 1948, deepening of the raceway was regarded necessary.

The freight spur under the memorial building would provide additional facilities for transporting materials into that building.

MAR 1950

Subway into Stores

Editor, The Times-Union:

AN EXCELLENT suggestion was made by Mr. Fred W. Busch regarding the subway system in Rochester. (Times-Union Fri., Mar. 3.).

The one outstanding point he made is to have a station under Sibley's or the Woolworth store, where the largest crowds collect, especially during rush hours. This, I think, is feasible because the bulk of department stores, theaters and shops are located in this area. The stations that now serve the downtown section are not convenient, and consequently people would rather stand to wait for buses than to walk out of their way to catch a subway train.

In New York City, subway stations are located under stores like Macy's, Gimbel's and Bloomingdale's and thus serve to relieve congestion on the streets; not to mention the number of passengers that would otherwise use buses if these stations were not here. The same principle can be used in Rochester on a lesser scale of course.

To augment Mr. Busch's suggestion, I would like to add that if the subway were extended to Pittsford, it would be most valuable to the growing east suburban section. The fact remains that population is increasing and if I am not too far off in my guess, greater Rochester is not too far away from the half million mark. Don't you think it's a good idea to keep looking to the future?

FRANK MOORE.
Rochester.

D. & C. MAR 8 1950

Subway Experts Start Studies Here, Plan Report June 1

Experts studying the Subway gave it a quick once-over yesterday, but withheld judgment on its condition.

"The equipment is old, that's self-evident," remarked Frederick B. Gordon, one of a trio of engineers sent here by Coverdale and Colpitts, New York firm retained to make the study, "but we couldn't say more until we've made detailed studies."

Gordon said he and his two colleagues had not yet even analyzed schedules but that this and all similar matters will be digested thoroughly before a report on the subway's capacities is placed in City Manager Louis B. Cartwright's hands about June 1.

William A. Gordon, Frederick Gordon's brother, returned to New York yesterday, but will be back here next week. Howard B. Ward remained here with Frederick.

Preceding yesterday's brief trip from the City Hall to the Meigs St. Station accompanied by Deputy Commerce Commissioner Joseph A. Biel, the experts spent the morning studying books and records bearing on the Subway at the office of the Rochester Transit Corporation in State St.

In the afternoon following lunch, they studied engineering details bearing on the Subway right in the office of John H. Madigan, assistant city engineer. Madigan has the legal history of every property along the Subway.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

D and C
Mar 12 1950

Great Experiment

High Hopes, Fanfare Marked Start in 1922 Of Subway Building

By ARCH MERRILL

ON May 2, 1922, only 200 persons turned out for one of the most momentous events in Rochester's history. And it was a free show, too.

The next day, 16,740 fans, the largest Opening Day crowd on record up to that time, paid their way into the Bay St. Baseball Park to watch George Stallings' Tribe trounce Jack Dunn's lordly Orioles, 13 to 5.

The May 2 event launched one of Father Rochester's most ambitious undertakings, the building of a 9-mile-long rapid transit and industrial railroad in the bed of the abandoned Erie Canal and the construction of a new street over the old ditch in the downtown district.

Second of 2 Articles

The Spring sunshine was as bright as the shiny new silver spade that Mayor Clarence D. Van Zandt wielded to toss out the first shovelful of dirt for the new Subway. Besides the aforementioned 200 spectators, a sizeable delegation from City Hall and members of the inevitable Citizens Committee watched His Honor go into action at the west end of Oak St.

The dignified Mayor, after his ceremonial spade work, doffed his coat and sent several unscheduled shovelfuls of earth flying. Then he climbed aboard a big steam shovel and pulled the rope that put into operation the scoop which he manipulated, skillfully for a druggist, as it took its first deep bite into the bed of the old Clinton Ditch.

Then the "regulars" took over and the project that had been on the planning boards for a decade and that was to take five years of digging, blasting, track laying, wiring, concrete pouring—and some 12 million dollars of the taxpayers' money.

In those boom days few Rochesterians were carping about the cost. They were mighty proud to think that their city was to have a Subway, was doing what no town of its size had done before.

* * *

ANOTHER MILESTONE in the project was reached on Aug. 14, 1924, the day that Calvin Coolidge in Washington formally accepted the Republican nomination for the Presidency.

A Rochester ceremony that took place that day was far more colorful than the one in the nation's capital. Here's the headline that adorned Page 1 of The Democrat and Chronicle the next morning:

NEW SUBWAY STREET OPENED WITH IMPRESSIVE CEREMONIES; 1,000 AT EPOCHAL EVENT

Whether the event was "epochal" may be moot but certainly it was "impressive." In the morning there was a parade, led by civic dignitaries, over the new street, 60 feet wide, that decked the old canal from South Ave. to Oak St. The real show was in the evening. The new street was bright with multi-colored lights on flag-decked poles. The Park Band under Herman Dossenbach gave an hour's concert. Then came a brilliant display of fireworks over the river in the moonlight night.

Again Mayor Van Zandt was a central figure in the ceremonies. The Subway project was closely linked with his administration and with his political fortunes. He made the Subway a major issue in two successful campaigns for reelection. He did not live to see its completion but when he died while on a fishing trip in Canada in 1926, the big job was well under way.

Strange to say, the new street that was opened with such glitter was not yet named. With good reason, for Rochester was in the throes of a long and acrimonious controversy over that name. The "sidewalk engineers" may have been in their seventh heaven during the five years of Subway construction but the writers of Letters to the Editor had their months of glory during the battle over the naming of the new thoroughfare.

One group fought for "The Towpath" because it wanted memories of the old ditch perpetuated in the name of the new street over the Subway. Another favored "Broad St." The real battle was between those two large and ... ate factions. Other names pro... cluded "Erie Boulevard." "... ...evard" and "Aldridge ... ...ive. The memory of the dead Republican leader. In the end the sentimentalists who backed "The Towpath" lost and the more prosaic name, "Broad St." went up on the sign posts—eventually from South Ave. to Lyell.

At the time of the street opening the city fathers got out a brochure telling the advantages of the whole Subway project. Here are some excerpts that reveal the city's pride and faith in the undertaking:

"We are dedicating anew the old canal and the old Aqueduct to a con... of their ... municip...



Several were the inspection trips before the Subway was opened to traffic. Here one of cars used on such a trip takes the curve at Broad and South as big construction job continues.

D. & C. MAR 12 1950



This was a construction scene when Subway, instead of an argument, was a matter of civic pride. This shows section near Winton Rd., with old Brighton Cemetery in background.

the realization of a utility of the canal which transforms it from an open watercourse bearing slow moving barges to a rapid transit subway tracked for electrically propelled trains and decked over for a portion of its length to provide for a crowded city a fine new street . . . This street will provide a very considerable relief to the traffic problem, a relief that will be greatly augmented WHEN THE NEW STREET IS EXTENDED EASTWARD TO CHESTNUT ST.

"It is estimated that there are within walking distance of the Subway 80,000 persons, constituting a tremendous potential traffic . . . In addition to the passenger transportation benefits, the industrial or freight transportation facilities are of tremendous value. The 40 or 50 industrial concerns now located on the Subway will be brought in touch with all the railroads . . . The Barge Canal harbor will be connected with the system and every railroad entering Rochester will then have access to the canal facilities . . . The Subway will relieve the streets from the operation of the heavy electric interurban cars.

"From every standpoint as the Subway nears completion, its importance in the development of both the industrial and residential growth of Rochester becomes more and more apparent. The wisdom of our city in improving its unique opportunity made possible by the state's abandonment of the old Erie Canal prism becomes increasingly evident as the great project approaches reality.

"Our ancestors dug for us and they builded better than they knew."

* * *

AFTER THE overhead street was done, the rest of the work dragged on. It took the pioneers only eight years to dig by hand labor the Grand Canal, 362 miles across the state but five years went into the building of Rochester's 9-mile Subway.

It was not until the Summer of 1927 that the city fathers dared to give out even tentative dates for the start of service, dates that were continually being set ahead.

About that time Railways Commissioner Charles R. Barnes began issuing warnings to youngsters that the "juice" had been turned on and that it was dangerous to play around wires in the Subway.

On Sept. 2, 1927 the first official inspection trip was made over the entire route—and then a dinky engine had to be pressed into use. A large party that included Mayor Martin B. O'Neil, Engineer John O'Connor, the chief architect of the project, and John P. Morse, chairman of the Citizens Committee, boarded an interurban car at Fitzhugh St. At Oak St. the dinky engine took over and hauled the car to the terminal near the old Western Wide-waters. The trip east from Oak St. to the eastern end at Elmwood Ave. (The extension to Rowlands came later) was made under electric power. The speed of the journey so impressed the late Charlie Welch, who covered the event for The Times-Union, that he began his story with "Seven-and-one-half minutes from Winton Rd. to City Hall!"

After considerable dickering, the city signed a contract with the New York State Railways for operation of the system on Oct. 26, 1927. At that time a prophetic editorial writer commented that "straphangers may have to pay 9 or 10 cents for street car transportation rather than 8, if the new Subway does not show a profit and experts hold a deficit is likely for several years to come." Sure enough, when a 9-cent fare was set for the Subway, the rate was boosted correspondingly on the surface lines. The Subway's history is one of almost continuous deficits although for three years prior to World War 2, paper profits were shown in its operation.

* * *

PASSENGER service began in the Subway before it was actually ready. Installation of signals was incomplete; reballasting was needed and several sharp curves had to be replaced. But pressure of the 12 million dollar expenditure and over five years of building, impelled opening of the line on Dec. 1, 1927.

The night before the opening day, while the lowlands south of the city were flooded, a 36-inch water main burst near the Harvard St.-Culver Rd. intersection, sending 2 feet of water into the Subway and threatening the scheduled start of operations.

However, the first cars ran the next day, although the station platform at Winton Rd. in old Brighton was partially submerged and some tracks were under a foot of water. The entrance of the first Rochester & Eastern interurban car down the ramp east of Winton Rd. was delayed for three hours.

The first car left Winton Rd. at 6:45 a. m. on a so-called "shuttle service" to City Hall and the first passenger to pay the new 9-cent fare was John Legeer, who lived then, as he does now, at 54 Hartsen St. A non-paying passenger on the maiden trip was Railways Commissioner Barnes. James Erskine was the conductor and David Turner the motorman. Another passenger on an early run was Marion S. (Cap) Kelsey, a wellknown canal skipper, who in 1919 had piloted the last boat across the Aqueduct.

Thus the great experiment began a little over 22 years ago. People were pleased that "those big noisy interurban cars were off the city streets." In less than three years the juggernauts were out of the Subway—and out of existence.

One by one, the interurban lines gave up the ghost. The Rochester & Sodus Bay quit on June 28, 1929 without having ever entered the Subway, as had been planned. The Rochester & Eastern made its last run on July 30, 1930; the Rochester, Lockport & Buffalo on Apr. 30, 1931, and the Rochester & Syracuse on June 28, 1931. The Motor Age had removed one of the major reasons for the building of the Subway.

Abandoned Sodus Bay cars handled the early Subway traffic but they soon were replaced by former Rome, Utica & Little Falls interurban trailers, motorized and equipped for fast operation. Today most of the Subway cars are manned by veterans of the interurban lines.

There may be red ink on the Subway ledger but on the credit side must be recorded one shining gold star. In the great storm of December, 1944, when the city was snowbound, when buses were stuck in the drifts and abandoned all over town and hundreds walked to work—if they got there at all—the steady whine of the cars in the underground sang a victory chant over the elements—and thousands blessed the Subway in the Ditch that Clinton built.

000171

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

As Readers See It

Diesel Cars Seen Answer To Lengthened Subway

TIMES UNION MAR 1? 1950

Editor, The Times-Union:

ON Mar. 7 in the "Letters from Readers" column, there was an article by Mr. Lloyd Klos regarding the "Step Child" status of the Rochester subway. His statements are very true and quite to the point. I fully agree with everything he says. I sincerely urge all wide awake citizens to support persons like Mr. Klos in their efforts to get the subway out of its "step child" existence and into a real live wire, profitable enterprise.

I, personally, am an ardent rooter for a decent rapid transit system in Rochester. I firmly believe that the subway could be made into a paying proposition and the nucleus of a city and suburban wide transit system.

One of the reasons for the "step child" existence of the subway is that the subway starts no place, goes no place, and ends no place. Immediate extensions to Mt. Reed Blvd., Aquinas Field, and Kodak Park on the west, and to Pittsford, via trackage rights over the Auburn Road (NYC) on the east would give the subway access to patronage potential areas not now reached. Over a period of a few years, at a cost well within the reach of a city like Rochester, other areas could be tapped by using existing little used trackage of other railroads entering Rochester. The B&O, LV and NYC railroads already have physical connections with the subway. The Erie and Pennsylvania railroads need only short subways to make connections.

It is true that the cars now in use are "hand-me-downs." New PCC cars would be a great asset to the subway. They are fast, quiet and modern. PCC cars have made a big hit wherever they are in use. Toronto, Los Angeles, Baltimore and Pittsburgh, to name a few cities, have PCC cars.

Suppose we get an extension to Pittsford via the Auburn Road, how could it be operated perhaps, at least, until electric installation could be made? The Budd Mfg Co. has the answer. It is a diesel rail-motor car, the RDC-1. It is a self-propelled car with the comfort and agility of a PCC car, plus the capacity and strength of a standard railroad car, and 50 miles per hour or more. A car like that could be used on any non-electric connection.

• • •

A NUMBER of large cities are fast realizing that buses cause a great deal of traffic congestion and delays. We have a good example of that on Main St. here in Rochester. Buses never were, cannot be, and never will be the answer to mass transportation. A rapid transit system with bus feeder lines can do away with a great deal of traffic congestion. Our subway with an eventual extension through Main St., similar to Toronto, could be an answer to a rider's prayer. Let us stop immediately any attempt to junk or abandon the wonderful facility we now have which could be developed into a rapid transit system at a reasonable cost.

Parking lots at various stations along the present subway would help the downtown traffic problem. Every little bit helps, and in this situation I uphold Mr. F. W. Busch and Mr. Frank Moore regarding a branch from the present subway under Clinton Ave. to Main St. with stations in Sibley's and Woolworth's. No congested crosswalks to contend with. In New York City there are subway stations in and connected to several big stores. I would like to see such a connection continued to the NYC Depot.

EDWARD G. STRINGER
Rochester.

LETTERS

D. & C. MAR 1 4 1950

ees Value in Subway

...tor, Democrat and Chronicle:

The recent appeal by the Rochester City Council to the Public ervice Commission urging that ...ity to prohibit the RTC from ...continuing passenger service on ...e Subway after Mar. 31, is to be ...ommended. It is good to see the ...council acting in the public's interest. The Subway must be kept ...pinning until such time as a final ...decision as to future operations is ...nade. It is folly to believe that ...he already overtaxed surface ...outes can be made to handle Subway passenger traffic.

From the very beginning, the Subway has been run as an unwanted step-child in the city's transportation set-up. Back in 1927, the city had visions of running the Subway itself, but the unprogressive New York State Railways, which controlled one of the three interurban lines which eventually used the Subway, said that the interurbans would not run in the Subway unless the NYSR were permitted to run the whole route. It was even intimated at the time that the NYSR wanted the city to turn over the Subway properly to the utility "as a gift" for doing the favor of getting the interurban cars off the streets.

The history of Subway passenger operations has shown lack of business sense and initiative. For example, there were never any new cars purchased for the system. The first ones used were refugees from the Rochester & Sodus Bay line. Next came ten 1912 model wooden trailers taken from the Clinton-Ilion interurban scrap heap and motorized for subway service. Finally in 1938, came twelve 1916 model steel suburban cars from the Rome-Little Falls line. All these cars were obsolete when brought to the subway.

There has been little advertising of the Subway's great merits of speed and dependability, save for the campaign once waged by former Commissioner Harold S. W. MacFarlin. It has always been regrettable that the old Erie Canal did not traverse closer to Main Street. However, the fact that the canal bed does not, shows how important a downtown feeder bus line would be as a means of adding more passenger traffic to the Subway. Transit officials have pointed out that 17 bus lines cross the subway at different points, but one would never know it, because this fact is never mentioned either through advertising or by the bus drivers themselves. Proper advertising would be a big help in securing more patrons. Ask 10 Rochesterians where the subway is situated, where the stations and terminals lie, and I'd wager 70 to 80 per cent would be unable to answer.

The Subway was conceived primarily to get the heavy interurban cars off the city streets, and in that purpose served the community well. Now, the rapid transit artery is serving the city in a different capacity, providing fast, dependable service in all kinds of weather. But given a fair chance, the Subway could not only be given a greater scope of operations, but could be made the very backbone of the city's transit system. Sooner or later, Rochester must be made to realize that it is fast outgrowing Main Street where 10 to 15 bus lines provide bumper-to-bumper service.

Here in Rochester, it isn't necessary to spend tens of millions to build a system which will be needed more and more with the passing of time. We have the system 75 per cent built. We have natural advantages which can be utilized to their utmost. Toronto, a city of 700,000 or more population, is spending 45 million dollars on a subway system. Rochester, a city of about 325,000 is planning to have built a system of loops, highways, etc. which will cost 60 million dollars in state and local funds. The state would like to use the eastern portion of the subway at a "saving" to the city. It is still time to call a halt to any ideas of abandoning such a valuable facility.

LLOYD E. KLOS.

D. & C. MAR 15 1950

Assembly OK's Motorizing of City's Subway

Permission for Rochester to motorize the subway, and take over the city bus services if necessary, was advanced yesterday when the Assembly passed the Goddard-Manning bill and sent it to the Senate, according to Gannett News Service in Albany.

It featured a string of Rochester area legislation that moved along as the Legislature ground out hundreds of bills preparatory to entering the last lap before adjournment. That, tentatively, is slated for Mar. 22 or 23.

Amends Present Laws

The Goddard bill amends the present laws governing the street railways and bus service in Rochester to permit use of buses in the subway, if necessary. It continues powers of the city to acquire the Rochester Transit Corporation.

Suggestions for motorizing the subway, incorporating the underground in an arterial highway plan, broke out last year following a survey of the underground by Erie Railroad specialists. The city currently has under way another survey to determine future possibilities of the subway on which Rochester Transit Corporation said it is losing money in passenger operations.

Annexation Bill Passes

The Assembly also passed and sent to the Senate Assemblyman A. Gould Hatch's bill permitting annexation of a part of the town of Gates by the City of Rochester for county airport purposes, Senator George T. Manning has the companion bill.

The Senate passed Manning's bill permitting sheriff's deputies to retire after 25 years' service, sending it to the Assembly. Also approved in the upper house were Manning bills permitting distillers, vinters and brewers to possess other types of alcoholic beverages on their licensed premises, and one barring application of usual traffic regulation regarding school buses when those vehicles are being used for non-school purposes on highways. Both went to the Assembly.

TIMES UNION MAR 15 1950

Subway for Autos

Editor, The Times-Union:

MR. LLOYD KLOS'S insistence on the operation of a mythical subway transportation system is becoming amusing if not obnoxious to many of us who are not in favor of its continuance.

If, as he says, the subway has been run like an unwanted step-child for many years, I believe we can reasonably assume there must be some reason for this.

Back in 1927, he says, the city had visions of running the subway itself. Perhaps the city didn't like the idea of picking up the deficit check, any more than the RTC likes it. The history of subway passenger service also shows, Mr. Klos, that only a pitifully small minority of the riding public will ever make use of any kind of a subway.

Mr. Klos states that the subway was conceived primarily to get the heavy traffic off of the city streets. I am a bit skeptical of that assertion. It has for many years served the factories bordering its banks as a freight carrier, and in this capacity it has proven to be an asset. Regardless of the vintage of the cars, the service has been there throughout these many years for passenger usage, but this service has been a continuous loss for the company.

I have no doubt that there are many people who find the subway convenient and who would back any proposal to retain it. But for every name you can get, Mr. Klos, I can show you several who would much prefer to have the state highway, while the state is still willing to foot a goodly portion of the bill.

The focal point for most of our bus lines is a four block area on Main St. The public will continue to ask for mass service at these points. Any good transportation service is built around the demands of the greater portion of the riding public. If Toronto wishes to spend $45,000,000 on a glorified rapid rapid transit system, let them do so. Here in Rochester we can find a more appropriate usage for the taxpayer's money than to throw it into the old "Clinton Ditch."

A. W. MILES.
Rochester.

TIMES UNION MAR 15 1950

Assembly OKs Bill to Permit Subway Road

With the deadline on the Rochester Transit Corporation's threat to abandon subway passenger operations only two weeks away the State Assembly in Albany has passed the Goddard-Manning Bill giving the city permission to make a highway out of the subway and take over the entire city bus service.

The RTC has announced that it will not bear subway operation losses after Mar. 31 but will continue to operate the service if some equitable arrangement can be made to offset the deficit. The city has asked the Public Service Commission to compel the RTC to operate the subway pending a hearing. The state has proposed that the eastern end of the subway be converted into a highway.

The Assembly also passed and sent to the Senate, Assemblyman A. Gould Hatch's bill permitting annexation of a part of the town of Gates by the City of Rochester for county airport purposes. Senator Manning has the companion bill.

The Senate passed Manning's bill permitting sheriff's deputies to retire after 25 years service, sending it to the Assembly.

Also approved in the Senate were Manning bills permitting distillers vintners and brewers to possess other types of alcoholic beverages on their licensed premises, and one barring application of usual traffic regulations regarding school buses when those vehicles are being used for non school purposes on highways. Both went to the Assembly.

MAR 1 5 1950

Subway in 'Nutshell'

Editor, Democrat and Chronicle:

In the debate over the fate of the subway, it might be refreshing to get the viewpoint of a reporter who can look upon the matter without prejudice. I refer, of course, to Stanley Levey, who has this to say on the subway in his Rochester article in the current issue of The Saturday Evening Post:

"Rochester's chief white elephant is what is laughingly called a subway that starts nowhere and ends nowhere. This eight-mile belt line was laid down in the bed of the old Erie Canal some years ago, but since the city never really needed a subway anyway, it steadily lost money while earning universal derision."

That to my mind, sums up the subway in a nutshell. It is the same subway on which the City Council is spending $20,000 of taxpayers' money for another survey.

THOMAS F. SLAYTON
Lehigh Station Road.

000172

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

TIMES UNION MAR 2 0 1950

As Readers See It

New GM Plant, Memorial To Boost Subway Loads

Editor, The Times-Union:

I SHOULD LIKE to offer comment on the letter by A. W. Miles which appeared in the Mar. 15 Times-Union relative to my recent letter concerning the subway. If Mr. Miles thinks the subway "mythical" because the system is roofed over for a short distance, then let's call it a Rapid Transit, because that is the more correct terminology.

As you say, Mr. Miles, there must be some reason for the subway's being run like an unwanted stepchild. The biggest reason is that the subway does not tap greater potential traffic areas. It was, as I stated, conceived primarily to get the heavy interurban cars (not city traffic as you stated) off the city streets. The freight-switching idea came later. Once the main purpose was accomplished, people thought the subway would flourish. Meanwhile various areas outside its scope were developed. Kodak Park, the greatest source of potential traffic has grown to the point where about 18,000 people are employed. A residential area has been developed in the Monroe Ave.-Allen's Creek section. Aquinas Stadium has been built.

• • •

I DO NOT AGREE with your statement that a "pitifully small minority of the riding public will ever make use of any kind of subway." The events which have occurred during the past two months should dispel any such "give-up" idea. Within a few years, Rochester will have a Memorial Auditorium which will be responsible for bringing thousands of people to the city's center. The subway is the one means for handling much of this traffic efficiently and speedily, and at the same time, if properly advertised and made attractive, can be a means which will invite people to leave their cars on the outskirts, ride downtown on the Rapid Transit, thereby eliminating more vehicles from the streets.

Just last week, General Motors announced that additions to the present plant will practically double its area. This firm, which located on the subway for the purposes of freight shipping and speedy, dependable transit for its employes, now will be able to employ more Rochesterians, and at the same time, increase passenger and freight traffic on the subway.

You must agree, Mr. Miles, that the subway as now situated, is unattractive to potential traffic. The antique cars, poor lighting, lack of carpentry and paint, all contribute to this unattractiveness. Would you rather buy your groceries in a modern, well-lighted and clean store, or in a dirty, decrepit, run-down place?

In regard to a highway in part of the subway bed, let's not kid ourselves on the state's saving anyone money. Whether the city or state pays the cost for such an undertaking, the cost will come out of your pocket, my pocket, and every New York State taxpayer's pocket. The point I make is this: For only a small expenditure, the subway can be expanded and made to pay. This expenditure would be small but would gain more benefits for more people than could possibly be realized by any highway.

• • •

THE FACT THAT the "public asks for mass service in the four-block area on Main St." is news to me. All the letters dealing with this subject in recent months have ridiculed the bumper-to-bumper service and have asked why lines aren't rerouted off Main St.

Finally, the $45,000,000 Toronto subway system is labeled as a "glorified rapid transit system." I hardly agree with this. Toronto, a city much more progressive than many cities this side of the border, not only has failed to succomb to the worthless propaganda of the bus interests, but has consistently looked to the future in planning this wise undertaking of bisecting the city with a subway system.

The swing to electric rapid transit is making itself felt more and more the nation over. It would be

LLOYD E. KLOS
Rochester.

Subway Plan Before Council

TIMES UNION MAR 21 1950

A plan whereby the Rochester Transit Corporation will continue to operate the subway for an indefinite period will be acted upon tomorrow at a special meeting of the City Council.

Frank E. Van Lare, vicemayor and head of the city's utility committee, said today the city and RTC officials have agreed upon a number of points for continuation of the subway's passenger operations, but "there remains some details to be ironed out."

The full plan will be submitted to the Council at 11 a. m. tomorrow in the office of City Manager Cartwright. Van Lare declined to give details of the proposed pact, saying they would be "premature now, inasmuch as there are some minor things to be considered."

Van Lare said that John F. Uffert and William A. Lang, president and vicepresident of the RTC, would be present at tomorrow's Council session.

The Riding Public

Editor, The Times-Union:

IN REGARD to Mr. Miles' letter of Mar. 15; advocating for conversion of rail operation on the subway to a motor highway so the present deficit can be eliminated.

How can money be saved by spending a large amount, even with state aid, to convert the subway into a motor highway which will not furnish any income for the city? It would be just another liability to the taxpayer.

Why not for once in this city give the riding public a fair deal instead of the private motorist and the local one-street transit company. Mr. Miles states that the public will continue to ask for mass service in a fourblock area on Main St., which may be true to a certain degree. This is certainly not a good practice, but the public for many years has been educated to this method of service by the local transit company. Most people in Rochester would not know a modern up-to-date transit system if they saw one. In very few other cities do you have to pass through one common center to get to your destination.

It seems to boil down to one point—that the transit company can read the hand writing on the wall. If rail operation on the subway is improved and expanded it would prove too big a competitor to the second-rate service that company now has to offer.

ROBERT C. GERLING.
Rochester.

TIMES UNION MAR 21 1950

RTC to Receive City's Subway Proposal Today

D. & C. MAR 20 1950

Plan Expected to Outline Financing Program Beyond Mar. 31

By JOSEPH R. MALONE

City representatives will lay a plan for continuation of subway passenger operations beyond a Mar. 31 deadline before the Rochester Transit Corporation today.

The plan is expected to be based on the city's underwriting of RTC's subway operating deficit for a limited period, in whole or in part, but city representatives would not discuss the matter last night, pending today's meeting.

A survey of the subway to determine its future potentialities, is under way and slated for completion in May. Today's proposal is expected to cover a period, extending from Apr. 1 to a date on which the city administration expects a permanent subway policy, based on the report, will be adopted.

To Get City Plan

The board of directors of RTC, in regular session at 11 o'clock this morning, will be apprized of the plan, it was learned, and will be asked to take favorable action. The exact nature of the city's proposal will be laid before RTC officers prior to the meeting, one person in close touch with the situation, disclosed.

John F. Uffert, RTC president, said he had not been approached with any new proposition from the city last night and so far as the corporation was concerned, the situation is unchanged. This "situation" calls for the abandonment of subway passenger service at midnight Mar. 31 if the city fails to advance a plan to eliminate the deficit.

$50,620 Deficit

In a statement last Dec. 12, warning of the cessation of subway passenger operations on Mar. 31, RTC made known its subway deficit for the first 10 months of 1949 was $50,620.90 or $5,062, averaged on a monthly basis.

However, an increase of fare has since been made effective as of Feb. 11, and the deficit presumably has been reduced. City officials were told at a January conference, however, that the fare raise would not be sufficient to wipe out the deficit.

Retorting to the RTC stand, City Council Feb. 14, instructed Corporation Counsel William H. Emerson to ask the public Service Commission for an order prohibiting the bus company from going through with its threat to pull out of subway passenger operations.

No Reply Yet

Asked what reply had been received, Emerson said he had heard nothing. Howard M. Woods, RTC counsel, said the corporation had not been served with copies of the city's application and knew nothing, officially, about it.

The city's proposal for continuation of subway passenger operations was discussed at a meeting of Councilmen and administrative officials Friday, it became known yesterday. A decision was reached to withhold details pending today's discussions. Another meeting of city representatives has been called this afternoon to receive details of the RTC reception. Mayor Dicker and Vicemayor Frank Van Lare will act as city emissaries in the negotiations.

Subway Talks Of City, RTC Run Into Snag

D. & C. MAR 21 1950

Details Remain Secret—Accord Expected Tomorrow

By JOSEPH R. MALONE

Negotiations looking to uninterrupted passenger operations in the Subway after Mar. 31 ran into a road-block yesterday.

However, the undisclosed obstacle in the path of an agreement between the city and the Rochester Transit Corporation is temporary, it was indicated by Vicemayor Frank E. Van Lare, chairman of the City Council's public utilities committee.

"I expect we'll have a meeting not later than Wednesday," he said when asked when city officials could be expected to act on an agreement.

A meeting set for 4 p. m. yesterday was called off in view of the failure of company and city negotiators to reach a common ground prior to that time. RTC's board of directors met at 11 a. m. and discussed the subway problem, but John F. Uffert, RTC president, said later that no action was taken.

Dicker Silent

Van Lare pointed out the futility of a city meeting until city and RTC representatives have reached a tentative agreement, since the object of the meeting will be to discuss ratification of the plan.

Mayor Dicker, who with Van Lare has been acting for the city in the negotiations, would make no comment on the situation yesterday. Other city officials who took part in last Friday's conference on the Subway insisted however that the present negotiations were initiated by the RTC, not by the city.

"We're not going to the company hat in hand," said one. "We intend to keep the subway running but we're not begging anyone to run it."

Crux of the whole problem is RTC's announced intention of abandoning subway passenger operations on Mar. 31 if the city fails to advance a plan eliminating its operating losses, amounting to $50,620 in the first 10 months of 1949.

Survey Underway

The city, it was understood, is ready to underwrite the monthly subway passenger-operating deficit for a limited period, but it was not learned whether the difference of opinion known to exist as to the length of this period has been ironed out. Underway is a survey to determine, on the basis of experts' findings, the city's best course for the final and permanent disposition of its subway. The experts will report in May but the city wants assurance that subway operations will continue while the report is being weighed and until a permanent subway arrangement is under way.

From the RTC standpoint, there are many knotty problems involved in the subway, besides the problem of passenger operation. In its negotiations, the corporation's representatives have to keep in mind that the subway is city-owned and susceptible of municipal operation or of operation by interests other than RTC. The company wants a permanent guarantee against the possibility of a transit system paralleling its own in Rochester, operated by interests with which it would not be in sympathy.

000173

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Accord Assures Subway Service

TIMES UNION MAR 22 1950

Continuation of passenger service on the city subway for another 14 months was assured today.

Under an agreement reached between the Rochester Transit Corporation and city officials, the city has agreed to pick up a $61,879 deficit check which will cover operations between Apr. 1, 1950, and May 31, 1951.

The agreement is subject to ratification by the City Council which will act on the proposal next Tuesday. Ratification was regarded as certain.

FUTURE TALKS SET

A "truce" between the city and the RTC over future bus and subway operations was sighted in a joint announcement by city and transit officials which said:

"Representatives of the city and the company will meet from time to time as either party deems necessary for a discussion of public transportation matters as they arise in an effort to achieve a maximum solution of these problems on a local level within the limits of the existing laws."

Over the last three years charges have been levied by both city and transit officials over bus service which have been aired before the PSC. Previously, under the now defunct service-at-cost contract, disagreements were ironed out in private conferences.

The RTC had announced that it would not undertake to operate the subway after Mar. 31 because of recurring deficits, unless someone—the city—bore the deficit.

(Details of new bus routes on Page 22.)

The two Democratic members of the City Council, who were present at a meeting on the subway problems in City Manager Cartwright's office today, protested against the city's plan to meet the deficit.

Robert B. Corris and Lawrence Edenhofer said they voted for a study of the possibilities of the subway, but "we now feel that any arrangement that places any further financial obligation on the city before this report is submitted to the Council is not in any way justified.

WOULD AWAIT REPORT

"We believe that any action taken by the city should be taken after the report is in and then based on a close study of the report itself."

The Democrats were referring to a study of the subway now being made by engineers hired by the city.

AGREEMENT TERMS

Terms of the agreement were outlined as follows:

1—To meet an anticipated operational deficit for the next 14 months and a $5,650 cost for necessary wire and pole replacements, the city will reimbure the company $61,879. This sum is equivalent to the annual payment by the company of $58,229 in bus license fees plus the wire and pole requirement costs.

2—The city will withdraw its request to the PSC for an order directing the company to continue subway operations.

3—The company will supply the necessary rail and tie replacements at no cost to the city for either labor or materials.

5—The company has agreed to purchase 25 additional diesel buses at an estimated cost of $500,000 and will borrow the necessary funds.

FORMAL STATEMENT

The formal statement of the conferees read:

"During the past few months several conferences have been held between representatives of the city and the RTC. Primary purpose of these meetings has been to reach an equitable solution to insure continued operation of the subway after Apr. 1. However, in the course of these talks the entire field of public transportation has been reviewed.

"There has been a frank exchange of views and a mutual appreciation by both parties of the responsibilities of each in this important field of public service. The conferees are in agreement that a privately-owned transit system must maintain solvency if it is to render a service to which the people of this community are entitled."

Participants in the conferences were Vicemayor Frank E. Van Lare, chairman of the City Council's Utilities Committee; Councilman Frank E. Niger and Peter Barry, members of the committee, and Mayor Dicker for the city; John F. Uffert and William A. Lang, president and vicepresident of the RTC.

Erie to Build Subway Link In Raceway

D. & C. MAR 1950

City, Rail Aides Agree On Plan Which Will Speed Memorial

Erie Railroad and city officials agreed on a program to expedite construction of the Community War Memorial yesterday.

A. B. Johnson, Erie vicepresident, said the railroad stands ready to proceed with the construction of a spur in the Carroll-Fitzhugh race bed connecting Erie tracks with the subway preliminary to actual construction of the Memorial. The work would be done to accord with a construction calendar to be worked out by the city.

While it has not been finally determined, Johnson said following a conference in Cleveland yesterday, he expects the Erie will pay costs of the spur track, estimated at $100,000.

Start Date Uncertain

Just when work will start is uncertain, Johnson said, but he was definitely of the opinion that the Erie job in the raceway should precede construction work on the Memorial. So far as the proposed interchange is concerned whereby the city will give the right of way in the race bed in exchange for the old Erie Station property in Court St., the Erie always has been ready to turn over the property, he declared.

"We had a very satisfactory conference," said Johnson. "Your people seem to be very anxious to get going. We'll have another conference soon when Irving Schram, our chief engineer, will be present, and we'll work out a lot of the details then."

The second conference will be in a short time, Johnson said, but it was not settled whether it would be in Rochester or Cleveland. At yesterday's meeting were City Manager Cartwright, who was en route home last night, City Engineer Kenneth J. Knapp, W. F. Pond, Knapp's aide; Leo A. Waasdorp, of the firm, Kaelber and Waasdorp, Memorial architects; Harry von Willer, Erie vicepresident in charge of traffic, and Gerry White of New York, Erie general manager in charge of lines east.

To Lead into Basement

The proposed Erie spur will lead into the basement of the Memorial. In the lot in Court St., the city proposes that parking meters be placed for 200 cars.

Before the raceway can be drained, the city and the Rochester Gas & Electric Corporation must work out plans for the new RG&E generator station to replace one now powered by raceway water. The state also is in this picture for it is planned that the new station will tap the river for power south of the state-operated Court St. dam.

New Motorway Atop Subway to Cobbs Hill Studied by Engineers

D. & C. MAR 1950

By JOSEPH R. MALONE

A forthcoming report will discuss possibilities of decking over the eastern section of the subway to make possible a combined motorway-subway.

That was made known at City Hall yesterday as the city administration, relieved of an immediate worry by an agreement to underwrite Rochester Transit Corporation's subway operation losses for 14 months at a cost of $61,879, plunged back into the underground's long-range prospects.

Engineers of Coverdale & Colpitts, New York firm retained to study the subway's potentialities, according to a city official, will include a review of the feasibility of continuing Broad St., which itself is the downtown subway deck, by covering over the underground all the way from Court St. to Culver Rd. at Cobbs Hill Park.

Asked about this development, Howard B. Ward, member of a team of three sent here by Coverdale & Colpitts, said:

"We're still gathering information for our report. I do not think it wise to comment on any phase of possible coverage at this time."

The survey will be completed about May 1, according to present plans.

Mulligan Frowns on Plan

Andrew R. Mulligan, district state engineer, frowned on any proposal to substitute an expressway created by decking over the subway for an expressway in the subway bed itself. The original concept called for the expressway, which is a link of the the state's arterial street plan for Rochester, to parallel the subway railroad. Later, however, Mulligan said the state was ready to cooperate with the city in substituting the expressway for the subway if the city decided to abandon electrified subway operations.

"We discussed the possibility of decking over the subway in the early stages of the arterial plan," said Mulligan, "but the cost was extraordinarily high. It was too much to be considered. It was out of line with sound economy and I'm sure the state never would go for it."

The city official mentioned said the decking-over was part of the original concept of the subway and he insisted that the money to be spent by the state on the Monroe Ave. expressway would go far toward a decking proposition. The original cost estimate of the xpressway, he said, was about three million dollars but this would have to be amended, on the basis of present-day prices, to six millions, he declared. No cost estimates for the decking-over were available.

Deficit Pact OKd

Meanwhile, present passenger operations, admittedly of a makeshift nature, will continue under RTC auspices from the period Apr. 1 to May 31, 1951, under the agreement initialed by city and RTC representatives yesterday and assured of ratification by City Council Tuesday night. The $61,879 total payment by the city covers a $5,650 expenditure for pole and wire replacements as well as the estimated 14-month operating deficit.

As a separate item of the agreement, the company promised to buy 25 new diesel buses at a cost of $500,000 for improved surface operations. The money will be borrowed, according to a joint statement of the contracting parties yesterday.

Democratic Councilmen Robert B. Corris and Lawrence G. Edenhofer refused to go along with the agreement. The two told yesterday's conference, held in City Manager Cartwright's office, that they would not approve the outlay of city funds for subway operation beyond the time of the filing of the Coverdale & Colpitts final report.

Present at the conference were Cartwright, Corporation Counsel William H. Emerson, Commerce Commissioner Donald H. Foote, the nine city councilmen, and John F. Uffert and William A. Lang, president and vicepresident, respectively, of RTC.

TIMES UNION MAR 29 1950

LETTERS

Workers Need Subway

Editor, Democrat and Chronicle:

The following letter has been sent to Donald Foote, Commissioner of Commerce:

Dear Mr. Foote:

I would like to add my voice to those who object to the abandoning of the high speed transit we call the subway.

There are over 500 Rochester Products employes who use the subway every work day. A recent questionnaire shows more than 2,000 of them with their families use it. Our company is only one of more than 25 industries whose employes use it. In another year our plant, Rochester Products, will be twice its present size.

In my own case, I live near Rowlands; I must walk three blocks to a subway station and the subway takes 23 minutes to get to our plant entrance. If I use buses, I would have to walk ¾ mile to a bus route, ride three buses and walk ¼ mile after getting off the final bus. The trip would take approximately 1½ hours on buses and be pretty bad with walking and waiting through rain, cold and snow.

The newspapers talk in a general manner of the subway losing $50,000 a year and only recently I saw a news item of their losing five times this much on their bus routes. I am not an advocate of their operating at a loss, but I do wonder what brings about this $50,000 loss. If the burden is the capital expenditure for the subway's construction, eliminating service isn't going to eliminate that expense, though it might transfer it from the Transit Company to the citizens.

It does seem incongruous that when most progressive cities are building or extending subway systems to get vehicular traffic off the streets that Rochester should be contemplating the abandonment of a ready made subway and adding to the already chaotic vehicular traffic.

I suggest the extension of the subway to Monroe Ave. on the east and out Mt. Read Blvd. to Kodak with parking lots to accommodate rural folks, possibly at or near the east end and at Aquinas Stadium and near Mt. Read Blvd. and Ridge Rd. I also suggest feeder buses to present subway stations. This would cost some money but so will buses if enough are secured to take care of the present area now subway served.

Yours very truly,
W. B. WILSON.
80 Meadow Dr.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Erie Speeds Subway Freight Link Plans; Project Plays Role in Memorial Work

TIMES UNION MAR 22 1950

Completion of drawings by Erie Railroad engineers for the line's projected freight spur to the city subway is expected within the next two or three weeks.

The Erie will send engineers here within a few days to make final studies of the project, construction of which is an important factor in the city's planning for the Community War Memorial.

City Manager Cartwright, who headed a Rochester party which conferred on freight spur plans with Erie officials in Cleveland yesterday, returned today.

A. B. Johnson, Erie vicepresident in charge of lands and taxes, told the Rochester delegation that he expects the railroad will pay the cost of the spur, estimated at $100,000.

He also said the railroad is ready at any time to transfer title to its Court St. station property to the city for use as a parking lot.

Johnson said he believed spur construction should precede building of the Memorial. The city has said it hopes to begin clearing the site by early Fall and building by the end of the year.

The city would turn over bed rights to the Carroll-Fitzhugh raceway for the spur. The Rochester Gas & Electric Corp. would relinquish its waterrights in the raceway and build a new generator station on the old Erie property.

Johnson said a second conference in either Rochester or Cleveland will be held on the project shortly.

The Erie spur would not enter the Memorial basement but would be west of it, splitting the site of the $4,600,000 community building.

Johnson said, "We had a very satisfactory conference. You people seem to be very anxious to get going."

Cartwright was accompanied by Leo A. Waasdorp of Kaelber & Waasdorp, Memorial architects; City Engineer Kenneth J. Knapp and his assistant, W. F. Pond.

Delay Sighted On Signing of Subway Pact

TIMES UNION MAR 2 2 1950

Signing of a new subway contract between the city and the Rochester Transit Corporation faces a delay, it was indicated today.

Instead of a new pact as of Apr. 1, it may be Apr. 11 before it goes into effect. Reason for the delay in the signing of a contract rests with the action of the two Democrats on the City Council.

Yesterday city and RTC officials agreed to a new contract, subject to ratification by the City Council next Tuesday, under which the city will underwrite the expected operating loss and improvement cost in the subway of $61,879.

Council Democrats Robert B. Corris and Lawrence G. Edenhofer opposed the move, saying that they would not approve the outlay of city funds beyond the time of a submission of a report on what-to-do-with-the-subway, expected in May.

If the Democratic councilmen refuse to vote on the proposal on Tuesday night's meeting of the Council, the contract must be turned over to the utilities' committee, reported out and voted at the Apr. 11 session of the Council. Unanimous action of the Council is necessary when a contract is put before the Council for the first time. Corris said today he would vote against the contract which is to run for 14 months.

The RTC announced today that it had placed orders with the Mack Truck Co. for 25 new buses to cost an estimated $500,000. Delivery is expected in about 60 days. The placing of the contract was in line with an agreement with the city on the signing of the subway contract.

City Move Due Today To Meet Subway Deficit

D. & C. MAR 2 2 1950

By JOSEPH R. MALONE

A plan whereby the city will assure the Rochester Transit Corporation against deficits arising from passenger operations in the subway will be approved at City Hall today.

It was reported in one official quarter that the agreement to be reached at a conference of city and RTC officials will be for a period of 15 months. Vicemayor Frank E. Van Lare, announcing today's meeting, declined to say whether the city would directly underwrite the deficit, which ran about $5,000 a month over the first 10 months of 1949, or whether certain city charges against the utility would be excused.

Tax Relief Suggested

In the initiation of negotiations by RTC which led to today's meeting, the bus comapny suggested that the city abandon its tax of 1 per cent on RTC's gross income for one year. This would relieve the corporation of the necessity of a payment of approximately $60,000, and would cover the subway passenger deficit for a year, it was held, and also provide a $4,400 cushion for the purchase of certain urgently needed standing equipment.

City representatives were reported to have frowned on this plan because of possible complications with other public utility companies required to pay the 1 per cent gross income tax. They also wanted an agreement for 18 months rather than a year, to give full time to implement any plan that may be decided on for the permanent disposition of the subway.

It was said, without official confirmation, that the agreement to be acted on today will call for outright underwriting of the deficit by the city. Van Lare said the agreement would include a number of matters at issue between company and city and he added:

"I can give no information of the nature of the agreement until the council has acted."

Full Council Invited

The full Council, including the two Democratic members, has been invited, he said, along with John F. Ufert, president; William A. Lang, vicepresident and other officers of RTC. Robert B. Corris, minority Council leader, said he would explain his stand following today's meeting.

Meanwhile at Albany yesterday, Glen R. Bedenkapp, chairman of the Public Service Commission, said the city's application had been received for an order restraining RTC from abandoning subway passenger operation on Mar. 31. But the Commission has been too busy with other matters to consider the petition, he told Albany Gannett News Service.

RTC has given notice it will halt passenger service if the city fails to find means of eliminating the subway deficit.

Subway in 'Prairies'

D. & C. MAR 2 3 1950

Editor, Democrat and Chronicle:

I've read so much about our subway that it put me to thinking as to what is wrong that makes our subway a sore thumb instead of a scene of activity, prosperous and necessary.

I have only ridden once on the subway, just to see what it was like. I found that in the first place it was an out-of-the-way place to go to. I then discovered that instead of getting a ride out through some active residential sections I was riding out through some of the best pheasant and rabbit country I ever saw and I was very regretful that I hadn't brought my shotgun along.

After my observations I concluded that instead of letting the investment of around 10 million, I believe, come to a slow death as a lost cause, the job should be completed and turned into a very profitable and successful enterprise that the community could point to with real pride instead of bowing in shame whenever an out of towner is given a view of our subway. It must have been that the subway was originally built with the view in mind that the country it was to run through would some day become areas with heavy population (potential subway riders). From what I see there is still nothing but the great open spaces on either end of it. Housing is so far from the subway as it gets out of the downtown district that no one cares to walk across the wind-swept prairies to reach it and if they walk toward the center of the city they would be downtown about as soon as reaching the subway.

Why doesn't the city complete the job by acquiring these lonesome fields all out along the subway, build loads of housing for the lower bracket salaried man, large and small apartment dwellings, doubles and singles but no garages so as the transportation the folks would depend upon would be our subway? Build all as close to the subway as possible so all would be within a short walking distance to a stop. Build a half dozen new combination crossings and stops. Now this money would be returned to the city as they could sell all the homes they could and rent the rest and with oodles of people making for the subway to get downtown, etc., I'm sure they would be clamoring for more two and three car trains and for them to run more often and along with doing a remarkable job with the housing shortage nice profits would be pouring into our subway. I ask you wouldn't the community rather invest a few millions which would repay itself and have our subway a real necessity, buzzing like a beehive with activity and the lands along it full of life and homes instead of fields of burdock, bushes and weeds?

The subway could certainly be a great thing if the city fathers could be enticed to use a little of our great wealth and credit instead of using the pay as you go plan which constantly keeps the city 50 years behind its schedule as far as construction is concerned.

E. STEPHENSAN
20½ Fulton Ave.

As Readers See It

TIMES UNION MAR 2 1950

For a 'Decent' Subway, Spend $15,000,000 More

Editor, The Times-Union:

I TAKE EXCEPTION to Mr. A. W. Miles' letter Wednesday, Mar. 15, regarding the letters by Lloyd Klos about the Rochester subway. Mr. Klos' articles are neither obnoxious nor amusing. They are practical, serious, and very much to the point. They are also timely. I have talked with Mr. Klos several times on the subject of the subway. I find him very intelligent, a good thinker, and a wide awake person. Mr. Klos is quite civic minded, and is honestly serious in his crusade for a better and decent rapid transit system for Rochester. We need intelligent people like Mr. Klos.

Mr. Miles says the majority of the riders in Rochester oppose the subway. I very much disagree with him. I believe firmly, that the majority of riders would welcome a new deal in public transportation.

Perhaps Mr. Miles is worried about the cost of building up a rapid transit system in Rochester. It would not be as expensive as he thinks. A $60,000,000 "crazy maze" street plan has been proposed for this city. For one-quarter or less of that 60 millions, spread out over a few years, Rochester could have a decent rapid transit system. Money spent on extending the subway system would return a profit to the public through greater patronage, efficent operation and maintainance, service and advertising. No State Highway plan or arterial street plan would do that.

In 1927, when the subway started passenger service, it was said that about 80,000 people lived within walking distance of the subway. Those people are probably still there and may or may not be riding the subway. Full use of this rapid service would, without a doubt, attract thousands more riders. The citizens of Toronto are going ahead with their subway. Evidently they intend to get things done.

Why has the Rochester subway become a "Step Child?" Poor maintainance of stations, old cars, the lack of effort on the part of the city authorities and the Rochester Transit Corp. to try and make the subway pay, and perhaps politics are some of the reasons for the "Step Child" status. Perseverance and concerted effort on the part of interested persons could put the subway on its feet. I wish that Mr. Klos, Mr. John Collins, Jr., myself and others likewise interested in the subway, could bring our views and suggestions for extended use of the subway before the survey team now working for the city on the subway question. I wonder if this could be done?

• • •

THE SUBWAY should be used for rapid transit only. It is not built for automobile use. It would cost more to make it so than to improve the rapid transit subway. The possibilities for extention of the subway are numerous. We have in Rochester an opportunity so great that we, as a progressive, wide awake city, cannot afford to pass it up. If Johnstown, Pa., (pop. 60,000), can have a good transit system (electric) certainly Rochester, with a population five times that of Johnstown, can support, profitably, a decent rapid transit system. It is neither mythical nor impractical.

Friends, it is for your mutual benefit, comfort, and convenience and also as a challenge to your civic mindedness that we, who have studied about, seen and ridden upon rapid transit lines, respectfully urge you to support us who are so very much interested in such a system for

EDWARD G. STRINGER
Rochester

Subway Action Delay Slated

A proposal that the city subsidize the subway for a year will go to the Utilities Committee at the City Council meeting tonight.

This was decided today at a conference of city councilmen, Republican and Democratic, prior to tonight's meeting.

The Rochester Transit Corporation has declared it will not operate passenger service on the subway after Mar. 31. It had been proposed that the city pay the transit company $61,879 estimated operating deficit for the period from Apr. 1, 1950 to May 31, 1951, the transit corporation to operate the subway on the same basis as heretofore.

Democratic Councilmen Robert B. Corris and Lawrence G. Edenhofer stated they would not vote for the proposition tonight. Inasmuch as the vote at the first reading of the ordinance must be unanimous, it was necessary to defer action until the next Council meeting, Apr. 11.

000175

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Subway Held Risky Financial Investment

Editor, The Times-Union:

IN REGARD TO the letter of Mr. Lloyd Klos, Mar. 20, I compliment him on his sincerity of purpose in fostering subway improvements and future developments but I fear that he exaggerates the potential possibilities from suggested expenditures.

1—What proof have we that the riding public will make use of the subway to the extent that it will show a profit? We must admit that for many years the public has refused to make use of it to the extent of making it self supporting. I believe that the public does not want to go up and down the stairways, neither does it care to make unnecessary transfers.

2—Your comparison of the subway, Mr. Klos, to a "dirty," rundown, decrepit grocery store" is not a logical comparison. Food and transportation are in different categories. However; even a beautiful, well kept grocery store would be a failing business proposition unless conveniently accessible to the public.

3—Unless you propose to change our present business section, the rerouting of the bus lines will bring a howl of anger from the public. Bumper to bumper service we have, and bumper to bumper service we will continue to have in the congested downtown area. Rochester boasts of one of the most convenient shopping centers of any city of its size in the world. In order to service this shopping center, 15 or more bus lines pass through it. If the buses were not bumper to bumper, longer waits would be necessary. The business section will continue to be congested no matter what is done with the subway.

I do not ridicule your ideas on rapid transit, Mr. Klos. What I do contend is that we have no proof that the public will make use of such a system to the extent of making it a worthwhile investment.

ALLEN W. MILES.
Rochester.

TIMES UNION MAR 2 4 1950

De-popularizing Subway

An irate subway patron writes in the letter column today of the poor service given Monday evening after flood waters over the tracks shut off service to the eastern end of the line beyond Winton Rd. Although promised bus service from the flooded section to the end of the line, the writer of this letter and other passengers found themselves stranded in East Avenue with no buses in sight and had to end by taking a taxicab. No notices were posted at any subway station, is is said, of the tieup.

Making full allowance for the difficulties of meeting an unexpected emergency of this sort, we still think this incident should be cited as more or less typical of the Transit Corporation's happy-go-lucky attitude toward the subway. It certainly was not the sort of service to be expected, even in an emergency, on a supposedly rapid transit line serving an important suburban area.

If the company is looking for an explanation of the falling off in patronage of the subway last year, it is just possible it might find a clue in this "don't care" attitude toward the people who ride the subway and the many more who would ride it if service were adequate. Neither in the rush hours, when the cars are jammed, nor in the non-rush hours, when service is exasperatingly infrequent, is there an apparent desire to make subway riding a comfortable and convenient experience. Under the circumstances, we are not getting a fair test of the possibilities of what could be a genuine rapid transit asset to the city.

TIMES UNION MAR 6 1950

Subway in a Nutshell

Editor, The Times-Union:

IN THE DEBATE over the fate of the subway, it might be refreshing to get the viewpoint of a reporter who can look upon the matter without prejudice. I refer, of course, to Stanley Levey, who has this to say on the subway in his Rochester article in the current issue of The Saturday Evening Post:

"Rochester's chief white elephant is what is laughingly called a subway that starts nowhere and ends nowhere. This eight-mile belt line was laid down in the bed of the old Erie Canal some years ago, but since the city never really needed a subway anyway, it has steadily lost money while earning universal derision."

That, to my mind, sums up the subway in a nutshell. It is the same subway on which the City Council is spending $20,000 of taxpayers' money for another survey.

Rochester. S. T. F.

Erie Pushes Subway Spur Plan

Times Union Apr 4, 1950

Full cooperation with Community War Memorial architects and the city engineer in speeding plans for the Erie Railroad freight spur to the city subway was pledged today by the railroad.

I. H. Schram, Cleveland, chief engineer of the Erie, who was in Rochester with his aides yesterday, said he was unable now to estimate a time schedule for the construction.

"However," he said, "we realize that the Memorial architects and the city are anxious to push this thing along and we will coordinate our efforts fully."

PLANS MUST BE CHANGED

Schram emphasized that much preliminary work must be done before final plans can be drawn for the spur, which will run through the bed of the Carroll-Fitzhugh raceway and link the Erie's freight line with subway freight tracks.

He said all the preliminary planning has to be re-done in the light of new developments, and that rock formation, elevations and the relation of the spur to the Court St. bridge all have to be studied.

Schram and his staff conferred yesterday with City Engineer Kenneth J. Knapp and Lester Sanford, engineer in the office of Kaelber & Waasdorp, Memorial architects.

SET FOR THIS YEAR

John Wagner of the Erie's Buffalo office will direct the bulk of the preliminary study, Schram said. Wagner was among those here yesterday.

The city has indicated it hopes to begin Memorial construction before the year is out.

Detailed planning for the community building, $4,600,000 project in the talking stage for nearly five years, is now under way.

Leo A. Waasdorp of the architectural firm last weekend studied auditorium-arena construction in St. Paul, Milwaukee and Minneapolis and reported the trip "most enlightening and beneficial."

Subway '4 Blunder'

TIMES UNION Apr 4 1950

Editor, The Times-Union:

ON MAR. 7, 1950, Mr. Lloyd Klos commended the City Council for trying to prohibit the Rochester Transit Corporation from discontinuing passenger service on the subway. I personally cannot understand why anyone should be commended for trying to force any transit industry to operate a part of their structure which died financially 20 years ago. At that time it was publicly known as a political blunder—today it is called a stepchild.

The New York State Railways had no part in determining who or how the subway would be operated but took over the operation at the direction of the Common Council of the City of Rochester under an ordinance adopted Nov. 9, 1927. This procedure has more or less carried through to the present Rochester Transit Corporation.

Now let's look at the "handed-down" equipment in the subway. At the time of the hand down it was considered good equipment from lines that operated to Sodus Point, Geneva, Lockport, Buffalo, and Syracuse over private right-of-ways starting some place and going some place and serving thousands of people in the suburban areas of Rochester and the above mentioned cities and towns. But they all failed and went out of business 20 years ago. Yes, 20 years ago the competition of the private autos ended the operation of these electric lines.

Now the City of Rochester is being asked to create private rights-of-way to the surrounding areas and towns, trying to revive a business that the comparatively few automobiles of that time buried.

In my humble opinion, we in the U.S.A. are 20 years ahead of any foreign cities. So, therefore, comparisons of cities should be within our own boundaries. Take a look at the Chicago subway, New York City subway, and the Detroit transit systems, all municipally owned, all operating in the red to the tune of millions of dollars yearly. Do they try to economize and cut out service where it is not needed? No. They just add the red figures onto the taxpayers and balance the budget.

The citizens of Rochester don't want to be taxed for the support of a transportation system, be it subway or bus lines. The subway in Rochester will never pay its own way for the registration of autos in this area proves beyond a doubt that what we need and want are super highways and their loops. A referendum at the polls would prove my statement and show that our citizens would prefer super highways, not a subway.

In regard to the statement that buses snarl up traffic, how can the buses snarl up traffic on Main St. or any other street when there are only about 450 buses within the boundaries of Monroe County compared to 175,000 registered autos? Add to this the illegal parking and total disregard for traffic laws and safety with the unconcerned attitude of the Rochester Police Department and the $64 question is who snarls up who?

The Erie Railroad experts made a survey of the subways at the request, I believe, of a group within the Chamber of Commerce. Their findings are well known. But that was not enough for the die-hards, so the City engaged the Coverdale and Colpitt Company of New York City to make a survey to the tune of $20,000.

Modern buses, such as were put in operation a few months back, are an asset to our city. Given half a chance for a little flexibility in movement on our streets during the rush hours, I believe we would have a public transportation system second to none.

So, Mr. Klos, you and I, like others through the good graces of our newspapers, have had our day in court and expressed our views. So as amateurs let us all set back and wait for the verdict from the jury of transit experts.

C. C. B.
Rochester.

Longer, Better Subway

TIMES UNION APR 1 0 1950

Editor, The Times-Union:

IN READING the comments of "C. C. B." in the Apr. 4 Times-Union. I couldn't help but believe that the writer seriously misconstrued the general theme of my letter on which he commented.

First, C. C. B. apparently believes that the Rochester rapid transit subway to be in the same classification as the interurban lines which radiated from Rochester 20 years ago. This is a gross misconception. It must be recalled that these interurbans used side-of-the-road and middle-of-the-street operation which made it necessary to compete with vehicles about them. For example, the Rochester & Sodus Bay Railroad operated 30 of its 44 miles in streets of the towns along its route. In contrast, the Rochester rapid transit operates entirely free of all street-level crossings and traffic. That's what helps make this route such a valuable asset in a crowded city.

The City of Rochester is NOT being asked "to create private rights-of-way" for rapid transit expansion. What makes rapid transit a natural for Rochester is that the city already owns the land over which tracks could be laid at moderate cost, and at a saving estimated at 50 per cent at least. Extensions from Rowlands to Monroe; to Aquinas Stadium; and to the new Kodak freight distribution warehouse can feasibly be made over land now owned by the city.

As C. C. B. suggests, let us look at cities such as Chicago, New York and Detroit. What makes the speedy movement of great numbers of people in these cities possible? Subways and rapid transit lines, of course. These cities cannot exist without them. Just because they are not breaking even in their financial obligations, is no reason for these cities to say: "We cannot make money on our subways, so we will have to abandon them, and the people will have to be satisfied to use the already crowded surface routes." As much as the highway and bus advocates hate to see it, the swing to rapid transit is growing at a faster rate. Cleveland, Boston, Los Angeles, San Francisco, Cincinnati, Milwaukee, Pittsburgh, Toronto, and now Montreal (as we were informed by the letter from the Brighton resident the other evening) are all building or planning rapid transit lines. The fact that C. C. B. cited 175,000 autos registered in Monroe County should be more proof that rapid transit is an urgent necessity for Rochester as a means of alleviating traffic congestion.

The Erie report is again brought out and dusted off. I commend the wisdom of the City Council in refusing to adhere to the unwise suggestions in that report. That said report was short-sighted, is putting it mildly. Not once was there discussed the feasibility of the extensions mentioned above. The report, as City Council recognized, considered the subway as it is now situated, and failed to take into consideration the growing need for rapid transit when the Memorial Auditorium comes into being, when General Motors doubles its plant area, or when Aquinas Stadium would come into regular use.

As a student of rapid transit, I refuse to "sit back and wait." I believe that a well-informed public will demand rapid transit as need for it continues to grow. The surface bus is not the utopian answer to our transit needs and never will be. Augmentation of surface routes with a modernized and extended subway is the answer to an improved public transportation system for Rochester.

LLOYD E. KLOS.
Rochester.

000176

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Dewey Signs Bill Allowing City To Run Buses in Subway

TIMES UNION APR 7 1950

Authority for the City of Rochester to acquire, run or subsidize bus service in the subway was approved yesterday by Gov. Dewey, The Times-Union Albany Bureau reports.

He signed the Goddard-Manning Bill, endorsed by the city, that broadens the city's powers regarding bus service.

It actually is an extension of the powers granted in the 1920s that permitted the city to build and operate the subway. Under its terms, the city could acquire a bus system, develop one or operate it in the city and environs. Provision also is made for transfer service between a city-operated line and a private system.

The legislation sanctions the deficit-payment plan under which Rochester is subsidizing the subway at present, or opens the way for utilization of buses in the underground.

Gov. Dewey also signed a Hatch-Manning bill permitting Rochester to charge Monroe County and its towns for use of its police radio system.

A third bill that was signed eases a rigid restriction against presence of any alcoholic beverages, other than the type manufactured there, in a brewery. It is designed to avoid technical law violations.

TIMES UNION APR 7 1950

Subway Service Critic Rejects Firm's Explanation of Tie-Up

Editor, Democrat and Chronicle:

In reply to the Rochester Transit Corporation's lengthy denial of facts in my complaint of wretched Subway service, I again submit the following specific complaints which are true facts (not a jumble of schedules!).

1. There was no bus at, or near the East Ave. loop upon arrival of 8:20 subway from City Hall the night of Mar. 27. I was told by the man answering the phone at Rochester Transit Corporation office (at about 7:40 p. m.) that buses were meeting the Subway at Winton Rd. loop. I also was informed by the man answering the phone at City Hall Station (EMpire 1227) that "the cars were going through." Both of these calls were heard by a witness, who was waiting to escort me to the Subway. This same person heard me ask the motorman as I boarded car, if it would go through and I was told buses would be at Winton Rd.

This flatly disputes the statement of Mr. Moore that "Nothing could be further from the facts—that we promised buses at Winton Rd. loop." If three employes of the company (all supposed to know what they were talking about) advised a passenger what service existed—it would seem within the realm of possibility to believe such service would be offered! Well aware of the numerous misstatements offered to passengers—I triple-checked before boarding subway.* Possibly, the 8:30 bus Mr. Moore mentions was one in Brighton trying to find its way—where (as one honest bus driver said afterward) "We fellows didn't know any of those streets—never heard of them before. We sure did get mixed up."

In regard to Mr. Moore's paragraph 5: "Signs were placed at Highland Ave. Station." Was it an oversight that Mr. Moore neglected to state what day and time such sign was posted? Is it possible that Mr. Moore was not aware that no notice had been posted up to at least 10:30 a. m.? (a full 18½ hours after suspension of service) at 7:40 a. m. and twice thereafter, this writer notified weary standees at the entrance of Highland Station that it was not running. One woman had stood about 40 minutes optimistically gazing eastward! Therefore, when the transit company makes a statement that "signs were placed at entrance," why not admit it was only after three phone calls demanding it, were made. With the added information that Mayor Dicker and the public were being advised of the complete complacency of the Transit Corporation.

Space does not permit detailed denials of all Mr. Moore's statements. The above, will at least show the facts.

One must add just this: Mr. Moore's remark that "Mr. Cassidy personally escorted" the writer to a waiting bus at 2:30 p. m., Tuesday" is beside the point, since a bus might be expected at the loop 20½ hours after suspension of service and after warning of full publicity plus reports to the Mayor. In conclusion, the Transit Corporation would do far better admitting its obvious "don't care" attitude and remembering "you can't fool all the people all of the time."

H. L. BARRY.

686 Hillside Ave.

*—The timetable shows the running time from City Hall to Winton Rd. 10 minutes. Therefore it would be 11 minutes, or 8:31, before arrival of 8:20 subway at the loop.

D.& C. APR 7 1950

City Given Right To Operate Buses In Subway Route

The city of Rochester yesterday acquired full legal authority to acquire, run or subsidize bus service in the Subway.

A bill sponsored by Senator George T. Manning and Assemblyman Eugene Goddard, Republicans, gave the new power with the signature of Governor Dewey. Actually, Gannett News Service pointed out, the bill gives an extension of powers granted to the city in the 20s to build and operate the Subway.

Various suggestions have been made that the existing electric service in the Subway be abandoned or curtailed and an expressway substituted for the present railway roadbed. A New York engineering firm is conducting a survey to determine the most advantageous future use of the utility.

Under terms of the bill signed yesterday, the city could acquire a bus system, develop one or operate it in the city and environs. Provision also is made for transfer service between a city oprated line and a private system.

The legislation sanctions the Subway the deficit-payment plan under which Rochester is subsidizing the Subway at present, or opens the way for utilization of buses in the underground.

Corporation Counsel William H. Emerson drafted the bill.

Dewey also signed a bill permitting Rochester to change Monroe County and its towns for use of its police radio system. Manning and Assemblyman A. Gould Hatch sponsored it.

A third Manning bill that was signed eases a rigid restriction against presence of any alcoholic beverages, other than the type manufactured there, in a brewery. It is designed to avoid technical law violations.

Subway Dead for 20 Years Says Reviewer of History

D.& C. APR 9 1950

Editor, Democrat and Chronicle:

On Mar. 4, 1950, Mr. Lloyd Klos commended the City Council for trying to prohibit the Rochester Transit Corporation from discontinuing passenger service on the subway. I personally cannot understand why anyone should be commended for trying to force any transit industry to operate a part of their structure which died financially 20 years ago. At that time it was publicly known as a political blunder—today it is called a step-child.

The statement that "New York State Railways which controlled one of the three interurban lines which eventually used the subway said that the interurbans would not run in the subway unless the New York State Railways were permitted to run the whole route" is not in accordance with the facts.

In July, 1924, the late Mayor VanZandt appointed a committee of citizens for the purpose of studying the problem of operating the subway then under construction. In the selection of the personnel of this committee care was taken to see that none of the members were interested in the activity of any of the railroads or public service corporations engaged in transportation in the city.

On Mayor VanZandt's death Mayor O'Neil requested the committee to continue its study and in the latter part of 1926 the committee submitted its report to Mayor O'Neil. The report stated that the plan which appeared according to their view to be best suited to the Rochester situation was for the passenger service to be supplied by the New York State Railways under the direction of the Commissioner of Railways of the City of Rochester. This report also said, "The committee feels that due to the physical construction of the subway property and the resulting inter-relation of the passenger and freight operation, the operation of the freight and passenger business as separate units is almost impossible and at least impractical." The committee was therefore of the opinion that unified operation of both phases of the subway business under one organization was desirable.

On Nov. 9, 1927, the Common Council of the City of Rochester, by a vote of 19 to 3, adopted ordinance No. 544 entitled "Ordinance requiring the New York State Railways to operate the subway railroad." It states in part, "The city hereby requires the State Railways to operate under the service at cost contract existing between said State Railways, the City and Commission, the railroad constructed by the city and commonly known and hereafter called the subway railroad in such a manner and upon such terms and subject to such regulations as the said commission shall determine and direct."

From the above it is clear that the New York State Railways had no part in determining who or how the subway would be operated but took over the operation at the direction of the Common Council of the City of Rochester and this procedure has more or less carried through to the present Rochester Transit Corporation.

Now let's take a look at the handed-down equipment in the subway. At the time of the handdown, it was considered good equipment from lines that operated to Sodus Point, Geneva, Lockport, Buffalo and Syracuse over private-right-of-ways starting some place and going some place and serving thousands of people in the suburban areas of Rochester and the above mentioned cities and towns. But they all failed and went out of business twenty years ago. Yes, twenty years ago the competition of the private autos ceased the operation of these electric lines.

Now the City of Rochester is being asked to create private right-of-ways to the surrounding areas and towns, trying to revive a business that the comparatively few automobiles of that time buried.

In my humble opinion, we in the U. S. A. are twenty years ahead of any foreign cities. So, therefore, comparisons of cities should be within our own boundaries. Take a look at the Chicago subway, New York City subway, and the Detroit transit systems, all muncipally owned, all operating in the red to the tune of millions of dollars yearly. Do they try to economize and cut out service where it is not needed? No. They just add the red figures onto the taxpayers and balance the budget.

The citizens of Rochester don't want to be taxed for the support of a transportation system, be it subway or bus lines. The subway in Rochester will never pay its own way for the registration of autos in this area proves beyond a doubt that what we ne and want are super highways and loops. A referendum at the polls could prove my statement and show that our citizens would prefer super highways, not a subway.

In regard to the statement that the buses snarl up traffic, how can the buses snarl up traffic on Main Street or any other street when there are only about 450 buses within the boundaries of Monroe compared to 175,000 registered autos. Add to this the illegal parking and total disregard to traffic laws and safety with the unconcerned attitude of the Rochester Police Departme..., and the $64 question is who snarls up who?

The Erie Railroad experts made a survey of the subway at the request, I believe, of a group within the Chambe of Commerce. Their findings are well known. But that was not enough for the die-hards, so the City engaged the Coverdale and Colpitt Company of New York City to make a survey to the tune of $20,000.

Modern buses, such as were put in operation a few months back, are an asset to our city. Given half a chance for a little flexibility in movement on our streets during the rush hours, I believe we would have a public transportation system second to none.

So, Mr. Klos, you and I like others through the good graces of our newspapers have had our day in court and expressed our views. So as amateurs let us all set back and wait for the verdict from the jury of transit experts.

C. C. B.

To Continue Subway

D.& C. APR 13 1950

The City Council, over the dissent of the two Democratic members, has voted to subsidize the subway, up to $61,879, for a year beginning June 1. This sum is intended to cover possible loss to the transit corporation in its operation of the subway for that period and to provide for minor pole and wire repairs along the way.

The persons who pay the almost 2,000,000 fares a year reported on the subway at present rate of operation, will be relieved to know that service is to be continued. If it were to be abandoned, as the company threatened would be done on Mar. 31, the effect on surface traffic of absorbing at least 5,000 more bus riders a day would be incalculable. Even under present conditions, which are notably not conducive to attracting new riders, the subway is almost a necessity in rush hours. Discontinuing it would create a major transportation problem.

More will be known about the long term future of the subway when the experts engaged by the city present their report. The Democrat and Chronicle has repeatedly favored greater efforts to popularize the line, in the belief that it is a valuable asset which in the course of years will increase in usefulness as surface streets become more and more congested. Even today it is of direct value to thousands of regular users.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

346

D. & C. APR 23 1950

Traffic Series Lauded by Reader

Editor, Democrat and Chronicle:

As I indicated in a letter published by you on the 6th, it always gives me a decided lift to see such able and sincere contributions to a cause of real moment as Roy Elliott's recent articles on the actual reasons for traffic fatalities. Better understanding of any trouble must inevitably promote its cure.

For all that, I cannot help but feel that the thinking of practically everybody concerned is set—in far too large a measure, even though by a perfectly natural continuity, and slow transition, of opinion—by our common heritage from a past that did not fully match the present.

These things are hard for some of us to realize, but only a generation or two or three or four or five ago, in the field of traffic and in the customs and viewpoints and ingrained ways of thought connected with it, that past was here, as it has been since before the dawn of history. Only a generation or two or three or four or five ago, depending on the region, or the general type of transportation, you have in mind, a sustained speed of more than three or four miles an hour was the product only of special arrangements as well as considerable expense and was beyond the means of any but a very few.

That past has vanished—in fact, is even now vanishing right before our eyes—but the customs and viewpoints and ingrained ways of thought that it engendered are still with us in very large measure, even where they are quite inappropriate to the new conditions. Our methods, speed, and frequency of movement hither and yon have changed most radically, and their bearing on our livelihood and on our whole economy has changed with them. Yet much of our thinking with respect to them still proceeds from the same points of departure as its always did.

Before the days of the steamship and the railroad, the only economy lay in bulk transportation by water, using sails on windy seas, or galley-slaves on calm ones, or poor maltreated brutes along canals —or in the reduction of bulky articles to more concentrated forms, as the grain of our Allegheny country to whisky.

Before those days, the only efficiency resided in a few stage coaches rocked along rough and dusty highways by relays of sleek, expensive, well groomed horses.

And as for speed—before those days, time counted hardly at all in many areas of activity. People who had occasion to travel allowed hours, days, or weeks, according to the distance and the other circumstances, for uncontrollable and, to some extent, unforeseeable delays along the way. Anybody whose employment demanded that he be at a given place by a certain hour day after day dwelt within reasonably easy walking distance of that place, if he did not actually live right on the premises. In the case of goods, nonperishables of all kinds were accumulated in wholesalers' warehouses well prior to their local distribution through retail stores; and householders on the farm and off of it did not limit themselves to a mere icebox or electric refrigerator but maintained their own well stocked larders and root cellars to carry them through the Winter and to the next local harvest.

All that has changed or is even now in the process of changing apace. Roy Elliott is right beyond any doubt in feeling that the death rate on our public streets and highways is far too high and that we should and must reduce it, and reduce it tremendously. But we must achieve this end in the main by removing obstructions and not by creating them, or we shall wake up some fine day to see the world go whizzing by in bland disregard of all our efforts and all our precautions.

JOHN FRANKLIN.

Rochester, N. Y.

Shaker Heights, City Subways Compared

Editor, Democrat and Chronicle:

In as much as the Shaker Heights Rapid Transit System, has been used to exemplarize Rochester's Subway potentialities, it seems fitting at this time to acquaint the general public with facts concerning this system, obtained through a recent study of it, by a qualified expert.

The Shaker Heights Rapid Transit System is an interurban line extending from the Terminal Bld'd in Cleveland to the city of Shaker Heights. This city has a population of about 27,000 and joins Cleveland on the east. The line divides at Shaker Square, just before entering Shaker Heights, into two spurs. The northern spur running to Shaker Heights and the southern or Moreland Spur, running in a modern parkway on Moreland Blv'd for distance of about 3½ miles. Most of the car stops are at grade, while in the Rochester subway it is necessary to climb up and down long stairways. Buildings along this Moreland branch, feature for the most part, huge apartment houses with high passenger potential while Rochester's subway starts nowhere and ends in the same place. Homes along the Shaker Heights spur, feature for the most part, 100,000 dollar homes, the owners of which usually drive their cars. Servants from these homes make up a goodly portion of the passenger traffic.

Branches of the line, at Shaker Heights (consisting of over half of the miles of road) are at grade and in the center of parkways. An additional fare is charged in S.H. and there is a one cent charge for transfers. Generally speaking throughout the line the riders do not have to go up and down stairs. Originally the line was a private development enterprise. Then it became seeped in political deals and eventually obtained financial assistance from capitalists, amounting to the investment of several million dollars. The line lost money for many years but building along its route eventually increased it's revenue to a point where it could show a profit. Five years ago a portion of the line was purchased by the city of Shaker Heights for 1,300,000 dollars, this amount representing a small part of its original cost.

Comparative statistics with Rochester Subway operation:

Average fare for 1947-'48, 12.73, as compared with Rochester Average subway fare of 5.1 cents.

1,342,000 revenue miles covered, as compared to 593,873 revenue miles covered by the Rochester subway.

Official information pointed out that P.C.C. cars were purchased because they were the only ones available at the time. This contrary to the local belief that they were purchased entirely upon their desirability and outstanding qualifications.

Condition of the tracks appeared to be no better than the tracks in the Rochester subway although they are kept free from weeds by the use of a weed killer. During a ride on this line, every joint in the tracks could be felt and heard by the rider. Parking lots were provided at many of the stops but these lots did not represent much of a problem because the company owned a twenty foot space between the tracks and the roadway.

Forty per cent of car operation was one man. There were no heated or inclosed shelters except at the Cleveland terminal. Here there was an escalator to carry the people up but none to carry them down.

Most of the rolling stock appeared old but well kept. Available information pointed out that the cars were purchased from an abandoned interurban line in Ohio. The company operated the line as a Corporation but pays no income or special franchise tax.

There appears to be little comparison here, to conditions of our own subway operation. The S.H. line traverses a territory built up by the line itself, while operating at a loss for many years. At all times during the middle of the day, when our cars are empty, the S.H. cars are at least half seated load. During the rush hours the situation is similar to our own.

ALLEN W. MILES

D & C. APR 23 1950

City Subway Seen as 'Must' To Meet Transit Needs

D. & C. APR 23 1950

Editor, Democrat and Chronicle:

In reading the comments of "C. C. B." in the April 9 Democrat and Chronicle, I couldn't help but believe that the writer seriously misconstrued the general theme of my letter on which he commented. This letter stated in general, the history of operations of the Rochester Subway.

I stated then, and still adhere to my original convictions, that the New York State Railways, which controlled one of the three interurban lines which eventually used the subway, would not run its interurban cars in the subway unless the firms were permitted to operate the entire facility. This statement of policy came BEFORE any city ordinance was adopted. The attitude of NYSR at that time was justified, because of the events which were happening in other cities. Rival firms were introducing "Jitney" buses. Rochester had them for 6 months back in 1915. In other cities they lasted a lot longer. It was fear of competition then, as it is now, which made the local firm assert its ideas for its own protection. Whether competition would have been a good thing is uncertain. Competition might have meant better service.

C. C. B. associates the subway with the interurban lines which rotated from the city 20 years ago. This is a gross misconception. It must be recalled that these interurbans used side-of-the-road and middle-of-the-street operation which made it necessary to compete with vehicles about them. For example, the Rochester & Sodus Bay Railroad operated 30 of its 44 miles in streets of the towns along its route. In contrast the Rochester subway is entirely free of all street-level crossings and traffic. That's what makes this rapid transit route such a valuable asset in a crowded city.

In some cases, I believe that lack of initiative, rather than competition from autos was responsible for interurbans' going out of business. The Rochester & Syracuse was a paying proposition from Rochester to Newark. If you don't believe that, I cite the alacrity with which the bus operators took over the parallel route. So fast did they take over, that the line was without a schedule for three or four days. Had that part of the line between Fairport and Rochester been retained, modern equipment installed, and parking lots created at all outlying stations, we would have the best example of a high-speed rapid transit line which is coming into such popular use in many American cities.

The City of Rochester is NOT being asked to create private rights-of-way for rapid transit expansion. Nothing could be farther from the truth. What makes rapid transit a natural for Rochester, is that the city already owns the land over which tracks could be laid at moderate cost, and at a saving estimated at 50 per cent at least. Extensions from Rowlands to Monroe, to Kodak Park, to Aquinas Stadium, and to the new Kodak eight distribution warehouse can feasibly be made over land now owned by the city.

As you suggest, let us look at cities such as Chicago, New York and Detroit. What makes the speedy movement of great numbers of people in these cities possible? Subways and rapid transit lines, of course. These cities cannot exist without them. Just because they are not breaking even in their financial obligations, is no reason for these cities to say, "We can't make money on our subways, so we will have to abandon them, and the people will have to use the already crowded surface lines." As much as the highway and bus advocates would like to prevent it, the swing to rapid transit is growing at a faster rate. Boston, Cleveland, Los Angeles, San Francisco, Cincinnati, Milwaukee, Detroit, Pittsburgh, Toronto, and now Montreal are all planning and building rapid transit lines. The fact that C. C. B. cited 175,000 autos registered in Monroe County should be more proof that rapid transit is an urgent necessity for Rochester.

The report of the Erie experts is again brought out and dusted off. I commend the wisdom of the City Council in refusing to adhere to suggestions in that report. That said report was shortsighted is putting it mildly. Not once was their discussed the feasibility of the extensions mentioned above. The report, as City Council wisely recognized, considered the subway as it is now situated, and failed to take into consideration the growing need for rapid transit when the Memorial Auditorium comes into being or when General Motors doubles it's plant area, or when Aquinas Stadium would come into regular use.

As a student of rapid transit, I refuse to "sit back and wait." It has always been my belief that a well-informed public will demand that rapid transit be a "must" for this area. The surface bus is not the Utopian answer to our transit needs and never will be. Augmentation of surface routes with a modernized and extended subway is the answer to an improved public transportation system for Rochester.

LLOYD E. KLOS

161 Long Acre Road.

Subway Fills Need

Editor, Democrat and Chronicle:

Surface transportation with buses involves the minimum use of capital. Subways and elevateds are costly but operate on levels that do not conflict with the bus or automobile. A fourth helicopter level may someday be desirable.

When the hub of a city, the downtown area, becomes surface saturated, the other levels must also be used. Rochester continues to grow and the saturation point has been reached.

Each mode of transportation has advantages and disadvantages. Surface saturation is the crux, not disadvantages like stairs and escalators.

Although perhaps not the best route but still quite serviceable and going, and with further possibilities is the existing Rochester subway. Time could supplement it with perhaps a Main St. section.

Forward looking and interested citizens are hoping that the disinterested paid commission of experts will forcibly present the real needs, both today and tomorrow, of our bustling community and its suburbs.

It would seem that the time has come for the Rochester Transit Corporation to accept the realities of an expanding metropolis. Any business that defies the needs of the people will find difficult sailing. The mere fact that it has a monopoly today does not mean that it can keep out competition if that becomes necessary.

This does not mean that the people of Rochester expect the Transit Corporation to shoulder the whole burden. Citizens can be reasonable and a Council can be reasonable. It does mean the abandonment of the unwilling attitude that the Transit Corporation has [illegible] to face up to the saturation realities.

D & C APR 23 1950

RAYMOND D. FISHER.

109 Highland Pkwy.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

D. & C. MAY 7 1950

Service Cut On Subway Scored

Editor, Democrat and Chronicle:

The City Council voted to subsidize the Subway up to $61,879 for a year. The two dissenting Democratic councilmen certainly did not represent the opinions or desires of many of those Democrats who helped put them in office, among them the writer.

However, when the City Council agreed to give the Rochester Transit Corporation the financial assistance, we feel quite certain it was done with the assurance that its service would continue at least as good as at the time of the agreement. We do not believe the Council voted the $61,879 with any thought that the Transit Corporation would by May 8 further curtail services, lengthen running time and "adjust its motors."

According to its new daily schedule two trips have been eliminated eastbound and two westbound. The running time from Rowland's west has been set back one minute. There is an additional two minutes between running time of the 3 p. m. car (it is now 3:22 instead of 3:20) and an added three minutes space in the much needed 6 to 7 evening hour. There is no car from 6:21 to 6:50, or 29 minutes apart. Twenty-six minutes was too long to wait. Why make it 29 minutes now?

After giving same running time as formerly a cautious footnote states "Every effort will be made to maintain the above schedule and to notify the public in advance of schedule changes." It does not require much foresight to read a carefully worded notice in the near future, that "the corporation regrets to announce a slight lengthening of running time," or why were these schedules set back one minute? Why this new warning of its efforts?

In an attempt to get the facts this taxpayer and Subway passenger asked Mr. Lang what the "motor adjustment" he admitted was being made consisted of. We had been informed two of the four motors were being removed from the Subway cars to "save money." The reply of the vicepresident of the Transit Corporation was enlightening. Said Mr. Lang, he "would look into it."

How about the City Council, who now hold the purse strings on the subway, not merely looking into it but demanding a rturn to the exact service and equipment in existence when the money was granted to the Transit corporation?

HARRIET L. BARRY
686 Hillside Ave.

Council Expects Engineers' Data On Subway Within 2 Weeks

D. & C. MAY 15 1950

A report on the subway's future will be handed to City Council in about two weeks, it was indicated last night.

Engineers for Coverdale & Colpitts, consulting engineers retained by the city to make the survey, completed their field work on May 1. Commerce Commissioner Donald H. Foote said, and now are drawing up the report and recommendations.

"We may get it before June 1," Foote said. "It depends on the nature of the findings."

William A. Gordon, Frederick G. Gordon and Howard B. Ward originally were assigned to the survey here, but William Gordon was withdrawn and sent to Germany on another project. Some of the subjects to be covered in the report are:

Possibilities of new passenger business from an extension of lines, including the Community War Memorial and Aquinas Stadium.

Effects of abandoning all passenger service.

Possibilities of additional freight business.

Consideration of the use of different types of equipment.

Effects of conversion of the eastern end of the subway to highway purposes.

Erie, City to Confer On Raceway Spur

D. & C. MAY 6 1950

A conference between city and Erie Railroad officials on details of the proposed Erie freight spur link to the Subway under the Community War Memorial site will be held within the next two weeks.

That was made known yesterday by A. B. Johnson, Cleveland, vicepresident of the railroad, who said he "expects to sit down" with local officials and "round out some rough details" of the program.

City Manager Cartwright said a date for the conference had not yet been set, but indicated it will be attended by city law, engineering and commerce officials. Leo A. Waasdorp, architect for the Memorial, and Rochester Gas & Electric Corporation representatives also probably will attend, Cartwright said.

Memorial, Railroad Aides To Discuss Subway Spur

TIMES UNION MAY 12 1950

City officials and representatives of the Erie Railroad will discuss next week the proposed subway freight spur under the Community War Memorial.

A. B. Johnson, Cleveland, Erie vicepresident, will lead a delegation of engineering experts here to confer Tuesday morning in City Manager Cartwright's office with Cartwright and others.

Cartwright said earlier that Leonard A. Waasdorp, Memorial architect, city engineering officials, representatives of the Rochester Gas & Electric Corp. and others would be invited to the conference.

The Erie is reported to have completed preliminary estimates on the spur, which would run through the bed of the Carroll-Fitzhugh raceway.

TIMES UNION MAY 16 1950

As Readers See It

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

Editor, The Times-Union:

SUBWAY PATRONS probably wondered as to the reason for all the photographic paraphernalia being used at City Hall station during the the early evening rush hour May 8. It was an extensive array to the layman, and indeed more light was to be had at the station than at any time since the subway was roofed over in the 1920's.

The subway at the present time is being photographed throughout its entire length in color. The project is in charge of Vitaly V. Uzoff, graduate photographic student at the Rochester Institute of Technology. Mr. Uzoff, like myself, is an ardent rapid transit enthusiast, and for his graduation thesis has elected to do a sound color movie on the Rochester subway, dealing with every phase of operation, maintenance and equipment plus the showing of areas which can be utilized for extensions and parking lots. At the present time, Mr. Uzoff has expended over 500 feet of film, with the project over 50 per cent complete.

I have been acting as adviser to Mr. Uzoff, accompanying him whenever time permits. In our efforts we have been aided by Commissioner Foote and Deputy Commissioner Rand of the Commerce Department, and Mr. George Cassidy, superintendent of the subway. To these men we are extremely thankful for the cooperation and kindnesses they have extended. Thanks are also due to the subway loaders, guards, and motormen who also have cooperated so willingly in this effort.

Although the project originated as a graduation thesis, we have felt that when the job is completed, and if it works out the way we hope it will, the film will provide an excellent subject for showing at meetings of civic clubs, fraternal organizations, and any other groups which are interested in the future of their city. This, I emphasize, will be done only when the right arrangements can be made, and if the picture turns out the way we hope it should.

The importance of a well-informed public in the functioning and expansion of a vital public facility cannot be overemphasized. If the people of Rochester once realize the urgent need the city has for rapid transit, and get behind a rapid transit movement, such a project can't fail in becoming a reality.

I can cite two instances where public opinion actually forced hard-headed traction executives to discontinue unwise plans for abandonment of electric railway installations. In 1948, the citizens of San Francisco, backed by the newspapers, merchants, and civic groups, so vehemently protested abandonment of the famous cable cars that the operators reluctantly gave in and kept the cars running.

During the past year, Pacific Electric Railway, operator of the largest interurban system in the world, announced plans to abandon 17 of their routes and substitute buses on the public highways. Once again, the people of California, fortified by considerable newspaper criticism forced the bus-minded officials to reconsider the needs of the traveling public. The lines were kept in operation. California, it might be added, when designing thruways and express highways, has the wisdom to include electric railways in a depressed center mall, entirely free of street crossings. A double-track electric railway can increase the hourly capacity of an express highway by at least 400 per cent.

Once Rochesterians realize what rapid transit can mean to the city, and how for just a fraction of the cost of similar systems elsewhere the Rochester subway can be made into a first class rapid transit route, I believe that they will oppose any move to utilize the subway property for purposes other than for which it was intended — a high-speed electric railway.

LLOYD E. KLOS.
Rochester.



April showers
brought May Flowers,
And now it seems,
oh, dear,
They need a lot
more water
After they appear.
R.D.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

TIMES UNION MAY 16 1950

Report Due On Subway

The City Council is expected within the next two weeks, to receive an engineers' report on the future of the subway.

Coverdale & Colpitts, consulting engineers, retained by the city to make the survey, have completed their field work and now are drawing up a report and recommendations.

The report is expected to include possibilities of additional passenger business from an extension of lines to the Community War Memorial and Aquinas Stadium; abandonment of all passenger service; additional freight service; use of different types of equipment and conversion of the eastern end to highway purposes.

Report of Experts On Subway Study Delayed 2 Weeks

Report of experts who have been studying the city's subway system probably will not be available until the middle of the month or later, City Manager Louis B. Cartwright said yesterday.

When the study was started about Mar. 1, the trio of experts sent here by Coverdale and Colpitts, New York engineering firm retained to make the survey, estimated that a report would be ready by June 1. Cartwright said yesterday, however, that within the last few days he had been informed that the report probably would not be ready for another two weeks.

Making the study have been Frederick B. Gordon, William A. Gordon, his brother, and Howard B. Ward. They have been inspecting subway equipment which they earlier had classified as self-evidently "old," subway books and records of the Rochester Transit Corporation, and engineering details bearing on the subway right of way. Subway schedules and all similar matters will be digested thoroughly by the time the report is submitted, the engineers said.

Improvements For Subway Suggested

D & C JUN 4 1950

Editor, Democrat and Chronicle:

In looking over the present Subway situation, it is interesting to note that there are several ways in which service could be improved without requiring any large expenditures. Most of these ways have been suggested by other readers—however, all hear repetition:

1. Increase of service especially during evening hours and on Sundays. For example, how can the Subway with its half-hour service successfully compete with the 8 and 11-minute service found on the Dewey and Lyell lines respectively? True, the Transit Corporation provides schedules for all lines including the Subway, but how many people actually use them? Also, try transferring from a bus line to the Subway during these non-rush hours.

2. Shorter running time during non-rush hours to eliminate half-speed piloting of cars between stations, particularly between Lyell and Oak stations.

3. Resumption of car tokens for Subway patrons only.

4. Inauguration of downtown bus shuttle service.

5. Construction of lower steps on the Subway car doors.

6. More publicity on the part of the Transit Corporation notifying the public that a city-owned, company operated Subway exists, that the line extends from the General Motors Plant near the end of Driving Park Ave. across the center of the city to the western terminus at Rowlands, that the city and suburban fares are good on this line, and that transfers are interchangeable with the city bus lines.

ARTHUR F. HAMMER.
49 Angle St.

Subway Report Expected by City

TIMES UNION JUN 22 1950

The long-awaited report on what-to-do with the city's subway is expected late this week or early next, city officials said today.

The survey, conducted by Coverdale and Colpitts, consultant engineers, has been three months in the making. Vicemayor Van Lare, chairman of the council's utility committee, said it promised to be "a very comprehensive report."

TIMES UNION JUN 27 1950

Subway Report Ready for Council

The City Council tonight is slated to get the report of a New York engineering firm, Coverdale & Colpitts, on whether to abandon or continue the subway.

The report was in the hands of city officials and others today but was not officially released pending presentation to the Council. If precedent is followed the report will be referred to the Council's Public Utilities Committee for recommendation.

OTHER SURVEYS RECALLED

It is understood that the report, in general, will follow previous surveys on the subway made by the Erie Railroad, the Civic Development Committee of the Chamber of Commerce and state highway engineers.

These reports urged the abandonment of the subway's passenger service and the paving of the subway roadbed from Meigs St. to the eastern end of the subway, to coincide with the state's program for new arterial highways to the center of the city. They also urged continuation of freight service west of Meigs. The state's highway plan proposes a new roadway to run adjacent to the subway to the downtown inner loop at Union St. By using the subway the state and city would save a total of 2 million dollars, inasmuch as they would not have to buy property for the highway.

CONCLUSIONS' REACHED

It is understood that the report does not make any recommendations to the city but arrives at "conclusions," that there was no justification for the continuation of the subway's passenger service after 1930 when the interurban trolleys were junked.

In regard to extended service to Charlotte, Kodak Park, Aquinas Stadium, Fairport and Pittsford the engineers are reported to see no justification from an economic standpoint, holding that revenues would be insufficient to offset costs.

Time to Stop Subway Losses

TIMES UNION JUN 28 1950

THE subway is evidently sicker than Rochester thought.

Coverdale and Colpitts, New York engineering firm retained by the city to survey subway possibilities, report startling findings.

Not only is the passenger service given no chance of ever paying its way. Immediate attention to the freight service, declared essential to Rochester's industrial health, is regarded as necessary to stop losses.

On the passenger service, the report concludes that a paying volume of traffic never has been there and never will be. All the extensions suggested in public discussions—to Charlotte, Pittsford, East Rochester, Kodak Park, and to Main and Clinton—are carefully examined.

The uniform conclusion is that none would pay their cost. Only one foreseeable change, the building of the Community Memorial, is credited with the power to give subway passenger service a shot in the arm. The Memorial, the engineers find, would produce $10,000 a year more in subway operating revenue. That is not enough.

BUT if passenger service were stopped, there would still be an operating deficit of $36,000 a year on the freight service at existing switching rates.

This is because the rates set up when the subway was first opened in 1927 still apply, although steam railroads performing comparable service in Rochester have been granted increases totalling 96.6% by the Interstate Commerce Commission.

If switching rates were brought up to the level charged by railroads, the report estimates an operating income on the freight service alone of $25,700 a year.

So the problems posed by this report are:

1. Shall passenger service be discontinued?

2. What else can be done to stop the subway's annual drain on public funds.

UNLESS the Public Utilities Committee can come forward with solid figures showing where and how sufficient traffic can be found to make passenger service pay, the report seems to give a final affirmative answer to the first question.

Discontinuing passenger service would save the city:

1. $27,000 yearly for heating and maintaining the City Hall and West Main St. Stations

2. $61,879 (or more accurately a prorated share of that sum) under the April, 1950, agreement to reimburse the Rochester Transit Corp. for its estimated losses from subway operations to May 31, 1951.

3. $75,000 to $100,000 to restore the signal and distribution systems to normal condition.

4. $500,000, the city's share in Thruway right-of-way costs if the subway route east of Meigs St. is used in the city-state arterial system.

THIS newspaper has been a consistent supporter of passenger service in the subway from the beginning. But after a long trial, the patronage to make it self-sustaining has not been forthcoming.

As careful projections of the future as it is possible to make are made by this report and the Chamber of Commerce report last autumn. Their conclusion is that sufficient traffic will not be forthcoming.

It seems to us only fair that the drain on public funds to keep the subway going as a passenger carrier should be halted.

Steps should also be taken to make the remaining freight service pay its own way. Switching rates set in 1927 ought to be raised to the 1950 level.

It will then be up to industrial users of subway switching service to determine for themselves whether it is cheaper to continue to use the subway or truck their shipments. We do not believe 1950 rates would affect switching patronage appreciably.

The council, of course, will seek advice from every source. But it seems to us that the time has come when the subway should become a business-type operation, doing only what it can do profitably and refusing to throw good money after bad.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Engineers Advocate Subway Riding End; Would Keep Freight

D.& C. JUN 2 8 1950

By JOSEPH R. MALONE

Passenger operations in the subway, long "in the red," cannot be justified on any businesslike basis, expert appraisers told City Council last night.

Suggested restorative measures, such as new-type cars or extensions of the line would not put operations in the black, Coverdale and Colpitts, New York City consulting engineers, held in a long report.

Probing deeply into possibilities of increasing passenger revenues, the appraisers discussed the influence on subway income of the Community War Memorial, of possible extensions to Pittsford village or to Monroe Ave. at Allen's Creek Rd., to East Rochester, Fairport, Charlotte, Aquinas Stadium and to Kodak Park. In each instance the conclusion drawn was that the extra income gained would be minor, as in the case of the Memorial, or that the extensions would not be justified by increased business.

Loop Proposal Discarded

Proposals for a loop to Main and Clinton or for a shuttle bus from the Court St. station to Main and Clinton likewise were held to be unsound economically. And as to modern PCC cars, the engineers held that their use would not raise revenues sufficiently to reduce the existing subway deficits.

SEE EDITORIAL
'Choice on Subway'
On Page 14

But Coverdale and Colpitts sang a different tune in discussing the subway freight operations.

"In our judgment," they said, "the retention of the subway's freight line and facilities west of Meigs St. is essential to the industrial welfare of the city."

Eschewing recommendations but drawing some 29 "conclusions" from their own collected data, the engineers classed freight service east of Meigs with passenger service throughout the whole length as economically unsound. And they viewed with favor the state's proposal to utilize the subway bed for the proposed Monroe expressway from Winton Rd. N. to Meigs.

$500,000 Roadbed Saving

"A preliminary estimate by the N. Y. State district engineer," they say on this latter point," indicates a saving of two millions by use of the abandoned roadbed as compared to half of the saving in acquisition cost constructing a parallel highway; one half of the saving in acquisition cost, or $500,000, would accrue directly to the city of Rochester."

The Monroe expressway, under the original state plan for a Rochester arterial highway system, would follow the route of the subway but would leave the subway and its present operations intact. This expressway is to connect with the inner loop of highways about the city's retail business heart.

For that portion of the subway west from Meigs St., other than the recommended continuation of the existing freight service, Coverdale and Colpitts had no definite recommendation.

Restrictions Stressed

While a removal of passenger tracks would leave a right of way available of a minimum width of 40-45 feet, they pointed out, various restrictions gave a conclusion that "the vehicular use of this section does not present the advantages to be attained by the conversion of the subway right-of-way east of Meigs St."

These restrictions include the presence of "vertical supporting measures" in the covered portion of the subway and under bridges and provisions that would be necessary to serve switching operations reaching north side industries.

Coverdale and Colpitts, who got $20,000 for their survey and who began work on Feb. 27, found little dislocation would be occasioned to Rochester's traveling public by abandonment of passenger service.

Find Absorption Easy

"An analysis of the passenger traffic of the bus routes competitive with the subway," they said, "indicates that the absorption of the subway would have relatively little effect on the density of the bus lines involved. Subway passengers in 1949 amounted to 5.5 per cent of the passengers carried by the eight affected bus lines and such percentage is considerably less than the year-to-year fluctuations in the traffic of these bus lines."

Some other conclusions of the engineers were:

"If passenger operations were discontinued and the subway line east of Meigs St. abandoned, it is estimated that the remaining freight operations would produce, at existing switching rates, an operating deficit of $36,000 per year, compared with the actual 1949 adjusted deficit of $92,000 Jan. improvement of $56,000."

"If in addition to the assumed severance and discontinuation of passenger service just outlined, the subway switching rates were increased commensurate with the increases received by the steam roads of Rochester for comparable service, the operations from feight service exclusively would produce an estimated operating income of $25,700 a year."

Warning on New Setup

But on this last point, the experts warn:

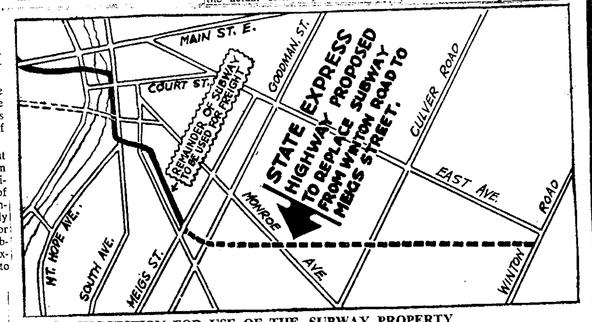
"If the entire operations of the Transit Corporation (which operates the subway) were made subject to the railroad retirement act and related legislation, the resulting increase in payroll taxes would greatly exceed any possible increase in revenue that might be obtained from increased switching rates."

Two other significant conclusions were:

"Deferred maintenance on the signal and distribution systems will require an estimated expenditure of $75,000 to $100,000 to restore to normal condition."

"In our judgment, the subway is economically operated and presents little opportunity of increasing net income by reducing operating expenses."

Advocates of continued passenger operations are certain to seize upon one phase of the report in the light of the present international situation.



NEWEST SUGGESTION FOR USE OF THE SUBWAY PROPERTY

After long study, Coverdale & Colpitts, New York City consulting engineering firm, last night made a report to City Council, concluding that subway operations should be confined to freight in downtown (solid line) area, with eastern end (dotted line) used for expressway.

Report Leaves City Choice on Subway

Subway riders, who in the course of a year use this rapid transit line almost 2,000,000 times, will be disappointed by the findings and conclusions of the Coverdale & Colpitts experts whose report was submitted last night to the City Council. The report appears to doom the hopes of the many who feel that Rochester has a unique asset in this transportation line and that eventually the city will grow up to it and develop it into the facility visualized by its promoters more than 25 years ago.

It should be borne in mind, however, that the experts' report contains conclusions only, no recommendations. It is up to the city itself to decide whether it wishes to follow those conclusions or to continue subway operation, possibly on the present basis of an annual city subsidy to cover the deficit. In view of the added usefulness of the subway that will come with the opening of the War Memorial building, these questions demand more than an offhand answer.

* * *

The experts conclude that the passenger service in the subway never will permit of operation at a profit, and that none of the proposed plans for extending the line or for making it more attractive offers promise of substantial reduction of the deficit, now running around $60,000 a year.

The alternative, as the experts see it, is to discontinue all passenger service, retain the freight service only to Meigs St., and use the roadbed between Winton Rd. and Meigs to hook up with the State Thruway loop, which is contemplated to come into the city by way of University Ave. The remaining part of the subway, presumably to the western limits, would be used for freight tracks and for a three-lane highway for buses only. Use of the subway for the eastern Thruway loop would save the city approximately $500,000 over other routes proposed, the report says.

In this connection we renew the suggestion made some months ago that if the subway is to be used for vehicular traffic it be paved all the way to the Monroe Avenue end and that the Thruway enter at that point rather than by way of University Ave.

D.& C. JUN 28 1950

One must, of course, accept the figures of the experts on the probable small increase of passengers if the subway line were extended in any of the ways proposed. They have examined population trends in Brighton, Pittsford, Fairport and, at the other end, in the northern part of the city. They consider the probable effect of the War Memorial, the possibility of extending the line to Aquinas Stadium and Kodak Park, and even the proposal to build a new subway loop to Clinton and Main. They see no prospect in any of these plans of making the subway a profitable venture. The switching operations, mainly at Court and Kent Sts., are profitable and should be retained.

The report has obviously been prepared with an eye to answering objections of those who wish to retain the subway as is or to extend and improve its service. It is difficult to quarrel with the facts and conclusions presented, although we feel that not enough attention was paid to the important part which the subway played in the war period, when it was the main line of transportation for thousands of workers who were unable to drive their cars. The emergency value of the subway was proved at that time. Whether stub buses would answer the purpose in a similar emergency is of course something to be considered carefully.

As for the argument that elimination of the subway would place a prohibitive strain on surface buses, the experts estimated that the added traffic would be only about 2.1 per cent bus miles, no serious problem.

Confirming as it does in most respects the report of the Erie experts last year, the present report seems to leave little

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

City Gets Subway Report; No Action Sighted Till Fall

TIMES UNION JUN 28 1950

Rochester's latest report on "what-to-do-with-the-subway" is in the hands of the Utilities Committee of the City Council but no action is expected until Fall.

The report, submitted to the Council last night, will be the subject of a "critical review and analysis," according to Vicemayor Van Lare, head of the Utilities Committee.

While the report of the New York

"Time to Stop Subway Losses," an editorial, Page 24.

City engineers engaged to make the survey of the subway cites "conclusions" but not "recommendations," it pointed out that operation of the subway on a businesslike basis is not justified.

Van Lare pointed out today that aside from the "business aspects" of the subway there are other points to be taken into consideration before the city votes to abandon passenger service, construct a highway from Meigs St. east and use the western end of the subway for freight service.

He said only two Council meetings are scheduled this Summer and it will be well into Fall before the Utilities Committee will be ready to report to the Council.

Van Lare pointed to two major factors. He said the committee must study what effect abandonment of the subway would have on increasing traffic hazards in the downtown area and must consider the use of the subway in emergencies. The subway proved its worth during the war period and during storm periods, he pointed out.

Another point to be considered, he said, is whether the city would have to pay for operation of any new state highway constructed in the bed of the subway, and whether it would cost more than maintenance of the subway.

Among the 29 conclusions drawn by Coverdale & Colpitts, engineering consultants, are:

1—Retention of the subway's freight line and facilities west of Meigs St. is essential to the industrial welfare of the city.

2—Passenger service throughout the length of the subway is economically unsound.

3—Passenger traffic of competitive bus routes indicates that absorption of subway traffic would have little effect on the bus lines.

4—Abandonment of the subway east of Meigs would make the land available for highway use between the Winton loop and Meigs, indicating a saving of 2 million dollars for acquiring needed property for construction of another highway.

5—If switching rates for freight cars were increased comparable to other rail rates additional revenue of $25,700 a year would accrue.

6—Possibilities of increasing income of subway operations through extensions "would not make the subway self-sufficient from the standpoint of earnings."

7—An analysis of past growth and estimates of future population indicates little likelihood of appreciable increases.

8—One of the best locations left in Rochester for location of new industries is easily accessible to the subway by a short extension of the line from its western terminus to the west side of Mt. Read Blvd.

9—Failure of the subway to attract more passengers is attributed to inability to bring passengers to the central shopping district and the non-existence of traffic-producing territory.

DEMOCRAT AND CHRONICLE
24 Rochester, N. Y.
Thursday, June 29, 1950

City Unit to Scan Value of Subway In Event of War

Traffic Conditions, Cost Of Highway Also To Be Studied

The tense international situation and possibility of an all-out war will enter into the discussions of the Coverdale and Colpitts subway report, it was indicated yesterday.

Vicemayor Frank Van Lare, chairman of City Council's Public Utilities Committee which has the report under study, pointed out that the report shows the subway came into general use during the last war and might figure even more importantly in the city's economy in the event of another and even bigger war.

Van Lare said his committee also would have to study into the effect an abandonment of passenger operations in the subway would have on traffic conditions and hazards. Another point to be considered, he said, is whether the city would have to pay for operation of any new state highway constructed in the subway bed and whether it would cost more than maintenance of the subway.

In any event, Van Lare indicated, the committee will not report in the near future since Council will hold only the two sessions customary in Summer and various members of the committee will be away from time to time.

The Coverdale and Colpitts report, fruit of a $20,000 survey, made no recommendations but drew conclusions pointing to cessation of all passenger operations, continuance of freight operations from Meigs St. to the western terminus and acceptance of the state's plan to put the proposed Monroe Ave. expressway in the subway bed.

City Subway Filmed in Color

D & C. MAY 21 1950

Editor, Democrat and Chronicle:

Subway patrons probably wondered as to the reason for all the photographic paraphernalia being used at City Hall Station during the early evening rush hour May 8. It was an extensive array to the layman, and indeed more light was to be had at the station than at any time since the subway was roofed over in the 1920s.

The subway at the present time is being photographed throughout its entire length in color. The project is in charge of Vitaly V. Uzoff, graduate photographic student at the Rochester Institute of Technology. Mr. Uzoff, like myself, is an ardent rapid transit enthusiast, and for his graduation thesis has elected to do a sound-color movie on the Rochester subway, dealing with every phase of operation, maintenance and equipment plus the showing of areas which can be utilized for extensions and parking lots. At the present time, Mr. Uzoff has expended over 500 feet of film, with the project over 50 per cent complete.

I have been acting as adviser to Mr. Uzoff, accompanying him whenever time permits. In our efforts we have been aided by Commissioner Foote and Deputy Commissioner Rand of the Commerce Department, and Mr. George Cassidy, Superintendent of the subway. To these men we are extremely thankful for the cooperation and kindnesses they have extended. Thanks are also due to the subway loaders, guards, and motormen who have so willingly cooperated with us.

Although the project originated as a graduation thesis, we have felt that when the job is completed and if it works out the way we hope it will, the film will provide an excellent subject for showing at meetings of civic clubs, fraternal organizations, and any other groups which are interested in the future of their city. This, I emphasize, will be done only when the right arrangements can be made, and if the picture turns out the way we hope it should.

The importance of public opinion in the functioning and expansion of a vital public facility cannot be overemphasized. If the people of Rochester once realize the urgent need the city has for rapid transit, and get behind a rapid transit movement, such a project can't fail in becoming a reality.

I can cite two instances where public opinion actually forced hard - headed traction executives to discontinue unwise plans for abandonment of electric railway installations. In 1948, the citizens of San Francisco, backed by the newspapers, merchants, and civic groups, so vehemently protested abandonment of the famous cable cars that the operators reluctantly gave in and kept the cars running.

During the past year, Pacific Electric Railway, operator of the largest interurban system in the world, announced plans to abandon 17 of their routes and substitute buses on the public highways. Once again, the people of California, fortified by considerable newspaper criticism, forced the bus-minded officials to reconsider the needs of the traveling public. The lines were kept in operation. California, it might be added, when designing thruways and express highways, has the wisdom to include electric railways running in a depressed center mall, entirely free of street crossings. A double-track electric railway can increase the hourly capacity of an express highway by at least 400 per cent.

By citing the foregoing instances, I have sought to prove the great importance of public opinion in any venture where the public's interest may be in jeopardy. Once Rochesterians realize what rapid transit can mean to the city, and how for just a fraction of the cost of similar systems elsewhere, the Rochester subway can be made into a first class rapid transit route, I believe that they will oppose any move to utilize the subway property for purposes other than for which it was intended — a high speed electric railway.

LLOYD F. KLOS
152 Long Acre Rd.

On Subway Report

Editor, Democrat and Chronicle:

I have read where Coverdale and Colpitts, consulting engineers, have favored the end of the passenger service which ultimately will mean the end of the subway as a whole.

From past experience, I have seen a few cases where consulting engineers were quite wrong in their decisions.

I can cite a case in Milwaukee, where some consulting engineer company made a survey of a rapid transit line which was operating in the red, and has under its last four owners. Nevertheless, the engineers recommended abandonment of the rapid transit railway line. A lucky break came for the people using the line, a railroad enthusiast purchased the company and brought about a few changes. After the system was operating in the red up to a few thousand dollars a month, in less than a year, the system started to pay off and operate in the black per month! Service has been improved and freight service has been restored.

If someone with some initiative and wholehearted interest would take over the Rochester Subway and operate it in conjunction with the surface bus lines, the subway can be made into a paying proposition.

I notice that Coverdale and Colpitts did not make any mention of reducing the amount of buses on the bus lines competing with the subway in order to encourage the public to use the subway which can carry more, and in turn save money on their buses by using less, and saving on wear, tear, and pay for the employes, or the extra bus drivers.

The subway is capable of carrying many more passengers, and yet is not allowed to, whereas the buses are filled to capacity as it is. Instead of encouraging the people to use the subway the RTC insists on using extra buses when they actually are not needed. What exists at present is duplication of service. One line is overloaded, and the other is not.

What has happened in New York City — the remaining street car lines were motorized, or as commonly called "modernized." Now the service is at a record low. Service never in history has been so inferior as it is now. Where there are 2 or more bus lines converging, one can see the bluish poisonous fumes milling in the air, so dense that you can not read the street name across the street on the lamp post! Rochester is different in many respects from other American cities, as mentioned in an issue of the Saturday Evening Post.

Where other large American and foreign cities are spending millions and millions of dollars to construct a subway, Rochester is different, it is spending money to destroy its subway facilities, even though it may not realize it!

VITALY V. UZOFF,
Member Electric Railroaders' Association Inc., New Jersey.
81 Fitzhugh St.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Subway for Future?

Editor, The Times-Union:

COULD THE subway run in the black if it ran only during its busy hours, that is, 6 a. m. to 9 a. m. and 3 p. m. to 6 p. m.? Since the buses almost duplicate the points the subway covers, it should prove little or no hardship for the few subway riders in the non-rush hours to use buses.

I admit Rochester does not need a subway NOW . . . but Rochester and surrounding areas are getting bigger and the question seems to be: Would the subway be of any real value 20 years or so from now?

If the subway is discontinued, and if the city finds it needs parking area, the city could turn the subway bed into parking areas, etc.

R. S. HARRIS

Rochester.

★ ★ ★ ★ ★ ★ from

D & C JUL 4 1950

state that the city would be doing a disservice to the community by abolishing the very type facility for which other cities are spending tens of millions to construct.

The great factor which would decide against subway continuance, is of course, its financial situation. I do not advocate running in the red forever, but I do believe that deficit operation could be eliminated in time. At the present time, the RTC is being reimbursed in the amount of $56,229 for anticipated subway loss until next June. The report stated that if the freight rates were brought up to 1950 levels, the sum of $25,700 could be realized. This would cut the deficit to $30,529. Why wasn't this done years ago? Furthermore, the report recognized that the building of the Civic Auditorium would probably utilize all 12 cars, and on the basis of 250 public gatherings could bring in more revenue which would net after expenses $10,000. This would bring the deficit down to approximately $20,000, and I believe means could be evolved to eliminate the remainder.

The experts believe that extensions would not be financially a help to the subway. I disagree very much. The report stated, through figures obtained elsewhere, that the largest single group of Kodak workers live adjacent to Kodak Park. How, then, do they account for the overcrowded buses which are seen daily en route to and leaving the park on Lake Avenue? Wouldn't it be better for all concerned if these people were to use fast electric cars, operating on their own rights of way instead of buses which must use the streets, pounding the pavements to pieces in the process and adding more vehicles to Main and other streets? Scheduled times are used in comparison, but I doubt very much, especially during rush hours, that the buses are able to maintain these schedules. Kodak Park represents the greatest source of potential subway riders, and I believe that source should be tapped using city-owned land now available.

Some time ago, it was mentioned that the report would discuss the possibility of decking over the subway from South Avenue to Culver Road, but I have not heard what conclusions were reached if the experts studied this possibility. This idea was part of the original subway plans, and would guarantee continuance of subway operations and make available an area for the proposed Monroe Expressway.

There is still plenty of time to publicize the subway and prove its worth to the city. We recall in 1937, the subway carried 1,195,980 passengers which brought $54,286 in revenue. However, due to the advertising genius and promotional activity of ex-Commerce Comissioner Harold S. W. MacFarlin, things took a turn for the better, and in the post-war year of 1947, the subway carried 5,112,596 passengers with revenues of $202,312, nearly four times the 1937 figure. This, it must be emphasized was done with little or no extra appropriations for this advertising and promotional work.

It is my belief that the city should keep the subway for some time, in view of the War Memorial Auditorium soon to be constructed, in view of the present international picture, and for the other benefits to be derived from its continuance. Rapid transit is a "must" for Rochester, and should not be thrown into the waste basket because of a deficit which, with foresight and ingenuity can be eliminated.

LLOYD E. KLOS

104 Long Acre Road

Still Favors Subway

Editor, Democrat and Chronicle:

Another report has been submitted as to the feasibility of continuance of operations on the Rochester subway. The report, evidently as thorough as expected, contains some conclusions that were basically the same as those presented by the Erie report. There are some points, however, which leave considerable doubt as to the advisability of discontinuance or curtailment of operations.

It has always been my opinion that any decision to be made which would reduce the subway's scope of operations should be made only after the most careful, deliberate study. Ask anyone connected with any electric railway property on the advisability of junking the subway, and he would certainly

Advertising Can End Subway Deficit

TIMES UNION JUL 5 1950

Editor, The Times-Union:

ANOTHER REPORT has been submitted as to the feasibility of continuance of operations on the Rochester subway. The report, evidently is thorough as expected. There are some points, however, which leave considerable doubt as to the advisability of discontinuance or curtailment of operations.

It has already been my opinion that any decision to be made which would reduce the subway's scope of operations should be made only after the most careful, deliberate study. Ask anyone connected with any electric railway property on the advisability of junking the subway, and he would certainly state that the city would indeed be doing a disservice to the community by abolishing the very type facility for which other cities are spending tens of millions to construct.

The great factor which would decide against subway continuance, is of course, its financial situation. I do not advocate running in the red forever, but I do believe that deficit operation could be eliminated in time.

At the present time, the RTC is being reimbursed in the amount of $56,229 for anticipated subway loss until next June. The report stated that if the freight rates were brought up to 1950 levels, the sum of $25,700 could be realized. This would cut the deficit to $30,529. Why wasn't this done years ago?

Furthermore, the report recognized that the building of the Civic Auditorium would probably utilize all 12 cars, and on the basis of 250 public gatherings, could bring in more revenue which would net $10,000 after expenses. This would bring the deficit down to approximately $20,000, and I believe means could be evolved to eliminate the remainder.

• • •

THE EXPERTS believe that extensions would not be financially a help to the subway. I disagree very much. The report stated, through figures obtained elsewhere, that the largest single group of Kodak workers live adjacent to Kodak Park. How then, do they account for the overcrowded buses which are seen daily enroute to and leaving the park on Lake and Dewey Avenues?

Wouldn't it be better for all concerned if these people were to use fast electric cars, operating on their own rights of way instead of buses which must use the streets, pounding the pavements to pieces in the process and adding more vehicles to Main and other streets? Scheduled times are used in comparision, but I doubt very much, especially during rush hours, that the buses are able to maintain these schedules. Kodak Park represents the greatest source of potential subway riders, and I believe that source should be tapped using city-owned land now available.

Some time ago, it was mentioned that the report would discuss the possibility of decking over the subway from South Avenue to Culver Road, but I have not heard what conclusions were reached if the experts studied this possibility. This idea was part of the original subway plans, and would guarantee continuance of subway operations and make available an area for the proposed Monroe Expressway.

• • •

THERE IS STILL plenty of time to publicize the subway and prove its worth to the city. We recall in 1937, the subway carried 1,195,980 passengers which brought $54,286 in revenue. However, due to the advertising genius and promotional activity of ex-Commerce Commissioner Harold S. W. MacFarlin, things took a turn for the better, and in the post-war year of 1947, the subway carried 5,112,596 passengers with revenue of $202,312, nearly four times the 1937 figure. This, it must be emphasized was done with little or no extra appropriations for this advertising and promotional work.

It is my belief that the city should keep the subway for some time, in view of the War Memorial Auditorium soon to be constructed, in view of the present international picture, and for the other benefits to be derived from its continuance. Rapid transit is a "must" for Rochester, and should not be thrown into the waste basket because of a deficit which, with foresight and ingenuity can be eliminated.

LLOYD E. KLOS.

Rochester.

000183

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

TIMES UNION JUL 10 1950

As Readers See It

Pleasure Vehicles Cut Into Bus, Subway Service

Editor, The Times-Union:

AS A SUBWAY rider, I naturally view with considerable regret the conclusion of the engineers engaged by the city that there is no way of making this rapid transit route pay for itself. Suggested extensions, they say, would not be worth their cost.

This report seems to agree with the findings of the Erie Railroad engineers—as far as that earlier report went. I gather from the summaries so far published that, while no definite recommendations were made, this latest report, like the Erie one, indicates abandonment of the freight line east of Meigs St. also is desirable. This would facilitate use of part of the eastern section of the subway for the proposed arterial connection with the cross-state thruway and is estimated to save the city $500,000 on its share of the real estate costs.

I also gather from the statements of the Rochester Transit Corporation that our bus lines have been finding the going hard. They have induced the Public Service Commission to permit them nearly to double the rate on the weekly pass. The regular fare also has been raised to 10 cents, with no tokens or other reduction for adult riders. And we don't know yet whether even this will be considered enough. We may find the RTC coming back to the PSC asking for a still further advance in rates.

The lowered buying power of the dollar of course figures in all this. A transit company can't get labor and materials for the same number of dollars as formerly. Yet I think the real trouble lies in the difficulty a business enterprise finds in competing with private automobiles, which are not operated on a business basis.

People don't buy and run automobiles because such transportation is cheap. They want them so they can go where they want to go, when they want to go—fast—and never mind the cost.

So we see the subway fading, the bus company having a tough time, and big plans under way for getting motor vehicles into, out of and to some extent around cities with greater speed and safety. I refer to the arterial street program, which seems likely to go through because the state will furnish most of the money. The state must get the money from the same general body of taxpayers, but it makes the financial problem easier for city governments.

EDWARD F. WESSON.
Rochester.

TIMES UNION JUL 17 1950

As Readers See It

Subway Extensions Favored In $14,000,000 Plan

Editor, The Times-Union:

THERE IS a definite trend nowadays towards rapid transit in our larger cities. Cleveland, Toronto, Montreal and Los Angeles, to name a few, are very rapid transit minded. Toronto is starting its subway from scratch while other cities have facilities with which to build up rapid transit lines the same as Rochester has. Our subway has given excellent service. It could be made into a self-paying enterprise by modernization, improvement and extension into revenue potential areas as yet untapped. New cars, cleaner, better and more stations, and intensive advertising would make our rapid transit line a profitable thing.

Briefly listed below are eight points for making our rapid transit line into a real system. It is divided into two parts of five and three points respectively: "Immediate and Future Extensions and Improvements." Probable costs and approximate mileage are shown.

• • •

IMMEDIATE EXTENSIONS and Improvements.

1—Clean, repair and paint stations. New stations at Clinton Ave. S. and Alexander-Averill Ave. $75,000.

2—Institute non-stop express service via freight track between Court St. and Rowlands.

3—Extension to Monroe Ave., ¼ mile. $15,000.

4—Extension to Kodak Park W. via Mt. Read Blvd. and Aquinas Field. Approx. 1½ miles. To Kodak Park E. via Charlotte branch (N. Y. C.) to Ridge Rd. gate via spur crossing Dewey Ave. near Pullman Ave., 2½ miles. Connection with Charlotte branch via ramp near Lexington Ave. $175,000.

5—Eight new PCC cars, $280,000. Modernize present cars, $10,000.

"Future Extensions and Improvements."

6—Tunnel to connect PRR at West Main St. with present subway for freight and passenger service. Passenger service to airport and/or Belt Line via existing PRR trackage to Lincoln Park and over B. & O. trackage back to present subway. Approx. seven miles. $2,000,000.

7—Extension to Pittsford via Auburn Road (NYC), 5 miles, via LV to the Brighton-Henrietta Town Line Rd., 4 miles, via B&O to Brooks Ave., 3½ miles, and to East Rochester via former RS&E roadbed, 7 miles. $1,000,000.

8—Subway from Bridge Square or So. Fitzhugh St. under Main St. to So. Clinton Ave., thence under Clinton Ave. to Washington Square back to present subway just beyond Court St., ¾ to 1 mile. $10,000,000.

Estimated cost of above mentioned extensions and improvements is $13,555,000. Allowance for underestimation $1,000,000. Cars for above about $750,000. Thus Rochester could have a modern Rapid Transit System for about $15,000,000. The amount is not excessive if spread over a period of a few years, and could be financed by RFC loans. We can afford it. Revenues would come from increased freight rates and other sources.

• • •

THE RIDING PUBLIC would save considerable time by riding rapid transit and especially to and from work or shopping. Parking lots at stations would lessen downtown and factory parking worries. Many people could afford to leave their cars at home, thus avoiding traffic conditions, as well as saving wear and tear on their cars and themselves. They could save fuel also.

Buses are subject to every traffic delay, including snow and ice. Rapid Transit, operating on its own right-of-way, does not suffer such inconvenience, and gives much faster service than do the buses.

EDWARD G. STRINGER.
Rochester.

000184

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

As Readers See It TIMES UNION JUL 25 1950

'Keep Your Subway,' Toronto Transit Men Advise

Editor, The Times-Union:

RECENTLY I visited Toronto to inspect that city's transit system and examine construction of the Yonge Street subway. My tour convinced me that the Toronto Transportation Commission has provided that city with a system second to no other in America.

The entire city is enthusiastic about the TTC's plans for the future. They eagerly discuss the history of the transit commission, how in 1923 it took over the defunct 9-system network of railways, how antiquated rolling stock was scrapped, how maintenance standards were set, how new rolling stock was acquired.

I saw first-hand evidence why the system is second to none. I rode modern, fast, silent PCC cars. Toronto has 489 of these cars and is expecting delivery of 50 more. Even older cars which the Commission purchased 25 years ago are in excellent shape, and many were in action on the Yonge Street line, pulling large trailers even during non-rush hours.

As a Rochesterian, I viewed the novelty of cars furnishing 3-minute service during daytime hours, and from 1 to 2-minute service in rush hours. People in Toronto, I was told, start to grumble if a car should occasionally be late 5 minutes! There is always a car in sight on any line in the city. The fare rate? Four rides for a quarter, and the commission is showing a steady profit.

I found the trackwork to be the best I have ever seen. The Commission, through its engineers has devised a method of laying track which is superior. All track is thermit-welded. Such a method lengthens rail life, makes riding easier, and is more economical. The TTC electric distribution system is in excellent repair, and arcings due to faulty connections are rare indeed.

The piece-de-resistance was a guided tour through the underground region beneath Yonge Street which will ultimately be the subway. The Yonge Street subway will cost approximately $35,000,000, but not one cent will be borne by the taxpayers. It is coming out of TTC reserves and from the riders themselves. Station platforms will be 500 feet in length which will provide for 10-car trains. Cars will be 10 feet wide with three doors on each side to facilitate loading and discharge of passengers. The subway will be able to handle 40,000 passengers per direction per hour.

Plans are on the drawing boards for two additional subways for the city. A route under Queen Street, and a line beneath Bloor Street, the two largest routes in the city, are being talked about. However, the city eagerly awaits Nov. 1, 1953 as the day when actual operation of the Yonge Street line will begin. If the subway does all that its originators believe it will, then thoughts will turn toward building the other routes.

The TTC men were amazed that any city the size of Rochester, which already has a subway, would think of abandonment especially with an all-bus system of surface transportation and the resulting traffic congestion. "Keep your subway," they told me. "You will have more need for it as the city continues to grow."

On the day prior to my visit, 35 Cleveland city officials, civic leaders, and newspaper men visited Toronto and were accorded an inspection trip by TTC officials. Cleveland, soon to embark on a rapid transit program of its own, is looking for ideas. A delegation of Swedish engineers and officials also visited Toronto recently.

I suggest to those who are working so diligently to destroy the last vestige of rapid transit in Rochester, a trip to Toronto to really see first-hand what a progressive city can do to accommodate the riding public. Ask yourselves: Who's making the mistake? Toronto, which is expanding its electric transit facilities, or Rochester which thinks about abandoning its rapid transit while conditions on the surface continue to grow worse.

LLOYD E. KLOS.

Rochester.

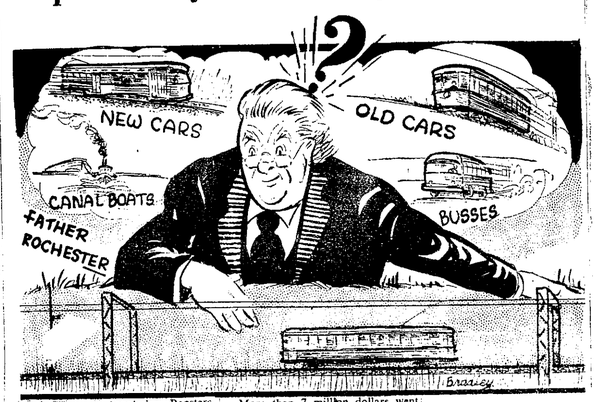
TIMES UNION AUG 7 1950

The Big Subway Puzzle

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

This is the first article of a series summarizing the lengthy arguments on what to do with the Rochester subway. This article tells the subway's early history.

By ANDREW WOLFE



Gov. DeWitt Clinton didn't know what he was starting when he had his engineers push the Erie Canal diagonally across the budding village of Rochesterville in the early 1820s.

The canal, of course, made Rochester. That might have been foreseen by the far-sighted Governor.

But a century later, the Rochester canal bed, turned into a subway, almost wrecked the city financially. It also—

Caused probably more man-hours 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, studies, broadsides and letters-to-editors to paper the canal's entire 362 miles.

This the progressive governor hardly could have foreseen.

LONG A DEBATE TOPIC

While still a canal in the late 19th Century, the waterway already was something of a controversial football. Many citizens thought its value as an artery of commerce was more than offset by its odor and the fact that its lift bridges caused hopeless traffic jams.

When the State Barge Canal was built on the route south of the city and the old canal bed formally abandoned in 1920, some people thought the lengthy hole in the ground was finished as a conversational topic.

They couldn't have been more mistaken.

Enterprising city planners, professional and amateur, had been suggesting possible uses for the canal bed for some time. Some wanted it filled in and a road built on the site; others wanted a sunken roadway; and a few enthusiasts wanted a subway or rapid transit system.

ERA OF OPTIMISM

No one knows who first suggested the subway, but a downtown politician interested in promoting West Side property is thought by some to have been the key figure. The late Edwin A. Fisher, the city's noted engineer, and the late Mayor Hiram Edgerton were converted to the idea. As were many others.

It was an era of optimism. Boosters asserted the city would soon have a population of a half million — and the opportunity to have a subway — a characteristic of big cities—seemed God-given. It would make possible:

Speedy passenger transportation.

Direct railway freight service to factories and other firms and organizations located along the canal bed.

Shift of the heavy interurban trolley cars from city streets to the subway.

Easier shifting of freight cars between the railroads serving the city.

By August of 1921 the subwayites had carried the field. The Common Council voted to purchase the empty canal from the state for a million and a half dollars. A few months later the Council approved a measure introduced by Mayor Edgerton for construction of the "Rochester Rapid Transit and Industrial Railway" in the old canal bed.

20 MILLION OUTLAY

Thus the city embarked on a venture which was to cost it about 20 million dollars in amortization and interest payments over 38 years—by far the largest single civic improvement project in the community's history.

Citizens began to wait impatiently for the day of high speed transportation, and the day when the noisy, dangerous interurban trolleys would be shunted off the city streets and into the subway.

It was a long wait.

More than 7 million dollars went for construction of the subway proper, while about 4 million financed allied projects, such as bridges across the old canal bed. Trickiest construction job was the building of the Broad St. bridge on top of the old aqueduct.

On Sept. 2, 1927, a group of city officials and civic leaders made the first full length run over the system on an improvised train of flatcars pulled by a pint-sized, piping-voiced steam locomotive. And on Dec. 1, 1927, although considerable work was still to be done, scheduled passenger operation commenced.

PRIDE OF BOOSTERS

A service at cost contract was signed with the New York State Railways for operation of both freight and passenger service. Civic boosters pointed with pride to the project and announced Rochester was the smallest city in the world to have a full-fledged subway.

No one seemed to realize the system was basically an open cut trolley service, since only about three-quarters of a mile of its 8.3 miles was actually a subway.

Nor do old clippings reveal many people worried about the fact that the city, having already made payments of about a million and a half dollars, still had payments of almost 18 millions staring it in the face. Nor had the guessing game of "What to do with the Subway" started yet.

Next: Early deficits, and the MacFarlin campaign to make a go of the subway.

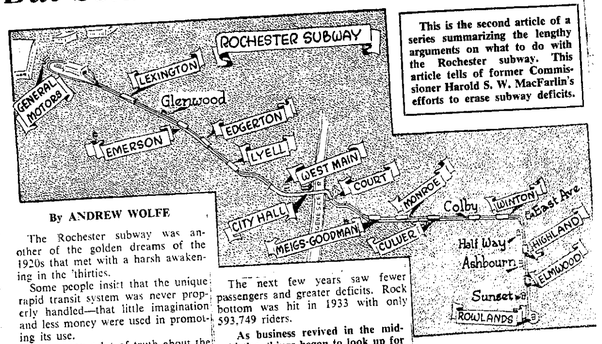
000185

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

The Big Subway Puzzle

Subway Struggled Through 30s, But Seldom Got Out of Red

TIMES UNION AUG 8 1950



This is the second article of a series summarizing the lengthy arguments on what to do with the Rochester subway. This article tells of former Commissioner Harold S. W. MacFarlin's efforts to erase subway deficits.

By ANDREW WOLFE

The Rochester subway was another of the golden dreams of the 1920s that met with a harsh awakening in the 'thirties.

Some people insist that the unique rapid transit system was never properly handled—that little imagination and less money were used in promoting its use.

Others say a lot of truth about the subway lies in the old wheeze (now given national circulation by the recent Saturday Evening Post article on Rochester) that it starts nowhere and ends nowhere.

Still others say the fault lay with Gov. Clinton's engineers who sent the old Erie Canal across the Genesee at the site of the present Broad St. instead of at Main St.

And there are hundreds of other theories.

In 1928, first full year of operation, the subway carried 1,469,381 passengers and achieved a net loss of $3,662.

In the following year, however, things began looking up. Freight switching revenues jumped to $14,553 and the total of passengers mounted to 1,815,546. Operating income went to $22,812, and subway backers felt reassured.

But in drab 1930 the general business decline threw a monkey wrench into the works. Passengers dropped to 1,535,396, and income dropped to $15,493. It was the last year the subway would be in the black until 1936.

The next few years saw fewer passengers and greater deficits. Rock bottom was hit in 1933 with only 593,749 riders.

As business revived in the mid-thirties, things began to look up for the subway, but there was nothing to indicate it was on its way to becoming the "backbone" of the city transportation system—the original objective of its backers.

Passenger totals of five or 10 million a year had been forecast, but it wasn't until 1937 that the subway managed to clock in more than a million passengers again.

In the meantime, however, subway freight service had been going along in fine fashion, chalking up profits of about $35,000 a year. Without the freight service, much larger subway deficits would have appeared on the books of the Rochester Transit Corporation, which as successor of the New York State Railways was operating the system.

In 1934 a complicating factor that was to provide much fuel to the marathon subway argument had appeared — the weekly pass. Whatever its merits in encouraging use of the transit company's transportation system, the pass became a bookkeeper's headache. It was impossible to determine accurately how much of the revenue from the passes should be credited to the subway.

Continued

Various methods were to be used, but none was to fully satisfy the critics.

Punched memoranda, mechanical hand counters, and a percentage scheme based on actual cash and token-paying passengers were developed, but fault was found with all of them. Changes in the systems makes it impossible to get a comprehensive financial picture of the subway over the years. This was to complicate later studies of the subway.

In any case, the rapid transit system in the mid-thirties was still not living up to the rosy dreams of its builders. Having already put the ransom of a dozen kings into the project, city father were unwilling to make further large expenditures for suggested improvements, such as new cars or extending the line east or west.



MAC FARLIN

Easiest way out of the problem was to ignore the subway, which was mostly what happened. It kept running, but nobody said much about it. However, there then entered the picture the most realistic and effective of the defenders of the subway, Harold S. W. MacFarlin.

As a city councilman from 1931 to 1935 he was a vocal partisan of the subway, asserting it had been "kicked around" and never promoted with skill or energy.

On April 1, 1938, he got the opportunity to prove his case. He was made Commissioner of Commerce, a post that carried with it the job of Commissioner of Railways.

He immediately set to work to improve the subway physically and to popularize its use. His program included:

1—New high speed cars.

2—Refurbishing and better policing of subway stations.

3—Coordination of bus and trolley transportation with the subway, establishing as many direct connections as possible downtown and running crosstown feeder lines in the outlying districts.

4—Extension of the line to Monroe Ave. on the east, to Kodak Park and Mt. Read Blvd. on the west.

5—Building of an eastern termina to which all east side buses would be routed and from which high speed expresses would be run to City Hall station.

New cars were acquired, but they were 15-year-old cars from the abandoned Rome-Little Falls line, not the streamlined, quiet vehicles MacFarlin envisoned.

The eastern terminal, rerouting of bus lines, the express runs and the extensions all remained dreams, but MacFarlin did get the stations cleaned up. Better policing was achieved, although only after long and acrimonious controversies over which city department was responsible.

At the same time MacFarlin launched a lively campaign to sell the subway to the public.

He coined a slogan—"The Subway is the Fastway"—and saw that it was displayed at subway stations and elsewhere. He organized special excursions to acquaint civic leaders with the subway—and saw that the excursions were shrewdly publicized.

He even got a neon sign installed at City Hall station.

In 1939 the RTC reported an increase of nearly 300,000 riders over the previous year's total, and a small profit was chalked up—although **trolleys and buses** carried nearly a million less passengers than the previous year!

MacFarlin supporters said he had proved his point — that the subway could become something if properly promoted. In 1940 subway passengers were reported as 1,735,402, almost 200,000 more than in 1939. But to complicate matters, subway use fell off by about 35,000 in 1941, when buses were registering a gain.

That same year, the last trolley disappeared from city streets and the project of unifying the trolley and subway systems was given a final, conclusive knock on the head.

Next: The Subway in wartime and the Erie Railroad report.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

TIMES UNION AUG 9 1950

The Big Subway Puzzle

Wartime Boom in Transit System Gives Way to Peacetime Deficits

This is the third article of a series summarizing the lengthy arguments on what to do with the Rochester subway. This article tells of the subway's wartime prosperity and subsequent declining revenues.

By ANDREW WOLFE

Like military men, Rochester's subway, in the background in peacetime, came into its own in wartime.

The week of Pearl Harbor brought the 14th anniversary of subway service. There were those who called the rapid transit system a 20-million-dollar flop, and those who agreed with Harold S. W. MacFarlin, then commerce commissioner, who said not enough brains and money had been put into selling the subway to the public.

With World War 2, however, the 8½-mile subway really clicked. Here's how passengers using the system increased during the war:

1942	2,586,432
1943	3,674,481
1944	3,822,397
1945	4,814,537

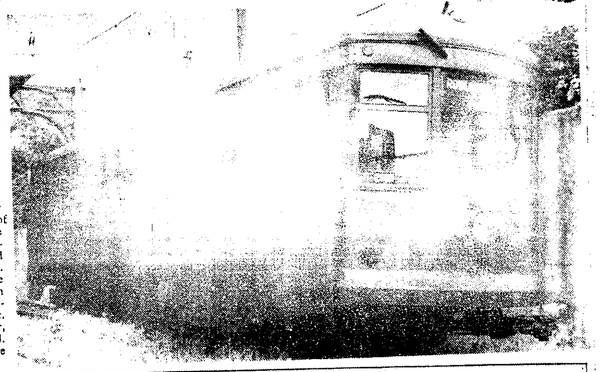
Only in 1945 did the subway show a profit, however, the deficits in the other years running from $1,288 to $14,179. But the subway boosters declared no one could deny the system was serving a good many citizens.

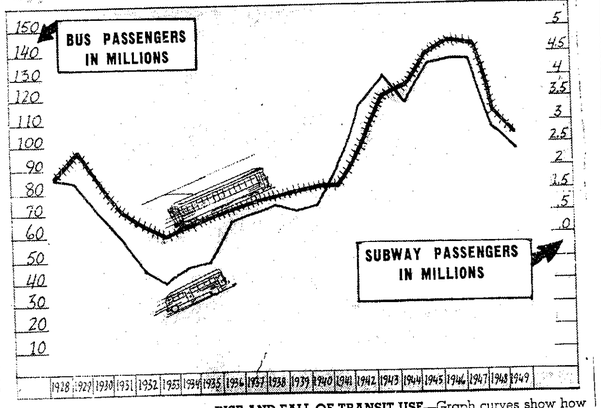
USE INCREASED

Curiously enough, use of the subway continued to increase in 1946 and 1947, despite the end of gasoline and tire rationing. Total passengers in both years were higher than the highest wartime year—5,012,072 in 1946 and 5,112,596 in 1947. The latter was the alltime high.

The figures for both years were more than three times the 1938 passenger total. In the same period bus riders had increased less than two times. Subway riders made up 3.6 of all persons carried by the RTC, a revealing statistic when it is realized that from 1928 to 1942, the percentage ranged from 1.4 to 2 per cent.

Continued





RISE AND FALL OF TRANSIT USE—Graph curves show how revenue and transfer passenger use of the subway and buses has increased and decreased over the years. Trolley passengers are included in the bus totals. Note that while the surface vehicle and subway passenger curves are similar, use of the subway in 1947 was more than three times the 1928 figure, while that of the surface vehicles was less than twice. Statistics are not available for pass passengers, but they probably would not change the curves greatly.

DEFICITS RECORDED

Nevertheless, in both 1946 and 1947 deficits of about $8,000 were recorded. And meanwhile little was being done to encourage use of the subway. The ambitious plans of MacFarlin to expand and modernize the system seem to have been softpedalled during the subway's rush of popularity in the war and immediately after.

In 1948 MacFarlin recommended that the city build a new station at Clinton Ave. S., refurbish other stations, and build parking lots near outlying stations. Some improvement was made in the stations, at least one parking lot was set up and construction of the Clinton Ave. station was authorized by the City Council. But the effort never equalled MacFarlin's promotion during the era 1938-1942, and the Clinton Ave. station was never built.

By the end of 1948 MacFarlin had resigned and the whole subway situation was turned topsy-turvy.

LOSS INCREASES

A total of 3,194,104 fare and transfer riders was recorded that year—about 2 million fewer than in 1947. And the Transit company reported a whopping subway deficit of $53,641.

How come the big increase in the loss?

Aside from drop in passenger revenue, there was an increase in operating expenses and a new method was being used for dividing pass revenue between the subway and the bus system.

The subway was not alone in its tribulations. The Transit company, which had been making good profits during the war and immediately after came on parlous times too. A $348,205 profit in 1946 had given way to a $132,336 loss in 1947, and a $172,840 loss in 1948. And 1949 was to see the company run up a net loss of $359,374

STUDIED BY RAILROAD

Seeing the subway as a major contributor to the loss, the company started steps to reduce the drain. Costs were trimmed. And company heads began talking things over informally with City Hall chieftains. At one stage of the game, John F. Uffert, RTC president, said the company would put $250,000 into improving the subway if the Public Service Commission granted bus and subway rate raises sufficient to offset the company's losse.

Nothing ever came of the offer, and by the end of 1948 the company indicated it wouldn't be sorry to see the subway junked. Contract between the city and the company for running the subway expired Dec. 31, 1948, and no new contract could be agreed on. The RTC kept pointing out that less than 3 per cent of its passengers now used the subway. Pending a final solution, the RTC kept the cars going on an informal arrangement approximating the expired contract.

Civic leaders began to study the problem again. A gallant little band of subway enthusiasts or hobbyists stepped up their defense of the system. Suddenly the Erie Railroad got into the act and took over stage center.

Interested in a possible direct connection to the subway at Broad St. near the War Memorial site, the Erie sent a crew of railroad specialists to study the subway. They worked a good part of the Summer of 1949, and produced a neat 30-page report with gray paper covers.

The first half of the report was an exceptionally detailed railwayman's study of the physical layout of the subway and its equipment. The latter half consisted of a study of the operations and recommendations.

The Erie men suggested that passenger service on the line be discontinued, and that freight service east of Meigs St. be ended. Substitution of a diesel electric locomotive and dismantling of the overhead electrical power system was recommended.

The report said the freight service played a considerable role in the city's commerce and should be continued and promoted. It suggested the subway bed east of Meigs St. could be incorporated into the developing arterial highway plan.

C OF C STAND SIMILAR

But the report didn't settle anything. Those "agin" the subway hailed it, while the subway backers denounced it. The latter said the Erie group had looked at the subway as a railway system, and not as an integral part of the transportation system of a traffic-crowded city.

Nevertheless, the Civic Development Committee of the Chamber of Commerce, after a marathon public symposium Nov. 29, came up with more or less the same conclusions. The Transit corporation, its position apparently vindicated, soon afterwards informed the city it would no longer foot the losses indicated on its subway balance sheets and would halt the rapid transit line Mar. 31, 1950.

City Council replied the line must be kept running "until some acceptable substitute is found," and authorized City Manager Cartwright to retain experts to make still another study of the subway.

Next: The Coverdale and Colpitts report.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

TIMES UNION AUG 10 1950

The Big Subway Puzzle

$20,000 Report Leaves Future Of Transit System Still Moot Question



RUSH AND HUSH—The subway has its rush hours and its hush hours. Top photo shows lone midafternoon passenger aboard car near Rowlands, the eastern end of the line. Bottom photo shows 5 p. m. jam at City Hall Station. Inset shows nearly deserted Edgerton Station in midmorning lull.

Times Union Aug 10 1950

This is the fourth article of a series summarizing the lengthy arguments on what to do with the Rochester subway. This article tells of the Coverdale and Colpitts report on the subway.

By ANDREW WOLFE

An engineering firm with an international reputation and a name Charles Dickens might have thought up started to study Rochester's subway in February, 1950.

Coverdale and Colpitts, New York City consulting engineers, were retained by City Council to resolve all doubts concerning the subway for a sum not to exceed $20,000.

Their survey was supposed to be a subway re- t to end all subway reports, and a special task force from the firm started operations in Rochester with vim and vigor. While they were at work the city and the Rochester Transit Corporation temporarily resolved their standoff over operation of the subway.

OPERATION EXTENDED

The transit company agreed to keep the subway operating from Mar. 31, 1950, to May 31, 1951, and the city agreed to pay the $60,000 deficit anticipated for that period.

The Cloverdale and Colpitts investigators ended their field work early in May and went back to New York to write their report. It appeared in mid-June—a thick document with beige paper covers enfolding 81 typewritten pages and 16 special exhibit sheets. It broke all records for subway reports both in size and cost.

Its conclusions, however, were pretty much the same as those reached in the previous Summer by the Erie Railroad subway study group—discontinue "uneconomic" passenger service and keep freight service from Meigs St. west to the plant of Rochester Products Division, General Motors Corporation.

The first 29 pages of the report are a detailed history of the operations and earnings of the subway. Complex tables of statistics show items like operating income, carmiles, and totals of revenue and transfer passengers during the subway's entire career. Similar statistics are given on bus and trolley operations to provide comparisons.

In discussing the subway, the report assigns three major reasons for its failure to become more of a factor in city transportation:

1—Accidental location rather than one determined by flow of traffic.

2—"Non-existence on the route of the subway of new traffic-producing territory not served by former trolley lines and present bus lines, and the absence of subsequent development of sources of passenger traffic with the exception of the General Motors plant."

3—The fact that the subway does not deliver passengers to the Main and Clinton area, focal point of the city's shopping center.

BUS SERVICE COMPARED

A special table was included to show that bus service for certain areas along the subway got passengers to the Four Corners or Main and Clinton in elapsed time generally less or equal to the subway trips. The report, however, did not take into consideration the nearly unfailing regularity of subway service, and the slowing or disruption of bus service during rush hours.

Disinclination of Rochesterians to transfer to the subway, step-climbing necessary to reach or leave station platforms, and the present old high-step cars were also advanced as reasons for low subway use.

The report asserts that the RTC bus system, now carrying millions less passengers annually than a few years ago, has room to absorb passengers now carried by the subway. It suggests the subway route east of Meigs St. be used for the proposed Monroe expressway.

Next section of the report is an investigation of ways of possibly increasing subway income. From population statistics the Coverdale and Colpitts experts concluded the number of potential subway users is not likely to increase greatly in the next 20 years. The statistics used were estimates made before the 1950 census, which indicated population of Brighton and other suburbs is increasing much more rapidly than anticipated.

FARE BOOST REJECTED

The report considers and rejects the possibility of increasing fares. This situation would change if the Transit company gets the rate increases it is now seeking from the Public Service Commission.

The investigating engineers decided there also is no possibility of rapid increase in subway freight service. But they recommended increases in freight rates, which have not been changed since 1927. Increases comparable to those in regular railroad freight rates in the same period would bring the subway an extra $60,000 in yearly income—enough to singlehandedly offset the subway system's operating deficit of $53,641 in 1949.

The report points out, however, that an application to the Interstate Commerce Commission for increased rates might result in the commission's casting a critical eye on all phases of the subway operation—and this could result in a commission order putting all Transit company employes under the Railway Retirement Act. Such a step would make hash of the company's finances.

Coverdale and Colpitts estimate revenue from crowds going to and from the Community War Memorial would result in an additional $10,000 a year income for the subway. This was figured on the basis of seated loads in the cars now used.

The report gives statistics on the origin of subway trips, stating that 15 per cent start west of Main St. W.; 30 per cent at Main St. W., City Hall and Court St.; 50 per cent between Meigs-Goodman and Highland Ave., and 5 per cent south of Highland Ave. This indicates the old contention that the "subway is run for the benefit of Brighton" is a myth.

Perhaps the most interesting phase of the report's investigation of possible additional earnings is its survey of proposed subway extensions. Investigated were the proposed extensions to Pittsford via Monroe Ave., and to East Rochester, Charlotte, Kodak Park, Aquinas Stadium and Main and Clinton. None of the extensions, the report concludes from impressive statistics, would yield enough return to justify its expense.

STATION PLAN IGNORED

Curiously, the report does not consider the proposed Clinton Ave. S. station, for which City Council appropriated funds in 1948. And study of a proposed shuttle to Main and Clinton suggests a complicated route using ramps at Court St., whereas a simple surface shuttle to the proposed Clinton Ave. S. station has been considered feasible by some.

All in all, the study indicates no way of putting passenger service on a permanent paying basis, the engineers declare.

Finally, the report marshalls arguments to show that a shortened freight line could be a paying proposition and that discontinuance of passenger service and freight service east of Meigs St., would not cause great difficulties.

Next: What subway backers said about the Coverdale and Colpitts report, and how it all stands now.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

The Big Subway Puzzle

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



This is the last article of a series summarizing the lengthy arguments on what to do with the Rochester subway. Today's article tells how the discussion stands today.

By ANDREW WOLFE

The 81-page Coverdale and Colpitts subway survey turned out to be volatile fuel for Rochester's marathon subway argument.

It was supposed to end the controversy, but its conclusions that passenger service be discontinued and most of the freight line retained only spurred the discussion.

To make the waters still muddier, the Korean War raised the possibility that the subway could do yeoman service again if another major conflict brought gasoline and tire shortages.

COUNCIL DELAYS DECISION

City Council sagaciously announced it was studying the weighty report and indicated it would have no further subway decisions until Fall at the earliest.

Rochesterians who had been saying all along that the rapid transit line was uneconomic declared the report proved their case. But the pro-subway group came right back with retorts that the report was railway-minded and hadn't taken the city's growing overall transportation problems into consideration.

Nevertheless the labors of Coverdale and Colpitts did seem to have drawn the lines more clearly between the various factions. Subway controversialists seemed divided into four groups which wished to:

1—**Discontinue passenger operations,** continue freight service over "most of the line," and let it go at that.

2—End the passenger service, keep freight service West of Meigs St., **and press hard for conversion of subway bed** east of Meigs into an arterial highway. They would also study possible use of the covered portion of the subway as a **possible downtown express route for buses only.**

3—**Keep** both passenger and freight service, making various small expenditures for improvements and rearranging bus routes to create more traffic for the subway. **Provide a small city subsidy if necessary.**

4—**Take all steps** necessary to popularize the subway, purchase new equipment, fully modernize subway stations, and extend the line east to Monroe Ave. and west to Kodak Park.

The pro-subway group stressed that the Coverdale and Colpitts engineers hadn't come up with the right answers because they hadn't paid sufficient attention to the traffic strangulation of downtown Rochester.

They said the engineering firm should have estimated future traffic loads on downtown streets and future parking difficulties.

A magazine article by Col. Sidney H. Bingham, head of New York City's board of transportation, was brought into the argument. The article asserted that rapid transit systems offered the only way for cities to avoid traffic strangulation.

The most determined subway backers conceded that much of the Coverdale and Colpitts report is accurate as regards the subway at present, but they argue that a subway run with imagination and energy would change the conclusions. Steps which could be taken immediately, they asserted include:

1—Active "selling" of the subway system.

2—Re-routing buslines so as to include the subway in a modernized transportation net. Many buslines still follow horse or electric trolley routes, they say.

3—Ask companies manufacturing streamlined cars to loan some to the subway for tryouts.

4—Prettying up of subway stations.

5—Increase of freight rates to gain about $60,000 a year more revenue—a long step towards solvency.

OTHER STEPS STUDIED

To be thoroughly investigated for possible future action are a fare increase, purchase of new cars, extension of the line, possible use of gasoline or diesel electric motors to eliminate costly electrical distribution set-up, action to reduce or do away with utilities taxes affecting the subway, and construction of large parking lots at stations in outlying areas.

If necessary, they argue, the city should consider an annual subsidy of the line, as the subway's part in alleviating traffic congestion might make this a money-saving move. They point out that the city indirectly subsidizes road transportation in maintaining city streets. They say, also, that the city has a transportation responsibility to individuals and companies that were encouraged to build along the subway route.

To the aid of the subway backers also has come E. L. Tennyson, vice-president of the Milwaukee Rapid Transit and Speedrail Co. He made a quick study of the subway this Spring and has sent a letter to the city asserting that a re-casting of the bus network would make it possible for the subway to gain more passengers and to break even financially. Text of the letter has not been released.

EXPRESSWAY SITE

On the other side of the argument, various individuals have been saying that use of the subway bed for express traffic offers real aid in fighting traffic problems. Not only would the subway bed make the easiest and cheapest site for the Monroe Expressway, but buses using the artery would be able to equal or better subway running times, they maintain.

In addition, buses would be able to leave the subway bed to reach areas now beyond walking range of the rapid transit line. Thus a bus could pick up riders at Main and Clinton, proceed to the subway, make a speedy trip to residential areas East or West, and deliver riders to their own neighborhoods.

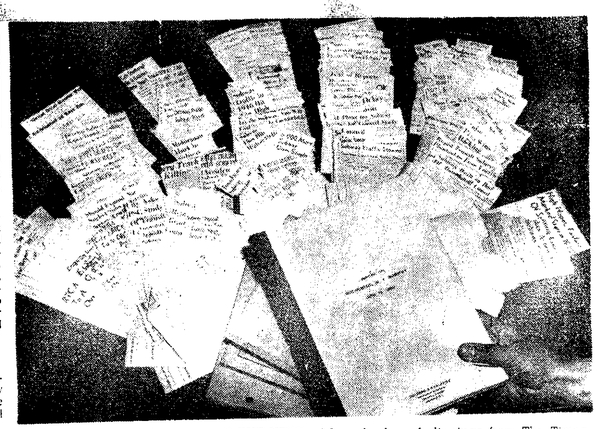
Backers of this idea point out that it would not mean doing away with the subway, but in effect the substitution of "rubber-tired subway cars" for "steel-wheeled cars." The benefits of the original subway idea, they contend, would be retained, and in addition, the system made more flexible.

RIDER'S VIEWPOINT

But the other side comes right back with the argument that buses do not have the capacity of rapid transit cars, and holds that the downtown traffic already is reaching the saturation point so far as buses are concerned. Skeptics add the Monroe Expressway is at least four or five years away, and say they'll believe it when they see it.

Throughout the discussion the RTC has kept mum, asserting it is ready to cooperate with any city decisions. The company emphasizes it will no longer make up subway operating deficits, although, as in the past, it will continue to make no charge for administration. City Council and city officials continue to study the situation.

As for the middle man in the argument — the subway rider—all he seems to want is transportation. Said one subway rider: "I don't care if they put canal boats or rocket ships or dog teams in the subway as long as I get service as good as what we get now."



IN THE NEWS—Mass display of clippings from The Times-Union library indicates the frequent and voluminous appearances of the subway in the news. Coverdale and Colpitts report is being added to the collection.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Checkers Ride Subway Cars

TIMES UNION AUG 15 1950

City Planning Commission is carrying out its own survey of subway use.

A staff of 24 checkers yesterday began riding subway cars to determine overall volume of traffic, number of transfers issued, chief transfer points, average ride length and other data. There will be checkers on every car run by the subway for a week.

The commission explains it wants data for use in connection with the city arterial highway plan, but it is expected the results will be studied by the Utilities Committee of the City Council. Subway bed east of Meigs St. has been suggested as route of the proposed Monroe Expressway. Staff to carry out the survey has been loaned by the city departments of commerce and public safety.

How to Use Subway

Editor, Democrat and Chronicle:

Several days ago a Democrat and Chronicle editorial stated that it was too bad the city did not have the wherewithal to do some horse-trading with the RTC.

May I be permitted to disagree with you. The city still has the subway and many excellent suggestions have been made on this page for its improvements.

At Court St. and South Ave., the subway has an elevated turnaround ramp. A little thinking on

★ ★ ★ ★ ★ ★ ★

from D. & C. AUG 14 1950

the part of the city and the RTC could utilize this ramp with, in my opinion, excellent results.

Subway cars from both east and west could surface here and passengers could transfer directly to buses serving all parts of the city. Shuttle buses could also carry shoppers to Main St.

Several months ago I suggested that the state could build the Thruway over the subway. I still believe this would save the taxpayers thousands of dollars and we could also retain the subway.

One more suggestion—at Oak and Broad Streets there is another ramp that could easily permit subway cars to surface and by putting tracks on Oak St. to Main, permit easy transfering to Main St. buses.

There are hundreds of ways in which the subway could be made to pay—aside from immediate extensions.

It seems to me that if someone such as Mr. Lloyd Klos were given the job of publicizing the subway and that if the city were to put $100,000 at such a person's disposal for immediate construction of the South Clinton station and other improvements, the city would be performing something worthwhile for its citzens.

133 Champlain St. S. SWIFT

Sonnysayings



"Ya say he's a Spitz? Well, let's SEE him!"

Subway Traffic Gets New Count

D. & C. AUG 15 1950

The subway, which is Rochester's most surveyed possession, is being surveyed again.

Yesterday, 24 checkers or inspectors began a count of subway passenger traffic on behalf of the City Planning Commission. The survey will continue a week, according to a commission member.

Reason for the newest check, the member said, is to determine the overall volume of passenger traffic, number of transfers issued, chief transfer points, average length of ride and other data.

The check is to be used, the member said, chiefly in correlating data in connection with the arterial highway plan. The state Department of Highways has proposed that the Monroe Expressway be built in the subway bed rather than on a new right of way parellel to the subway. Coverdale and Colpitts, engineers who surveyed the subway last Spring, reached the conclusion that passenger service should be abandoned, the easterly end from Meigs to Winton Rd. be used for express highway purposes and freight service be continued from Meigs St. to the present western terminus.

The commission member said the data collected by the commission would be available to City Council in the study it is now making of the Coverdale and Colpitts report.

As Readers See It

Subway Duplicates Bus Service, Reader Says

TIMES UNION AUG 23 1950

Editor, The Times-Union:

IN THE fourth article of "The Big Subway Puzzle" series, Mr. Andrew Wolfe presents a concise three-point summary of the Coverdale and Colpitts report.

The second statement in this summary is particularly interesting: It brings out the fact that practically every neighborhood served by the subway is given duplicate service by one or more of the same transit firm's bus lines. Therefore, the bus lines, instead of acting as feeder lines for the subway, tend to compete for the same passenger fares. That's the picture—two modes of transportation in direct competition with each other, and each run by the same company.

Of course, the subway loses in the end with its skeleton, non-rush-hour service, ill-kept stations, and obsolete equipment. The result is that the subway is rated as a sort of supplementary or secondary route—the status of a crosstown bus line.

That is the crux of the whole problem. It seems that the subway should give service that would extend its use beyond those people who are fortunate to live within a "stone's throw" of the line.

ARTHUR HAMMER.
49 Angle St.

Competing Lines

Editor, Democrat and Chronicle:

Practically every neighborhood served by the subway is given duplicate service by one or more of the

From Our Readers

D. & C. AUG 22 1950

same transit firm's bus lines. Therefore, the bus lines, instead of acting as feeder lines for the subway, tend to compete for the same passenger fares. That's the picture—two modes of transportation in direct competition with each other, and each run by the same company.

Of course, the subway loses in the end with its skeleton non-rush-hour service, ill-kept stations and obsolete equipment. The result is that the subway is rated as a sort of supplementary or secondary route—the status of a crosstown bus line.

Proof of how the subway is valued in comparison with parallel bus lines may be had by examining the Rochester Arrow Street Guide. Look up the following streets for example: Otis, Woodrow, Angle, Clinton South, Cayuga, Richard, Harvard and San Gabriel (Dr.). According to its policy, the directory lists a bus line as either running through the street, intersecting it, or running near it, in each of the above cases. However, all or parts of the above-named streets are less than five minutes walking distance from a subway station, and in at least one instance the subway is closer than the listed bus line.

That is the crux of the whole problem. It seems that the subway should give service that would extend its use beyond those people who are fortunate to live within a "stone's throw" of the line.

ARTHUR HAMMER.

Sonnysayings



"Not much t' do on a rainy day, with ever'body takin' a nap—but I'm gittin' good, hittin' the glass 'ith pop three times outa seven."

Letters

D. & C. AUG 25 1950

Subway Questions

Editor, Democrat and Chronicle:

How does it happen that August, the month of vacation from work and school, is chosen as the time for the survey of the number of passengers on the subway? To those of us who have patronized the subway for years there has appeared to be much less patronage in August than during the remaining months, except, possibly July.

Another question: At the east end of the subway—the Rowlands area—the subway and the Rochester-Pittsford bus route (Monroe Ave.) are only one block apart, but the excess fare by bus is 10 cents, while that on the subway is five cents, notwithstanding the fact that the Transit Company is loud in its complaints that the subway is a losing proposition financially. Is this "favoritism" of the subway due to a belief that the vehicles for transportation on the subway are inferior to the buses on Monroe Ave., or that the service rendered on the subway is five cents poorer per passenger than that provided on the bus line? It could not be that the fare on the subway is kept below the bus fare to help show a deficit and so hasten the discontinuance of the subway.

SUBWAY PATRON.

Subway, Buses Overlap

Editor, The Times-Union:

IN MY letter regarding the subway situation in the Aug. 23 Times-Union, one paragraph was deleted. Would you kindly publish it? It reads:

"Proof of how the subway is valued in comparison with parallel bus lines may be had by examining the Rochester Arrow Street Guide published by the Manson News Agency. Look up the following streets for example: Otis, Woodrow, Angle, Clinton South, Cayuga, Richard, Harvard and San Gabriel (Drive). According to its policy, the directory lists a bus line as either running through the street, intersecting it, or running near it, in each of the above cases. However, all or parts of the above-named streets are less than five minutes walking distance from a subway station, and in at least one instance the subway is closer than the listed bus line."

ARTHUR HAMMER.
40 Angle St.

SEP 7 1950

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

As Readers See It

Feeder Bus Lines Needed To Increase Subway Use

TIMES UNION SEP 7 1950

Editor, The Times-Union:

DURING the past two years, advocates of Rochester subway abandonment have been bolstered in their fight by two reports whose authors failed to see any potential in this rapid transit system. Both the Erie report and the Coverdale & Colpitts report were discouraging to those of us who had thought the potential in the subway would be recognized by these "experts."

I have had frequent correspondence with Felix E. Reifschneider, one of the leading authorities on electric transportation in this country, who has spent almost 25 years in the transit industry. He served with several transit firms in this country and in the Philippines. During the last war, he was Transportation Engineer with the ODT in Washington. He is familiar with the Rochester scene, having been a visitor here, and having done some office work on the Rochester situation which ODT field men used in their work here.

He states that in cities such as Rochester where the density of population along a rapid transit line is not large, feeder buses are the answer to bring traffic to the subway, and also to eliminate some of the buses on the principal streets. Mr. Reifschneider agrees with the subway supporters that new PCC cars should be purchased, the line extended to Kodak Park, Fairport, East Rochester and Monroe Ave., and the service and advertising stepped up to make a profit.

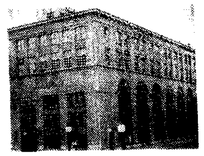
One of my latest letters was from E. L. Tennyson, vicepresident of the Speedrail Company who visited Rochester earlier this year. After his inspection of the subway, he stated that bus lines should be routed to feed passengers into the subway, thus avoiding having to come downtown and be funneled through Main St. He also believed that freight switching rates should be raised to conform with 1950 figures. The Speedrail Co. gets $19.50 for handling each car on its lines.

• • •

FROM THE comments of these men, men who have been associated with the operation of electric railways, one can see that there are indeed two sides to the question of continuance of subway service. With the present international situation and further involvements which are likely to be forced upon this country, it would be most unwise to think of abandoning any service of a utility which uses non-strategic fuels and supplies. An international conflict would cause a severe drain on gasoline, diesel fuel, oil, and rubber. Electric railways do not consume these precious supplies. If the service the Rochester subway faithfully rendered the community during the last war is remembered, there should be no reason to curtail or abandon its services at this time.

LLOYD E. KLOS.
104 Long Acre Rd.

ROCHESTER TIMES-UNION
A Member of The Gannett Group of Newspapers



FRANK GANNETT, President
E. R. Davenport, General Manager
Paul Miller, Editor and Publisher
Fred A. Glover, Business Manager
A. Vernon Croop, Managing Editor

Published by Gannett Co. Inc., at Times Square, Rochester 14, N. Y. Frank Gannett, president; Frank E. Tripp, Douglas C. Townsend, E. R. Davenport and Paul Miller, vice presidents; Herbert W. Cruickshank, secretary-treasurer.

Consolidation Mar. 12, 1918 of The Advertiser (1826), oldest daily paper west of the Hudson, The Union (1852), Union and Advertiser (1858), The Evening Times (1867).

Subscription Rates: by carrier 30 cents a week. By Mail: First and second zones $1.50 a month, $12.00 a year. In other zones postage is added. For zone rates call LOcust 5000. Circulation Department.

A Member of The Associated Press

The Associated Press is entitled exclusively to the use for republication of all the news dispatches credited to it or not otherwise credited in this newspaper, as well as to all AP news dispatches.

For Mt. Read Service

Editor, Democrat and Chronicle:

As expressed by numerous other readers before me, there exists an urgent need for extending the present Subway facilities beyond the Rochester Products terminal to Mt. Read Boulevard, newly-created Kodak industrial center, covering quite a few buildings known as "Kodak Park West," "Kodak Park X," "Distillation Products," etc., which with the passage of time are slated for considerable expansion.

The present R.T.C. facilities are inadequate, for the Mt. Read bus terminal is not close enough and the number of buses is insufficient, making for very poor service. This situation creates serious hardship on the hundreds of Kodak employes who are forced either to spend the greater part of one hour to reach downtown or to seek rides with fellow workers who drive. Due to the high monthly charge for parking in a nearby lot, the traffic snarls, and a host of other reasons known best to drivers, it seems quite reasonable to expect that many drivers would much prefer to commute via rapid subway transit, and take their cars off the road. I am also quite certain that the passenger volume would be considerably increased, for the Kodak organization maintains a regular shuttle bus service to and from Kodak Park and points west indicated at the very beginning of this letter. The implication is, of course, that such service would greatly relieve present congestion on the Lake-Park and Dewey Avenue surface lines now serving Kodak Park.

As presently constituted, the subway is of little or no value. And therefore must operate at a loss, for experience in riding it has shown that what there is of it is good; but, unfortunately, there is not enough of it, for that matter, in either direction.

Though the cost of such extension would be considerable, it seems reasonable to assume that in due time, the Subway could really be a paying proposition. Among other things, the Subway cars operate without the traffic tie-ups and hazards to be found on the surface, and can accommodate perhaps twice as many patrons.

It would be very interesting to hear the reaction of other patrons who would avail themselves of such service if it were offered.

GASTON H. VERMIERE

D. & C. SEP 18 1950

Kodakers Need Subway

Editor, The Times-Union:

AS EXPRESSED by numerous other readers before me, there exists an urgent need for extending the present subway facilities beyond the Rochester Products terminal to Mt. Read Blvd., newly-created Kodak industrial center, covering quite a few buildings known as "Kodak Park West," "Kodak Park X," "Distillation Products," etc. which with the passage of time are slated for considerable expansion.

The present RTC facilities are inadequate, for Mt. Read bus terminal is not close enough and the number of buses is insufficient, making for very poor service. This situation creates serious hardship on the hundreds of Kodak employes who are forced either to spend the greater part of one hour to reach downtown or to seek rides with fellow workers who drive.

It seems quite reasonable to expect that many drivers would much prefer to commute via rapid subway transit, and take their cars off the road. I am also quite certain that the passenger volume would be considerably increased, for the Kodak organization maintains a regular shuttle bus service to and from Kodak Park and points west indicated at the very beginning of this letter. The implication is, of course, that such service would greatly relieve present congestion on the Lake-Park and Dewey Avenue surface lines now serving Kodak Park.

As presently constituted, the subway is of little or no value, and therefore must operate at a loss, for experience in riding it has shown that what there is of it is good; but, unfortunately, there is not enough of it, for that matter, in either direction.

It would be very interesting to hear the reaction of other patrons who would avail themselves of such service if it were offered.

GASTON H. VERMIERE.

TIMES UNION SEP 19 195

Promoting Passes?

Editor, Democrat and Chronicle:

It would seem rather obvious that the Transit Company's object is to promote the sale of their passes at $2.25, else why the joker "pass" at one dollar, which on the basis of two rides per day figures out more than straight fare. Naturally, people who do not live close to their work have to ride back and forth at least morning and evening.

A deposit of one dollar for the so-called pass covers slightly more than four days' rides at straight fare (96c). The pass-holder has to pay an extra nickel each time he rides, so he pays 50 cents more, or $1.50 for the five days, whereas the straight fare at 24c per day comes to $1.20 for the same period. One two-way trip Saturday and Sunday would add 20c in the case of the pass, bringing it to $1.70; 48c for the straight fare, bringing that total to $1.68, two cents less than

D & C

Of course some people make more than one round trip per day, so it would pay them to purchase the unlimited pass at $2.25, since it is only 57c more. A neat way to put over the sale of the up-in-price passes. The company will soon complain that they are not selling enough dollar passes and thus have an extra excuse to drop them and only retain the $2.25 one.

I used to take many extra rides on the bus when they sold tokens, even when they upped the price on them, but now I plan to use them as little as possible and I think many other people will do the same.

And the service—worse than ever. It wouln't be quite so bad if we had real service and not so much crowding.

J. B. K.

As Readers See It

TIMES UNION OCT 2 1950

Extensions, Feeder Lines Favored to Aid Subway

Editor, The Times-Union:

I FIRMLY BELIEVE that the Rochester subway could be built up and extended to Kodak Park, Monroe Ave., Mt. Read Blvd., and to several other sections of Rochester and immediate suburbs where there is patronage and revenue potential.

I agree that extensions, new cars, bus feeder lines, and extensive advertising are necessary to make our subway into a profitable enterprise. I also agree that freight rates should be brought up to 1950 levels.

In view of the international situation, which may get a lot worse, and with the ever-present threat of restrictions of private transportation, a rapid transit system is the answer to mass transportation.

In and around Rochester there is considerable railroad trackage which is little used except for occasional switching. Such trackage should be used for rapid transit construction. There is also some city-owned land over which tracks could be laid. These facilities already at hand would do much to cut the cost of rapid transit construction. I still stick to my former statements that a rapid transit system could be built in Rochester for $15,000,000.

Buses are all right in their place, but they cannot handle mass transportation satisfactorily. Buses should be used mainly for supplementary and feeder service to rapid transit. One feeder line that would help our subway very much is a downtown bus belt line serving all of the business district and connecting with the subway at City Hall and Court St. stations. It would not be difficult to work out other feeder lines to the subway.

EDWARD G. STRINGER.
148 Milton St.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Credits Republicans for Saving Subway

Editor, The Times-Union:

LAST WEEK we learned of the attempt by the minority members of City Council to jam through a resolution to empower the Council to carry out the "recommendations" of the Coverdale & Colpitts subway survey.

That this action was purely of a political nature is obvious. The minority fully realizes that under existing agreement between the city and the subway operators, the rapid transit line will run as now until June 1, 1951, at least. I commend most vigorously the action of the Republican Councilmen in defeating the proposal. Any action which is initiated for the abandonment of a public facility which serves thousands daily can be recognized as political in nature and nothing else.

Traffic congestion causes depreciation of real estate in the downtown area of any city. Parking becomes a problem, movement of traffic is slower, and the willingness of people to come downtown to shop or do business is stifled. All this causes decentralization of the shopping and business district, lowering of property valuation, and the forcing of a greater real estate tax burden on the residential and outlying districts to offset the downtown loss of valuation.

As Rochester argues pro and con as to the future of its last big chance at improved rapid transit, other cities have been working steadily during the past few months on plans for rapid transit lines of their own. Cleveland is moving forward to the day when construction will commence on its east-west rapid transit. Detroit is seriously considering construction of freeways with rapid transit lines using the center parkways. In Montreal, a citizens' group is actively waging a campaign for subway construction and a transit authority to operate the public transportation system.

Head and shoulders above all cities is Toronto. Enough words haven't been spoken as to the greatness, the thoroughness ,and the progressiveness of their surface transportation and their plans for a subway system which will be second to that of no other city of its size elsewhere in the world. Their Yonge Street Rapid Transit Line, now under construction will be completed in November, 1953. The Queen Street subway will be started soon after. Recently, a four-phase plan for additional rapid transit construction was announced by the TTC consulting engineer which will take until 1975 to accomplish and will involve over $100,000,000. The Yonge and Queen St. routes will take $45,000,000 more to build. Toronto is a city of approximately 800,000 population, and when the completed subways bring Torontoans more speedily to the center of town than can today's surface lines and automobiles, the population will increase at a faster rate.

All the above cities have found it necessary to start from scratch to build their rapid transit lines. They have had to purchase property, condemn buildings, tunnel under streets, build costly bridges. Here in Rochester we have the opportunity for improved transit given to us on a silver platter. We have the most difficult and costly portion of any proposed rapid transit system completed. Any extensions of the subway will be out in the open with no need to tunnel under streets, purchase great areas of land, or condemn buildings. We have seen what a tragic mistake it was to take off the surface trolleys on the heavily traveled routes.

Let's not make another mistake, and be fooled by the glib tongues of those who seek to substitute a proven inferior mode of transportation as an alternative to subway improvement and extension.

TIMES UNION LLOYD F. KLOS
DEC 5 1950

Letters

D. & C. NOV 6 1950

Says Hold Subway

Editor, Democrat and Chronicle:

Recently we learned of the attempt by the minority members of City Council to jam through a resolution to empower the Council to carry out the "recommendations" of the Coverdale & Colpitts subway survey.

That this action was of a purely political nature is obvious. The minority fully realizes that under existing agreement between the city and the subway operators, the rapid transit line will run status quo until June 1, 1951 at least. Furthermore, the minority should be cognizant that the C&C men made no recommendations as to the disposal of the subway, but reached conclusions. I commend most vigorously the action of the Republican Councilmen in defeating the proposal.

Thus we see another group of short-sighted people added to the ranks of those who fail to see or refuse to see the growing future of electric rapid transit. Col. Sidney Bingham, head of the New York City Board of Transportation recently reviewed the growing problem of traffic congestion which faces practically every city of size in this country. He steadfastly believes that rapid transit systems, operating on their own rights-of-way, are the only instruments by which metropolitan centers can hope to avoid traffic congestion and perhaps ultimate strangulation. "Move people, not vehicles" is the theme of rapid transit today.

As Rochester argues pro and con as to the future of its last big chance at improved transit, other cities have been working steadily during the past few months on plans for rapid transit lines of their own. Cleveland is moving forward to the day when construction will commence on its east-west rapid transit. Detroit is seriously considering construction of freeways with rapid transit lines using the center parkways. In Montreal, a citizens' group is actively waging a campaign for subway construction and a transit authority to operate the public transportation system.

Head and shoulders above all cities is Toronto. Enough words haven't been spoken as to the greatness, the thoroughness, and the progressiveness of their surface transportation and their plans for a subway system which will be second to that of no other city of its size elsewhere in the world. Toronto's phenomenal growth during the past 30 years can be attributed in part to its excellent transportation system.

Here in Rochester, we have the opportunity for improved transit given to us on a silver platter. We have the most difficult and costly portion of any proposed rapid transit system completed. Any extensions of the subway will be out in the open with no need to tunnel under streets, purchase great areas of land, or condemn buildings. We have seen what a tragic mistake it was to take off the surface trolleys on the heavily traveled routes. Let's not make another mistake, and be fooled by the glib tongues of those who seek to substitute a proven inferior mode of transportation as an alternative to subway improvement and extension.

LLOYD F. KLOS,
104 Long Acre Road.

Subway Cars Collide In Station; 5 Injured

TIMES UNION NOV 29 1950

By BOB BECK

A crowded westbound subway car, carrying between 40 and 50 passengers to work about 7:50 a. m. today, failed to heed a red warning light and smashed into the rear of another car at the Oak St. Station, injuring four passengers and a motorman.

The injured, none hospitalized suffered minor cuts and bruises.

Westbound subway traffic was delayed for more than an hour after the pile-up while Rochester Transit Corporation workers struggled to clear the partially-wrecked cars from the tracks.

The company rushed six buses to the station to transport marooned subway passengers—most of whom were on their way to Delco, Rochester Products and other West-side industrial and business establishments.

Motorman Gordon Williams, 20 Myrtle Hill Pk., told company officials that at the time he was about to pass a signal light half-way between City Hall and Main St. two passengers asked him a question. It was when he turned to answer them that he must have missed the red warning light, Williams said.

William Lang, RTC vicepresident, said that following an investigation Williams was "taken out of service."

According to police, the injured passengers, all aboard the stopped cars, were:

Harrison Hull, 55, of 33 Brooklyn St., left leg injury; **Mrs. Mary A. Held,** about 50, of 25 Bengal Ter., chest injury; **Martin L. Flatau,** 731 Monroe Ave., right shoulder injury, and **John Caine, about 30,** of 51 Hortense St., back injury.

Caine told police he was boarding the stopped car when he saw the other car coming. He jumped back, he said, and fell against a station bench.

Justin Wheeler, 268 Ravine Ave., motorman of the stopped car, suffered a right side injury when the impact of the collision threw him against the front of the cab.

Williams also told company officials that he had applied the brakes before the collision, but that his car skidded several feet along the track.

Subway Superintendent J. M. Cassidy said both cars would require extensive overhauling before being put back into service.

Fate of City Subway Hinges on Report of Van Lare Committee

D. & C. NOV 2 7 1950

By JOSEPH R. MALONE

Early City Council action will determine whether a sentence of death shall be imposed on Rochester's subway in its present form.

Vicemayor Frank E. Van Lare, chairman of Council's public utilities committee, promised a report before Jan. 1 but he declined to forecast its nature. Another meeting will be held this week at an unfixed date, he said. Van Lare's fellow-committeemen are Councilmen Frank Niger and Peter Barry.

The Van Lare Committee report will advise on a course of action with regard to the Coverdale and Colpitts "conclusions" as to the subway, prepared after an extensive study and turned over to City Council last June 15. Council turned the report over to Van Lare's committee.

Sees Unanimous Findings

"We still have some additional information to get," said Van Lare, refusing to define its nature. "Our report will be definite and I expect our committee will be unanimous in the findings.

"We will also deal in our report with the recommendations of a Milwaukee street railway man, Robert Tennyson, who came here at the city's invitation to report on certain phases of subway operation. Tennyson was here only for a day or so and consulted with the Coverdale and Colpitts people."

Tennyson, who has had experience in running a small railway "on a shoestring," Van Lare said, submitted a letter to his committee. Generally, he recommended a series of stub bus lines feeding to the subway which, Van Lare indicated, would change completely the present scheme of bus operation if adopted.

Engineers' Conclusions

Coverdale and Colpitts, New York City consulting engineers, listed among their major conclusions that:

1—Retention of the subway's freight line and facilities west of Meigs St. is essential to the city's industrial welfare.

2—With abandonment in 1930 and 1931 of the three interurban lines entering Rochester, the principal purpose of the subway as a passenger route passed from the scene just 3½ years after its opening.

3—Abandonment of the subway line east of Meigs St. would make available for highway use the portion of this abandoned right of way extending between East Ave. loop and Meigs St.

The Chamber of Commerce is on record for abandonment of passenger service in the subway and retention of freight service west of Meigs as advised by Coverdale. Andrew R. Mulligan, district engineer for the state Public Works Department, has expressed himself favorably toward abandonment of passenger service east of Meigs and adaptation of the roadbed thus made available for a motor expressway.

GOP Leaders Silent

The Republican organization, which has shown a paternal interest in the subway since its inception, has not expressed an opinion as to its future fate through County Chairman Fred I. Parrish or any other spokesman. Since the C&C report was made public, Parrish has declined to make a statement.

If the organization has changed its traditional attitude, then the Council committee and Council itself in all probability will report favorably toward carrying out the Coverdale and Colpitts "conclusions" which were given in lieu of recommendations.

But if the GOP organization through Parrish or its county executive committee reaffirms its position, which has consistently favored the continued operation of the subway in present form, as both a freight mover and passenger carrier, Van Lare's committee undoubtedly will give this position due weight, in making its report on or before Jan. 1.

000192

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Van Lare Committee To Ask Continuance Of Subway Service

D&C DEC 7

By JOSEPH M. MALONE

A City Council committee is prepared to advise continuance of subway operations on the present basis, it was learned yesterday.

Passenger service should be continued and improved and freight service augmented, Vicemayor Frank Van Lare's public utilities committee was reported ready to recommend to Council at an early meeting.

New conditions and circumstances which have arisen since a team of experts virtually sentenced the passenger service to death last June were instrumental in the committee's determination to everse the experts' stand.

See War Conditions

These new conditions grew from the nation's war effort. Foreseeing tight gasoline rationing, difficulties in getting new buses and the general overcrowding of transportation facilities, the Van Lare committee was said to feel that abandonment of subway passenger service would be intolerable in the foreseeable future.

In consequence, it will recommend that the Coverdale and Colpitts report of last June 15, virtually passing a death sentence on passenger-carrying and recommending in effect abandonment of subway lines east of Meigs St., be scrapped.

An existing contract between the city and Rochester Transit Corporation calls for operation of the subway up to May 31, 1951. For the period Apr. 11, 1950, to the terminus date of the contract, the city pays $46,229 to RTC as a guarantee against a subway operating loss. The committee report will not attempt to advise that subway operations as now carried on be halted at the conclusion of international tensions, however. It will not fix any date for such a discontinuance.

Operating in Black

A person in close touch with the situation said RTC now is operating in the black. This will allow the city to discontinue payments to RTC after May 31, he held. The corporation did not insist that the city meet the loss from subway operations until its whole system began to run a serious deficit in 1948. Even if the subway should show a loss, the person quoted said, it would not mean the city would have to subsidize the subway operations, any more than if a single surface line should operate in the red.

Coverdale and Colpitts in their report commented on the value of the subway in the last wer but of course did not foresee the present emergency, which reared up shortly after their report was filed.

Van Lare's Committee includes Councilmen Peter Barry and Frank Niger. A meeting to discuss the report is scheduled in City Manager Cartwright's office today.

Ever Try the Subway?

D. & C. DEC 7 1950

A famous queen of France thought that the people who couldn't get bread ought to eat cake. With better reason we suggest that the people of Rochester who cannot get buses should try the subway. Maybe they will like this "cake" of swift transportation better than the "bread" of slow, arduous bus travel.

The sensible suggestion has been made to this newspaper that the city place large posters at some of the busy downtown corners pointing the way to the nearest subway station and reminding the public of the saving in time and temper of this method of travel.

The suggestion is given point by the approach of the Winter season and the frank acknowledgment by the transit company that it cannot maintain rush hour schedules in the heavy traffic that clutters all our downtown streets. The conditions, in other words, are precisely right to boost the advantages of the subway for those who want to get from place to place with reasonable comfort and in a fraction of the time required by buses.

Granted that the subway is not convenient for many persons who live at a distance from it, we still believe that there are hundreds of persons who could use it to advantage but simply know nothing about it. We'll wager there are hundreds who have never ridden on it.

With traffic conditions what they are, the time is opportune for an intensive education in the advantages of the subway. We think the bus company and the city, before passing final judgment on this potentially valuable asset, ought to give a thorough trial to the poster idea and other advertising designed to turn the crowds toward the subway stations, where they can at least wait in warm comfort. It would relieve congestion on the buses, contribute to better traffic movement, and cool off tempers which even on the coldest days get overheated by street corner waiting.

Subway Continuance Plea Seen

D. & C. DEC 7 1950

Continuance of subway service under the present system is expected to be recommended by the public utilities committee of the City Council.

The committee may make its report to the City Council Tuesday night, Vicemayor Frank E. Van Lare, chairman, said today. He refused to divulge any details of the report prior to presenting it to the City Council.

IMPROVEMENTS SOUGHT

Van Lare and Councilmen Peter Barry and Frank C. Niger, the other members of the committee, met in City Manager Cartwright's office today to discuss the report.

It was said the report would include recommendations that passenger service be improved and freight service augmented.

With the national crisis causing an upsurge of industrial production and prospects of gasoline rationing and difficulties in obtaining new buses, transportation facilities will be taxed to the limit. It was reported this outlook will bear heavily on the recommendation of the committee that the proposals of Coverdale and Colpitts, transortation experts, be overruled. The experts in a report June 15 recommended that passenger service be eliminated and that the subway lines east of Meigs St. be abandoned.

CITY PAYS

A contract between Rochester Transit Corporation and the city provides for operation of the subway up to May 31, 1951. The city agreed to pay the company $46,229 for the period of Apr. 11, 1950 to May 31, 1951, as a guarantee against a subway operating loss.

It is reported that the RTC now is operating on a profit. A spokesman for the RTC said today that this is due largely to the Christmas shopping rush. However, he pointed out no predictions could be made on conditions in the near future.

Van Lare To Report

REPORTED decision of Vicemayor Van Lare's City Council committee to continue operation of the subway was made easier by two circumstances.

The war situation is such that it would be unwise to junk any means of public transportation. And the reported elimination of Rochester Transit Corp. deficits by the new fares takes a heavy financial load in subway operation off the city.

The city has been making up subway losses with a subsidy to the RTC as subway operator of about $1,000 a week.

But we hope the committee report will clear up another item of cost to the city which was covered by the Coverdale and Colpitts survey. Even with the RTC subsidy eliminated, operation of the subway costs the city about $46,000 a year for policing, manning and heating subway stations.

It may be possible to balance this expense by an increase in rates charged for spotting and interchanging freight cars between railroads. As the engineers' report showed, this service is performed by the subway at the rates set in 1926, while rates charged for the same service by railroads have gone up 96.6%.

Some operational changes may be necessary to bring these rates up to present levels but, if so, they ought to be made. The freight line service of the subway is essential to this city's industries. It is one of the strengths of our industrial operations. It should be put on a paying basis and even produce a revenue for the city.

TIMES UNION DEC 8 1950

Shuttle Bus

AN IMMEDIATE start has been made on drumming up patronage for the subway as recommended by the City Council. Signs have been prepared to be placed on streets within walking distance of the subway to encourage greater use of the subway.

This is all to the good.

On the proposed shuttle bus from the Court St. subway station to Main-Clinton, Coverdale and Colpitts, engineers retained to study subway operators, were skeptical.

They envisaged track-level transfer of subway passengers by widening the existing ramp. But after considering the route and traffic problems, they concluded that the time saving for passengers, as compared to walking from Court St. to Clinton-Main would be only two minutes.

"In our judgment," their report says, "the suggested shuttle bus service would be unlikely to add materially to the subway's passenger traffic."

TIMES UNION DEC 8 1950

New Factors Warrant Stay for Subway

Operation of the Subway, as its supporters long have contended, involves considerably more than the dollars and cents received from it. During the last war, it became an almost indispensable link in the city's defense program. Since the war, even with the increase in automobiles, it has carried close to two million riders a year. The freight service not only returns a profit but has been pronounced by experts who have studied Subway operation as too useful to be discontinued.

With the nation facing another possible emergency, the City Council committee which has been trying to decide what to do about the Subway, is reported ready to advise continuance "on the present basis." The committee sees that once again the Subway may be a vital part of the industrial defense picture, its usefulness possibly even greater than before because of increased surface congestion.

As was suggested in these columns when the Coverdale and Colpitts report was made last Summer, the value of the line as an emergency utility should receive more attention than was given it by the experts. Since that date the change in world conditions, carrying with it the need for counting up the city's emergency resources, has shown the prudence of postponing action on the ultimate fate of the Subway. It is definitely an asset not lightly to be thrown away.

We believe, however, the public would like more enlightenment on what "continuance on the present basis" may mean. For the year ending next May 31 the city has contracted to pay the Transit Corporation $46,229 to cover the estimated deficit in operation for the year. It has never been clear to us how that figure was arrived at nor whether the sum mentioned would be paid to the corporation if the deficit did not reach that amount. Obviously if there are to be further city subsidies of the Subway they should cover only the actual deficit. They should not be fixed sums based more or less on guesswork.

During the war the Subway actually paid its way. It might do so again in a stepped up industrial program that required transportation of workers by this means.

The long term future of the Subway, of course, remains uncertain. Pressure for its discontinuance, especially since the report last Summer that virtually recommended that course, is strong. But its value to the thousands who use it, and the always lively hope that new ways may be found to popularize it, are powerful arguments in its favor. For the present at least it evidently is to get a stay of sentence and for reasons that seem to us convincing. And in normal times its importance as stand-by insurance should be made a first consideration in any plans for its future.

D&C DEC 8 1950

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

D. & C. Dec. 12, 1950

GOP Councilmen OK Continuance of Subway For Passengers, Freight

By JOSEPH R. MALONE

The Republican majority of City Council approved a continuation of Subway operations, both passenger and freight, in caucus yesterday, it was learned last night.

Although councilmen declined to make a statement pending formal Council action at tonight's regular session, it became known the majority approved of its public utilities' committee determination to retain the Subway and reject findings of experts who recommended abandonment of passenger service entirely and of freight service east of Meigs St.

A probable return to war conditions with gasoline rationing and over-crowded buses, together with a memory of the valiant service given by the Subway during the last war, were important factors in inducing the Council majority to decide upon a new lease of life to the underground.

It was reported the Council's committee would make a number of recommendations to assure a more extensive use of the city-owned utility, in both passenger and freight branches.

Democratic minority objections to continuation of passenger service have not been changed by the darkening war clouds, Robert B. Corris, minority leader, said last night.

"The report and conclusions of Coverdale & Collpitts, made after an exhaustive study, expressed our views exactly," he declared. "They stated that our Subway starts nowhere and goes nowhere. We do not feel that we can commit ourselves to any plan which commits the city to a subsidizing of the Rochester Transit Corporation for the benefit of a small number of people when those people have another means of transportation available."

Corris said he and Lawrence G. Edenhofer, his fellow Democrat, were not opposed to continued freight operations as recommended by the experts.

A study of passenger traffic in the Subway made by the City Planning Commission following submission of the Coverdale & Collpitts report last June 15 is reported to have figured in the Council majority conclusion that this traffic is susceptible of a big increase with proper encouragement.

D. & C. DEC 13 1950

Praise, Derision Leveled at Subway At Council Meet

Passenger Service Hit By Corris; Van Lare Cites Emergency

Rochester's much-abused subway was derided as virtually useless in its passenger-carrying function and defended as "an absolute necessity in the emergency facing us today." in City Council debate on an ordinance to continue operations on the existing basis last night.

Robert B. Corris, Democratic minority leader, moving to the attack, said:

"We have today an investment of over 11 million dollars to provide special transportation for only 2 per cent of the total passengers carried by the transit system. And the survey," (of experts Coverdale and Collpitts), "pointed out that these passengers could be absorbed on established bus lines without any difficulty."

But Vicemayor Frank E. Van Lare retorted that the Republican Council majority in fathering the ordinance was protecting the interests of many industries along the subway and their employes. The 11 million investment, he said, covers the entire subway system not just its passenger service.

Hanging War Clouds

Van Lare declared it would be a major error to discontinue the passenger-carrying in view of war clouds hanging over the nation.

Councilman Peter Barry of the majority pointed out three major developments since the engineering firms of Coverdale and Colpitts submitted their adverse report last June. These are the international situation, a general fare increase granted the Rochester Transit Corporation, the subway operator, and a big addition to Rochester Products Division of General Motors Corp, one of the subway's biggest revenue producers.

The international situation already is reflected in overcrowding of buses, Barry declared. The fare increase and great bus traffic mean a stronger financial position for RTC, he pointed out, holding that a bus shuttle service between the Court St. subway station and the central business district would further increase RTC revenues if put into effect.

Ordinance Adopted

Despite the no votes of Corris and his fellow-Democrat, Lawrence G. Edenhofer, the Republican majority adopted the ordinance by a 7 to 2 vote. It embodies recommendations of the public utilities committee headed by Van Lare.

Council last night also:

Received a suggestion that the Baden-Ormond housing project be named the Helen Jones Houses from Mrs. Walter Campbell, chairman of the Helen Jones Memorial Fund Committee. Helen Jones, a nationally known social worker, died several years ago.

Received without action petitions from Clinton Ave. S. business interests protesting a proposed taxicab stand just south of the Hotel Seneca entrance.

Renewed leases for seven branch libraries at slightly increased rentals whose maximum was $200.

ROCHESTER TIMES-UNION
Tuesday Evening, Dec. 12, 1950 25

Continued Subway Service Without Subsidy Suggested

TIMES-UNION Dec. 12 1950

By HERB JACKSON

Continuance of passenger and freight service on Rochester's subway and continued operation after May 31 without a subsidy was recommended today by the City Council's Public Utilities Committee.

Findings of the committee after an intensive study of the Coverdale and Colpitts report and a detailed analysis of subway operations and financial structure, were disclosed at a joint meeting of Republican and Democratic councilmen.

The report of the committee will be officially presented to the Council at its meeting tonight.

The report stated:

"Passenger service on the subway should be continued over its entire length until such time as the proper authorities are prepared to activate definite proposals for physical changes in connection with the proposed arterial highway plan, or other civic developments.

SERVICE ESSENTIAL

"Freight service on the subway should be continued over its entire length under the same circumstances and, in no event, should such service ever be discontinued west of Meigs St. This committee strongly indorses the Coverdale and Colpitts conclusion that this freight service is essential to the industrial welfare of the city.

"With the termination of the existing contract between the City of Rochester and the Rochester Transit Corporation next May 31, both parties should enter into a new contract providing for continued subway operation without a subsidy."

AGREES WITH REPORT

On the matter of changing existing freight rates, the committee agreed with the Coverdale and Colpitts report and stated:

"We feel that the freight rate structure should not be disturbed for the time being."

Reason given for the reluctance to increase freight rates was that "such an increase might result in an Interstate Commerce Commission order putting the entire operations of the RTC under the Railroad Retirement Act."

Coverdale and Colpitts concluded on this point:

"If the payroll taxes paid by the RTC were to be increased to the rates payable under the Railroad Retirement Act, the decrease in the RTC income would greatly exceed any increase in revenues that might be obtained by increasing switching rates. . . ."

The committee pointed out that the effect of the Sept. 3 fare increase on RTC finances "can be a determining factor in the solution of the subway subsidy question."

Since the holiday shopping season does not accurately gauge the new fare structure, "such a determination must await results of at least the first two and possibly the first three months of 1951." the committee stated it was informed by RTC.

The committee recommendation said the City and the RTC "should enter into negotiations not later than Monday, Apr. 2, 1951, on a contract for operation of the subway from June 1, 1951, to May 31, 1952, or for such longer period as may be decided upon.

"By Apr. 2, 1951, we hopefully anticipate not only that the new fare structure will give the company a financial resiliency capable of meeting the impact of any subway losses, should they develop . . . but that promotional efforts . . . will have resulted . . . in profitable operation."

"Promotional efforts" referred to by the report were contained in a recommendation providing that:

"The Department of Commerce and the RTC should sponsor a joint promotional effort to encourage maximum use of the subway immediately. . . ."

Additional recommendations included:

"Continued careful study" of long-range conclusions embodied in the Coverdale and Colpitts report by the City Council and the City Planning Commission.

Establishment of a "shuttle bus service" between the Court St. subway station and the central shopping center, schedule for which "should be adjusted to that of the subway" to avoid waiting.

"If and when a decision is reached to integrate the present subway roadbed or portions thereof into the arterial highway plan, alternate and adequate means of transportation should be decided on beforehand to meet the needs of those passengers who could be affected by such changes."

Pedal Personalities or *Steps Going Down To the Subway On a Slushy Day*



Neat Type



Foot Tapper



Headed for Home



Swashbuckler



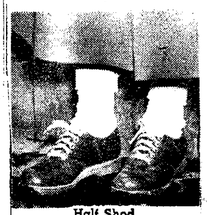
Beau Midriff



Musher



Dressy Lad



Half Shod

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

As We See It

Page 28, Rochester Times-Union, Wednesday, Dec. 13, 1950.

Independent Subway Freight Operation Overlooked

TIMES UNION DEC 13 1950

CITY Council Committee's report on the subway leaves what seem to us the most important questions undecided.

It recommends continuing passenger service while the international clouds are lowering or until the state and city are ready to take over the right-of-way east of Meigs street for a submerged highway.

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

With the city scraping the bottom of the barrel for money, it seems to us that stopping the subway's drain on city funds is the major consideration.

There is a drain in the subsidy to the Rochester Transit Corp., for subway operation, and there is a drain through the fact that subway freight rates are little more than half what is charged by steam railroads for the same service.

THE city has contracted to pay the RTC a total of $61,879 up to May 31, 1951 for subway operation and maintenance.

The committee assumes that the RTC will be willing to continue subway operations after May 31 without subsidy. But this is only an assumption. What to do if the RTC balks is left to the Council for decision next Spring.

By that time a body of public opinion about continuing or halting the subsidy should be ready for the guidance of the City Council.

The second drain is that subway freight rates set in 1927 continue at the same levels although steam railroads have increased their's 96.6%.

The subway collects $6.30 for moving a car from one railroad to another over its lines. It charges $10 for spotting or picking up a car at any of the industries along its route.

COVERDALE and Colpitts—engineers employed by the city to survey subway operations—estimate that to bring these rates into line with charges made by steam railroads for the same service would raise them to $12.39 and $19.66. Rates on cars of coal are also too low.

The experts estimate that if the subway had charged at steamroad rates for its service in 1949, the subway's freight revenue would have been $131,003, which is $64,371 more than it got.

The Council Committee recommends no change in freight revenue. It is impressed by the warning of Coverdale and Colpitts that if the increase in freight rates to I.C.C. levels were to impose upon RTC's whole bus operation the taxes payable under the Railroad Retirement Act of 1937, the financial burden would have to be spread to bus riders in much higher fares.

FOR our part a more important quote from the Coverdale and Colpitts report is its 20th conclusion. It says:

As long as the passenger transit business handled by bus and the operation of the subway are conducted by the same company, the possibility of the entire operation becoming subject to the Railroad Retirement Act and the related insurance and taxing legislation cannot be entirely dismissed.

The important clause here is "As long as ..... are conducted by the same company."

They do not need to be conducted by the same company. If subway passenger service is eventually suspended, the city will set up its own or independent operation of the freight service.

Why not do that now and get the most out of the city's investment in the freight service by raising rates to 1950 levels?

IT seems to us that any good lawyer could have advised the council committee how to separate the freight and passenger service—at least after May 31, 1951—in such a way as to relieve the RTC's bus operation of any belated inclusion in the Railroad Retirement Act.

But if the city operated the freight service itself, or some independent company did so, the increased retirement contribution would affect the wages of only three or four men. The financial hazard is negligible in that course.

The subway freight service already is a vital pillar in the city's industrial structure. It should be made self-sustaining. If getting the most out of the investment requires separate operation, by all means let us have separate operation.

In this respect it does not seem to us that the committee has presented to the City Council all the possible alternatives to letting things rock along in the red-ink way they have been.

Subway to Continue, Council Rules, Asks Bus Link to Stores

D. & C. DEC 13 1950

City Council, rejecting proposals to abandon Subway passenger operations, advanced two measures to improve the traffic last night.

These were:

1—A shuttle bus service between the South Ave.-Court St. station and the central shopping district.

2—A promotional campaign "to encourage maximum use of the Subway immediately."

Approving a report of Vicemayor Frank Van Lare's public utilities committee, the Council also advised a new contract between the city which

COUNCIL DEBATES SUBWAY'S VALUE
Story on Page 23

owns the Subway and the Rochester Transit Corporation which operates it. The proposed contract would discontinue a subsidy, such as now is being paid.

"By Apr. 2, 1951," said the report, "we hopefully anticipate not only that the new fare structure will give the company a financial resiliency capable of meeting the impact of any Subway losses, should they develop, without disturbing its basic solvency, but that the promotional efforts above recommended will have resulted in sufficient increase in patronage to produce a profitable operation."

Uffert Withholds Comment

Under the Council plan, the city Commerce Department and RTC jointly would stage the promotional effort.

"The report will be studied in detail before I will state the company's position," said John F. Uffert, RTC president.

The present city-RTC contract, which became effective Apr. 11, 1950, requires the city to pay as subsidy $56,229 for the period ending May 31, 1951. This sum represents the contemplated loss to RTC from Subway operation for the period covered by the contract.

Council committee and Council's Republican majority in effect turned their back on numerous "conclusions" arrived at by the engineering firm of Coverdale & Colpitts, following a $20,000 survey of the Subway made last Spring. But the committee report sugar-coated the pill in remarking:

"Any proper evaluation of the report must take into consideration both immediate and long-range steps relative to the operation of the Subway. A basic fact, not apparent at the time the report was submitted, is the present national emergency and its impact upon the community in terms of increased employment and a corresponding increase in public transportation needs."

Rate Hike Ruled Out

Council agreed with the experts that an increase in subway freight rates as a means of carrying the passenger deficit is impractical. Freight operations have shown a steady profit but it was noted that such an increase might bring RTC operations under Railroad Retirement Act provisions. The result would be a depletion rather than an increase in RTC's net income, it was held.

Other recommendations appended to the public utilities committee report as approved by Council call for:

Continuation of passenger service over the entire length "until such time as the proper authorities are prepared to activate definite proposals for physical changes in connection with the proposed arterial highway plan or other civic developments."

Continued Freight Service

Continuation of freight service over the entire length "and in no event should such service be discontinued west of Meigs St."

Continued study of the long-range proposals of Coverdale & Colpitts by Council and the City Planning Commission, "keeping constantly in mind the changing requirements of public transportation necessitated by developments in the international situation."

Provision to care for subway passengers in the event part or all of the subway bed is integrated into the city's arterial highway plan at some future date.

Council and its committee gave short shrift to recommendations of E. L. Tennyson, Milwaukee railroad man who made a study of subway possibilities. His suggestion that certain bus lines be terminated at subway stations to force greater subway use would disrupt the riding habits of thousands of passengers, the committee noted.

000195

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Van Lare Group Urges Continued Operation of Subway as Is

TIMES UNION DEC 13 1950

Because of the extent of the city's investment in the subway and the importance of the question, we print below the full text of the Van Lare City Council Committee's Dec. 12 report on the subway:

Public Utilities and Commerce Report

YOUR Public Utilities Committee has completed an intensive study of the Coverdale & Colpitts report on the subway which it received last June. This study has been supplemented by a detailed analysis of current subway operations, the financial structure under which these operations are carried on and their relation to the overall problem of public transportation for the entire community.

In the pursuance of this study, we sought and secured the unstinted cooperation of the staffs of the City Planning Commission, the Department of Commerce, the Rochester Transit Corporation as well as sundry facilities directly or indirectly concerned with passenger and/or freight movements on the subway. We also have taken into consideration certain proposals made by E. L. Tennyson, vicepresident in charge of operation of the Milwaukee Rapid Transit and Speedrail Company as contained in a communication to the City Manager under date of May 6, 1950.

Any proper evaluation of the Coverdale and Colpitts report must take into consideration both immediate and long-range steps relative to the operation of the subway. A basic fact, not apparent at the time the report was submitted, is the present national emergency and its impact upon the community in terms of increased employment and a corresponding increase in public transportation needs.

• • •

IT WOULD BE presumptuous of us to pass judgment on the professional aspects of the report. However, insofar as they point to a long-range program on the future of the subway, we commend this report to your honorable body and to the City Planning Commission for further study.

Embodied in its 81 pages, 29 conclusions and 16 exhibits is a vast reservoir of information which will prove invaluable in the final determination of this problem.

In the light of the report, however, we deem it our duty to recommend steps which can be taken immediately to give the necessary stability to this problem until the time services for those final decisions.

Of paramount importance at this time is the matter of finances. By virtue of an existing contract between the City of Rochester and the Transit Corporation, the City is committed to a subsidy payment of $56,229 plus 55.650 for material cost of necessary replacements to meet the Company's projected losses from Apr. 1, 1950, to May 31, 1951.

The Coverdale and Colpitts report indicates that passenger service on the subway has been generally a deficit operation up to the present time. There is no question that freight operations have been profitable, but, unfortunately, not to a point where such freight profit could carry the passenger deficit. Any interim arrangement on subway operations must be predicated on these facts.

Key Issue: Finance

AN INCREASE in freight rates has been suggested as a possible source of additional subway revenue. However, in view of the opinion of Coverdale and Colpitts that such an increase might result in an Interstate Commerce Commission order putting the entire operations of the Rochester Transit Corporation under the Railroad Retirement Act, we feel that the freight rate structure should not be disturbed for the time being. As Coverdale and Colpitts conclude:

"If the payroll taxes paid by the Transit Corporation were to be increased to the rates payable under the Railroad Retirement Act, the decrease in the Transit Corporation's income would greatly exceed any increase in revenues that might be obtained by increasing the switching rates up to a level commensurate with the switching rates charged by the trunk line railroads. If the Transit Corporation were to attempt to offset such reduction in earnings by increasing its fares, the result would be a burden on the users of its facilities throughout Rochester."

Subsequent to the execution of the contract between the City and the company, the Public Service Commission approved a general (passenger) fare increase effective passenger fare increase effective last Sept. 3.

The eventual effect of this fare increase on company finances can be a determining factor in the solution of the subway subsidy question. Company officials have informed us that such a determination must await the results of at least the first two and possibly the first three months of 1951 inasmuch as the holiday shopping season does not give an accurate gauge as to the permanent effects of a new fare structure.

• • •

THE BASIS of the Tennyson report to the City Manager is an arbitrary termination of certain bus lines at subway stations to force greater use of the subway. We do not believe that the riding habits of thousands of passengers can be restricted or changed by compulsion through such a realignment of surface lines, though some changes may possibly be made without inconvenience.

8-Point Proposal

In consideration of the facts we have enumerated herein and the numerous allied factors which enter into the overall picture, we herewith submit the following recommendations:

1—Passenger service on the subway should be continued over its entire length until such time as the proper authorities are prepared to activate definite proposals for physical changes in connection with the proposed arterial highway plan, or other civic developments.

2—Freight service on the subway should be continued over its entire length under the same circumstances and, in no event, should such service ever be discontinued west of Meigs Street. This committee strongly indorses the Coverdale and Colpitts conclusion that this freight service is essential to the industrial welfare of the City.

3—The long-range conclusions embodied in the Coverdale and Colpitts report should be the subject of continued careful study by the City Council and the City Planning Commission keeping constantly in view the changing requirements of public transportation necessitated by developments in the international situation.

4—The Department of Commerce and the Rochester Transit Corporation should sponsor a joint promotional effort to encourage maximum use of the subway immediately, especially in view of the need for alternate types of public transportation in the present national emergency and the increasing congestion of surface transportation.

Shuttle Bus Service

5—That a shuttle bus service be established to transfer passengers between the Court Street subway station and the central shopping center. The schedule of these buses should be adjusted to that of the subway so as to avoid the necessity of waiting at the transfer point.

6—With the termination of the existing contract between the City of Rochester and the Rochester Transit Corporation next May 31, both parties should enter into a new contract providing for continued subway operation without a subsidy.

7—To that end, officials of the City and the company should enter into negotiations not later than Monday, Apr. 2, 1951, on a contract for operation of the subway from June 1, 1951, to May 31, 1952, or for such longer period as may be decided upon. By Apr. 2, 1951, we hopefully anticipate not only that the new fare structure will give the company a financial resiliency capable of meeting the impact of any subway losses, should they develop, without disturbing its basic solvency, but that the promotional efforts above recommended will have resulted in sufficient increase in patronage to produce a profitable operation.

8—If and when a decision is reached to integrate the present subway roadbed or portions thereof into the arterial highway plan, alternate and adequate means of transportation should be decided on beforehand to meet the needs of those passenger who would be affected by such changes.

Respectfully Submitted

FRANK F. VAN LARE,
Chairman.
PETER A. BARRY,
FRANK C. NIGER.

Continued



DOWNTOWN-BOUND passenger car leaves Meigs-Goodman subway station following route (track at extreme right) of city's low-rate subway freight line. "In no event," says Van Lare Committee report, should freight service be discontinued west of this point.

Subway Suggestions

CITY COMMISSIONER Donald H. Foote the other day asked for suggestions on "how to improve subway traffic."

As a starter, here are some:

1. Why not let the people know where the subway is? The gray tone of the subway stations now makes them almost invisible on a dull day. Smarten up the kiosks, make them stand out. Erect signs on the kiosks.

2. Why not a series of placards in the Rochester Transit Corporation's buses, especially on competing routes, telling patrons that they can get home easier, faster and with less confusion by using the subway, with crosstown connections?

3. Two years ago money was appropriated to fill in a parking station at the East Ave. stop of the subway in order to induce prospective passengers to leave their cars there and take the subway downtown. A few loads of cinders were hauled in, then the matter was dropped. Take it up again.

These for a starter, Mr. Foote.

TIMES UNION DEC 13 1950

000196

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

ROCHESTER TIMES-UNION
Wednesday Evening, Dec. 13, 1950 31

City to Promote Subway Use to Save Passenger Service

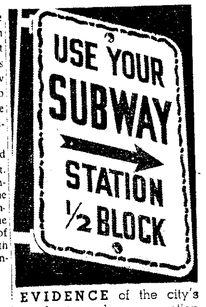
TIMES UNION DEC 13 1950

The city today moved to popularize the subway as one means of preventing junking of passenger service.

While definite details have not been worked out yet, city officials said they had several plans in mind but that "we are open to suggestions to promote its use and thus ease traffic on Main St."

First step toward promotion of the subway is erection of eight signs in Main St. calling attention to the fact that the subway is only a few steps from the business district. The new signs will be changed from time to time to give a new stimulus to use of the subway, Commerce Commissioner Donald H. Foote said.

The city's announcement followed action by City Council last night. Proposal to abandon subway passenger operations was killed over the objections of two Democratic members of the Council. At the same time it recommended inauguration of a shuttle bus service between South Ave.-Court St. station to the central shopping district.



EVIDENCE of the city's newly-stepped-up promotion of subway use is this sign, one of many being placed at strategic points near subway stations.

NEW CONTRACT URGED

The Council also advised a new contract between the Rochester Transit Corporation and the city by Apr. 2 under which the RTC would absorb subway losses, if any. The RTC had no immediate comment on the Council proposals, saying it would make a study and issue a statement later.

Other developments in the transit-traffic situation today were:

1—A report by the RTC showed that subway, as well as bus traffic, had picked up sharply in the last few weeks, largely because of Christmas shopping.

2—The RTC said that, effective next Monday, it would take the eastbound "Main and Gibbs" buses off Main St. during 4 to 6 p. m. will be replaced by a stop at Main E. and S. Water.

3—Eastbound stops at Main E. and Graves and at Main E. and South Ave. will be eliminated. They

4—The Council last night ordered the elimination of left turns into and out of parking stations in the downtown district between 4 and 6 p. m., effective Jan. 1. In addition, the Council added the State-Corinthian and the State-Market St. intersections to the list of crossing where left turns are forbidden during these hours.

"Independent Subway Freight Operation Overlooked," an editorial, Page 28.

The Lyell Ave. bus, the other end of "Main and Gibbs," will be routed from Lyell to Plymouth to Allen to State to Andrews to Franklin to North to Main E., and thence westward on Main to Plymouth N. About 33 buses will be taken off Main St. E. by the move.

Bus Company Offers To Discuss Terms For Keeping Subway

D. & C. DEC 1 1950

The Rochester Transit Corporation pledged cooperation in city plans for continuation of both passenger and freight service in the subway yesterday.

It is ready to discuss terms and time limit on a new operating contract, as requested by City Council on Dec. 12, RTC President John F. Uffert notified Vicemayor Frank Van Lare, chairman of Council's public utilities committee.

While the letter made no mention of the city's proposal that the new contract should eliminate a subsidy now paid the corporation by the city, it was friendly in tone and expressed "our continuing desire to cooperate to the utmost in the operation of the subway in a manner which will best serve the interests of its present and potential users."

Uffert told a newspaperman that while RTC currently is operating at a profit, the holiday season does not give an accurate picture of the company's long-range financial position.

To Negotiate in April

Since the negotiations for a new contract are not to begin until April, on Council's suggestion, it will be possible for the corporation at that time to have a more accurate picture of the effect of the present fare structure, he said.

RTC operates the city-owned subway at present under a contract expiring May 31, under which the city pays the corporation $56,229 for the period from Apr. 11, 1950 to May 31, 1951.

Uffert made it emphatic in his letter that RTC will not attempt to influence the city in the use it makes of its subway. As Subway proprietor, he wrote, the city "has the sole and exclusive right to determine the future of the railway, a fact we constantly have recognized in our contractual relations over the years."

The RTC president accepted a council suggestion that corporation and city Commerce Department cooperate in encouraging the maximum use of subway facilities.

To 'Doll Up' Cars

"To that end," he wrote Van Lare, "we are completing plans to paint all subway passenger cars both inside and out. The work of refurbishing these cars will be started shortly after Jan. 1. Our bus color scheme of cream and red will be used in a design quite similar to that on the last 25 diesel buses which were put in service last June."

The 12 subway cars, now a dark green, have not been painted since they were put in service in the 20s. Uffert, however, could see no value in the Council-suggested shuttle bus between the Court St. subway station and the central shopping district.

"At the present time," he wrote, "we have three regular bus lines covering the route of the proposed shuttle, and on each line the frequency of service is much greater than that which a shuttle could maintain. These lines—St. Paul-South, Monroe - North Clinton and Joseph - South Clinton—have peak-hour headways of from 3 to 5 minutes and off-peak hour headways as low as 6 and 7 minutes."

Uffert said he was in "complete agreement" with a conclusion of Coverdale and Colpitts, engineers who studied the subway, that the shuttle service would not add materially to subway passenger traffic.

Van Lare Praises Pledge on Subway

D. & C. DEC 2 2 1950

Vicemayor Frank E. Van Lare yesterday expressed his satisfaction with the Rochester Transit Corporation's pledge to cooperate in city plans for continued operation of the subway.

The vicemayor, who plans to resign as a City Councilman Dec. 31 and be sworn in Jan. 1 as State Senator, said he will put the reply of RTC President John F. Uffert into the record of Council proceedings Tuesday night as one of his last acts as chairman of that body's public utilities and commerce committee.

"I don't think it calls for an answer," added the Vicemayor. "It does show the bus company is willing to cooperate with the Council committee's recommendations over continued passenger and freight service. For that I am pleased."

The Council committee suggested that the city and RTC get together not later than Apr. 1 for discussion over a renewal of the present contract for subway operation which expires May 31, 1951.

This contract provides for payment of $56,299 by the city as a subsidy to the RTC for the period Apr. 11, 1950, to May 31, 1951, for subway operation. The Council committee recommended that this be eliminated.

000-197

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Popularizing Subway

Editor, Democrat and Chronicle:

The uncertain international situation is an important reason for keeping the subway going. During the past war, the Federal government forbade any substitution of buses for electric railways, because the former is a huge consumer of strategic gasoline, diesel fuel, rubber and spare parts. Should this nation become involved in a conflict of even greater magnitude, such supplies would be obtainable in a lesser degree.

Another factor favoring continued subway operation is the present deplorable condition of surface bus transportation, a condition which in the company's own words, makes it impossible to maintain schedules during rush hours. Furthermore, the greatly increased area of the General Motors plant which will employ additional thousands, will be responsible for increasing subway patronage. When the Memorial Auditorium is finished, that will be another source of revenue.

The city is open to suggestions on what to do to popularize the subway. There are a few which I believe would accomplish much in this regard:

1. Greater cooperation of the RTC with the city in subway matters. The operation of the subway by the utility has been like that of a parent with an unwanted stepchild, in regard to advertising, etc. A shuttle bus service, as suggested by the City Council should be given a fair trial before being condemned by the RTC as already has been the case.

2. Improvement of existing rolling stock, or better yet, purchase of newer equipment. A new paint job for the present cars is good as far as it goes, but it will not eliminate the high steps which make boarding and leaving of cars difficult for everyone. The interiors should be improved by better lighting and a lighter shade of paint. The San Diego Transit Lines has 11 PCC cars awaiting sale. This should be investigated by the RTC. New cars would interest potential riders.

3. Improvement of the subway stations. This, I understand will be done in the city's improvement program. Liberal use of paint, better lighting, and some carpentry would help.

4. Improvement and enlargement of the East Avenue parking lot adjacent to the subway. Parking stations at other outlying stops would be a stimulus to this park-and-ride idea.

5. The advertising campaign which will be promulgated cannot be over-emphasized. Good colorful advertising is needed, because as the saying goes, "Advertising is like fish—it's better when it's fresh." It must be remembered that when Harold S. W. MacFarlin was Commerce Commissioner, his efforts on subway promotion were rewarded by the all-time total of 5,112,596 passengers who used the line in 1947.

LLOYD E. KLOS.
104 Long Acre Road.

D&C JAN - 1951

Motor Subway

Editor, Democrat and Chronicle:

A letter in the D&C of Jan. 25th, signed by Mark Van Horne, suggests extensive subway construction around Rochester, without reference to what is right now on State Engineers' drawing boards. I presume that he would be interested in seeing the big, detailed map, now on a wall in my office, of the proposed motor subway to be built around Rochester's business section from State Street to Monroe Avenue, using Central Avenue, Cumberland, Delevan, Joslyn and South Union Streets.

State and City traffic-control planners call it officially "The Inner Loop." Construction of a part of it is scheduled to start in a year or so, war conditions permitting.

Please extend to Mr. Van Horne, and to any others who may be interested, a cordial invitation to come up and look the map over.

JOHN J. GOKEY
Rochester.

Plan for Subway

Editor, Democrat and Chronicle:

It has been said Rochester's subway goes nowhere—takes or leaves people nowhere. Why not run a branch line east from the Public Library tracks out past So. Clinton to the junction of East Ave. and Main St.—and then on out past the Armory under the N. Y. Central R. R. tracks to the busy and popular E. Main, North Goodman and Webster Ave. shopping and residential district? Then another branch starting from Main and Broad streets and going on out W. Main to Bull's Head shopping center or on out Chili Ave. two or three blocks into the residential section.

Neither of these branches would be too long to build at this time and with their aid and convenience people could leave their homes and go places—for busines or pleasure—and real estate values would zoom all along Main St.—including the heart of the Rochester business section. With convenient subway entrances and exits it would be a tremendous boost to the East Ave., Main St. and Clinton Ave. business area.

This would offset the tendency of shoppers to shop in the outskirts of the city—for people would then have fast, safe and dependable transportation. The subway would go somewhere and it would then be used in preference to the slower surface buses—thus cutting down rush hour congestions and hazards.

As Readers See It

Bus Tie-Ins, More Ads Favored for Subway

Editor, The Times-Union:

TIMES UNION FEB 27 1951

Recent news that the RTC is painting its subway cars inside and out is a step in the right direction in attempts to improve operation on the city's rapid transit route. However, this is the only the beginning. If we are to have a first class rapid transit, much remains to be accomplished, and it would be to the public's benefit should major improvements and extensions be brought about.

In December, the City Council advanced two measures to improve subway passenger traffic. One was the use of a shuttle bus which would encircle the business and shopping center of the city, and connect with the Court St. subway station. The other was a joint promotional campaign by city and RTC to advertise the subway. Outside of the city's part in placing numerous subway sign at strategic points in the downtown area, nothing else seems to have been done along these lines. Why?

• • •

WE SEE advertisements in the buses such as "save your car, save yourself—go by bus" etc. Why not say, "Go by bus OR SUBWAY." It would cost nothing more to include mention of the subway, and in so doing, more people would become conscious that such a facility actually exists.

The time is ripe to prove what a great assets the $11,000,000 subway is to the city. As former Commerce Commissioner MacFarlin said recently, "The subway has always been the victim of prejudice by those who never use it." Efforts to convince these same people of the subway's value would tie in very well with an expanded advertising program, and at the same time bring more patronage to the line.

LLOYD E. KLOS.
104 Long Acre Rd.

Unsightly?

Editor, Democrat and Chronicle:

See by the morning D and C about cleaning up the subway cars. Well, the buses need a good Spring housecleaning too; they are positively repulsive with grime and dirty windows. Some of them have not been cleaned since they were new. No wonder we have epidemics. Where is our health department?

MRS. A. PORTER
Alexander Street.

D. & C. MAR - 1951

TIMES UNION MAR 2 - 1951

New Signs Label Subway Stations

The subway has a new look.

New signs are atop the kiosks of the stations at City Hall, Broad and Fitzhugh, and at South Ave. and Court St. They have red letters, "Subway," on a white background and are illuminated at night.

Identical signs will be placed on other kiosks in the downtown section. They cost $135 apiece, according to Commerce Commissioner Donald H. Foote.

Problem of Subway Confronts City Again

TIMES UNION APR 13 1951

The city's perennial problem child, the subway, is again confronting officials of the city administration and the Rochester Transit Corporation.

Negotiations on a new annual contract for subway operation—with or without a subsidy—were started Apr. 2 at a meeting of the City Council public utilities committee and John F. Uffert and William A. Lang, president and vicepresident respectively of the RFC.

The sessions will be resumed next month following Uffert's return from an Arizona vacation, Committee Chairman Frank C. Niger said. Other committee members are Councilmen Peter A. Barry and William A. Legg.

Deputy Corporation Counsel Honora A. Miller will also sit in on future negotiations.

• • •

NIGER SAID the committee hopes to finish its work by May 31, expiration date of the present subway contract. This contract, effective Apr. 10, 1950, gave the RTC a city subsidy of $61,879 to cover the anticipated deficit between operating costs and passenger and freight revenues.

Niger called the first negotiation meeting last week a "preliminary discussion" without definite commitments by either side. The RTC officials promised a complete financial statement on subway operations at the next meeting, Niger said.

RTC officials indicated, however, that passenger revenues have dropped off since January after a Christmas season rush, Niger added.

He said the Council committee still stands on its position, expressed in a report adopted by Council last December, that "with the termination of the existing contract . . . both parties should enter into a new contract providing for continued subway operation without a subsidy."

The committee's position might become "flexible" if RTC revenue figures showed a continuing subway loss, however, Niger pointed out. RTC fares were boosted last September.

• • •

THE DECEMBER COMMITTEE report, issued when the committee was directed by Frank E. Van Lare, now a state senator, stated:

"By Apr. 2, 1951, we hopefully anticipate not only that the new fare structure will give the company a financial resiliency capable of meeting the impact of any subway losses . . . but that the promotional efforts . . . will have resulted in sufficient increase in patronage to produce a profitable operation."

The committee recommended a stepped-up promotional campaign to encourage subway use. City Commerce Commissioner Donald H. Foote disclosed today that his office is studying the possibility of adding a new subway station in the "long stretch" between Culver Rd. and Monroe Ave. Other promotional efforts in effect or contemplated by Foote are:

Repainting of one of the 12 subway cars and repainting work begun on a second.

Better lighting in subway cars and station and cleaning of the stations.

Installation of electrical signs atop two subway stations and erection of temporary wooden signs on downtown streets pointing the way to subway stations. Plans are afoot to erect larger electrical signs for this latter purpose.

Plans to conduct a campaign among property owners in the vicinity of subway stations to encourage subway use.

Development of freight revenue increases. Foote said he believes freight revenue for the first three months of subway use in 1951 were ahead of the same period last year.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Looks Lonely

Our one brightly painted Subway car looks lonely. It reminds us of a pretty girl, all dressed up in Spring finery, walking alone through a back alley. She looks just too nice to be real. She looks lost and out of place.

A few months ago we heard that the Subway cars were to be spruced up, decked out in new paint, new upholstery on the seats and so on. The day one actually appeared in this new getup was an event along the line. Passengers rubbed their eyes, consulted their schedules to see whether they were in the right place. Nothing so clean and pretty had been seen along the route since canal boat days. Once accustomed to the shock, customers began to like it, waited expectantly for more.

To date there has been no second. The one bird of Paradise floats gaily along, visible from a distance. Sad to say its plumage is beginning to show mud spots. It is no longer what it was at first.

We hope paint and enthusiasm have not run out after this one effort to "popularize" the subway. We hope to see soon other cars brightening up the somewhat discouraged atmosphere of the line. We hope to see more signs on the downtown streets inviting bus patrons to try this swifter, more convenient and comfortable method of transportation. Thousands in the city, we dare say, have never given it a try. They probably will not unless the transit officials make a more serious effort than they have yet made to bring the Subway advantages home to the pub[illegible]

D. & C. MAR 2 1 1951

RTC to Give City Subway Cost Data

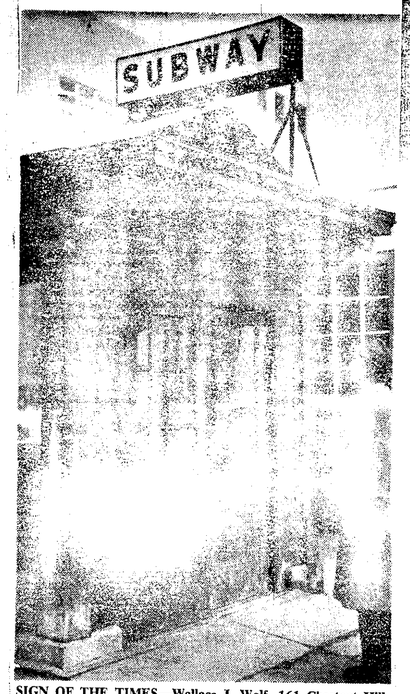
Rochester Transit Corporation officials plan to submit figures on cost of operation of the city's subway to City Council's public utilities committee early in May to form the basis for negotiations over a new contract. Councilman Frank C. Niger said yesterday. Niger is chairman of the City Council committee.

The date is about a month before the present contract expires, May 31. Under the present contract, the city pays the RTC a $58,000 subsidy and also for materials used in replacement of wires and poles, which amounts to around $5,000.

The subsidy covers the estimated deficit between operating costs and passenger and freight revenues.

Although Niger said his committee is standing by the report adopted by City Council last December that "both parties should enter into a new contract providing for continued subway operation without a subsidy," he indicated it might become flexible if RTC figures showed a continued loss in operation of the subway.

D. & C. MAR 2 6 1951



SIGN OF THE TIMES—Wallace J. Wolf, 161 Chestnut Hill Dr., admires shiny new sign on kiosk of City Hall Subway station. It is part of the city's campaign to promote use of Subway.

City Hopes to Bring Subway Out of Hole with New Sign

Rochester's much-abused Subway got a sympathetic Spring pat on the back yesterday.

It took the form of glistening new signs atop the kiosks of the City Hall stations at Broad and Fitzhugh Sts. and at South Ave. and Court St. Big red letters on a white background, illuminated at night, identify the city's "Subway" supplementing directional signs which have been placed at down town street intersections.

Commerce Commissioner Donald H. Foote under whose direction the signs were erected, said they cost $135 apiece. Identical signs will be placed on other kiosks in the downtown sections.

Foote said the signs were part of the city's campaign to increase Subway patronage. City Council in a resolution last December suggested that city and Rochester Transit Corporation, the Subway operator, join in a promotional campaign. RTC's part in the campaign to date has begun and ended with the painting of a single Subway car but an RTC spokesman said the remaining 11 cars will be painted as soon as the atmosphere dries out.

As Readers See It

Bus Mobility Not Enough, Subway Booster Says

Editor, The Times-Union:

Recent news serves to emphasize the growing trend toward rapid transit for public transportation in large cities. In the same token, commuter bus service is suffering a setback.

A recent article in the New York Herald Tribune, described an address before the Metropolitan chapter of Interstate Commerce Commission Practitioners made by William Reid, president of the Hudson & Manhattan Railroad and former chairman of the New York City Board of Transportation. In view of the controversy which has long raged regarding the subway, plus the news that city and RTC will soon negotiate a subway- operating contract, this news is most timely.

The salient feature of this address is that development of vehicular traffic facilities which include commuter bus service must be secondary to a mass rapid transit system. Mr. Reid had New York City in mind when making his views known, but they are applicable to Rochester. I quote from his speech:

"It (bus service) reduces transportation efficiency; it increases congestion; it reduces the efficient use of existing facilities which are fundamentally better able to transport large numbers of passengers quickly; it brings about greater and greater demands on the public purse for more and more facilities.

"I know the value of buses. And I know their limitations. The more one studies the question of commuter travel on rubber, the more it becomes clear that such travel is inherently inefficient and costly, and can never provide necessary rapid transit."

• • •

THESE WORDS should be food for thought for anyone who still believes the subway should be made into some grandiose bus roadway. The one factor which the buses seem to have in their favor is mobility, but judging from their performance downtown during the recent State St. fire which caused delays from between 10 to 45 minutes, mobility was of little help, especially on the Main St. bumper-to-bumper caterpillar line. Surface trolley service would have decreased the number of public transportation vehicles on the streets by 50 per cent, since a modern PCC trolley can carry the loads of two buses.

It would be catastrophic indeed to even think of abandoning the crossing-free, private right-of-way subway. Instead, this rapid transit route should be modernized, publicized and extended. The RTC should be obliged to do all in its power to cooperate with the city in publicizing and developing the subway to its utmost.

LLOYD E. KLOS
[illegible] Long Acre Rd.

Councilman Eyes Subway Parleys; Pact Nears End

D & C. MAY 1 4 1951

With little more than two weeks remaining before the city and Rochester Transit Corporation contract for operating the subway system expires, meetings on the question of continuing the contract without the city subsidy still were unscheduled last night.

Councilman Frank C. Niger, chairman of the Council's public utilities committee, said he planned to meet with RTC officials sometime this week. Earlier meetings on the question, which has been under study for at least 1½ months, failed to materialize.

Subsidy Issue Involved

The existing contract requires the city to pay to the TRC a subsidy of $56,229 for the period Apr. 11, 1950, to May 31, 1951, plus $5,650 for replacement of equipment. Representatives of the corporation counsel's office have said the subsidy clause of the contract will not be renewed.

Niger said the question must be settled by the end of the month when the current contract expires. Under the existing arrangement, the RTC operates the subway using its own equipment, receiving its compensation from subway revenues and the subsidy.

Deficits on Passengers

Passenger traffic has resulted in continued deficits in the past and the RTC balked at meeting these losses in 1949 when its whole system ran into a sizeable net loss.

However, city officials feel the subway is now operating in the black. They point to the recent payment of a small dividend on the common stock of the corporation. Last December, the Council adopted a resolution which demanded "both parties should enter into a new contract for continued operation of the subway with[illegible]

2d Subway Car Dolled Up

The Rochester Transit Corporation today trotted out another cream and red subway car—the second of 12 which are scheduled for complete renovation before Winter sets in.

The first refurbished car was placed in operation in March and caused gasps of amazement from subway riders. William A. Lang, vice-president, said work would proceed rapidly on the remaining 10 now that weather conditions permit.

TIMES UNION JUN 2 6 1951

000194

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

As Readers See It

Questions Asked About Subway

TIMES UNION JUL 5 1951

Recently it was my pleasure to visit the City of Cleveland, to examine the public transportation facilities of that city and its suburban areas.

I devoted considerable time to viewing operations of the Shaker Heights Rapid Transit, the high-speed suburban system which serves the populous suburbs east of Cleveland. This is the system which enemies of the Rochester Subway charge as being viewed through "rose-colored glasses.."

I was wishing that some of these skeptics had been with me to witness the efficient operation. For example, at the Green Road terminus of the Shaker Boulevard division, I counted 135 cars parked in the spacious lot on either side of the roadbed. These cars are proof that their owners would rather park on the outskirts, and in 20 minutes be in Cleveland, free of the shackles of parking and traffic worries.

The backbone of the SHRT fleet are the 25 modern PCC cars used in base service. Capable of being used in trains of 6 cars in length, these electric trolleys whiz along at speeds up to 55 mph on private rights-of-way. It is regrettable that the Rochester subway does not have some of these modern cars.

(The PCC car, referred to by Mr. Kloss, is a light-weight, high-speed type of rapid transit car, designed several years ago as the result of a conference of transit line presidents. It is known as the Presidents' Conference Car.)

Our present 1916 relics are obsolete and expensive to operate. **They are noisy, and their high steps are an obstacle to encouragement of more riders.**

It is doubtful whether one of the SHRF cars could be brought to Rochester for a trial on the subway, as the entire fleet is needed for service in rush hours. However, while in Cleveland, I discussed this point with Donald C. Hyde, general manager of the Cleveland Transit System. In answer to my question, "Would it be possible to obtain a CTS PCC for a trial on the subway?" Mr. Hyde replied, "Yes."

Now that it is officially known that a new type car can be made available, I think the RTC would be wise in making an effort to get one with an eye to eventual replacement of the present fleet with modern cars. I have always maintained that one of the biggest assets to increased traffic on the subway would be in the acquisition of new cars. Certainly, the subway is not going to make any money being run with obsolete equipment.

What is needed now is a progressive attitude if we are ever going to get a fair try out of the $11 million subway.

Just in passing, what ever happened to the shuttle bus idea, also suggested by the Council, which was to have been given a fair trial?

LLOYD E. KLOS.
104 Long Acre Road.

Committee's Report on Subway

TIMES UNION MAY 22 1951

The Public Utilities Committee's report to the City Council on the subway:

Under date of Dec. 12, 1950, the Public Utilities Committee of the City Council submitted certain recommendations for future subway operations on the basis of a comprehensive study of the Coverdale and Copitts report.

It was the sense of the committee personnel then that the City of Rochester and the Rochester Transit Corporation should enter into a contract effective June 1, 1951 for continued operation of the subway without payment of a subsidy.

The report further stated in part that the committee felt "the new fare structure effective Sept. 3, 1950, will give the company a financial resiliency capable of meeting the impact of any subway losses should they develop."

Transit company records show that subway operations are still losing money. While the new fare structure has somewhat improved the revenues, this improvement has not yet stabilized to a point where the transit company can commit itself to a resumption of underwriting on a long-term basis such subway losses as still occur.

A continuing search for additional sources of revenue without an increase in passenger fares has been conducted jointly by the City and the transit company. With the prospect of some success in this direction, coupled with such reduction in losses as has resulted from the new fare structure, the transit company has agreed to continue subway operation under an informal contract on a month-to-month basis without further subsidy payments by the City. In the event revenues increase and stabilize at a level which permits operation without out-of-pocket losses by the transit company, they will then be willing to negotiate for a long-term contract.

Subway Group Asks Operation Without Subsidy

D. & C. MAY 23 1951

Subway operation would be continued after June 1 by the Rochester Transit Corporation without a city subsidy, but on a month-to-month basis, under a plan advanced by City Council's public utilities committee last night.

Council, to which the report was submitted, took no immediate action on the report.

Under an existing arrangement expiring May 31, RTC enjoys a city subsidy of $56,229 for the period beginning Apr. 11, 1950. Last Dec. 12, the Council announced that City and corporation should agree to continue operation without a subsidy after the June 1 expiration date.

In its report of yesterday, the committee said RTC still is losing money on subway operations. It added that "this improvement has not yet stabilized to a point where the transit company can commit itself to a resumption of underwriting on a long-term basis such subway losses as still occur." The report adds:

"A continuing search for additional sources of revenue without an increase in passenger fares has been conducted jointly by the City and the Transit Company. With the prospect of some success in this direction, coupled with such reduction in losses as has resulted from the new fare structure, the Transit Company has agreed to continue subway operation under an informal contract on a month-to-month basis without further subsidy payments by the City. In the event revenues increase and stabilize at a level which permits operation without out-of-pocket losses by the Transit Company, they will then be willing to negotiate for a long-term contract."

DEMOCRAT AND CHRONICLE
2B Rochester, N. Y.
Sunday, July 8, 1951

City to Advance Freight Charges On Subway Line

D. & C. JUL 8 1951

By JOSEPH R. MALONE

Subway freight rates are about to take their first jump since operations began on Feb. 4, 1928.

Announced at City Hall yesterday, the new rates are expected to offset the deficit which the Rochester Transit Corporation incurs in its operation of the subway for the city, according to city Commerce Commissioner Donald H. Foote.

A product of several conferences between representatives of the city and the five railroads serving Rochester, the new rates, effective August 15, will be:

Interchange of freight cars from one railroad line to another via the subway, from $6.30 to $8.67 per car.

Moving a car to take or deliver a load of freight, $10 to $13.77 per car.

Moving an empty car anywhere on the subway system, $3.15 to $4.51 per car.

These rates apply for all movements except the carriage of coal, coke, iron and iron scrap. For these products, the $6.50 rate goes to $7.87 and the $10 rate to $12.50.

Up Revenue $40,000

The new rates are expected to raise subway revenues by about $40,000 a year, according to city officials. The city paid the RTC $56,229 to recompense it for subway losses sustained in the period Apr. 11, 1950—May 31, 1951 but these losses since have been reduced materially by the 12-cent passenger fare and RTC now is operating the subway on a month-to-month arrangement without a city subsidy.

Switching or freight revenues from the subway in 1949 were $66,637, the last year for which complete figures were available yesterday. There was a material increase in the first half of this year over 1950 which in turn showed an increase of about $10,000 over 1949.

The railroads promised to absorb the higher rates rather than pass them on to subway freight users, Foote said. The engineering firm of Coverdale & Copitts, which made a survey of the subway and its possibilities a year ago, advised the city to put higher freight rates into effect.

The new freight rates will be about 70 per cent of the railroad freight rates now applied to this section of the country by the Interstate Commerce Commission. Had the city applied for the full rate, it would have been necessary to make application to the Public Service Commission as well as to ICC.

Negotiate Contracts

The city will negotiate contracts with the five railroads carrying out the rates given above for only one year. The railroads have pending an application for a 10 per cent increase in rates applying to many commodities and if this is granted, the city will attempt to negotiate higher rates effective Aug. 15, 1952.

Taking part in the numerous conferences which led to the agreement on the higher rates were John F. Uffort, president, William A. Lang, vicepresident, and Raymond G. Norton, land and tax agent, Rochester Transit Corporation; O. M. Meyne, freight traffic manager for the Erie railroad; J. G. McMichael, general freight agent, A. W. Lenhard, district freight agent, Pennsylvania railroad; W. E. Raymond, district freight agent, Lehigh Valley railroad; G. M. McLaughlin, assistant general freight agent, Baltimore and Ohio railroad; H. D. Vail, assistant freight traffic manager, D. A. Chisholm, general agent, New York Central.

W. E. O'Neil, of New York City, chairman of the freight traffic committee of eastern trunk line railroads, acted as spokesman for the railroad people. The city was represented by Foote and Joseph A. Biel, deputy commerce commissioner.

Freight Rate Rise Indicates Subway Pact

TIMES UNION JUL 9 1951

Possibility of a year-to-year contract between the city and the Rochester Transit Corporation for the operation of the subway was seen today in view of an agreement on higher freight rates.

The corporation now operates the subway on a month-to-month basis without subsidy. Higher freight rates, effective Aug. 15, are expected to offset the present deficit in subway operation.

• • •

FIVE TRUNK RAILROADS serving Rochester, which use the subway for exchange of freight cars, have agreed to the new rate schedules.

Discussions on a longer term contract between the city and the RTC are expected to take place after Aug. 15.

Please turn to Page 18 for an editorial, "What's the Future of Our Subway?"

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Subway Contract Gets City Council Approval

TIMES UNION JUL 11 1951

Approval of a new subway contract and appropriation of $9,000 for a force of 26 women school traffic guards were among accomplishments of the City Council last night.

The new non-subsidy contract with the Rochester Transit Corporation is based on increased freight rates effective Aug. 15 and will run from that date to May 1, 1952. Sole revenue going to the RTC will be from freight and passenger service.

Since June 1 the subway has been operated on a month-to-month basis without a contract and without subsidy. From Apr. 1, 1950 to May 31, 1951, the city paid $56,229 to the RTC. Increased freight rates are expected to return $40,000 additional in subway revenue annually.

•

THE WOMEN TRAFFIC GUARDS will serve about three hours a day, when children are going to and from schools, acording to Deputy Public Safety Commissioner Victor C. Raycroft. The group may eventually be expanded to 52 guards, he said.

Use of women guards will relieve policemen now tied up on school work. The appropriation is intended to finance the venture up to Jan. 1. The women will be uniformed by the city.

Approximately 6,000 civil defense workers were brought under Workmen's Compensation coverage for Saturday's defense program. Those covered will include air raid wardens, auxiliary police, medical, welfare and communications personnel, civil air patrol and radiological monitors.

Unanimous approval was given a resolution of Robert B. Corris, Democratic minority leader, that the American Flag be displayed daily at the site of the soldiers' memorial plaque on the Rundel Memorial Building plaza at South Ave. and Broad St.

THE CITY COUNCIL also:

Approved an agreement with Henrietta Fire District 1 whereby the district pays the city $450 to hook its fire hydrants to a city main and pays $40 annually in charges.

Referred to the Public Safety Committee a petition from 20th Ward residents asking for a traffic light at Brown and Wentworth sts.

Ordered a traffic light at Winton Rd. and Hillside Ave. at a cost of $2,250.

Sent to committee a proposed ordinance calling for extension of Electric Ave. over railroad tracks to provide a new entrance to Aquinas Stadium. The council will vote on the proposition at its next meeting, Tuesday noon, July 24.

Following the meeting last night John J. Scully, Rochester attorney, spoke in favor of bringing all city employes under compensation insurance.

As We See It —ED

TIMES UNION JUL 9 1951

What's the Future Of Our Subway?

With discontinuance of the city subsidy and with the proposed raise in freight votes, much of the heat has gone out of the controversy over the subway's future.

These developments clear the way for calm, non-political discussion of this important city property.

Long characterized as a costly white elephant, the subway offers a golden opportunity for mass transportation in an era of steadily-increasing downtown traffic congestion. Most cities would give their eye teeth for a similar intersection-free right of way, and many have spent millions to acquire such property.

TO FULLY UTILIZE the subway's transportation potential a long-range plan should be developed now by the city, the Rochester Transit Corporation, the State Department of Public Works, and others concerned with city's streets and transportation.

Lloyd Klos, a subway enthusiast, suggested in a letter to The Times-Union last week that modern electric cars hold the key to a useful subway future. Others have suggested converting to gasoline-driven cars.

Plans have been developed to make the eastern end of the subway a part of the arterial highway system, and individuals have suggested that busses able to enter and leave the subway would provide more useful and flexible service than that offered by cars running on tracks.

Parking lots at outlying stations, and closer integration of present buslines with the subway also have been sought.

SOME OF THESE POINTS have been considered before, and some were touched on in the Coverdale & Colpitts report on the subway. But there is no definite, practical study to indicate best use of the subway in meeting the total transportation needs of the city 10 or 20 years from now.

Practical improvements such as the repainting of the present subway cars should be continued. And closer coordination of bus and subway service is worth trying, inasmuch as some present bus routes, dating back to horse car days, are in direct competition with the subway.

But most important is a start now on a long-range subway program.

Is Subway the Answer To Traffic Problem?

TIMES UNION OCT 18 1951

Recently we have seen considerable comment in the newspapers concerning Rochester traffic congestion which has reached an acute stage. Various "traffic experts" have recorded their views on means of improving conditions.

The growing traffic problem is one which is now vexing every large American city. Many cities are being forced to spend tens of millions of dollars to rid themselves of traffic bottlenecks. They are doing it either through the construction of grandiose freeways and super highways, or through utilizing existing rights-of-way for the construction of electric rapid transit. The latter is less expensive and accomplishes more toward the solution of the problem, provided it is laid out and operated properly.

Much of Rochester's problem can be solved with a minimum of cost. Some bus lines in areas adjoining the subway should be adjusted to feed passengers into the rapid transit instead of transporting them downtown, thereby eliminating more vehicles from the downtown sector.

The old argument about "people having to transfer" can be answered by viewing operations in cities where transfers from outlying bus routes to rapid transit lines are rendered with no loss of time to the patrons, because arrivals of electric cars and buses are coordinated.

• • •

EXTENSION of the subway a mere 1,200 feet to Monroe Ave. on its eastern end will materially lessen traffic on Monroe Ave. and other streets downtown. There is a spacious area adjoining the proposed terminal suitable for a parking lot, which could handle many cars. The buses to Pittsford could become a shuttle service from this terminal to Pittsford, thereby lessening the number of vehicles on Monroe and South Clinton.

At present, the Rochester subway is entering a period of its greatest need. The possibility of all-out war brings to mind the subway's noble service to the community during the last conflict. When the Community War Memorial is completed, special cars will be needed to accommodate the patrons of that building. Expansion of the General Motors plant at the western end of the line is also another factor meriting the subway's continued operation.

Some imagination, common sense, and extensive advertising of the subway's value to the community can make it an even more popular servant of the public than it is now.

LLOYD E. KLOS
194 Long Acre Rd.

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.

Subway's Cars Sport New Coats

NOV 9 1951

The job of repairing and repainting Rochester's 12 subway cars is complete, President John F. Uffert of the Rochester Transit Corporation announced yesterday.

Done in accordance with an offer by the RTC, after the report of the City Council committee headed by then Councilman Frank E. Van Lare in December, 1950, to promote greater passenger use of the subway, the work was delayed by weather conditions last Winter and resumed late in the Spring, Uffert said.

The paint job is red and cream similar to buses of the RTC and the inside of the cars is white and green.

The Van Lare committee report urged the city's Commerce Department and the RTC to jointly promote use of the subway's passenger service. Uffert then offered to do the refurbishing job on the cars.

One car was taken from service and the work started, but weather conditions were poor for painting, Uffert said, and decision was made to delay the job.

000201

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

City's Loss Too

D. & C. FEB 22 1952

That obscure step-child of the city transportation system, the Subway, again showed a loss in 1951. It was a bigger loss, both in revenue and passengers, than in any year since 1942 and was exceeded in only four of the system's 24 years of operation.

Hints are now heard again of abandonment of the Subway east of Meigs St. and the eventual use of that stretch as a route for the eastern approach of the State Thruway. It is no secret that the transit company would be happy to be rid of the Subway, with its headaches in loss of patronage and cost of upkeep.

Although the ground has been covered before, we think it timely to emphasize certain points in regard not only to the Subway but to the entire transportation system. One might think from the annual statements of losses that the Subway is little more than a stretch of empty tracks. The fact is that this swift and reliable line even last year carried 1,626,801 passengers, and that in its peak year, 1946, it carried 4,003,555. The 1951 traffic, if our arithmetic is correct, figures out at approximately 4,500 passengers a day, including Sunday. The weekday load undoubtedly is larger than that average figure. And we ask again, as we have in the past, how will those 4,500 additional passengers, mostly rush hour riders, be accommodated in the city's overcrowded streets if the Subway is abandoned?

We note again also that revenue has fallen off since the last fare increase, which was expected to stop the losses, if not keep the operations in the black. This was strictly in accordance with experience. Time and again fare increases, instead of producing more revenues, have reduced patronage and produced less, rather than more, revenue. We question the wisdom of trying to make the Subway pay by merely cutting down expenses and reducing service rather than by trying to lure passengers by some practical inducement, such as lower fares or better service.

The transit company's most prosperous years in recent history were those in which the dollar pass and other fare privileges were in effect. True this was in the war years when automobile travel was restricted, but it at least raises the question whether the company, with its $2.50 weekly pass and other increases, has not priced itself out of a large part of its natural patronage. And this leads to the further question whether this may have something to do with the growing use of automobiles and the mounting congestion in our downtown streets.

Subway Cuts Arouse Board In Brighton

D. & C. MAR 13 1952

Rochester Transit Corporation's order curtailing subway service effective Mar. 23 received an immediate protest last night from Brighton Town Board.

Supervisor Leonard A. Boniface was instructed to protest to transit officials the plan to suspend all Sunday and holiday service and reduce night and Saturday operations. Board members reported a flood of calls from angry Brighton residents protesting the order announced yesterday afternoon.

Transit officials reported that 36 Sunday round trips on the subway, which averaged a take of a fraction more than $1.11 per trip, forced the curtailment. While the Sunday and holiday trips will be suspended, service at night and on Saturday will continue on a decreased schedule.

2 Motormen Affected

William A. Lang, vicepresident of the corporation, said last night that the changes will affect the jobs of only two subway motormen. One of these, said Lang, is about to retire, and the other will be absorbed into other services of the corporation.

The announced cut in service on the subway follows recent reduction in night and Sunday service on bus lines by the company because of what it termed "a marked decrease in service demands at such times." The statement of the company adds:

"Sunday use of the Culver-Crosstown was so negligible that revenues did not even begin to meet operating expenses and as a result Sunday service on that line was discontinued effective Feb. 24."

Sunday Revenue $60

"Extensive checks have been made over a considerable period on the night and Sunday use of subway service. Sunday subway receipts per mile have averaged between 8.4 and 11.3 cents which is less than the actual per-mile labor costs, let alone the added charges for power, maintenance and taxes. As a matter of fact, the total Sunday subway revenue for many months has averaged only $60. (That's on the basis of 36 round trips mentioned above.)

"Effective Monday, Mar. 17, subway night service after 6:30 p. m., Mondays through Saturdays, will be on a one-hour schedule. Effective Saturday, Mar. 22, Saturday daytime service will be on a 30-minute schedule, as against the present 20-minute schedule. Effective Sunday, Mar. 23, the subway will not be operated on Sundays and holidays."

Adding that the company's daytime schedules on Mondays through Fridays will see no changes from the present, the company officials said that printed schedules embodying the changes for nights and other days now are available at the company offices, or from inspectors.

Subway 'Ideal Line

D. & C. MAR 22 1952

Anyone who has used the Subway consistently for over ten years is naturally prejudiced in its favor. The feelings of all familiar with this ideal method of rapid transit have been voiced by men like Mr. Kloss and Mrs. Ingle (Democrat and Chronicle, December 4, 1949) and others during the last few years. It is time for the rest of us more reticent riders to speak up for a slowly dying cause.

Until we had occasion to use the Subway we knew exactly nothing about those dark green cars that sped down the old canal bed. Today a poll would show that to most Rochesterians the Subway is still a mystery. The newspapers have aided recently in some publicity, but real action is needed.

The Transit Corporation does nothing but condemn it. You can prove anything with figures. A loss of $19,000 during the past year for a real public service is made to seem enormous. Apparently this "penny-wise" group would also eliminate snow removal and the new fire college because they do not produce a profit. The only improvement made has been the painting of the cars. Increasing fares certainly decreased patronage, as automobile pools increased.

The city paid about $20,000 for a survey which any Subway driver could have improved upon. It proved nothing, except poor operation. No constructive ideas were forthcoming, as they might have tainted the atmosphere. The Chamber of Commerce counted passengers during the Summer when patronage was naturally low. Most of the surveyors were taking their first ride.

Here we have an ideal line providing precise, comfortable service and going right through the center of the city. It crosses most of the main streets, but there is practically no bus service to and away from these stations. It now provides service to many industrial plants, Cobbs Hill, Edgerton Park, and to the site of the new War Memorial. The flexibility of busses is conceded, and they should be used to shuttle people along the length of these populated thoroughfares to the Subway. Schedules should be synchronized as closely as possible. Parking areas should be provided at some of the stations. The area at the East Avenue loop is already being used by Penfield residents who happen to know what it is for. These are some of the immediate remedies.

Expansion to Pittsford, Kodak and Charlotte must be carried out as soon as possible. The gains to be made are enormous and the means are readily available.

The safety and service of our Subway is evident when you realize that there have been no accidents and no breaks in its split second operation except for a few minor cases of derailment or broken power lines.

In these times of false prosperity and high living we are inclined to tear down valuable assets which have been built up through the years. While we are planning a Better Rochester and improving parking facilities to eliminate traffic congestion, let us not overlook the unlimited potentialities of our Subway. Give it a fair trial!

L. MICHELSON

Subway Ends Sunday Rides

D. & C. MAR 23 1952

Don't plan on taking a subway ride today.

Under a new schedule, announced last month by the Rochester Transit Corporation, subway cars will not be operated on Sundays beginning today. Subway service on rolidays also is suspended.

Reason for the cut, company officials said, was because use of the subway on Sunday was so negligible that revenues did not meet operating expenses.

Night service and Saturday service also was affected by the company order. Beginning last Monday, subway service after 6:30 p. m., Mondays through Saturdays, went on a one-hour schedule. Yesterday, Saturday daytime service went on a 30-minute schedule, as against the former 20-minute interval.

Company officials said the subway daytime service on Monday through Friday remains the same. Printed schedules embodying the other changes are available at company offices or from inspectors.

Would Save Subway

D. & C. APR 2 1952

Much credit is being made [illegible] Rochester's plan for additional parking areas and ramp garages in the downtown area. This will not solve the traffic problem. On the contrary, it will tend to attract more motorists to the already overcrowded business section. Which all adds up to using some of this money for the expansion of the one answer to Rochester's traffic problem — the Subway.

So far the Chamber of Commerce Citizens' Committee for a Better Rochester has chosen to remain conspicuously silent as regards the Subway. May I therefore respectfully add my plea to those all too few others in requesting that the city appoint Lloyd Klos or someone of like zeal to the position formerly held by Mr. MacFarlin and that this person in turn seek any necessary aid he needs to make the Subway the main transportation system of Rochester. It can be done but not without a unified group of persons who will work tirelessly to retain and expand this rapid transit system.

Somehow, those who are interested must find a way to get together and see what can be done to defeat Mr. Lang of the Rochester Transit Corporation.

STANLEY M. SWIFT.

Right Way On Subway?

D. & C. MAR 23 1952

This letter will point out to C. C. B., whose letter entilled, "Free Riders on Subway," appeared in the Sunday paper Mar. 16, that he could be wrong in his convictions.

I for one, and many I have discussed the subway question with, have favored extension and development of the Subway, northeast and west. We also have the right to speak as we live in the city and pay city taxes.

Now I'm sure if a good plan were devised to develop the Subway, and give fast, dependable service to the outlying points, including parking lots at stations where cars may be parked free, people receiving this type of service would be willing to pay their share for extension and development.

Such a plan as mentioned above might require taking the management of the Subway lines out of the hands of the Rochester Transit Corporation and put it under supervision that will be interested in developing fast, frequent and dependable service.

The suggestion by H. L. Barry in The Democrat and Chronicle, Mar. 14, seems very good to me.

That writer would appoint a "Committee for Subway Supervision," composed of Mr. Robert Corris, councilman; Judge P. B. Duffy (a consistent and ardent advocate of the Subway's advantages); Mr. Loyd Kloes, (a student of transportation, who is familiar with successful transportation, in other cities), and Mr. Harold Stonebraker, attorney (whose thoughtful analysis of the Subway problem in The Democrat and Chronicle Feb. 28 indicates clear thinking). I think there should be one other on this committee and that should be Mr. S. Swift, whose letters to The Democrat and Chronicle from time to time I have read with great interest. He also has a good understanding of this problem.

Now is the time to act! Let's have your reactions and suggestions, all you who are interested.

A. E. MATTESON.

Subway Sense?

Has that old-time perplexing problem bobbed up again—what to do or what not to do with that strip of land formerly called Clinton's Ditch but now referred to as the subway? Letter writers almost overnight have just begun to discover that Rochester is about to be in danger of losing an asset that many other cities would be more than glad at any price to possess if they only could.

Just now 99 and 44/100ths of the people have been so busy puzzling themselves over how to squeeze out enough spondulics to pay what they owe their Uncle Samuel that they have not had much time to think about very much of anything else, so they say to heck with the subway. If they would only stop for a moment and think what it would mean to their city and its future, we would not have to hear about losses and failures. But we would hear more about profits and success by remembering just a little advice from an old-time farmer who said the way to make more money on the farm is to grow two blades where only one grew before.

For the subway, it's to carry two passengers where now it only carries one. This can be done and soon there will be two dollars where before there was only one if a program of extensions and a few alterations in fares is begun at once.

GEORGE TOOTHILL

'Let's Do Something'

I have seen letters from readers relative to the subway but that seems to end it. The subway has been a ball and chain to the taxpayers since the days of Mayor Van Zandt. The only thing it's good for is rapid transit, and it's that all right when you can ride from General Motors to the City Hall in 7 minutes. It takes half an hour by bus.

Many a man or woman would like to ride the subway if they didn't have that long stairway to climb. If they could push a button and have an escalator take them up or down, they would ride. The city has paid thousands of dollars for outside expert advice and today that advice, plus blueprints, are in a deep freeze.

Why can't we have a citizens' committee pool their ideas and do something tangiole? If we did not have brainy men and women in our city, Rochester would not be what it is today. We need a new blood transfusion to make the subway an asset instead of a liability.

MICHAEL F. SHIED.

'Free Ride' Issue

"Free Riders on Subway?" in today's paper (Mar. 16) is documented evidence of the vague notions floating about as expert opinions.

It is plain that C. C. B. (the author) is not a Subway patron—at least has never taken a trip from downtown to the Rowlands terminal in Brighton. I suggest he take a ride preferably around 5 p. m. on a weekday. He will start in a well crowded car and 75% or more of these passengers are out by the time the car arrives at Highland Ave. (city line). A corporal's guard of "town residents," to be dropped off at the four or five stations in Brighton, remain as the "free riders."

This "free" ride into Brighton, an odd mile more or less at most, costs the rider 5c extra. We are sure C. C. B. has never had to reckon with this privilege of the Brighton passenger.

If Brightonians have been vociferous in their protests, by the same token Rochesterians are in a torpor induced by years of neglect, indifference and irresponsibility. An inherently alert, progressive community would never allow a rapid transit system to go to rot at the same time screaming about surface traffic congestion and the vagaries of a pokey bus service.

J. I. C.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

No Service On Subway Tomorrow

TIMES UNION MAY 29 1952

There will be no subway service tomorrow, the Rochester Transit Corporation announced today.

Holiday and Sunday subway service was ended Mar. 23 by the RTC because of declining patronage. Memorial Day is the first holiday since the service cuts went into effect.

An RTC spokesman emphasized that bus service reductions to go into effect Monday do not affect subway schedules. The changes, announced yesterday, are caused by declining patronage since the 23-day walkout of RTC workers.

• • •

ONLY BUS DISPUTE development reported was a "preliminary discussion" held yesterday by representatives of the RTC and the union with Assistant Industrial Commissioner William F. Asart at Asart's office, 155 Main St. W. Six union and company officials who attended were not identified by Asart.

The talks were in preparation for the first meeting Tuesday of the state board of inquiry, appointed to study the bus dispute and make recommendations on new contract terms, Asart added.

Subway Tops Project List For Chamber

D. & C. APR 8 - 1952

A project titled "Subway" heads a list of 79 civic improvement ideas to be sumbitted to the executive committee of the Citizens' Council for a Better Rochester Tuesday noon, May 6, in the Chamber of Commerce.

Lee McCanne, executive vicepresident of the Chamber, said yesterday after the monthly meeting of Chamber trustees, that the place of the subway at the top of the list indicates it will be given immediate consideration by the council.

"As far as the subway is concerned," McCanne said, "it's a case of either we do something about it soon or the state will." Two opposing programs — one to extend the subway and the other to reconstruct it as a highway—are included in the suggestions, he said.

From a rejuvenation of Front St. to a courtesy campaign, the proposals submitted represent what some Rochesterians think they can't live without. The list is a compilation of ideas of businesses, organizations and several annoyed citizens.

396

Subway Advocates

D. & C. APR 27 1952

A recent New York Central "ad" announced the inauguration of a new service—a one-car diesel-powered service for passengers between Syracuse and Buffalo, with stops at small towns and villages including Rochester.

This, of course, is an adaptation of the former one-car electric trolley service between these same cities.

Which, to thinking persons, should bring a message; buses, having to buck heavy city private-car traffic, are finding it tougher and tougher to travel.

That officials of the New York Central lines have seen this fact should awaken thousands of Rochesterians to the fact that they have a subway, and that proper management could make it a paying proposition.

The Committee for a Better Rochester, sponsored by the Chamber of Commerce, living in such close proximity to the Rip Van Winkle country, can hardly be expected to recognize the possibilities of the subway, so it is up to those few of us who believe Rochester can become a great city as well as a good city in which to live, to fight for an honest-to-goodness subway.

May I suggest that the Rochester Transit company be requested to restore 15-minute service on the subway on Tuesday and Thursday shopping nights — said service to continue until 10 p. m.

Also on wrestling night let those who attend be notified that adequate subway service will be maintained for their convenience with transfer privileges to all lines at proper transfer points.

S. SWIFT

Subway Repair Planned

TIMES UNION JUL 3 - 1952

The city is preparing to repair the subway.

City Purchasing Agent Fred W. Ereth today received bids on a cement contract. Gunite Associates Inc., Syracuse, was low bidder at $19.37 a bag.

City engineers estimate approximately 350 bags will be required.

The T. H. Green Electric Company was low on a contract to furnish electrical equipment for the water treatment plant for the additional water supply from Lake Ontario. The bid was $176,015.

The Daniel G. Lanni Company at $10,979 was low on a contract for reconstruction of the Electric Ave. footbridge.

Subway Pact Negotiations Under Way

D. & C. [illegible] 1952

A new contract now in negotiation for continued operation of the subway was at a "delicate stage" yesterday.

For that reason, Commerce Commissioner Donald H. Foote and Rochester Transit Corporation officials who are conducting the negotiations would throw no light on the question: Will the city be compelled to resume subsidizing the operation?

In another field, however, city and RTC officials were in agreement. They said subway operations will continue on the present basis even if the two parties fail to reach an agreement by Aug. 15, termination date of the present contract.

Arterial Highway Tie-In

Abandonment of the subway except for freight operations and its conversion into a superhighway, as suggested yesterday by William A. Lang, RTC vicepresident, is not of immediate concern to the city.

"The matter of converting the subway is tied up intimately with the state's arterial highway plan," said Foote. "When we have a complete agreement on all details of the arterial plan, the subway problem will be simplified."

The city paid the RTC $61,879 for operating the subway from mid-April, 1950, to May 31, 1951. Then the subsidies ceased and RTC since has met losses from its operation of the subway out of its own pocket.

Contracts with Railroads

Besides the operating contract with RTC, the city has contracts also with the New York Central, Baltimore and Ohio, Lehigh Valley, Pennsylvania and Erie Railroads for the subway freight service. These contracts also expire Aug. 15. Foote and City Manager Cartwright faced the problem of negotiating new contracts with the railroads before completing a new RTC operating contract, but Foote would not disclose yesterday whether these subsidiary contracts have been settled.

The railroads won a substantially increased rate for freight haulage in the subway more than a year ago, but the Interstate Commerce Commission permit was on a temporary basis. The city contends it should be "cut in" on this increase if it is placed on a permanent basis, thus materially increasing its revenue from the subway.

TIMES UNION AUG 7 1952

City Wants More Switch Charge Tax

The city wants more revenue from the subway's freight switching charges, it was disclosed today by Donald H. Foote, city Commerce Department head. Foote said he wants to hold a meeting with the five railroads which now switch cars from one road to another.

They are the Baltimore & Ohio, New York Central, Lehigh Valley, Pennsylvania and Erie roads.

• • •

THE CITY must negotiate new contracts with the railroads before it can begin talks with the Rochester Transit Corporation for a renewal of the contract. The railroad and RTC contracts expire Aug. 15.

The railroads won a substantial increase in rates for freight hauling in the subway more than a year ago under an Interstate Commerce Commission ruling. The rate hike was on a temporary basis.

The city contends it should have a share of this increase when it is made permanent, thus materially increasing the subway's revenues.

Foote said that if no agreement is reached by Aug. 15, present contracts with the railroads and RTC would be continued until details can be ironed out.

RTC Official Urges Converting Subway Into Superhighway

Times Union Aug 6, 1952

A Rochester Transit Corporation official today advocated abandonment of the subway, except for freight operations, and its conversion into a superhighway.

William A. Lang, RTC vicepersident, sugegsted "paving the subway from one end to the other and at the same time preserving rail lines over certain portions for freight movements."

It was the first public expression by an RTC officer on the question of "What shall we do with the subway?"

"Ramps, some of which already have been built, must be used to send surface traffic of all kinds off our congested streets into a high-speed subway," Lang declared.

"We would have an integrated traffic system, with surface streets linked by ramps to a sub-surface highway that might well be as important as the inner loop." (Lang was referring to a highway loop that would ring downtown Rochester, construction on which already has started.)

Lang declared, "before us lie formidable challenges. They can be met and surmounted only if approached on a community-wide basis. Proper utilization of the vast opportunities offered by the subway should not be neglected."

• • •

AUTHORITIES AGREE that much of the congestion in downtown Rochester could be avoided, through such use of the subway.

At the same time, it would remove need for a highway parallel to the subway on the East Side of the city. Such a highway is now under consideration.

State officials have pointed out that if the subway were turned over to them they would not be forced to destroy numerous houses on the East side to clear space for a superhighway to the downtown area.

The ramps at Main and Oak and at Broad and Exchange would permit buses to be loaded on the surface and then to travel underground from Monroe Ave., Brighton to Mt. Read Blvd.

Extension of the two ends of the subway to Mt. Read and Monroe would involve construction of only a few hundred additional feet of highway.

• • •

TRAFFIC EXPERTS have advocated abandonment of the east end of the subway, and others want to eliminate the west end as well—to keep big transcontinental trailer trucks off Main St.

Use of the subway on the east as a traffic artery might eliminate conflicts about routes for feeder lines to the State's Thruway.

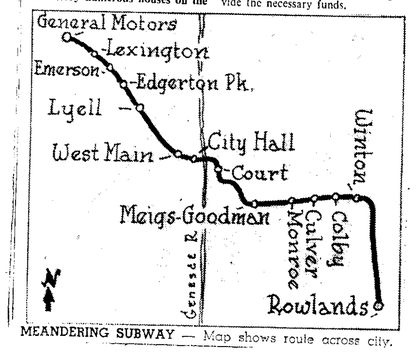
Currently, three groups are advocating different connections and court action has been threatened.

• • •

CONVERTING THE SUBWAY to automobile use, it is pointed out, would cost thousands of dollars, especially on the underground section between Oak St. and Clinton Ave. S.

It would involve relocation of railroad lines, bracing the walls, covering the tracks and enlargement of the present ramps.

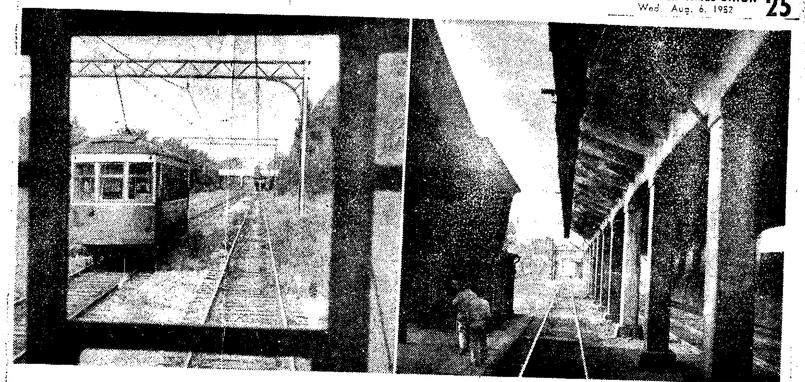
It would be up to the city to provide the necessary funds.



MEANDERING SUBWAY — Map shows route across city.

397

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection



LET'S TAKE A RIDE—On the subway, that is. Many Rochesterians have never ridden it at all. This photo, snapped from rear of car, shows Culver Rd. station (looking west). Subway is only partly underground, mostly runs in open spaces.

COURT ST. STATION — This stop looked pretty deserted when photo was taken just after morning rush-hour. But "regulars" who use subway say it's a great time-saver for them. Car from which photo was taken is manned by Motorman Bill Durkin.

Come Ride the Subway with an Oldtime Pilot

By GENE GRIBBROEK

Bill Durkin, who lives at 52 Copeland St., is a citizen unknown to most of his fellow-Rochesterians. But those who know him know him well.

Bill is one of that fast-diminishing crew of trolley motormen. They were a familiar part of the local scene before the bus came in. Now they spend their working hours down in a hole—the Subway.

Most of Bill's passengers are daily riders. They greet him as an old friend when they board his car, en route to work or a shopping trip.

The occasional stranger is usually one who lives outside the zone served by the subway. Bill can spot the stranger right away, although you'd never know it from the casual manner in which he collects the fares.

• • •

HE GREETED A "REGULAR" as he sat waiting to start his eastward trip out of the General Motors station, western end of the seven-mile line across town. Like Durkin, the man, Jeremiah Moynihan, of 924 Ridgeway Ave., had a face to match his name.

"If they want to make this thing pay," said Moynihan, "why don't they extend it to West Kodak?"

No comment from Durkin. He pointed out the barn that houses the Subway cars, the vast Rochester Products parking lot and the Products station, from which a tunnel runs into the factory grounds.

• • •

AS THE CAR PULLED OUT precisely at 8:49 a. m., Bill sketched his own life, most of which he's spent at the head end of a trolleycar. Born in Ireland in 1887, he spent five years as a crossing-tender for a railroad there before coming to the United States, and Rochester, in 1908.



BILL DURKIN
. . . *Subway veteran*

"I started on the cars here in 1910, been at it ever since," he said. "Worked on pretty nearly every line in the city, too. Been down here since 1941."

Would he rather drive a bus?

"No," emphatically. "Don't think I'd like it. Matter of fact, I'm too tall to drive a bus. (He's 6-3½.) It would be a bit uncomfortable for me."

• • •

THE CAR PROCEEDED through a weed-grown, rural-looking section, picking up passengers at Driving Park, Lexington Ave. and Glenwood Ave. stations. The Subway walls, giving the impression of being underground, begin at Emerson St.

From there the backs of factories line the tracks, thickening as the car approached the Lyell Ave. station.

"Big station here," said Durkin. "Lot's of Delco workers."

• • •

THE SUBWAY PLUNGES into darkness at Brown St., Bill turning on his lights and giving a blast on his horn to scare off some pigeons. The car was loading up now, but emptied at Main St. W. and Oak St. and at Times Sq. At the Square it began to fill up again for the trip East to Rowlands.

Midtown, freight tracks were busy on the right, under the city's uptown streets. Durkin's swaying car wound under Broad St. on a damp bed that crossed and then paralleled the river. It emerged into the light again at Court St. passed Meigs and Goodman and came out of the walls at Monroe Ave.

The tracks were now lined with the backs of houses, the householders scarcely looking down at the fast-moving, familiar subway car. As we left the Culver Rd. station Durkin pointed to a row of tall poplars, then nodded to the right, where Cobbs Hill Reservoir could be seen over the trees.

"Boys play baseball a lot up there," he remarked. "We get a lot of them."

• • •

NOBODY ON OR OFF at Colby, but Winton Rd. was busy.

"Important station," Durkin explained. "Lot of youngsters going to Mercy High School and so on."

Then came East Ave., where the Subway becomes a surface line. It is tree-lined countryside from there east, a beautiful ride. There's Halfway Station, which meets no streets but gives access to several factories; Highland Ave., where you pay an extra nickle; Ashbourne, Elmwood and Sunset. The car speeds up to Rowlands, the eastern terminus.

The time was 9:17—28 minutes from the start at General Motors. Fastest ride in town.

• • •

ON THE RETURN TRIP, a woman who got on at Sunset looked sharply at the cameraman and said, "You're not going to take the Subway away from us, are you?"

Assured that no such plan was afoot, she looked relieved. She explained that she lived on Valley Rd., has been riding the Subway for 10 years.

"It's 16 minutes to City Hall from here," she said. "I can easily make it home for lunch, too."

A brief view of Rochester's skyline flashed above before the car went underground at Court St., winding past the river out of sight of those above, those who never walk down the stairs to see what the Subway is like.

Letters
From Our Readers

TIMES UNION FEB 12 1953

Says Subway Still Has A Future

Recently, it was my unpleasant duty to pay my last respects to a man I am proud to say was my friend. This man was a former Commerce Commissioner, and the greatest champion of the cause of the Rochester Subway, Harold S. W. MacFarlin.

As I stood there, looking at him for the last time, thoughts of the past twenty years rolled swiftly through my memory. I remembered when he was a city councilman from 1931 to 1935. It was during this tenure of office that he vigorously asserted that the Subway had been "kicked around" and never promoted with skill or energy. I remembered when he became commerce commissioner in 1938, he began a strenuous campaign to make the people of Rochester realize that a subway actually existed.

* * *

I REMEMBERED that as a result of his efforts, the Subway carried 300,000 more riders in 1939 than it did the preceding year. The rapid transit continued to carry more passengers each year until in 1947, it carried a record 5,112,596 passengers. And finally I remembered Mr. MacFarlin's leaving the city service, and the subway, having no one to advertise its merits, showed a corresponding decline in traffic.

I then wondered as to the fate of the Subway's future. There are some who still believe the eastern end should become a highway to serve as a connection with the Thruway, at an expense of thousands of dollars. This, in spite of the fact that there are already in existence two wide avenues of traffic, East Avenue and University Avenue. The selfish interests who don't want the public reminded of what was done through Mr. MacFarlin's efforts, have overstepped the bounds of reason in demanding the cessation of Subway service.

Only recently, the Consolidated Engineering Corporation announced that it will locate near the western end of the Subway. Here is an opportunity to erect a bridge across Mt. Read Boulevard, and make a rapid transit freight and passenger service available to this new industry. There have been more opportunities made available for increased Subway service, and still the selfish interests fight the Subway tooth and nail.

* * *

I CAN only say to these enemies of the Subway, look at the strides being made by other cities via rapid transit. Boston is spending $3,000,000 to extend its rapid transit to Revere. Toronto will have its subway in operation by this time next year. Cleveland is working diligently on its east-west rapid transit. San Francisco is studying plans for a subway under Market Street.

I urge that Rochester ignore the voices of the Subway enemies. Instead, it should embark on a program of rapid transit expansion and modernization which would be the envy of all cities of Rochester's size. Only then, would we have something which could help solve the city's traffic problems, move people faster, stop the decrease in real estate values in the downtown sector, and halt decentralization of business. Were the above program adopted, the resulting facility would become a living and useful monument to its greatest champion, Harold S. W. MacFarlin.

LLOYD E. KLOS.
104 Long Acre Road

What Do YOU Think About The Subway?

TIMES UNION FEB 12 1953

What is the best solution of the city's subway problem?

There are two schools of thought: (1) The subway should be promoted and expanded; (2) The subway should be converted into a highway as part of the State Thruway connection.

The city must soon make a decision on what it will do. What do you think that decision should be and why? You are invited to express your opinions in letters to the editor to be printed in this column. Please keep your letters short. All must be signed with full name and address for publication.

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.

As Readers See It

Toronto Subway Cited As Transit Example

TIMES UNION FEB 12 1953

Having been intensely interested in the Rochester subway as a basis for an extended and improved rapid transit system, I eagerly read the article on the Toronto subway which appeared in The Times-Union Monday night.

Toronto is a city which is eagerly awaiting the day in November when the first trains will roll in its Yonge Street subway.

For years, Toronto has seen a rapid rise in the population rate. In 1900, the population was 224,000; in 1930, 792,0000; and in 1943, it was 925,000. With this rise in population, and its subsequent growth in automobile registration, Toronto obviously had to have a solution to the growing menace of traffic congestion, which, like the coils of a snake, would slowly but surely strangle its business district, cause decentralization, and a decline in real estate values.

These are identical problems which are vexing many United States cities today. Toronto wisely chose to build a subway beneath Yonge Street, which will be followed by a similar facility beneath Queen Street.

• • •

I HAVE VISITED Toronto to see just what is being done.

Everywhere, one hears enthusiastic talk about Toronto's future. From the newsboy on the street to the mayor himself, the citizens of this metropolis are anticipating the "new day" in public transportation. When the new subway is in operation, the surface trolleys on Yonge Street will be removed, and the traffic problem will be eased.

I was escorted through the mammoth tubes while construction was in progress. By using the "cut and cover" system of construction, traffic on Yonge Street can continue normally after initial stages of excavation and utility relocation are completed.

Ultimate capacity of the Yonge Street rapid transit will be 40,000 passengers per direction per hour, which will provide amply for the predicted growth of Toronto. Present capacity of the Yonge Street surface route is only 14,000 passengers per hour.

Cars will be protected by an automatic 3-light block signal system as well as a tripping device which will automatically stop any train which seeks to enter a block already occupied. Average speed will be around 19 MPH during rush hours, with speeds greater than 20 MPH in off-peak periods.

For the surface trolley lines on the crosstown and suburban routes as well as the subway feeders, the Toronto Transportation Commission will soon have 714 PCC surface trolleys. Many of the older pieces of equipment will be scraped as soon as the new purchases arrive. It is safe to say that within a short time, Toronto will have the most modern transit system of any city of its class in the world.

• • •

TAKING ALL of the above factors into consideration, I ask: Does it make good sense for Rochester to abandon the same type facility, a facility already built, a facility which can serve Rochester in greater fashion through the use of wisdom, intelligence and common sense?

LLOYD E. KLOS
104 Long Acre Rd.

SENATOR TOBEY

As I told the Senate recently, I have enough evidence in my pocket now to blow the capitol sky high. It involves not only New York but the nation as a whole.

We are going to New Jersey, where a great deal of rottenness and crookedness exists. And, as I said, we are also going to New Orleans, to California and to any other place under our flag where interstate or foreign commerce is hampered by crooks.

We are going to do a complete and thorough job. We are going to clean these rats out of the country before we get through.

000204

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

120

As Readers See It

Surface Line Links Urged To Make Subway Use Easier

I cannot, for the life of me, see why the Rochester Subway cannot be made to do wonderful things for the growth of the city if rightly used and steps taken to bring in a greater area of usefulness.

I am a nurse and on several cases have used the Subway for months at a time. I could not have reach my destination in these cases had it not been for the Subway.

But to make it really useful, the Subway should be connected with the various surface lines so that it will facilitate speedy transportation.

For instance, there ought to be a connection at Griffith Street with the Clinton Ave. lines just as one can transfer at the South Ave. station to South or St. Paul buses. You can transfer at West Main and Broad to lines going west and at Emerson St. to Dewey buses, but all along the Subway, surface lines should be rerouted sufficiently to connect with it.

If these connecting links were made and the people acquainted with the way to use the Subway so as to save time, much of the overcrowding on the surface lines could be eliminated and the whole transit system greatly relieved.

TIMES UNION FEB 17 1953

AND SPEAKING of the surface lines, I think that if some of the buses were routed through Broad Street instead of Main, much traffic congestion would be relieved. I, for one, would rather walk a block and get a bus without all the crowding and pushing we have along Main Street. I think, too, that the merchants along Main Street would be benefited, for many like myself, would shop downtown much more often if traffic conditions were better.

So here's hoping some of my fellow citizens will join me to help keep the Subway.

IDA C. ENGLERTH

235 Dartmouth St.

Tale of 2 Subways

The other day I read with much interest the comments voiced at the meeting of the Rochester Transit Corporation. I note Article 5 or Problem 5, relative to the operation of the subways it was stated by one of the officials thus: "If we can get [illegible] anything to induce the people to use the subway? Imagine trying to board a car in the New York subway with the train three feet or more above the train platform, yet that is the situation at some stations. The stations have a bench to sit on while waiting, as most of the waiting rooms are horrible, dirty, neglected, and a bench out in the open is preferable.

Extension of trackage is curtailed where it could be developed; service is cut to a minimum, closed down Sundays. Thus one MUST use some other way to get about the town.

Not one thing done to make that subway attractive, yet there is moaning and weeping that it is a headache.

Last year I took a ride across the lake to a city that is doing something to make friends and influence people to ride about the city. Toronto, Canada, soon will have in operation a subway, a new venture for Canada. I hope to see it in operation.

Clean cars, wider than usual; a wide platform at car floor level; foam rubber seats; ramps or escalators for entrance and exit; beautiful stores at all or most stops; parking space for cars, these are planned.

I was delighted at the one-man trolleys, rode a lot about the city; speedy, smooth-running operation is customary; fare a minimum considering the distance possible to ride. Talking about this to a friend awhile ago, his comment was: "Things are different in Canada." Indeed they are. All over Canada, hard-headed businessmen see possibilities everywhere and they do all possible to influence people and make friends.

JOHN BRYAN,

D. & C. FEB 25 1953

Missed Connections

D. & C. FEB 28 1953

I was interested in the letter written by John Bryan in relation to the subway. I agree with him that nothing is done on the part of the Transit Corporation or the city to publicize the subway or make it convenient to use.

Recently I wanted to call on a friend who had moved to Sunset Drive. I didn't know where this street was or how to get there so I called the Transit Corporation and was told to take a Pittsford bus at the corner of Clinton and Main.

I got off my St. Paul bus, walked up to Clinton and found I had just missed a bus and had to wait half an hour. I got off on Monroe Avenue and had to walk a block down a street to get to Sunset Drive. When I reached my friend's house, she asked, "Why didn't you come on the subway?"

It seems the subway crosses Sunset Drive less than a block from her house and I could have stayed on the St. Paul bus to Court Street and taken the subway right to her home. I wasn't told this by the Transit Corporation. I don't think many people know where the subway goes or how often or what time the cars run. Some publicity along this line might help.

L. GODDARD.

4 Ontario View.

What About Subway?

City Manager Cartwright's explanation of the sewer tax points up the urgency of consolidation. It would seem that from now on, every new expense means added taxation. Consolidation, that necessitates new buildings, can bring no relief for years to come. Rochester needs relief now and the time is not far distant when the towns will need relief also. Duplication and overlapping should be tackled.

TIMES UNION FEB 26 1953

Mr. Cartwright seeks to justify the sewer tax by stating that many other cities have adopted it. Does not that same line of reasoning apply to our subway? There are many examples of other cities turning to subways to speed up public transportation and to cope with traffic difficulties.

RAYMOND C. FISHER

109 Highland Pkwy.

410

Letters from Our Readers

D. & C. MAY 1 1953

A Subway Lesson

For some time, I have maintained that an educated public opinion and direct action by the people who favor the Rochester subway will be greatly instrumental in not only retaining the one great means of rapid transit in this city, but will also serve as a fulcrum by which this system can be modernized and extended.

Recent news which has come to my attention has served to emphasize this philosophy. I cite the situation which has occurred in the city of Newark, New Jersey.

Newark, since May, 1935, has possessed a city-owned subway which resembles Rochester's. Both were constructed by utilizing abandoned canals. Newark took some of its trolley lines off the surface and ran them into its subway, thus eliminating considerable congestion on the narrow streets. Rochester made a feeble attempt at this phase of operations through one line. Physically speaking, Newark's "subway" is like Rochester's—a true rapid transit system, because each is only a subway for a fraction of its total length, the remainder of open-cut construction. Whereas the Rochester underground is operated by the private transit company, Newark has leased its subway outright to the Public Service Coordinate Transport Company.

The amazing parallel continues when we discover that since 1940, PSCT strongly advocated paving the subway bed, just as certain interests want done in Rochester. The people in Newark, seeing their interests threatened, organized a citizens committee, complete with legal counsel, and devoted to fighting any attempt to substitute buses for trolleys in the subway. The group was responsible for 700 letters which were either distributed to influential citizens and groups or were inserted into the columns of the Newark News.

Over 200 official contacts and 15 appearances before Public Utility Commission hearings were made. Over 5,000 leaflets were printed and distributed which explained why the Newark subway was never adaptable for other than electric-powered rail cars. I have a copy of one of these leaflets, and when reading it, one is conscious of the great synonimity between the Newark and Rochester situations.

The results of the committee's efforts have delighted many of us who have been in close touch with the Newark situation. The Public Service Transport Company has completely reversed its attitude on subway and bus substitution. Instead, it is soon to purchase 30 PCC streamliners to replace older equipment. It is believed that in time, eventual extension of the rapid transit line to Patterson and other suburbs of Newark will be accomplished. Through trackage rights, and electrification, trolleys could be run over neighboring little-used railroad lines, and a network of high-speed rapid transit routes would then serve populous Essex county.

As yet, Rochester has no comparable group here. In my opinion, the only way to save the Rochester subway is by united action of the people who believe that the subway must be continued, expanded and modernized. It is impossible for us to have a subway-surface trolley system of Newark's caliber, but we can have a system, operating on its own rights-of-way with modern cars, and extended to greater areas of potential traffic origin, if we exercise initiative and determination.

The question should not be, "How can we do without the subway?" but, "How can we make the subway a greater factor in the city's everyday life?" The building of the War Memorial, and the availability of the huge area at the western end of the subway for industrial development are two tremendous factors which should deter any attempt to abandon subway operations.

LLYOD E. KLOS

104 Long Acre Road.

Portraits

By James J. Metcalfe

Especially in May

I LOVE you every hour and I . . . I love you every day . . . But you are something special in . . . The happy month of May . . . Perhaps it is the lilac with . . . Its fragrance in the air . . . . The Lily of the Valley or . . . The hawthorn everywhere . . . Perhaps it is the emerald . . . That sparkles in the sun . . . To constantly remind me, dear . . . You are my only one . . . The jewels and the petals sweet . . . May play a certain part . . . And yet they do not fully tell . . . The feeling in my heart . . . Whatever flower is in bloom . . . Or gem in vogue today . . . I only know I love you so . . . Especially in May.

Transit Line Still Losing On Subway

D. & C. MAY 2 1953

Rochester Transit Corporation is continuing to lose money on the operation of the city-owned subway.

For the first three months this year the company reported it lost $20,547 on subway operations as compared with a deficit of $8,330 in the first quarter a year ago.

For 1952 the company reported a subway operating loss of $57,811, compared with a loss of $42,949 in 1951. The loss in 1952 was partially offset by a city-approved bus license reduction amounting to $45,700, which brought the actual subway operating loss to $12,111. In 1951 the city subsidized the subway operations to the extent of $23,428, leaving a net loss to the company for that period of $19,571.

The transit company's contract with the city for the operation of the subway runs until next February.

401

000205

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

City OKs Subway Changes At Troup-Howell Bridge

D. & C. JUN 10 1953

Other Council News Page 19

It will cost New York State $67,500 to change the location of certain subway facilities in the neighborhood of the proposed new Troup-Howell Streets Inner Loop bridge.

City council authorized a contract last night allowing the work to be done. Facilities to be moved are mostly overhead, including wiring and signal equipment. The subway turnabout near South Avenue and Griffith Street will be subject of a separate contract if it is found necessary to abolish it, Corporation Counsel Honora A. Miller explained.

City hopes of a bigger revenue from freight operations in the subway fell through when the railroad using the subway as a freight interchange failed to get an expected freight rate increase from the Interstate Commerce Commission.

As a result, Council last night authorized contracts with the various railroads continuing the old rates to next Feb. 14, the date of completion of the city's present contract with Rochester Transit Corporation for subway operation. Since this contract was entered into last August, the railroads have been paying the old rate, which has been little changed since the subway was begun in the 20's, on a month-to-month basis.

Council also:

Allocated an unexpected windfall of $25,000 from the state for public library aid to the Rundel Memorial and branch libraries to meet deferred maintenance and improvement charges. Because of new legislation, the city will get $25,000 instead of the expected $20,000 from the state this year.

Referred to public safety committee a Chamber of Commerce request for a system of fines directed at jay walkers.

Authorized the lease of a city-owned tract in outer Ridgeway Avenue to the Consolidated Vacuum Corporation for five years at $50 a year. It will be used as a parking area.

Received petitions asking abatement of a smoke nuisance allegedly emanating from the Alhart Electrical Company, 1110 Culver Rd., also for a flasher warning signal in Portland Ave. at Chapin and Mohawk Streets, for a stop sign at Cliffmore and Rocket Streets, and street lights in Farleigh Avenue.

City Asks Bids To Cover over Subway Ramp

D. & C. MAY 24 1953

The never-used Oak Street subway streetcar ramp soon will be no more.

Bids will be received for its decking-over by City Purchasing Agent Fred W. Ereth on June 3. Estimated cost of the contract is $150,000.

The ramp was one of a number constructed when the subway was built with the object of allowing surface street cars to enter and leave the subway. Although street cars were in use in Rochester for 15 years after the subway was completed, the interchanges never were put into use by the transit company.

Reconstruction of the ramp will eliminate a jog in Broad Street, beginning at Oak and ending a short distance south of Allen Street, a distance of about 650 feet. The ramp is 20 feet wide. A section of pavement now used for roadway purposes will be discontinued and made available for parking, when the ramps space is covered over.

Elimination of the ramp has no connection with any possible change in the subway's future, Commerce Commissioner Donald H. Foote said. The job is designed merely to remove a traffic hazard, he added. A turnabout at the subway level near the Allen Street end of the loop will not be affected.

City to Cover Streetcar Ramp

Times-Union MAY 25 1953

The city will take bids next week on a contract calling for putting a deck over the old streetcar ramp at Oak St. The project will remove a jog in Broad St. and clean a section of the present paving for parking space. City officials estimate the cost at $150,000.

Bridge to Decide Fate of Subway

D. & C. AUG 5 1953

Possible abandonment of subway trolley operations cropped up again yesterday.

If the city decides to continue it, it must spend upwards of $66,000 to move tracks to provide room needed by the state for piers for the new Troup-Howell Streets bridge. The city would save that expense if subway operations were suspended.

At a meeting with utility representatives and city officials in the Council chambers in City Hall, Henry Schmeckpeper, bridge project manager, and state engineers said two piers of the bridge must be located in the subway, necessitating relocation of tracks. In reply to the state's request that it receive word by February as to whether the subway will be abandoned, Kenneth J. Knapp, city engineer, reported he knew of no decision to that effect.

Schmeckpeper, representing the Arthur A. Johnson Corporation of New York City, which will build the bridge, said work will start Monday on the lowering of the first of two large cofferdams to the bottom of the Genesee River. The first dam, 116 feet long and 20 feet wide, will be lowered on the east side of the river, about 100 feet from shore. The second will be on the west side of the river.

When the first dam once is in, water will be pumped from it, enabling workmen to get to the bottom of the river for work on the bridge pier. The entire project is scheduled for completion Dec. 31, 1954, under a $2,694,248 contract with the state.

The meeting at the City Hall yesterday was to aquaint utilities and city officials with plans for the bridge, so that they might make arrangements for necessary changes within their jurisdictions. The session was conducted by Albert G. H. Youngmann, state district engineer, and Bernard F. Perry, bridge engineer of the State Department of Public Works, who will direct the construction.

Representing the city were City Manager Louis B. Cartwright, Knapp, Public Safety Commissioner Kenneth C. Townson, Traffic Engineer R. Harrison Young and Lewis B. Smith, water superintendent. Julius J. Schenk of the steam division, George H. Fiedler, electric, and Gilbert R. Gruendike, gas, appeared for the Rochester Gas & Electric Corp. Clarence Marble represented the Rochester Telephone Corporation, Michael Adamshich the Lehigh Valley Railroad, F. J. McMahon the Erie Railroad, and James C. Moore, the Rochester Transit Corporation.

Is the Subway Sunk?

D. & C. AUG 10 1953

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

Again, we suggest far-sighted thinking on this hard-shelled problem.

The question returns to the fore because the state will have to sink underpinnings for the Troup-Howell bridge where subway trackage lies; it is estimated that Rochester will have to spend at least $66,000 to move subway tracks if it wants to keep the system in operation.

This is no "Save the Subway" editorial. Nor is it a plea for still one more technical survey to be made and then consigned to the bulging files. We have had enough of these.

But we believe the city—and this means its residents—should welcome this newest problem as an invitation to a decision. The subway question will never vanish by ignoring it.

Now someone, or some group, or some combination of groups, should take a decisive look at the subway in the light of uncomfortable facts.

What are some of these facts?

One is metropolitan growth. This area is growing in all directions. Suburbs are sprouting farther and farther beyond the city lines. It must be assumed that the Rochester area, with its excellent balance of industries and its pleasant geographical setting, will continue to grow. Let's assume it.

Another is traffic. Every community, everywhere, is discovering that a way must be found to nourish and prop up mass transit. The simple fact is that there will never be enough parking space in any downtown business area to handle all the cars of all the people who drive into that area. This is a proved fact and must be accepted as such.

Now reduce these trends to a simplified question: If a downtown section cannot handle all the private cars of a steadily growing and spreading population, what must be done?

The answer is in attractive, fast mass transit.

Those, we repeat, are facts. There is no wishful thinking involved. There is no taking of sides.

Already, planners elsewhere foresee massive parking lots on an outside perimeter of the city, with mass transit taking motorists the rest of the way into the city.

Maybe the subway should go. A city operating with great financial care, as ours is, will not like the idea of finding $66,000 for a doubtful expense.

But it will be a much greater tragedy if we should abandon the subway without a last long look, and then discover in a few years that it could have been the most vital, the most imperative means of getting customers and employes in and out of the bustling business area.

How about a last, practical, decisive look?

He Urges Improved Subway As Answer to Congestion

D. & C. AUG 16 1953

Hats off to your newspaper on the execellent subway editorial which appeared on August 10! It has been some time since we've seen some practical, well-thought-out approach to the subway issue.

Once again, another problem has arisen which questions the wisdom of subway continuance. The footings of the new inner loop bridge will have to be located in the subway bed, necessitating realignment of subway trackage. Subway riders are again wondering if this new threat means discontinuance of speedy, comfortable transportation for them. One often hears rumors of the end of passenger service in February when the present contract expires.

Your editorial has enumerated the various problems which will continue to beset the city, relative to parking, traffic congestion, and growth of suburbs. It is a proven fact that roads and streets cannot be built or altered as fast as the rising registration of automobiles demands. The time will come, and it is not too far distant, when automobile parking will be banned from many principal streets in downtown Rochester. Will the city become a locality of parking stations? Will greater congestion cause further decentralization of downtown business and a subsequent drop in real estate values in this area? The answer to these questions lies in one facility—a speedy, improved, and extended rapid transit system.

It is my belief that not enough attention or thought have been given to the possibility of an accelerated subway program—a program which included feeder buses, parking lots adjacent to outlying stations, extensions to areas of greater traffic origin, and acquisition of modern rolling stock. There is not one city on this continent which possesses the potential assets necessary to support a first class rapid transit system as does Rochester. We have city-owned property over which strategic extensions can be effected. We have more property on which parking areas can be laid out. We have inexhaustible supplies of electric power to meet the demands of an expanded rapid transit. We have centers of population which can be served by such a system.

Yet, in spite of all these recognized factors, the selfish interests work night and day, thinking up new schemes to rid the city of such a priceless asset. How many cities today would give anything to acquire our system, were it possible to sell it? People in cities which are now constructing subways and rapid transit systems cannot fathom the thinking of some Rochesterians who would destroy the last vestige of improved public transportation. I have talked with officials of the Toronto and Cleveland public transportation systems, and their advice is: "Keep your subway. Once it is gone, you'll regret the day the order was given to abandon it."

Toronto, which has the most progressive system on this continent, is now receiving the first of its 104 subway cars in anticipation of the opening of its Yonge Street subway six months from now.

LLOYD E. KLOS.
104 Long Acre Road.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Times-Union Sept 8 1953



HEADED FOR THE BOTTOM—This is section frame for cofferdam to be used in construction of Troup-Howell St. bridge. Dam will be assembled in sections on river bottom between piers in left background.

ROCHESTER TIMES-UNION
Tues., Sept. 8, 1953 19

City to Send State Word On Subway

Official notification that the city plans to continue use of the subway is expected to be sent to the state this week.

City Commerce Commissioner Donald H. Foote said he received a letter today from the State Department of Public Works asking this information. He said the letter will be answered by the appropriate city official.

The state's interest in the subway arises from work on the Troup-Howell bridge across the Genesee River. Subway tracks must be relocated and a loop turnaround eliminated to make room for two big piers supporting the bridge's eastern end.

The state ordered the contractor to "defer" work on the piers until a definite determination was made by the city on the subway's future.

• • •

ALSO INVOLVED in the pier building is tearing up of the now unused Lehigh Valley Railroad tracks leading to the Court St. station. Total cost of the preliminary pier work to the state has been estimated at $67,500.

"Actually," Foote said, "there hasn't been any question about the city abandoning the subway."

But the state wrote Foote that certain city officials—not named—had indicated the subway might be abandoned soon.

A master highway plan by the state calls for building of an arterial highway downtown from Winton Rd. beside the subway. Use of the subway bed for the highway would save a large sum in land acquisition costs, which the city shares.

Foote added that while the city has no immediate plans to abandon the subway, this is not an indefinite commitment for subway continuation. Future developments might cause the city to relinquish the subway system and route for other purposes in a few years, he indicated.

An existing turnaround will be used at Winton Rd. for passenger and freight service short runs. The turnaround near the bridge location was used for subway runs in the downtown section.

Bernard Hoadley, state engineer on the bridge project, said bridge work is already about a month behind schedule.

The subway decision, legal details on the Lehigh Valley tracks and difficulties in acquisition of Third Ward property at the bridge's western end account for the delay, he said. Bridge completion is scheduled for December, 1954.

D. & C. SEP 8 1953

Won't Quit Subway, Declares City Aide; Loop Span Delayed

By MITCHELL KAIDY

The city will not abandon the 25-year-old subway.

First definite word on the touchy problem—raised repeatedly in the past and as late as last month by the projected building of the Troup-Howell Street bridge—came yesterday from Commerce Commissioner Donald H. Foote.

Foote disclaimed that the city "ever even considered" disposing of the transit network. New contracts will be signed as they expire with the Rochester Transit Corporation for passenger travel and freight shippers next year, he said.

Foote's statement means that subway tracks at the east end of the Troup-Howell Street bridge must be relocated to make way for bridge piers. The subway turn-around between the Genesee River and South Avenue will be removed. Both projects will be paid for by the state.

Foote's disclamer was intended to set to rest speculation about the subway's future, but state engineers said yesterday it was not enough. They said the state will request such assurance in writing.

Bothering the state is a clause in the contract of the bridge contractor, the Arthur A. Johnson Corp. of New York City, which specifies:

"The contractor shall defer all work on Piers A and B until final determination is made by the City of Rochester relative to possible abandonment of the subway."

Bernard Hoadley, state engineer in charge of the Inner Loop bridge, told The Democrat and Chronicle that neither the contractor nor the state is willing to proceed without formal assurance (on the subway) from the city, possibly on the action of City Council.

Hoadley took the occasion to lay at the city's doorstep part of the blame for delay in building the $2,900,000 span. The structure, a vital east-west link in the Inner Loop, was begun last month and already is behind schedule, Hoadley said.

Hoadley said three principal factors combined to delay the construction. One was the city's indecision on disposing of the subway. Another is the slow tempo of property acquisition by the state on the west side of the city, where bridge approaches will be built.

Third factor is the lack of a decision on the disposition of Lehigh Valley Railroad tracks parallel to South Avenue.

Hoadley said state engineers are not unduly alarmed over the month's delay — but they warn that unless progress is made in ironing out the causes of delay the December, 1954, completion date of the bridge will not be met.

Foote yesterday said a contract is being drawn by the Public Works Department for removal of the subway turn-around, work which will be paid for by the state. Subways in future will turn at Winton Road, he said.

The additional travel cost to the RTC will be compensated by the city in next year's contract, Foote said. Such a system will be more economical than rebuilding the turn-around, according to Foote.

State engineers originally had planned to build the Troup-Howell bridge from both sides of the river. They have been frustrated by the slow acquisition of land from property owners in the 19th Ward. Building of a trestle at the west end has been deferred as a result.

Hoadley said Interstate Commerce Commission action on the Lehigh Valley tracks is expected soon. The city has been guaranteed clear title by the railroad and has proposed to purchase the land for use as a parking lot and river beautification project. Lehigh Valley officials in New York City said City Council action on the sale is near.

Tracks will be removed by the railroad, after which excavation work on the track embankment will begin. The subway tracks will be moved only a few feet, state engineers say, but railroad tracks must be uprooted from the entire bridge approach area.

Building of a cofferdam, a huge rectangle in which workmen will descend to prepare the river bottom for piers, will begin today. Walls of the cofferdam will be constructed of steel. It will be fitted together in sections in the water, after which the water will be pumped out.

Foote said yesterday the City Commerce Department had no knowledge of the state's request for written assurance on the subway disposition but if the request is in the mail a prompt reply is "forthcoming."

Subway Answer Ambiguous

The State Department of Public Works is building the Troup-Howell St. bridge and will soon be building arterial highways to the southeast linking the Inner Loop with the Outer Loop and the Thruway.

Contractors on the bridge have been ordered to defer work on the piers on the east side of the river until the city decides what it intends to do with the subway. The state is concerned because in building the bridge subway tracks will have to be relocated and a turnabout eliminated if the subway continues operating.

The state DPW has asked the city whether it intends to continue to use the subway. City Commerce Commissioner Donald H. Foote says that an appropriate city official will reply that while the city has no immediate plans to abandon the subway, there is no commitment to continue it indefinitely.

Three years ago the city spent $20,000 for a survey by consulting engineers on the possibility of making the subway pay. The report was negative. But a council committee headed by Frank Van Lare urged its continuance, particularly in view of the Korean War emergency.

Meanwhile, no effort has been made to promote greater use of the subway since the late Harold S. W. MacFarlin had signs put up on downtown streets pointing to the nearest station.

The city continues to spend money for heating, lighting and attendants at downtown stations. But it has no visible plan either to promote it as a transit asset or make better use of the right-of-way.

There is room for doubt whether any major investment ever was the subject of more talk and less constructive action than the Rochester subway. Three surveys have resulted in conclusions that the subway has a losing future as it stands. Yet many share the conviction of this newspaper that the subway still has not been given every possible chance to succeed.

The official intention apparently is to let the subway drag along for a few years at least while the inner loop is developed.

Drag along is not an unfair term. Nothing is done to promote the subway, to attract more riders, to encourage park-and-then-ride customers, among fringe area commuters. Why not? Because, comes the word, this might prove only to be sending good money after bad.

We doubt it. We believe many desire to see every reasonable effort made to promote use of the subway. If this should be done, over the next few years and still without success, then at least the city would have demonstrated that profitable operation could not be achieved. If no program of improvement and promotion is undertaken, if the subway merely is permitted to continue to "run itself," then subway boosters will be dissatisfied no matter what the outcome.

TIMES UNION SEP 9 1953

000207

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Subway Repairs Force Closing of Street to Trucks

TIMES UNION SEP 11 1953

Repairs to the subway have forced closing of Broad St., between Allen St. and Main St. W., to vehicles with gross weight exceeding three tons.

The order was issued yesterday by Public Works Comissioner Harold B. McElwain. The commissioner said he could not estimate how long the order will be in effect.

A ramp from the street to the subway is being eliminated and subway concrete work is being repaired by Daniel G. Lanni Company under a contract awarded six weeks ago.

The repairs forced shifting of all Broad St. traffic to the two southside lanes. Concentration of traffic resulted in a danger of collapse of the Broad St. section, which forms the subway roof, from excess weight of traffic, McElwain said.

Concerted Study of Subway Urged as Benefit to City

D. & C. SEP 16 1953

The stand of The Democrat and Chronicle as expressed in a recent editorial regarding a careful reexamination of the subway is expressed in an excellent manner. The author of the editorial is to be commended for his foresight and caution.

Your paper has described from time to time the organization and activities of citizens' committees for parking, for increased use of buses, and for consideration of other matters involving traffic and transportation in and around Rochester.

If all of these groups would, instead of pursuing independent theories and discussions among themselves, concentrate their attentions on the possible contribution that the electric trains of the subway could make to the solution of the problems confronting them, I believe that they will discover some things that will surprise them, regarding the subway's possessions that have never been exploited.

The Democrat has posed some pointed questions over the past year. I think that the above-mentioned committees as well as those for the War Memorial and Civil Defense should all get together with your representatives.

Your point that there have been too many "programs" with nothing accomplished is well taken.

FREDERICK A. TROICKE,
Controller, Longview Farms, Inc. Middleport, N. Y.

4-Point Program to Promote Greater Use of Subway

TIMES UNION SEP 15 1953

In a most commendable action, Donald H. Foote, commissioner of commerce, said this past week that the subway will not be abandoned in the foreseeable future.

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.

Now that we shall continue to operate the subway, isn't it reasonable to seek ways and means to make it a greater asset to the community? I feel that a program should be instituted immediately to cover the following points:

1—A joint advertising campaign, sponsored by the city and the Rochester Transit Corporation to promote the subway's use. Such a vigorous campaign was waged by former Commerce Commissioner Harold S. W. MacFarlin, and so successfully that subway patronage reached its greatest total in 1947 with 5,112,596 passengers.

2—Co-ordination of subway and bus schedules so that prompt exchange of passengers is effected. A loop bus, circulating through the downtown business area and connecting with the subway at one of the downtown stations should be given a fair trial. The rapid transit should not be considered apart from, but a part of the public transportation of Rochester.

3—Encouragement of the park-and-ride idea in fringe areas is essential. New parking lots should be laid out for those who would park on the city's outskirts and continue to their downtown destinations via the rapid transit. This is an idea fast becoming the vogue in traffic-congested cities throughout the country.

4—Purchase of new rolling stock. The RTC should be obliged to replace the present 1916 cars. Serviceable cars can be purchased from San Diego Transit Lines and from Twin Cities Rapid Transit Co.

From the latter company, the Shaker Heights Rapid Transit, running from Cleveland, recently purchased 20 cars and the Public Service Co-ordinated Transport Company of Newark bought 30 cars for the Newark subway. These cars, all built in 1946, will prove welcome additions to the fleets of both systems.

• • •

THIS PROGRAM, if carried out, would prove a good beginning toward utilization of the subway's potentialities.

Those who believe that it would cost money are correct. To get water from a pump, one must prime it. To get a return on an investment, it must be primed—with capital. I feel, as do so many people with whom I have discussed the subway, that the rapid transit has been left pretty much to develop by itself.

Since the original investment of $11,800,000 in the 1920s, officials and public alike thought that it, like Topsy, would "just grow."

The fact that it has done as well with indifferent operators, and the public's lethargic acceptance of the subway as a problem child, is a real credit to the rapid transit.

Cleveland soon will vote on spending $30 million for a new subway. San Francisco is studying plans for a similar facility. Toronto is putting the finishing touches on its underground and acquiring the first of the 104 subway cars from England.

Rochester, which has its subway built, can, with a minimum of expense, realize the benefits which other cities will derive. Imagination, foresight, and common sense are the tools needed to reap the advantages of an improved transit system.

LLOYD E. KLOS.
104 Long Acre Road.

TIMES UNION SEP 24 1953

Subway Job Bids to Be Ready Oct. 1

Bids on the first of three contracts to remove a turn-around loop and ramp in the subway near the Troup-Howell bridge will be received Oct. 1, City Purchasing Agent Fred W. Ereth said today.

The subway facilities will be removed to permit building of bridge approaches. The bridge across the Genesee River, now under construction, is a part of the Inner Loop of arterial highways to be built by the State Department of Public Works.

City Corporation Counsel Honora A. Miller said a contract signed in June provides reimbursement by the state to the city of $67,000 for the work. Work included in other contracts to be advertised later includes removal of wires, poles, tracks and other subway facilities in the bridge area.

• • •

ANOTHER CONTRACT provides for reimbursement of the city by the state should the city decide to build another turn-around loop in the same area, Miss Miller said.

The loop has been used for subway cars on short passenger and freight runs. Another loop at Winton Rd. will be used for the present until a decision is made on rebuilding the loop at the bridge.

City officials have told the state DPW that it is planned to continue subway passenger and freight service indefinitely. Commerce Commissioner Donald H. Foote said that this is not a long-range commitment, however.

Estimated cost of the first contract on the loop removal is $7,700.

D. & C. NOV 10 1953

Letters to The Editor

Rochester Subway Hailed For Service in Storm

Once more the much-maligned Rochester subway has demonstrated its priceless capabilities during an emergency.

During the recent snowstorm, the much-vaunted all-bus surface system was tied up so hopelessly that thousands of transit riders sought solution to their problem by depending upon the subway for transportation. How that facility came through is evidenced by the 15-minute schedule which was necessary, as compared with the 30-minute timetable customary on Saturdays.

I sometimes wonder what is in the back of some people's minds when they advocate abandonment of the one facility which has proven time and again to be the supporter of the community's pulse in an emergency. Suppose, in lieu of an electric railway, there were a highway in the subway bed. What would have been the result Saturday? Just another road of stalled traffic. And where would the snow have been disposed? In the yards of abutting property owners?

The situation Saturday should be proof that Rochester cannot afford to rid itself of the subway now or in the future. Every city which depends solely upon buses for its public transportation can find that system strangled overnight by a swiftly-falling blanket of snow. Furthermore, use of a shuttle bus throughout the downtown area, connecting with one of the subway stations would have been another means of aiding stranded people. When are transit officials going to awaken to this need? The Van Lare report of 1950 recommended this shuttle bus idea.

The subway should be modernized with new equipment and extended. New cars to replace the present 1916 antiques would make for a more progressive outlook. Extensions to Monroe Avenue on the east, and to Kodak Park on the north are vital for the community and for the subway. I favor an outlay of a million dollars as a means of renovating and extending the rapid transit. If we're going to have a rapid transit, why not "prime the pump" and get greater benefit from it?

Your editorial in Sunday's paper was timely. No person in his right mind would advocate abandonment of the subway in light of recent events. Buses alone cannot do the job of public transit, in all kinds of weather. They must be augmented by another means of transportation. Rochester can consider itself fortunate for having a rapid transit to augment its bus system. Developed further to realize its great potential, our rapid transit can be the envy of many cities less fortunate.

LLOYD E. KLOS
104 Long Acre Rd.

Isn't it ironical—the only transportation service that ran without a stop and on time, all day Saturday during the snowstorm, was the subway. The people who condemn this means of transportation should consider this before administering too much adverse criticism.

W. J. GLASER
317 Meadow Ln.

000208

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Subway or Congestion?

Toronto has a downtown traffic problem. It now is building a subway.

Cleveland has a downtown traffic problem. Sixty-five per cent of the voters in that city approved a 35 million dollar bond issue to build a downtown subway.

TIMES UNION NOV 12 1953

Rochester has a downtown traffic problem. Rochester already has a subway.

Either somebody in Rochester should tell Cleveland and Toronto they are making a big mistake or somebody from Toronto or Cleveland should come to Rochester and put the subway on its feet.

This writer believes that if Rochester would modernize the subway, brighten it up, educate people who work downtown, from bankers to clerks, to commute to and from work by subway and leave the car in the garage a great deal of congestion downtown would be eliminated.

If subways work in other cities, there is no reason in the world why it should not work in Rochester.

BERNARD H. FLORACK.
77 Maria St.

Subway Sense

D. & C. NOV 21 1953

As a visitor to Rochester I rode the subway and thought it a wonderful transportation system. When I learned it was proposed to abandon it I was amazed at the apathy of the people who would surely suffer from the abandonment. If it were necessary, and I seriously doubt it, to spend $66,000 to move tracks, I would say it would be a profitable investment.

If one doubts my statement, just go to Buffalo, which has no such rapid transit at all, and see the confusion and congestion in crossing the city from end to end.

As an impartial observer, I would say at all costs retain and improve the subway for it shall be a move for progress.

ANGUS H. JOSS.
115 Hazelton Ave.
Toronto, Ontario.

Editor's Note: Mr. Joss' visit apparently predated the decision to keep the subway. His reasoning, we agree, is sound.

LETTERS TO THE

TIMES UNION DEC 1 1953

Program for the Subway; Newark Experience Cited

It was a pleasure to read the excellent and forthright article by Mr. Gannett, concerning the subway and its role in the community life, which appeared in the Nov. 24 Times-Union.

There isn't one of the salient features enumerated by Mr. Gannett with which a student of electric rapid transit can disagree. His steps for better utilization of a tremendous potential are well thought out and sensible to the highest degree.

The idea for parking lots at all outlying stations is being practiced in all progressive cities having rapid transit facilities, and those which are planning new systems will incorporate the park-and-ride theme.

Modern cars are a necessary asset to make boarding easier. The RTC should be ordered to purchase new equipment as soon as possible. The company continues to find money for new buses (and more cumbersome ones at that), but never does it think of giving subway riders a new deal with better equipment.

The idea of a shuttle bus from downtown subway stations to stores should be given a fair trial as was recommended by the Van Lare report of 1950. Here, again the RTC should be prodded into doing something which was also recommended by City Council at that time.

Extension of the subway to Monroe Avenue would bring the rapid transit out on a heavily traveled thoroughfare. A mere 1,500 feet of electrified trackage would acomplish this, and by laying out a large parking lot on the city-owned land available, subway patronage in this area would grow. No progressive system has its terminal in a field of weeds such as the Rochester subway finds itself at Rowlands.

• • •

THE ONLY WAY the community can realize the tremendous benefits obtainable by an improved and extended rapid transit system, is by united action through its leading citizens. I cite the case in Newark a few years ago. The bus-minded transit company announced a plan to pave the city-owned subway, at the taxpayers' expense of course, so that the bus company could run buses in the underground.

The Newark subway has a direct parallel with the Rochester facility, because it was built in the bed of the old Morris Canal, and a considerable portion of its downtown sector is a true subway. Both systems were never designed for rubber-tired operation.

After the paving idea was announced, a group of Newark citizens banded together to form the Modern Transit Committee to not only save the existing subway, but to advocate modern rolling stock and greater use of rapid transit facilities.

The committee wrote more than 600 letters, made 200 official contacts, appeared before 15 Public Utility Commission hearings, and distributed over 5,000 leaflets which cited the problems and costs involved in modernization and paving of the subway. The group also influenced the consulting engineers which were hired by Newark to study the subway problem.

• • •

THE RESULT? The transit company abandoned its idea of subway paving, and purchased 30 PCC streamliners to replace obsolete cars. The city purchased property at the end of the line for parking, and has advocated that bus runs into the downtown area be eliminated, through ending of their runs at subway stations. The possibility of extending this rapid transit to Paterson and other Newark suburbs is a possibility in the forseeable future.

What has happened in Newark can well happen in Rochester.

How about hearing from other prominent Rochesterians as to their ideas for greater subway utilization in this city?

LLOYD E. KLOS
104 Long Acre Road

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.

Street Quiz

Group to Inspect Toronto Subway

TIMES UNION DEC 2 1953

Top city officials will inspect Toronto's new 30-million dollar subway next week with an eye on its possible application to Rochester.

The city representatives will fly to Toronto at the invitation of Frank Gannett.

Gannett urged development of the subway as a solution to Rochester's traffic problems in an article published Nov. 24 in The Times-Union.

City Officials to Inspect New Subway in Toronto

D. & C. DEC 2 1953

Toronto's new 30 million dollar subway will come under the study of a group of Rochesterians a week from today.

Accepting an invitation from Frank Gannett, Mayor Samuel B. Dicker, City Manager Louis B. Cartwright, Commerce Commissioner Donald H. Foote, Peter Barry, chairman of City Council's public works committee and other members of the Council will fly to the Canadian metropolis in The Gannett Newspapers' plane.

Gannett, who recently advocated better use of Rochester's subway as the answer to its downtown traffic problem, will accompany the group as will Paul Miller, executive vice president of The Gannett Newspapers. The party will return to Rochester Wednesday night. Arrangements have been made by Toronto authorities to furnish guides for the Rochesterians and give them all the information they require.

Preliminary operations have been begun in the Toronto subway, but the system is not yet in full use.

That Rochester is keenly interested in its subway was evidenced by the public reaction to his newspaper article on that subject, published in The Times-Union on Nov. 24, Gannett said. In the article, he specifically advocated that there should be "a fine parking place for people to leave their cars in safety," at every outlying subway station. This would enable motorists to take the subway downtown and so avoid driving in heavy traffic, he pointed out.

Modern cars should be put in use. Gannett pointed out and escalators installed where there are long flights of stairs to subway stations. He suggested that the city should have "some one person, alert and energetic" to take charge of all transportation in Rochester.

Toronto's Subway

TIMES UNION DEC 11 1953

City officials who were guests of Frank Gannett on a tour of Toronto's new subway got real eye-openers on what service can do to increase subway business.

Toronto goes out after the business. It concentrates on eye appeal with well designed stations, good lighting, attractive rolling stock. A staff of 20 spends full time running down complaints on service and following through on corrective measures.

Employes' guidebook makes a point of the fact that every employe is on the job to serve the public transit riders. Attractive young women sell tickets on the street and provide transit travel information.

Toronto Transit officials believe that if everyone concerned in operating the system were not on his toes providing service to the public, business would fall off just as it has in other cities. As it is, they point with pride to the fact that 60 per cent of the traveling Torontoans use their services and during rush hours 85 per cent.

There are many, some of them major differences between Toronto's 50 million dollar subway and Rochester's. But Toronto's does seem to demonstrate again that if you want to get the business you have to go out after it with service, or, in other words, if you're going to run something you ought to run it, not let it run itself.

Backs Subway Proposal

I wish to commend The Times-Union for the splendid article last Tuesday, "Better Use of Subway: The Answer to Traffic Problem" by Frank Gannett.

This, indeed, is the solution of our problem here in Rochester and I, for one, would like to see the city fathers take immediate action.

J. R. MUIR.
10 N. Rowena Pk.

TIMES UNION DEC 2 1953

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Tantalizing Transit

D. & C. DEC 12 1953

Rochester officials came, saw and were conquered by the beauty of Toronto's new subway system.

A reporter from this newspaper, who accompanied them on their flying inspection trip to our northern neighbor city, looked into the reasons for Toronto's record of solvency and success in keeping abreast of transit problems.

Two factors seem to stand out.

One is that the Toronto Transportation Commission has basked in tax exemptions and thus has had money to use for improvements in all forms of public transit. By way of rather shocking contrast, the Rochester Transit Corporation's 1952 net income before taxes was $724,187; its tax bill totalled $656,814 . . . or 91 per cent of that net income.

Another is that Toronto Transportation Commission members are divorced from the pressures of politics. The commissioners are appointed by Toronto's City Council, and thereafter have a free hand to do what they consider is in the best interests of the public at large.

This latter point is especally thought-provoking. It might not be a surprise to Rochesterians to know that some traffic experts in this country have been speculating that the all-powerful traffic commission or authority might be the answer to the "strangulation" problem of cities. The reasoning behind this is that too much conflicting pressure can be put upon ordinary committees of city officials or citizens, however well-meaning those committees are. The idea of handing over all of our traffic and transit problems to an all-powerful authority might not sit well with many jealously democratic Americans, but it could come to pass unless there is a greater fusion of all interests in the common good.

Our city officials say they found the Toronto trip "inspiring." This is good news. We cannot hope for a miraculous, overnight flowering of our own wilted subway. But if Toronto can build a multi-million dollar beauty, with three rides for a quarter, and thus keep its traffic problem under control, American ingenuity has been handed a neat challenge.

D. & C. DEC 10 1953

City Officials View New Toronto Subway

By BILL BEENEY

When Rochester's city fathers finally decide to settle the controversial future of our subway system, they won't be lacking for ideas.

A "flying squadron" of Rochester officials yesterday had a first-hand look at Toronto's elaborate, new, nearly-completed 50 million dollar subway and came away mightily impressed.

The group, consisting of City Manager Louis B. Cartwright, Mayor Samuel B. Dicker, Councilmen Peter Barry, William Legg and August Muehleisen, and Commerce Commissioner Donald H. Foote, was flown to the booming Canadian metropolis in The Gannett Newspapers' plane at the invitation of Frank Gannett, who was a member of the party. Toronto city officials were hosts at a luncheon in the Royal York Hotel. Mayor Allan Lamport of Toronto, Dicker, and Gannett spoke briefly.

Gannett pointed to the Toronto project as "a tremendous accomplishment, one that should go a long way toward solving the traffic problems created by Toronto's constant growth. It isn't likely that we in Rochester can match such an achievement but at least we have gained great inspiration from what we have seen here."

He said he has "high hopes that we can make better use of our subway," and stressed the continued need "for close cooperation between both the United States and Canada, and the municipalities in the two countries. Exchange of ideas is a healthy sign."

Day-Long Inspection

The Toronto transportation story is an eye-opening one, and in their concentrated day-long inspection of facilities to be put into operation Mar. 30, the Rochester visitors learned these things about progress as practiced in the sister city on the opposite shore of Lake Ontario:

Toronto, faced with traffic-parking problems common to most municipalities these days, decided a subway was the answer. The Toronto Transportation Commission, under whose control such matters fall, went to work on the proposition.

The result is a subway which runs through the heart of the downtown district. At its northern extremity is a bus terminal. Into this terminal will come buses from the suburban areas, each bus district having a specific loading platform. Construction is already completed on all phases.

The theory is, the TTC says, that commuters either will use the transit system entirely, or will park their automobiles at the end of the bus line, take the bus to the subway terminal, and thence continue into downtown Toronto.

They've killed two birds with one stone with the 4½-mile subway which runs north and south under Yonge Street, Toronto's main thoroughfare.

Yonge Street, now served by surface street cars, long has been a traffic bottleneck. When the subway goes into operation, the street cars will be removed, thus opening up traffic. The street cars also will be removed from a street parallel to Yonge, it being figured that commuters will use the subway which covers the 4½ miles in 17 minutes, many times faster than present traffic. The subway will handle a peak load of 45,000 persons an hour, three times as many as the street car system.

Last Word in Tube Plans

The new layout is the last word in underground transportation. Gone is the dim and dingy atmosphere usually associated with a subway. In its place is a well-lighted (all along the route), spacious arrangement, ultra-modern in every respect. Even the entire slope of the "open cut" through which about one-third of the subway runs is landscaped with dwarf shrubs, including roses. There's no grass to cut, less of a fire hazard.

There are 12 stations. The walls are of colored glass, every third station having a different basic color, and every station having a different color scheme to enhance identification. The station ceilings are soundproof.

Toronto Transportation Commission officials accompanied the Rochester group on a ride the length of the subway in one of the cars, slick red and yellow jobs, English-built, that keep noise at a minimum.

The TTC, incidentally, saved two million dollars by buying the cars in England and having them shipped to Canada on the decks of ships, even though the freight charges alone ran to half a million dollars, it was reported. Another million dollars was saved by using English signal equipment.

Still, the project totals a husky 50 million. Costs were estimated at 30 million back in 1944 when the development was being planned, but inflation jacked the price. Of this 50 million, eight million will be spent for the 104 cars to be used (they cost $75,000 each). They have 48 cars now, the rest are on the way.

The land acquired cost six

Continued



TEST RUN—Rochester group takes a ride on Toronto's new subway on an inspection trip to the Canadian city. From the left are City Manager Louis B. Cartwright and Frank Gannett, standing, and Mayor Samuel B. Dicker, seated with William C. McBrien, chairman of the Toronto Transportation Commission.

million dollars. All told, the system is costing about 12 million dollars a mile—slightly expensive, perhaps, but Toronto figures it's worth it.

Also, Toronto can do it. Because the Toronto Transportation Commission—it will become the Toronto Transit Commission after Jan. 1 when Toronto will go on a metropolitan basis—has an amazing record of successful operation.

William C. McBrien, a veteran of 23 years as chairman of the commission, is flanked by William G. Russell, vice chairman, and Charles A. Walton, the third commissioner. W.E.P. Duncan is general manager of the commission. The chairman gets $10,000 a year, the commissioners $3,000.

In the 32 years that the TCC has been in existence, it has been self-supporting. It receives no money from taxes, but pays its own way. It's the only commission in existence, so far as is known, that ever built its own subway without municipal money.

Just to give you an idea of its approach to things, it has annual revenues of about 29 million dollars and for 20 years—although it didn't have to pay any taxes—it paid about half a million a year to the city coffers. "We figured that we should do our share," explained McBrien. Now the commission is required to pay those taxes. In addition, the TTC has spent 120 million dollars in improvements since 1946.

All this is with an 8-cent fare. Three tokens for a quarter is the going rate in Toronto, or 10 cents cash. "And 60 per cent of the traveling Toronto public uses the TCC," said Duncan. "In the rush hours we get 85 per cent of the traveling public."

What's the secret? The commission says that "it's because of the service. And the people in Toronto are proud of their transit system. Sure, we get complaints. What transit company doesn't? But every complaint is answered. We attempt to straighten out every single complaint," said Duncan.

In addition, and probably of considerable importance in the eyes of most observers, is that the commission has no truck with politics. The commissioners are appointed by the City Council, but from that point on they can be, and often are, stubborn men who refuse to take any line but that dictated by their consciences and what they consider best for the public.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

TIMES UNION Dec 10 1953

Valuable Background for Future

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

By CALVIN MAYNE

Rochester officials took a fresh look today at the thorny problem of the subway's future after inspecting a modern subway nearing completion in Toronto.

The officials said they were "impressed" with the design and service in the 58½-million-dollar Toronto facility. They added that the trip will provide valuable background in charting the future course of the Rochester subway.

The group was composed of Mayor Dicker, City Councilmen Peter Barry, William Legg and August Muehleisen, City Manager Cartwright and Commerce Commissioner Donald H. Foote. The men flew to Toronto in The Gannett Newspaper plane at the invitation of Frank Gannett, also a member of the party.

• • •

AT A LUNCHEON at the Royal York Hotel, Dicker told Toronto Mayor Allan Lamport and other Toronto civic and transportation leaders:

"What we'll do with our subway, I don't know—that's a problem we have to solve. That's why we're inspecting this fine subway here. What happens to ours is a matter for future arrangements."

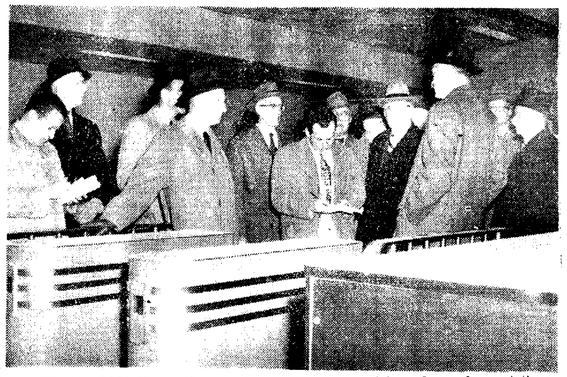
Dicker termed the Toronto visit an "interesting, picturesque, inspiring trip."

Gannett spoke enthusiastically of the Toronto subway.

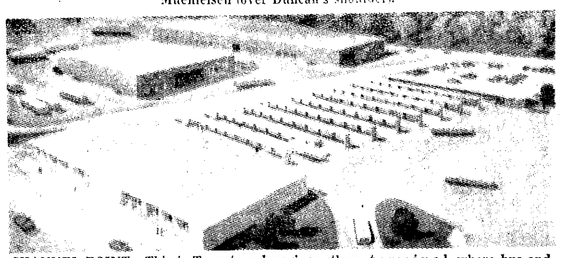
"I have become interested," he said, "in the situation in every city where traffic and parking conditions are becoming impossible. I think the solution is to take the cars off the streets."

"You have done a wonderful job here," he told the Toronto men. "There is nothing like it in the United States. I only wish Rochester had something to match it, although the Rochester situation is quite different."

Gannett added that he has "high hopes that we can make better use of our subway." He stressed the continued need for close cooperation between the United States and Canada and added: "Exchange of ideas is a healthy sign."



BRIEFING SESSION—At the turnstiles of one of Toronto's modern subway stations, Rochester inspection party is briefed by W. E. P. Duncan (back to camera) general manager of the Toronto Transportation Commission. Identifiable (from left) are Bill Beeney of Democrat & Chronicle; Councilman Peter Barry (third from left); Commerce Commissioner Donald H. Foote (in front of Barry); City Manager Cartwright; Cal Mayne, Times-Union reporter; Frank Gannett (dark coat); Councilman August Muehleisen (over Duncan's shoulder).



CHANNEL POINT—This is Toronto subway's northern terminal, where bus and streetcar lines deposit passengers for transfer to subway for the downtown trip.

• • •

THE TORONTO SUBWAY, to be opened to the public Mar. 30, is a 4½-mile line incorporating the latest features of subway design and equipment. Three miles of the subway is underground, with the remainder of "open cut" construction.

The purpose of the Toronto subway is to relieve Yonge street, the city's main north-south thoroughfare, of heavy traffic congestion. Ten bus and street car lines channel into the subway at its northern terminal, permitting passengers to make an easy transfer for the remainder of the downtown trip.

Fare is 10 cents cash or three tickets for a quarter, although the subway officials say the fare may be boosted in the near future.

The subway is owned and operated, as are all Toronto public transportation services, by the Toronto Transportation Commission. This three-man commission headed by William C. McBrien, is appointed by the Toronto City Council but otherwise remains largely aloof from city politics and government.

It is required to pay its operating costs with passenger revenue, which it has done in all but two years of its 32-year history.

• • •

THE TORONTO SUBWAY cost 50½ million dollars to build, with another 8 million dollars required for equipment. Construction cost was about 12 million dollars a mile.

Skyrocketing construction costs resulted in the original 1944 estimate of the subway's total cost being nearly doubled. Of the total, more than 50 million dollars was borrowed from the city of Toronto, to be repaid in 30 years with passenger revenues.

The 104 modern subway cars, built in England, have "normal" carrying capacities of 150 persons and top speeds of 50 miles an hour, and cost $75,000 each. TTC officials predict the subway system will carry a peak load of 45,000 persons an hour.

When the subway is opened, street cars will be removed from Yonge street. TTC officials hope that increased numbers of riders will travel downtown via the bus-and-subway system, parking their cars at the end of the lines and thus relieving traffic and parking congestion downtown.

Continued

• • •

"IMPRESSIVE" is the word for the 12 modern stations, built of steel, tile and glass and decorated in distinctive colors. Open sections of the subways are landscaped with shrubs and roses. Subway platforms are clean and cheery.

The visiting party took a ride over about two-thirds of the line on a test car, complete with advertising placards. The car accelerated smoothly and traveled speedily with a minimum of swaying.

TTC officials say the secret of their financial success is a combination of heavy transit passenger load (85 per cent of all city travelers in rush hours), low power costs, good service and public relations policies, independence from politics, a tough business attitude and some tax exemptions.

• • •

THE VISITING Rochester officials privately pointed out some fundamental differences between the Toronto and Rochester subways. It was noted that the Toronto line is used as a "feeder" into a heavily congested downtown area, while the Rochester subway is used as an east-west through line and skirts the center of Rochester's downtown area and many outlying population centers.

They also noted that the Toronto subway, bus, street car and ferry services, are municipally-owned, while the Rochester facilities are owned or operated by the Rochester Transit Corp., a private business.

• • •

THE CITY'S CONTRACT with the RTC for subway operation expires Feb. 15. City subsidies, either in cash or by a reduction of bus license fees, have helped offset RTC operating deficits in recent years. Subway passengers totals have declined steadily since the end of World War 2.

Proposals for future use of the Rochester subway include revitalizing its operations with extensions of the line and new equipment, major downtown extensions and paving of the subway to permit bus and other motor vehicle use.

$9,500 Bid Low For Relocating of Subway Tracks

DEC 16 1953

A. Plotzker Co. Inc. was low bidder yesterday to relocate track and electrical equipment in the subway to make room for the eastern end of the Inner Loop bridge.

City Purchasing Agent Fred W. Ereth said the firm bid $9,500 for the job. There were two other bidders. The work involves moving 400 feet of subway track in additional to electrical equipment to make room for three piers of the bridge.

The city also opened bids to replace a combined storm water and sanitary sewer in parts of Reynolds, Hawley and Seward Streets. Low bidder was Carl Alaimura Inc. with an offer of $42,506. There were six other bidders ranging up to $57,801.80. A bid of $1,388 from Anthony Link & Sons was low for alterations of the first floor of the city Health Bureau. There were three other bids, Ereth said.

Decision on Subway Is Urged by Lang

DEC 17 1953

A "permanent decision" by the city on the subway's future was called for today by William A. Lang, president of Rochester Transit Corp.

The statement came during a review of Rochester traffic and transit conditions by Lang and Public Safety Commissioner Kenneth C. Townson at a noon meeting of the Chamber of Commerce Civic Development Council.

Lang said the RTC is "vitally concerned" with the subway's future, but added that "the decision on what will be done must come not from the transit company but from the city."

A contract between the city, which owns the subway system, and the RTC for subway operation expires Feb. 14.

• • •

LANG SAID that the RTC has lost about $70,000 on subway operations during the first 11 months of 1953. Last year, the RTC had a $57,811 operating loss, which was partially offset by a city-approved bus license reduction of $45,700. Lang placed the total of RTC losses in nearly 15 years of subway operation at about $311,000.

"We in the company stand ready to do anything the city wants within reason. We will use any type of equipment and any means of locomotion, but we will not sustain these deficits year after year."

• • •

TOWNSON SAID the Public Safety Department's emphasis next year will be on prevention work in the field of traffic engineering, traffic enforcement and education.

He cited progress in facilitating movement of traffic through the new Christmas parking restrictions in the downtown area, relocation of bus stops on Clinton avenue north and Joseph avenue, stepped-up enforcement and other measures. He praised cooperation of traffic engineering and police officials.

Townson said he personally favored extension of the new parking restrictions beyond the December "experiment" time but added that the decision to do so has not yet been made.

Lang said that the restrictions, which he suggested to the city last month, were incomplete but had been effective in speeding traffic flow and improving bus service. He added that the bus company hopes to reduce the number of stops by 25 per cent as a move against traffic congestion.

000211

414

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

ROCHESTER TIMES-UNION
Thurs., Dec. 17, 1953 33

Toronto's Subway Lessons

Steps Suggested to Develop, Expand Our Subway

By FRANK GANNETT

A week ago I went to Toronto with a group of city officials to inspect the subway they are building there at an expense of between 50 and 60 million dollars. Reporters ,who went along, have given an account of the trip in the news columns but I want to add some of my personal views.

I was greatly impressed with all that I saw. Toronto has a long business street—Yonge Street. It is a narrow street and a few years ago they found traffic on it was getting so heavy that conditions were unbearable.

So Toronto decided to do something about it. The Mayor appointed a Transportation Commission made up of three outstanding citizens and empowered it to take steps to solve the city's traffic problem.

It was one that had to be solved if Toronto was to become a greater city.

William C. McBrien was chairman of this commission and he went zealously to work. He inspected subways in London, Paris and New York and from this study came the plan for Toronto's subway to run under Yonge across the entire city.

• • •

THE COMMISSION then presented the proposal to the people of Toronto. Speakers addressed various civic groups —Rotary, Kiwanis, Optimist clubs, neighborhood groups, etc.

The people voted 11 to 1 in favor of building the subway. Work was begun promptly and four or five miles are now completed and in operation. When fully complete, the subway will be about 15 miles long and will carry 30,000 to 40,000 passengers an hour.

The part already in operation is so well developed that it has the enthusiastic support of everybody in Toronto. The cars are beautiful and clean. They are air conditioned to supply cool air in summer and warm in winter. Entrance to the cars is from platforms on a level with the steps. Double doors make entrance easy for a great throng. Every safety device possible has been applied. There are no sudden stops. The cars glide along smoothly on the rails and will be noiseless.

The complete subway will be open about March 20 next year.

• • •

AFTER SEEING what has been done in Toronto, I came to the conclusion that we in Rochester can't expect a subway like they are going to have but that we can learn many valuable lessons from their experience.

First, our present subway can be developed and made more attractive so that it can do much more than it is now doing to take automobiles off the streets and give people transportation service.

But before this can be accomplished, I suggest some one must be made directly responsible for the subway with authority to go ahead and develop it.

• • •

OUR SUBWAY simply has been neglected. Owned by the city, it is operated by the transit company which also runs the bus service. Bus routes are run parallel to the subway making the bus a direct competitor. The transit company has not done anything in particular to improve subway service—in fact this service has been curtailed within the past year.

Most important, no one seems sufficiently responsible for conditions in the subway.

This should be changed immediately and the subway placed directly in charge of one man or a commission to make proper use of it—enlarge it, extend it and increase its benefits.

• • •

TODAY, industries are talking of locating in Greece, to the north, and in Gates, to the west of the city. The subway should reach out to these new industrial locations just as it now serves the General Motors plant.

The subway could render great service to Kodak, and to the people who work at Kodak, if it was extended to serve Kodak Park. This would not be very expensive and would make subway service available to thousands of additional riders.

There should be adequate parking places at the terminal of the subway so that persons entering the city from the East could park their cars, board the subway, and be transported quickly to the business section.

Then arrangements might be made at stations in the city so that subway riders could be taken immediately to that section where the main stores are located.

• • •

THE KEYNOTE of the Toronto subway is to make it as attractive as possible and as accessible as possible. And there is a widespread and intense spirit for promoting use of their subway. Canvassers go out and sell subway tokens to the public—three for 25 cents which averages 8⅓ cents a ride.

As I said in the remarks I made at the luncheon in Toronto, Rochester is a wonderderful city. It has much for us residents to be enthusiastic about. It has features that no other city has.

But we are not doing enough to tell people of Rochester's beauty, advantages and possibilities. And we certainly are not doing enough about our subway.

• • •

INCIDENTALLY, Toronto has a fine airport and its principal airline is American. But American does not have a route across Lake Ontario to Rochester. This means that to fly to and from Toronto, one must change at Buffalo.

I suggested to the Mayor of Toronto that we should have an airline directly across the lake connecting our two cities. He agreed that something should be done to establish such an airline which would cut travel time between the two cities greatly. Our plane, flying directly across the lake, made the trip in 40 minutes.

I have suggested to Mohawk Airlines that it establish a Rochester-Toronto route across the lake. Such an air link would be an important factor in greater cooperation between Canada and the United States.

LETTERS: The Subway

TIMES UNION JAN 12 1954

Subway Commission Proposed To Make Plans for Development

Since Mr. Gannett has admirably defended the subway as a rapid transit artery during the past few weeks, another idea for paving the subway bed has been presented, this time by City Court Judge Gillette. It seems that with every move to preserve and extend the subway as an electric railway, there is a countermove to destroy the one last chance Rochester possesses for rapid transit.

First, I heartily disagree with the subway's being labeled "ugly, crumbling, and obsolete." With a minimum of expense, the subway can be renovated and made more attractive. The line is no more "obsolete" than the subways in New York City, or the famous Shaker Heights Rapid Transit line near Cleveland.

Indeed, Rochester has the very type facility for which Cleveland is spending millions to construct—a rapid transit line, fed by outlying bus routes, and featuring parking lots at all stations on the outskirts.

• • •

NEXT, it is proposed to substitute buses in the subway for the present rail cars. This is the most offensive idea in the whole plan. It is suggested in spite of the city's experiences with big snowstorms in 1944, in 1945, and as recent as Nov. 7, 1953, when bus service had to be suspended. As the rubber-tired vehicles were hopelessly stranded throughout the city, the "ugly, crumbling and obsolete" subway was taxed to the limit of its present capacities, but still carrying its added traffic speedily, comfortably, and on schedule.

Bus service would not do this in future emergencies. "Flexibility" of buses would become a mockery.

• • •

THE SUB-ROADWAY idea is supposed to solve the parking problem in Rochester, but the plan already admits that new parking places would have to be set up over the river adjacent to Broad Street bridge (at tremendous cost). The prime object of rapid transit is to move people, not vehicles. A paved highway in the subway would encourage more people to drive downtown.

An extended and modernized subway is the only means which can keep vehicles on the outskirts, and move the people into the city. How such a roadway would be possible in the downtown section of the subway is not stated.

What about ventilation? What about the seven blind curves? What about the numerous columns and supports? What about stalled vehicles? What about additional lighting and drainage which would be necessary?

• • •

IF SUCH a paving idea were adopted, all overhead bridges would have to be rebuilt, as their supports do not allow for speedy vehicular traffic. All center island platforms and stairways would have to be removed to eliminate the left-hand operation.

The plan states that a freight track "could" be left. It must be emphasized that the subway freight service serves firms on both sides of the right-of-way. Such a highway could not exist properly with tracks crossing at the several points along the route.

It also must be remembered that the freight service has been declared "vital to the economic welfare of the city."

• • •

NO INDEED. Paving the subway bed is not the answer to the city's problems. The subway should be extended and modernized as an electric railway. Parking lots at all outlying stations should be provided. New cars should be purchased. A shuttle bus service between the subway and downtown stores should be provided.

I strongly urge the formation of a Rapid Transit Development Committee, composed of men whose opinions are respected in this area, and whose views on proper subway development are known. I nominate as chairman, Mr. Gannett. Those to serve with him should Mr. Arthur H. Ingle, Mr. James P. B. Duffy, Mr. Harold Stonebraker, and Mr. James L. Burke.

It would fall to the lot of these men to recommend a sensible program for rapid transit expansion which would cover a period of years. If their recommendations were followed, I am sure that the benefits derived from such a program would greatly outweigh any "benefits" which might accrue from a pave-the-subway plan.

LLOYD E. KLOS,
104 Long Acre Rd.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

D. & C. JAN 8 1954

The Subway as a Highway

. . . . . .

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

Conversion of the subway into a highway is proposed in this letter to the editor from Henry L. Gillette, a judge in City Court. The judge outlines how he believes this should be done and the benefits he believes would result. His proposal is in contrast to others which envision continuation and expansion of the subway.

Here is a plan, inspired by current traffic and transportation problems, that I think provides a simple, ready-at-hand and inexpensive solution.

No plan will solve or even materially ease Rochester's traffic problem unless it reduces the downtown automobile population and creates new parking areas.

The solution I propose will help achieve these aims, will cost only a fraction of the 90 million dollars estimated for the loop systems and will add esthetic values to the city.

The plan is not original, except perhaps in some of its details, but bears repeating.

It follows:

Conversion of our ugly, crumbling, obsolete and misnamed subway into a one-track railway (unless the railway can be eliminated altogether) and into a sub-roadway of 3 or 4 lanes with a parking area of 3 or 4 levels over the Genesee River on each side of Broad Street Bridge and with other parking areas along the route;.

Retention of a public transportation system consisting of bus service with transfer privileges to other bus lines and shuttle service to other downtown areas.

Could be Ready In Few Months

The basic change can be developed as follows and can be completed in a few months:

Conversion of the subway into a sub-roadway involves the laying of a 3 or 4 lane highway over a roadbed which is ready now to receive the concrete. The roadbed already is well drained.

Salvage value of the tracks, trolley wires and other appurtenances (which have had little use) would go a long way toward payment for this first step.

This part of the plan could proceed, independently and would be completed in a few months. The change would immediately begin to relieve our traffic problem.

A one-track freight railway with proper spurs could be retained. It would be more than adequate to handle present and foreseeable demands.

Bus service would replace the present trolley service. It would have several advantages over present service: Flexibility, less cost, more runs, full use of buses and new and more realistic bus routes could be organized.

Bus shuttle service (with an occasional through or express run) from Exchange street, up Main street to East avenue and return via the present Lake line starting at Union street.

Basic additions would be as follows:

A three or four level parking area over the River on both sides of the Broad Street Bridge. The upper level or levels would be used by surface traffic and the lower level or levels for sub-roadway traffic. Automobiles coming into the downtown area, which now are using our most inadequate surface facilities, could park right off of the sub-roadway within two blocks of almost all of our downtown offices, stores and commercial activity, and would never come to the surface or interfere with surface traffic.

Thus, our surface automobile population would be reduced immeasurably and existing parking spaces could handle surface automobiles.

It is conceivable, in fact probable, that many ugly parking lots could be used as sites for beautiful taxpaying buildings and parking again would be permitted on surface streets.

There undoubtedly are thousands of automobiles that now clutter our streets cruising about looking for parking space or just seeking to go across town, that never would get on the surface downtown.

If the War Memorial Building is to be used fully, parking space must be provided. Why not spend the money on this parking plan?

The parking space would adjoin the memorial, require no purchase of land and eliminate congestion on concert, show, circus, sports or convention days or nights.

The parking advantages alone recommend the plan.

Approaches and Exits: There should be no need for more than six approaches and exits within the city and they could be constructed as the need becomes apparent.

Suggested locations follow: General Motors area, Lyell avenue, Oak and Broad streets areas, South avenue, Meigs and Goodman streets area, Winton road area.

In the towns (there need be no limit to the length of this roadway) there should be the closest co-operation between city, town, county and state officials in determining points of ingress and egress. A project such as this demonstrates, as does nothing else, the interdependence of city and towns.

Again with the object of keeping automobiles off of existing streets, there should be plans for parking areas at the various approaches and exits and, if possible, at the sub-roadway level.



SUBWAY from Monroe Avenue Bridge

Bridge Widening: I do not believe any bridge widening is necessary but should such be needed, it can be as follows: The widening of the sub-roadway level at Broad street could be undertaken when parking ramps were built over the river.

If the railway line would make the west bank of the river its terminus, there would be no need to widen the roadway at this point.

Other widenings would be undertaken as the need became apparent. If we keep in mind that this is not to be speedway, but a street for normal city speeds, we will find the present boundaries of the subway adequate for a four-lane highway and a one-track railway.

Improvements To Come Later

Future and near-future improvements:

A connection to Kodak Park.

A connection to River boulevard over the present Barge Canal terminal roadway and the Lehigh Valley underpass at the Clarissa Street Bridge thus giving easy and non-interfering access to and from Genesee Valley and Highland Parks, the University of Rochester and towns south and southwest of the city.

A connection to the new Mt. Read boulevard thus giving easy access to and from Aquinas Stadium and the towns west and northwest of the city.

Studies leading to the integration of the sub-roadway and the inner and outer loops.

Promotion of a union freight terminal to eliminate the present Lehigh Valley, Erie and Baltimore and Ohio freight facilities and to allow use of the sites for parking and other public or private purposes.

• • •

THIS PLAN would make obsolete others calling for expenditure of lesser or greater sums of money and these savings should be credited to its cost.

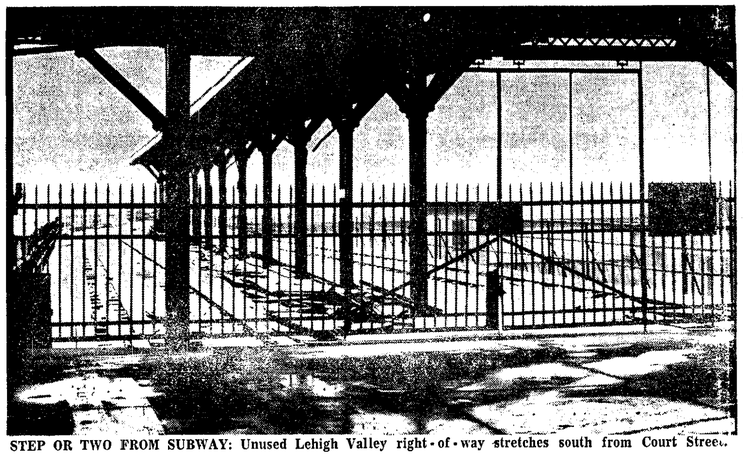
Important as is the item of cost, more important, however, is the impact of this plan upon our futures. The decision cannot be delayed. Let's live again!

HENRY L. GILLETTE
16 Emerson St.

000213

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

D and C Jan 10 1954

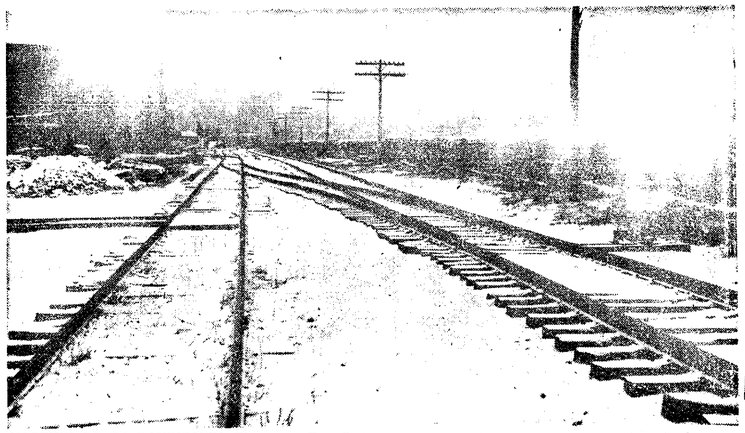


STEP OR TWO FROM SUBWAY: Unused Lehigh Valley right-of-way stretches south from Court Street.

By Using Old Railroad Tracks

D & C JAN 10 1954

Our Subway COULD Go Someplace!



NORTHWARD TO DOWNTOWN: These are Erie Railroad tracks that traverse stretch on west bank of river.

By FRANK DOSTAL

ROCHESTER'S subway—"the line that begins nowhere and ends nowhere"—COULD have a beginning and an end.

It would be possible to travel from Brighton to Charlotte, or from the Rochester Airport to midtown, by rail. Extension of the subway system—long a dream of residents seeking rapid transit—could be accomplished at a minimum cost through utilization of little-used or abandoned railroad trackage already in existence.

A study of railroad facilities has shown it would be possible to serve heavily-populated areas in the western part of the city through two huge peripheral loops. In addition, spur lines running north on the western side of the Genesee River and south on the eastern bank could provide transportation to and from two rapidly growing residential districts. A third spur east along Lake Ontario easily could serve northern Irondequoit, Sea Breeze and Point Pleasant.

The lines would increase the mileage of the subway more than 200 per cent, bringing rapid transportation to thousands of city dwellers. Much of the trackage is near, or adjacent to, industrial areas. At the present time, the 9-mile line serves only a limited area from its one terminus in Brighton, near Monroe Avenue, to its other at Lexington Avenue, near Mt. Read Boulevard.

* * *

USE OF RAILROAD trackage to provide subway service to parts of the city has been suggested several times in the past. Chief emphasis, however, was placed on the use of the New York Central Railroad line to Ontario Beach, with a spur to provide direct service to Kodak Park.

Since that plan was propounded by, among others, the late Edward Hungerford, railroad historian and chronicler, and urged by the late Harold S. W. McFarlin, former city commissioner of commerce, several significant changes have occurred in the city's transportation picture. Railroads such as the Lehigh Valley and Baltimore & Ohio have discontinued passenger service to Rochester, reducing the amount of traffic on their branch lines.

Freight service along some of the lines has been reduced to two or three trips a day, or less. In addition, construction of the Genesee Valley Regional Market in East Henrietta Road may serve to reduce freight traffic still further by detouring some service to the new market area.

As a result, much trackage lies idle for long periods each day—periods when it could be used to accommodate subway passenger cars. The tracks could be leased to the city for extended subway service for a moderate rental.

* * *

ALTHOUGH REPRESENTATIVES of railroads serving the city could make no official comment, many expressed private interest this past week in an extension of subway service along their lines. Several believed the scheduling problems involved in the movement of freight and passenger service, particularly along one-track spurs, would not be insurmountable.

Chief cost of such a project to the city would be for electrification of the lines, construction of stations, and installation of sidetracks where cars traveling in opposite directions could pass each other. The by-passes could be built in conjunction with the stations.

A major portion of these costs could be eliminated if, instead of using electric trolleys, the subway was to use self-powered diesel cars like the New York Central's "Bee-liners." This would make it unnecessary to install and maintain electric catenaries over the tracks.

* * *

POSSIBLE EXTENSIONS of service along railroad lines could include use of both Erie and Pennsylvania Railroad tracks to their connection near Violetta Street, and then use of Pennsylvania tracks in a wide loop past the Rochester Airport and north to their connection with the Baltimore & Ohio Railroad. There, the route could swing either inward the B&O terminal in Main Street West, or continue north to a junction with the New York Central Railroad and in along existing spurs to Kodak Park or north to Charlotte.

Since the B&O crosses the subway at the Driving Park station and makes a direct connection at Broad Street, there are possibilities of direct service from Brighton to the western part of the city or to Ontario Beach. Installation of a direct connection at Driving Park would eliminate the necessity for a transfer point there.

The two possible spur lines are the long-discussed route to Charlotte and Ontario Beach along either the B&O or New York Central tracks, and use of the Lehigh Valley Railroad tracks from mid-town past the University of Rochester to the city line. The Lehigh Valley has a direct connection with the subway near the Barge Canal office.

Used in conjunction with existing bus facilities of the Rochester Transit Corp., extended subway lines could provide one of the answers to the mid-town traffic and parking problem. Pasengers from outlying areas in Greece, Gates, Chili, Henrietta and Brighton could park their cars at stations, ride the subway downtown, and make a single transfer to a bus to carry them to their final destination.

* * *

PAST HISTORY of the subway has shown it is an all-weather transportation system capable of handling large crowds. Spurred by wartime gasoline rationing, passenger loads on the subway increased from less than a million and a quarter pasengers in 1938 to more than five million in 1947.

Since that time, as more automobiles became available, passenger loads have dropped. And, at the same time, traffic problems downtown have increased.

Some traffic authorities view the increasing traffic load on city streets as a substantial beginning of "rationing by priority." Automobile operation in many cases now is predicated on the possibility of finding a parking space at one's destination—on a first come, first served basis. This problem, coupled with traffic volume and high cost of off-street parking, would tend to make use of the subway more attractive—if service were available.

Subway proponents are quick to point out the initial cost of parking in a private downtown lot—usually 25 cents for the first hour—is five-sixths of the cost of a round trip fare. The cost of operating a car, depending on distance traveled, can multiply this cost many times.

* * *

UTILIZATION of railroad trackage to the Pennsylvania and B&O terminals would provide two transit centers on Main Street West which, along with the existing station at Main Street West and Oak Street, would form a focal point for commercial improvement of the area. Bus connections from the terminals could move passengers rapidly to the Main and Clinton or Bull's Head areas.

Use of the Erie line to the terminal in Exchange Street would provide an additional means of access to the Community War Memorial. Coupled with the facilities of the present City Hall station, it would provide subway service on either side of the huge auditorium.

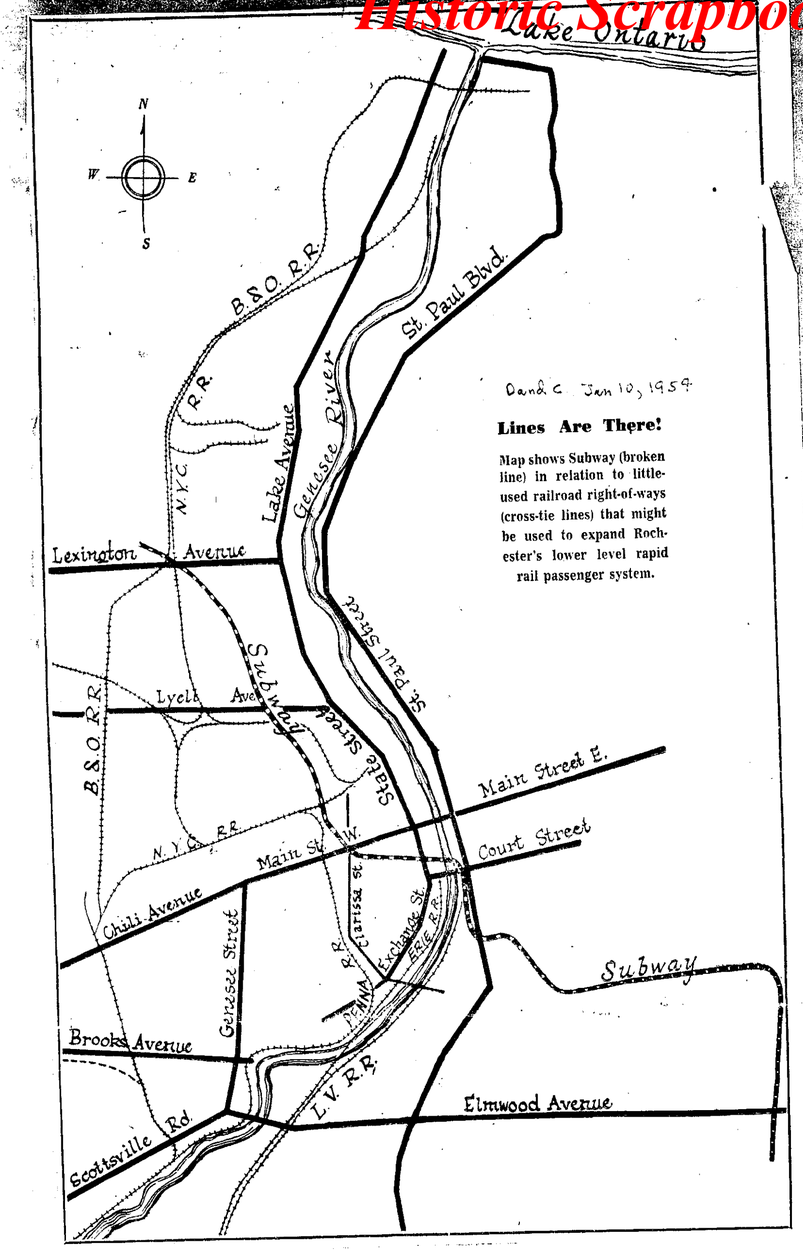
Such extended service would tend to speed up the dispersal of the crowds expected to attend events at the War Memorial without jamming mid-town streets or bus facilities. Three lines would be available to [illegible] crowds to the north [illegible] two lines [illegible] east.



NORTHWARD TO LAKE: This is Charlotte Branch of New York Central where it crosses Lyell Avenue.

000214

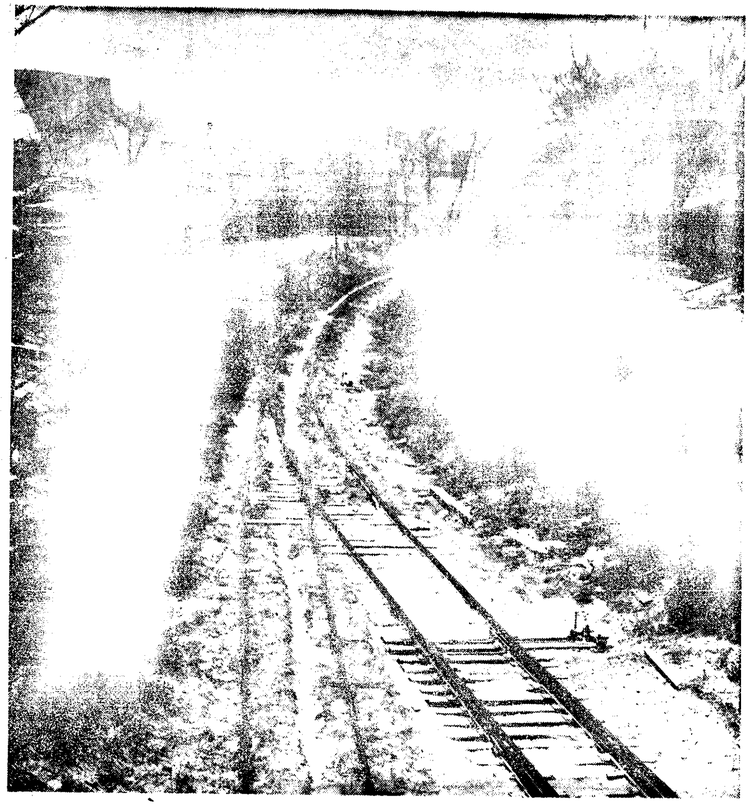
Central Library of Rochester and Monroe County
Historic Scrapbooks Collection



Dand C Jan 10, 1959

Lines Are There!

Map shows Subway (broken line) in relation to little-used railroad right-of-ways (cross-tie lines) that might be used to expand Rochester's lower level rapid rail passenger system.



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

Dand C Jan 10, 1959

0002 15

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Subway Commission Proposed To Make Plans for Development

TIMES UNION JAN 12 1954

Since Mr. Gannett has admirably defended the subway as a rapid transit artery during the past few weeks, another idea for paving the subway bed has been presented, this time by City Court Judge Gillette. It seems that with every move to preserve and extend the subway as an electric railway, there is a countermove to destroy the one last chance Rochester possesses for rapid transit.

First, I heartily disagree with the subway's being labeled "ugly, crumbling, and obsolete." With a minimum of expense, the subway can be renovated and made more attractive. The line is no more "obsolete" than the subways in New York City, or the famous Shaker Heights Rapid Transit line near Cleveland.

Indeed, Rochester has the very type facility for which Cleveland is spending millions to construct—a rapid transit line, fed by outlying bus routes, and featuring parking lots at all stations on the outskirts.

• • •

NEXT, it is proposed to substitute buses in the subway for the present rail cars. This is the most offensive idea in the whole plan. It is suggested in spite of the city's experiences with big snowstorms in 1944, in 1945, and as recent as Nov. 7, 1953, when bus service had to be suspended. As the rubber-tired vehicles were hopelessly stranded throughout the city, the "ugly, crumbling and obsolete" subway was taxed to the limit of its present capacities, but still carrying its added traffic speedily, comfortably, and on schedule.

Bus service would not do this in future emergencies. "Flexibility" of buses would become a mockery.

• • •

THE SUB - ROADWAY idea is supposed to solve the parking problem in Rochester, but the plan already admits that new parking places would have to be set up over the river adjacent to Broad Street bridge (at tremendous cost). The prime object of rapid transit is to move people, not vehicles. A paved highway in the subway would encourage more people to drive downtown.

An extended and modernized subway is the only means which can keep vehicles on the outskirts, and move the people into the city. How such a roadway would be possible in the downtown section of the subway is not stated.

What about ventilation? What about the seven blind curves? What about the numerous columns and supports? What about stalled vehicles? What about additional lighting and drainage which would be necessary?

• • •

IF SUCH a paving idea were adopted, all overhead bridges would have to be rebuilt, as their supports do not allow for speedy vehicular traffic. All center island platforms and stairways would have to be removed to eliminate the left-hand operation.

The plan states that a freight track "could" be left. It must be emphasized that the subway freight service serves firms on both sides of the right-of-way. Such a highway could not exist properly with tracks crossing at the several points along the route.

It also must be remembered that the freight service has been declared "vital to the economic welfare of the city."

• • •

NO INDEED. Paving the subway bed is not the answer to the city's problems. The subway should be extended and modernized as an electric railway. Parking lots at all outlying stations should be provided. New cars should be purchased. A shuttle bus service between the subway and downtown stores should be provided.

I strongly urge the formation of a Rapid Transit Development Committee, composed of men whose opinions are respected in this area, and whose views on proper subway development are known. I nominate as chairman, Mr. Gannett. Those to serve with him should Mr. Arthur H. Ingle, Mr. James P. B. Duffy, Mr. Harold Stonebraker, and Mr. James L. Burke.

It would fall to the lot of these men to recommend a sensible program for rapid transit, expansion which would cover a period of years. If their recommendations were followed, I am sure that the benefits derived from such a program would greatly outweigh any "benefits" which might accrue from a pave-the-subway plan.

LLOYD E. KLOS,
104 Long Acre Rd.

Action Asked On Road Plan

TIMES UNION JAN 12 1954

I read with gratification the letter by Judge Henry L. Gillette suggesting a solution for our growing traffic problems. The man talks sense and his ideas are to the point.

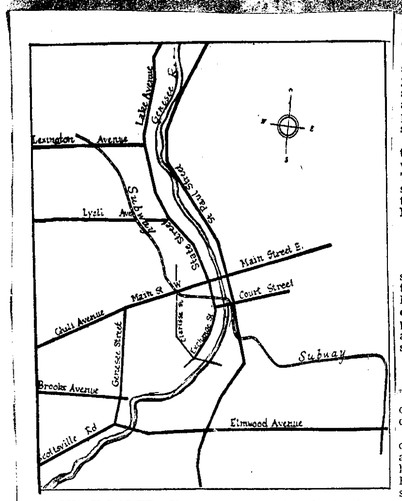
The taxpayers should cut out that letter and then pester the powers that be to do something about it.

The judge suggested several ideas that will save money for all Monroe County taxpayers. I'd like to add one more: Fire all the groups now employed as traffic experts, engineers, consultants, committees, etc, and ask the judge to serve as a committee of one to supervise the completion of his plan.

The judge should be given full authority with Commissioner Townson as an aide to see that the Judge's wishes are carried out. Both men know the people who have been blocking improvements and know how to handle these people if given the authority to do so.

Thanks to the judge for his ideas. Yours for less murder on the highways.

FRED F. WARD
46 Lincoln Ave.



SUBWAY ROUTE—Map shows present path of subway (broken line) from Rowlands in Brighton, at lower right, to Lexington avenue, upper left.

City's Subway Aims: Extended Service, Better Equipment

TIMES UNION JAN 13 1954

Improvement of subway equipment and service will be an aim of the city in its negotiations for a new subway operating contract with the Rochester Transit Corp., City Councilman William A. Legg said today.

Legg, chairman of the council public utilities committee, said he hopes to begin negotiations next week on the subway contract. The existing contract, in effect since August, 1952, expires Feb. 14.

• • •

The city definitely intends to continue the subway as a rail passenger and freight line at least during the life of the next contract, Legg said. This contract may have a comparatively short duration, he added, although he declined to estimate the exact length of contract the city will ask.

LEGG ALSO SAID that the city will explore ways and means of extending subway service to areas not served already. He declined to specify the nature of such extensions, however.

The subway now runs across the southern and central portions of the city from Rowlands in Brighton to Rochester Products Division of General Motors Corp. on the city's west side.

Legg pointed out that some subway equipment is now 40 years old. He cited the cut in subway schedules in May, 1952, and said he would seek to improve the frequency of subway service.

The city has no intention of taking over operation of the subway from the RTC, Legg added. The city negotiators will seek to solve subway problems cooperatively with the transit company, Legg said.

"They need us, and we need them," he observed.

Legg said that he has carefully studied varying statements on the controversial subway subject. Proposals range from widespread expansion of subway service to paving of the subway bed and abandonment of rail passenger service.

• • •

LEGG DECLINED to comment on his attitude toward subway deficits.

In Aug., 1952, when the present contract was signed, the city agreed to cut part of the bus license fees paid annually by the RTC. The arrangement ended a short period in which the RTC absorbed subway deficits out of its pocket. Before that, the city, for a time, had paid a cash subsidy to the subway.

The RTC reported a 1952 operating loss of $57,811 on the subway, which was partially offset by the bus license fee reduction of $45,700. Last month, Lang said that the RTC lost about $70,000 on subway operations during the first 11 months of 1953. This sum would also be partially offset by the bus license fee reduction.

At that time, Lang told the Chamber of Commerce Civic Development Council:

"We in the company stand ready to do anything the city wants within reason. We will use any type of equipment and any means of locomotion, but we will not sustain these deficits year after year."

Legg said he will be assisted in the negotiations by Republican Councilmen Norman A. Kreckman and Peter Barry and Democratic Councilman John G. Bittner, members of the council's public utilities committee: City Manager Robert P. Aex; Corporation Counsel Honora A. Miller, and Commerce Commissioner Donald H. Foote.

Legg has been a member of the council's public utilities committee since his election as a South District councilman in 1951. Frank C. Niger, former committee chairman, has left the council.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

TIMES UNION JAN 14 1954

No Parking for Politics

• • • • • •

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

By CALVIN MAYNE

(Condensed from an address before the Rochester Safety Council Jan. 7 at the Chamber of Commerce.)

Has anything changed in Rochester's traffic picture?

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

It asks extension of an arterial highway system, the abolition of parking in congested streets, extensive use of one-way streets and restriction of truck deliveries to the night hours.

Probably the most interesting thing about this report is its date—it was published June 17, 1926, more than 27 years ago. There then were 92,000 registered motor vehicles in the county.

• • •

FURTHER EXAMINATION of Times-Union files turned up an article written back in 1934. Motor vehicle registration at that time had increased about 15,000.

That account says:

"Confronted by the growing problem of downtown traffic congestion, the Public Safety Department today determined to convert two streets to one-way traffic and to establish more rigid parking rules."

The two streets were Stone and Cortland, only one of which —Cortland—is still one-way.

The article contained some other interesting statements:

The president of the transit company urged city authorities to do something about traffic congestion so that his vehicles —street cars then—could move on schedule.

The president of the Chamber of Commerce warned that traffic congestion was driving business away from downtown stores. Several persons asked that the police ban all parking in Main street from Scio to Broad streets in morning and evening rush hours. Others asked extension of Broad street.

• • •

LAST MONTH a series of articles appearing in The Times-Union cited the need for bold, non-political action to solve Rochester traffic and transportation problems. Motor vehicle registration now is 175,000—about double the 1926 total and a third higher than before World War II.

It sometimes seems to us at the newspaper, that the only thing that has changed in the last quarter century in Rochester's traffic picture is the shape and style of the automobiles that still crowd the streets.

• • •

SOME THINGS have been done about traffic suggestion here. We have many able men working on the problem.

Big item is the arterial street system in the Inner and Outer loops, financed principally by the state. The Inner Loop especially, already in operation over State street, will go a long way toward keeping non-essential, through traffic off crowded downtown streets.

Much valuable information has been gathered. Hundreds of helpful measures are put into effect every year.

There probably is sufficient power in existing departments to control traffic congestion.

Why don't we go ahead then and put into action such basic proposals as one-way streets, parking and standing restrictions in a wide area, expanded parking facilities, a firm subway decision and the many other items so long recommended by competent authorities ?

Authorities Plan One-Way Streets, Curbs on Parking

...ction Follows Conference of City Reads with Auto Club and Railway Officials —Problem Brings Revival of the Broad St. Extension Move

By ARTHUR S. CRAPSEY DEC 6 - 1934

Confronted by the growing problem of [illegible] congestion, the Public Safety Department today determined to convert [illegible] and to establish more rigid parking rules. Officials [illegible]

Corrective Measures Follow Exhaustive Study Of Committee

Arterial Highways Would Be Extended to All Important Streets—Speed Limit Would Be Raised to 30 Miles an Hour at Night

[illegible] Would Be Done at Night [illegible]

[illegible] recommendations which if carried out will make a revolutionary change in traffic conditions in Rochester [illegible] recommendations of motor vehicle traffic [illegible] of the Rochester Engineering Society to the Common Council and the Board of Public Works. [illegible] Rochester [illegible] Rochester [illegible] Rochester

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Democrat and Chronicle
ROCHESTER, N. Y., FRIDAY, JANUARY 15, 1954 21

Council GOP Bloc to Launch Program to Develop Subway

By JIM YOCKEL

In a decisive action, the Republican members of City Council agreed yesterday to quit talking about abandonment of the subway and to embark upon a program to develop and expand it.

The action was taken yesterday afternoon by the eight Republican members at a caucus in GOP headquarters in the Union Trust Building. After meeting with County GOP Chairman Fred I. Parrish behind his closed office doors, the councilmen emerged with this statement:

"The Republican majority of the council has decided that it will adopt a positive, forward looking policy with relation to the subway. The Public Utilities and Commerce Committee was requested to meet with the Rochester Transit Corporation to negotiate a new contract to be effective on Feb. 15, when the present contract expires."

The statement was made public by Councilman William A. Legg, Utilities Committee chairman. It was the first clear-cut statement of policy by any member of the city administration on the issue of the subway since the question of what to do with the sub-surface trolley was raised by state arterial plans for the city seven years ago.

Legg said he was unable to elaborate on the statement at the time.

"It is not that we have anything specific in mind right at the present," the south district councilman said. "This is something that is going to have to be studied."

He said that arrangements for the meeting to begin contract talks with the RTC will be made immediately by City Manager Robert P. Aex and Commerce Commissioner Donald H. Foote. Aex, Foote and Corporation Counsel Honora A. Miller—all of whom were present at the caucus—will serve on the contract negotiating committee with Legg and the other members of the Utilities Committee.

"We will try to do certain things during this next contract period," Legg said, "to improve the subway."

The councilman indicated Wednesday that, as one improvement, he will seek an extension of service northwesterly to Ridge Road when negotiations with the RTC begin.

The present contract, under which the transit company operates the subway for the city, is due to expire on Feb. 15. Although the contract period has in the past generally been for a year, the present agreement will have been in effect for 1½ years.

Another city official present at the caucus said that the majority policy statement means that "we stop talking about abandonment of the subway and start working toward a policy of keeping it running."

He added: "If the things we plan don't work out, then the subway is a dead horse, and we can all forget about it."

Besides Legg, the other members of the Utilities-Commerce Committee are: Councilmen Joseph Farbo and Leonard V. Tomezak and Vice Mayor Norman A. Kreckman. Also present at the caucus were: Mayor Samuel B. Dicker and Councilmen Peter Barry, August Muehleisen and G. Rolfe Scofield.

Subway Unique Asset, City Visitor Declares

"If Rochester should junk its subway, it would be the only subway in the world being junked at this stage of civic development," Henry J. Taylor, former war correspondent, told a group of Ad Clubbers before the club's luncheon meeting yesterday in the Powers Hotel. Taylor later addressed the club. **(Story on Page 40.)**

When the subject of the subway and its present condition came up in conversation, the visitor expressed surprise that there should be any question of utilizing that asset and spending money to improve it as a system of fast transportation and easing the growing parking problem downtown.

"I know a lot of cities that would give almost anything for a subway system," he declared, "but they find it practically impossible to build one. I just can't imagine Rochester letting this opportunity get away."

Extension of Subway Hinted by Councilman

Councilman William A. Legg, new chairman of City Council's public utilities committee, last night indicated he will seek an extension of subway service westerly to Ridge Road in next week's negotiations for a new operating contract with the Rochester Transit Corp.

"There is the possibility that it (subway service) will be extended to Ridge Road to serve Kodak Park employes, as a result of the new contract negotiations," Legg said.

"There is 13 million dollars invested in the subway, and I'd sure not like to see it go by default," he said in defense of his view that service should be extended. He also said that he will seek improvement in subway equipment, "such as use of diesels," instead of the present electrically-driven trolleys.

Legg and the other members of the utilities committee will begin negotiations with the RTC for a new subway operating contract within the next few weeks. The present contract, under which the RTC operated the subway for the city, is due to expire Feb. 14, after being in effect 1½ years.

Besides Legg, other members of the utilities committee are: Councilmen Joseph Farbo and Leonard V. Tomczak and Vice-mayor Norman A. Kreckman. Other city officials who will serve on the negotiating committee are: City Manager Robert P. Aex; Corporation Counsel Honora A. Miller and Commerce Commissioner Donald H. Foote.

City to Take 'New Look' at Subway System

TIMES UNION JAN 15 1954

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

The controversial subway system, a prime political headache at City Hall, came under review yesterday at a special caucus of the eight-man Republican council majority at GOP headquarters in the Union Trust Building.

The brief statement issued after the caucus read:

"The Republican majority of the council has decided that it will adopt a positive, forward-looking policy with relation to the subway.

"The Public Utilities and Commerce committee was requested to meet with the Rochester Transit Corp. to negotiate a new contract to be effective on Feb. 15, when the present contract expires.

• • •

NO CITY OFFICIAL today would elaborate on that statement. But behind the scenes, councilmen and city officers are scratching their heads over the question of the subway's future status.

Definitely decided is the fact that city officials will explore all suggestions made in recent years on improvement of subway equipment and service and will total up the cost of these improvements. They will take a fresh look at ideas for extending the subway route to areas not served now. Passenger service will not be abandoned, at least in the immediate future.

Latest cost estimates available to the city were contained in the $15,000 Coverdale & Colpitts subway survey in 1950. This 81-page document was prefaced by Wall street consulting engineers who reviewed the subway's status.

Chief recommendation was the abandonment of passenger service and discontinuance of freight service east of Meigs street. The report urged building of a state highway in the unused portion of the subway bed from Rowlands in Brighton to Meigs.

• • •

HERE ARE SOME of the figures detailed by Coverdale & Colpitts:

Cost of 12 modern cars to replace current subway cars, some of which date back 40 years, would be $860,000.

Replacement of electrical and signal equipment, regarded as a must if subway service is to continue, will cost between $75,000 and $100,000. Current City Hall estimates double those figures.

Extension of the subway underground to Clinton avenue and Main street will cost about 11 million dollars a mile, based on the experience of Toronto in building a new 4.5-mile subway line, according to the survey. Final Toronto figures increase this cost.

No cost estimate has yet been made on these suggestions for subway improvement, although they might run into several hundreds of thousands of dollars.

Rebuilding of subway stations and installation of moving stairways.

Extension of subway service on existing railroad freight lines to other sections of the city. From 1929 to 1941, the RTC ran streetcars from Emerson street to a point near Kodak Park. Reuse of this line has been suggested by some city officials, including William A. Legg, chairman of the council utilities committee.

Other subway improvements which might be made at a low cost include construction of parking facilities on city-owned or county-owned property near such stations as Half-way, near East avenue and Winton road, or Rowlands in Brighton and improvement of bus connections to the subway.

• • •

A PRIME COST factor is the recurrent subway deficit.

The RTC, which operates the subway on contract for the city, reported a 1952 operating loss of $57,811, which was partially offset by a city bus license fee reduction of $45,700.

RTC President William A. Lang places the subway loss, before the bus license reduction, at about $70,000 the first 11 months of 1953.

The city has paid the RTC a cash subsidy of as much as $56,000 annually in the past. The subway has reported a profit during about one-third of its existence.

It is expected that RTC officials will ask the city for an increase in subsidy either through bus license fee reductions or cash, when new contract negotiations open. The RTC has been beset in recent years by decreasing revenues and higher operating costs.

• • •

THE CITY'S MAJOR subway problem lies in the possible conversion of the subway roadbed, formed by the route of the old Erie Canal and owned by the city, to an arterial highway for motor traffic.

Biggest pressure comes from the State Department of Public Works, which is seeking a final decision by the city on its intentions.

Scheduled for construction this year by the state is the Easterly Thruway Connection from Bushnells Basin to Rairport road. In 1955 and 1956, the state hopes to extend the Thruway connection to a point near Winton road and East avenue.

When that portion of the Thruway feeder is completed, the state wants to extend it further to the Inner Loop at Monroe avenue.

Coverdale & Colpitts said that use of the subway roadbed instead of a route roughly paralleling the subway's path would save the city and state about 2 million dollars in land costs.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

ROCHESTER DEMOCRAT AND CHRONICLE Sunday, January 17, 1954 3C

2 Replies to a D and C Subway Story

Improvement, Extension, New Cars Needed

Congratulations on last Sunday's article entitled "Our Subway COULD Go Someplace!" by Frank Dostal. I agree that since Rochester is fortunate enough to have a subway installed, we should now seriously consider improving and extending it, thus providing for thousands good transportation to other parts of town.

But is the self-powered diesel car the answer? Since its initial cost is high (about $165,000), its use might be justified only if local rapid transit operation would bring forth its best operating efficiency. This, however, is not the case. The substantially heavier weight of the rail diesel car would mean greater maintenance costs and power expenditures; lower speed and a smaller factor of safety on light rail, all in addition to the enormous initial outlay.

To carry it further, the better loading and unloading characteristics of less expensive (about $25,000), streamlined, straight-electric car, the greater facility with which fares can be collected, and the far higher acceleration and deceleration rates of these cars, mean faster service, more passengers carried in each car per hour, and, thus, fewer cars or trains required to give the same service.

Can't we all well imagine the relief to our present parking and traffic congestion that would be offered by an extended subway network equipped with these modern, high-speed cars? For though the mere addition of these cars would never in itself solve the problem, with them as part of the improved picture, the Rochester rapid transit system would became a better and more efficient unit to serve the public.

JOHN F. WATERMAN JR.
1145 Monroe Ave.

New South Depot?

I was greatly interested in the article in the Sunday Democrat and Chronicle of January 10th by Mr. Frank Dostal describing the possibilities for development of our subway by connecting it with the little used railroad trackage in the city.

In regard to the Lehigh Valley branch I suggest going a step farther than was mentioned. This line crosses the double tracked freight line of the New York Central at Mortimer Junction just south of Genesee Valley Park. Were the New York Central to transfer its passenger service to this line between Churchville and Fairport and a new union rail and bus terminal built at the Junction, a tremendous amount of bus, taxi and private car traffic would be diverted from overcrowded downtown. From this point there would be a choice of more open streets to any destination. Subway cars over the semi-abandoned Lehigh would make the run to Court Street and City Hall Stations in a very few minutes. Inter-city buses would have a choice of Ballantyne, Jefferson, Town Line, Scottsville, East and West Henrietta Roads. A station at this location would shorten the mileage for passenger trains and eliminate bus delay caused by overcrowded streets and an unsatisfactory traffic light system.

The above suggestion may seem fantastic today but I believe it will make good sense tomorrow. The automobile itself was considered fantastic only a few yesterdays ago.

LEON E. SMITH
165 Thurston Rd.

D. & C. JAN 17 1954

Subway Sense

D. & C. JAN 15 1954

Rochester's arthritic old subway is in somewhat the position of a skid row derelict who has received news that he might . . . just might . . . be the heir to a fortune.

Creaking toward an early grave only a few years back, and disdained by just about everybody, the subway now is being handed a hint here and another hint there that a turn of fortune is ahead.

City Councilman William A. Legg, new chairman of the council's public utilities committee, has the farsighted idea that possibilities should be explored of extending the subway to Ridge road to serve Kodak Park employes.

Another shot in the arm for the old ditch and its venerable equipment is the growing awareness in and outside the city of its importance in the clogging traffic picture. For example, no rapid transit system designed today could be more excellently tailored to serve the Community War Memorial, now under construction, and the proposed city-county civic center which is certain to rise in that same area in the not-too-far future.

Now, on the eve of negotiations between the city and the Rochester Transit Corporation for a new subway operating contract, it seems to us that nothing should stop the derelict from collecting his rightful inheritance.

All the signs of the municipal times now point to an expanded, refurbished, publicized subway as a major weapon in the city's fight to preserve the vigor of its downtown business section and to ease traffic problems.

Subway Extension Proposal No. 4

NDN JAN 27 1954

I would like to propose Extension No. 4 to go with the already-proposed subway extensions No. 1, 2 and 3. It would extend the present line beyond the General Motors loop to Mt. Read Blvd., then down Mt. Read to Ridge Road, and possibly even into the Town of Greece.

This route would serve General Motors, Consolidated Vacuum (now under construction on Mt. Read) any other plants which might locate in the vicinity, Aquinas Stadium, Distillation Products Industries and Kodak Park West.

Building No. 205 at Kodak Park West, located directly on Mt. Read Blvd., presently employs 500 people. Kodak-owned buses leave this western terminus of the Park at regularly scheduled intervals for all sections of Kodak Park all the way to Lake Avenue. What better transfer point for those who would come to Kodak via the subway and well named too, for it is called the Distribution Center.

Using the existing trackage into Kodak Park, it appears, would not serve the best interests inasmuch as transfer at the point where the railroad meets the park would prove inconvenient, if not hazardous.

G. H. VERMIERE
24 Scio St.

Beams Burn In Subway

D. & C. FEB 1 1954

Flashes from a short circuit in overhead wiring ignited wooden beams in the roof of the city subway 300 feet west of the Times Square station shortly before 5 o'clock yesterday afternoon.

Damage was regarded as negligible by Rochester Transit Corporation officials, who said Monday passenger service on the subway would not be affected. The shorted wire powers eastbound passenger cars.

Firefighters commanded by Battalion Chief Francis J. Fox quickly snuffed out the blaze, using carbon dioxide to avoid making a contact with the 550-volt main power wire. No passenger service is scheduled Sundays on the subway.

Democrat and Chronicle
ROCHESTER, N. Y., MONDAY, JANUARY 18, 1954 13

City, RTC Consider New Contract for Subway Operation

By JOSEPH R. MALONE

A new form of contract whereby the city would employ the Rochester Transit Corporation to operate the city-owned subway was seen as "in the works" yesterday.

Negotiations looking toward a new contract will get under way this week. The present contract expires Feb. 15

RTC has balked at renewing the present contract on its existing basis, which provides that the corporation's reimbursement for operation of the subway shall be the passenger and freight revenues incident to such operation, it was learned.

William A. Lang, president of the RTC, told a Chamber of Commerce luncheon in December that his company ran into a $70,000 deficit in operating the subway over the first 11 months of this year. City representatives said yesterday that this did not take into account the saving effected by RTC through the drastic reduction in the city's bus licensing fee which City Council authorized in August, 1952. Against a former charge of $200 per bus on regular runs, Council as of that date reduced the charge to $50.

A city administration source estimated yesterday that the reduction in the bus license fee had "saved" the RTC some $40,000 over the 18-month period in which it has been in effect. At the time the reduction was authorized however, it was estimated the saving to RTC would amount to $21,750 a year, based on 145 buses on regular run at that time.

City administration sources declare the city will not agree to return to a policy of outright subsidation of the subway. The 18-month contract now expiring provides that there shall be no subsidy, but the city paid $56,229 in subsidies for the period April 1, 1950 to May 31, 1951.

The new form of contract the city has in mind, an administration source said, would assure RTC of a remuneration which would guarantee against a continuation of the 1953 subway deficit.

The city is angling for a two-year contract, but Lang was understood to be insistent on a one-year contract in preliminary talks that have been held to date. Lang refused to make a statement of company policy in the matter yesterday.

Over the two-year period, or over the next year if nothing but a one-year contract can be reached, the city administration proposes to explore all phases of the subway's potential future. It will look into the feasibility of substituting diesel-powered cars, an administration source said, and will probe thoroughly the cost of installing ramps in stations. The study also will delve into the subject of city-owned parking lots at certain stations, and of extending the line to Monroe Avenue, Pittsford, on the east and to Kodak Park on the northwest.

000219

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

TIMES UNION JAN 19 1954

As Readers See It

The Subway: 3 Extensions, Bus Interchanges Proposed

• • •

Plan Would Take Buses Off Main Street, Link Them to Rapid Transit; Cost Estimate: $25 Million

The writer of this letter is a former resident of Rochester. He was graduated from East High School and majored in civil engineering at Rensselaer Polytechnic Institute.

Associated with the engineering department of the New York Central Railroad, he is a frequent visitor with relatives in Rochester.

On recent visits to Rochester I have been impressed by the increasing traffic dilemna and often wondered what steps are being taken to avoid a complete paralysis.

Since the street pattern in any downtown area is more or less fixed, it seems to me the solution lies in keeping as much automobile traffic off the streets as possible, diverting the passenger traffic to public transportation and then taking that public transportation off the overcrowded streets by placing it underground in the downtown area.

Rochester is much more fortunate than most comparable cities in that it has the framework for a modern, integrated transit system in its city-owned subway.

Three relatively short subway extensions would provide the base into which existing bus lines would merge to form a coordinated transit system. This system would serve the entire Rochester metropolitan area and at the same time solve the downtown traffic problem by eliminating all bus traffic in Main street between University avenue and Broad street.

• • •

HERE'S HOW it would work:

Extension #1

Approximately one mile long, this would be an underground extension from the present subway at South and Broad running north on South to the corner of Main and then east on Main to a new bus-subway interchange terminal to be located in the present city park bounded by Main, Union and University. From this interchange, the University, Main East, Parsells, Webster, Goodman, Bay to Morton and Exchange (via Central avenue) bus lines would radiate.

A similar interchange for the westside would be established at the existing West Main and Broad subway station. From this would radiate the Jefferson, Genesee, Thurston, Chili-Genesee Park Blvd.



and West Ave. bus lines.

At each of these interchanges escalator facilities would provide quick and easy transfer from new subway cars to buses.

• • •

OTHER BUSES would tie into this system as follows:

Plymouth and Lyell lines from new interchange at Plymouth and Broad; Lake, Dewey and Exchange (via Central.) lines from modernized station at Exchange and Broad; St Paul and South lines from new interchange station on subway extension at Main and South;

North Clinton, South Clinton, Monroe and Joseph lines from new station at Main and Clinton; Park, Portland, Clifford, Hudson and Allen lines from new station in triangular block bounded by North, Main and Franklin streets; Addition subway stops would be provided at Main and Gibbs and Main and Scio.

Based on figures available from Toronto's construction experience, the cost of this subway extension from Broad and South to proposed eastside terminal at University and Main, approximately one mile long, would be $12 million.

Extension #2

This would be approximately a quarter of a mile long, from the present Rowlands terminal to a new Monroe avenue terminal and parking lot. Here subway riders would be able to park their cars and ride to work via modern rapid transit.

This extension, together with the rehabilitation and modernization of all subway facilities — track and roadbed improvements, additional in-change stations, escalator installations at existing stations —would cost an estimated $2 million.

Extension #3

This would be approximately two miles long from the existing subway to Kodak Park and Lake avenue. A parking facility and interchange would be provided wherever this extension crosses Dewey; a station would be provided to serve Kodak Park where extension crosses Ridge road; a parking facility and interchange would be provided at the Lake avenue terminal. This terminal would provide bus interchange for the Lake avenue line especially of value during heavy summer travel.

The estimated cost of this extension and facilities is $8 million.

• • •

IN TOTAL, we would have three extensions, about 3¼ miles in length, costing approximately $20 million. The benefits of such a coordinated transit system are readily apparent:

Continued

TIMES UNION JAN 22 1954

More and More Cars

—I marvel at the ability of W. H. Becker of Utica to estimate cost of subway development without extensive study. I am not an engineer but it is my casual estimate that to allow the subway to burrow from St. Paul to Main and Union would take more money than he has allowed.

One point that most subway advocates seem to overlook is that the people of Rochester do not want to make use of our subway. The automobile is, and will continue to be, the most convenient means of transportation, and as long as private cars are available the public will make use of them. If bus traffic on the main streets is reduced, I predict that more private cars will take their place.

The situation calls for a traffic plan to control this increase in the use of private cars. Rapid transit in the subway is a system fixed and guided by rails. The versatility of buses could never be equaled by electric cars guided by rails.

ALLEN W. MILES
10 Breck St.

1. Main street would be free of bus traffic in the downtown area.

2. The speedier flow of this system and its ease of interchange would induce many motorists to ride it thus reducing further total automobile traffic.

3. Parking lots at the several outlying stations would induce suburban area residents to park and ride.

4. This system would channel the public to the new War Memorial auditorium with a minimum of effort.

• • •

IN ADDITION to the cost estimates for the proposed extensions, I would estimate an expenditure of $3 million for modern, high-speed cars to be used in the new Subway.

This makes a total estimated cost of about $25 million, roughly one-half of Toronto's outlay for its new Subway. And, incidentally that compares with an estimated cost of $23-5 million for the Inner Loop now under construction.

• • •

WHEN THESE Subway extensions were completed, three basic routes of rapid transit service would be established into which bus lines would flow:

1. Eastside terminal at Main and University to the existing loop just west of Westside terminal at Main and Broad.

2. From Eastside Terminal at Main and University to Kodak Park and Lake avenue.

3. From present General Motors terminal to new Monroe avenue terminal.

• • •

JUST AS IT has been so correctly suggested that Rochester establish a traffic commissioner, one independent of and above partisan pressure, equally urgent is the need for a transit commissioner to properly coordinate such a Subway-bus rapid transit system. He, likewise, should be independent enough in action to be free of selfish pressures, someone with a background in transportation, and one who has a firm belief in the potential of Rochester's transit system.

He should be the developer, coordinator, administrator and promotor of Rochester's entire public transportation domain. Naturally, his role might prove more difficult in Rochester, with its privately-owned Rochester Transit Corp. than in Toronto or Cleveland where the systems are entirely municipally owned and operated.

However, this situation is not impossible of fulfillment. The tremendous transit and traffic advantages available through such a coordinated rapid transit system, as well as the operating economies such a system would mean to the Rochester Transit Corp., should bring full cooperation between the city and the Transit Corp.

• • •

ROCHESTER certainly is fortunate. It already has the framework. It has the need. Does it possess the vision and courage to solve this problem?

The only communities that cease to progress are those that have lost the will to. Certainly Rochester is not in that category.

W. H. BECKER
1666 Steuben St.
Utica

TIMES UNION JAN 23 1954

Subway Opportunity

I have been much interested in the recent articles on rapid transit.

There have been periodic revivals of interest in Rochester's subway . . . unfortunately public interest subsides and the Rochester Transit Corp. continues its indifferent attitude toward operation of the line.

. . . It is time community spirit solidified to overcome the obstacles preventing proper development of this vital transit asset. Time is wasting for street congestion renders surface transit more difficult all the time. This is all the more reason to end diversionary schemes for turning any portion of this facility into another vehicle highway which, as experience in many other cities has shown, would create more downtown problems that it solved.

Rochester can make no better investment in its future than in sound rapid transit development. Otherwise the downtown district will decline in importance because of the impossibility of providing sufficient parking and the inability of surface transit to operate efficiently in defense traffic . . . .

Rochester has an opportunity, not open to many cities, to have rapid transit at a moderate cost, to avert traffic "strangulation" and to provide transit facilities unequalled in any other city of comparable size.

BRUCE R. HOLCOMB
(Former Rochester resident)
1964 Pendrell St.,
Vancouver, B. C.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

The Subway: To Ease Traffic

• • • Times Union Jan 27 1954

An Open Letter to City Manager

There has been discussion over the years concerning the subway. There is peak interest now, with traffic problems increasing and the city approaching a new contract with the Rochester Transit Co. on subway operation. The subject is further discussed by Frank Gannett in a letter to City Manager Robert P. Aex. A digest follows.

Hon. Robert P. Aex,
City Manager,
City Hall,
Rochester, N. Y.

Dear Bob:

Our problem is not just the subway. Our problem is traffic congestion and parking.

Some are talking about the difficulty of finding parking space for the county and city combination building. This year there will be five million more cars on the roads and streets of America. We will get our share in Rochester and our traffic congestion is going to get worse. But, Rochester has a solution to this traffic and parking problem, if only we will get busy and use it.

That solution is improvement and promotion of the subway and integration of the subway fully into the city's transportation picture.

The subway is in good shape. The roadbed is smooth and the cars are in fair condition. I was struck by the fact there is so much freight on the tracks along the subway. Critics sometimes overlook the fact that the subway was, in the first place, to connect all the railroads that enter this city. As a connecting link for these railroads, it is of tremendous importance.

Obligations Faced by City

The city, owning the subway, has certain obligations. The General Motors Rochester Products plant was located where it is largely because of the subway. The city extended the subway some distance to that plant.

Furthermore, after the subway was put in operation as a passenger line and used extensively, people built homes along it. I don't believe any city administration would dare to break faith with these people who have invested their money in the belief that the subway would be continued as a passenger line.

• • •

RECENTLY a visitor from Utica spent a day with me here. It was Saturday. Your office was closed as was mine so I couldn't arrange for you to meet him. His people live here and he said he would be willing to come up any time convenient for you and talk about the subway.

He is an engineer and has been studying passenger traffic for years. He knows a lot about the subway, has studied the traffic situation in Rochester and has worked out a network of bus service that could tie in with the subway.

He believes the first thing that should be done is to extend the eastern end of the subway at Rowlands where there is plenty of space for a parking area. He also said that when the subway is extended to Monroe avenue highway, an attractive subway station should be built there to protect passengers from weather.

The station at City Hall is comfortable and is used a great deal by subway passengers. He was amazed when I told him escalators could be put in at a cost of $28,000 each. That was the cost in Toronto. An escalator should be put in immediately at the City Hall Station. It would get older people in the habit of using the subway.

There is a ramp on the east side of Exchange Street, opposite the City Hall Station. Some engineers believe a moving sidewalk easily could be put in that ramp and that the expense should not be great.

• • •

TRAFFIC TO AND FROM the War Memorial, when it is finished, will be a problem, but the subway can handle it. Some engineers would even run a moving sidewalk from the cars, as they pull up to the Memorial, into the building itself.

Another big thing would be to get the subway extended, probably on the surface, to Kodak Park by using existing tracks.

Kodak workers then could go right into the plant from the subway and could get home the same way.

If they parked their cars at stations along the subway, you can see how this would relieve traffic on the streets.

Early Escalator Installation Asked

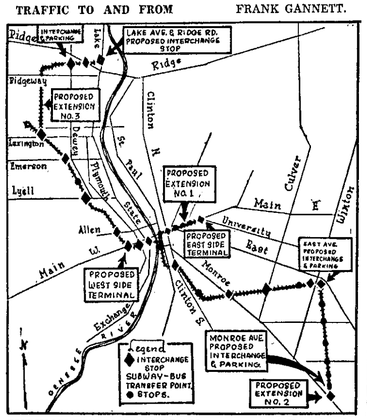
Bob, I wish you could begin at an early date to extend the Rowlands end of the subway, build a station out there and put an escalator at the City Hall Station.

On top of the changes I have recommended, we should have a vigorous advertising campaign for the subway.

I think it would start you off with a great deal of acclaim here in Rochester, if you could get under way these solutions to our traffic congestion and parking problems.

I am sure you can do it. I hope you can get the approval of the City Council and have no obstruction in your way.

FRANK GANNETT.



SUBWAY EXTENSION PLAN, as proposed Tuesday by W. H. Becker in letter to editor: Extension No. 1 would be from Broad and South to Main and then east to Main, University and Union. Extension No. 2 would be from Rowlands loop to Monroe avenue. Extension No. 3 would be from Lexington avenue to Kodak Park at Ridge and Lake avenue. In addition he proposed bus exchange terminals which would remove all buses from Main street between Broad and University. Cost was estimated at $25 million.

Traffic Potpourri

D. & C. FEB 5 1954

Traffic-weary Rochester must be a little dazed with surprise right now. Developments are bursting like popcorn over an open fire.

So from the popper we pick out these kernels and butter them up with a bit of comment:

* * *

THE SUBWAY will have a new, 2-year lease on life if the Rochester Transit Corporation decides to accept a fresh city contract. Because the RTC runs the subway at a substantial deficit, the city offers $55,000 over those two years to help trim the loss. We hope the RTC will say yes, and keep cars rattling along in the old ditch for the next two years. For the city administration is wise in saying that it wants time to experiment and to decide on the subway's future. The worst thing the city could do would be to abandon the subway right now when traffic problems are critical and there is no blueprint for the future.

* * *

FREE PARKING for motorists on city-owned property at extremities of the subway is suggested by City Manager Aex. Some city councilmen like his idea. So do we. The thought is to persuade motorists from the outskirts to park their cars (free!) and ride the subway the rest of the way downtown . . . cheaper for them, just about as fast, and resulting in less downtown traffic congestion. Can the motoring public be "sold" on this idea, or will it prefer to keep on driving downtown, stalling in traffic tieups, and paying soaring parking prices? Nobody knows the answer. The only way to find out is to try a plan such as the one suggested by Mr. Aex. So let it be tried by all means. Maybe the RTC could be persuaded to step up its subway schedule temporarily to make the trial as attractive as possible.

* * *

PUBLIC OWNERSHIP of bus and subway facilities is suggested by City Councilman Joseph Farbo. He does not stump for it; he wants to "touch off some constructive public debate." His thought is to dovetail such ownership with public subsidy of low-fare transit (via an increased sales tax.) This would persuade more people to ride buses and subway and thus thin out traffic congestion. We refer the reader to the article elsewhere on this page by an expert on public transit and ownership. This will clear up many questions. Meanwhile Mr. Farbo, whether his idea is good or bad, deserves a pat on the back for forcing thought on the matter.

* * *

TRAFFIC SAFETY has everyone properly worried. Six have been killed in the city so far this year, against only two last year; an anti-jaywalking ordinance is winning support; police are pleading for an end to public apathy. Rochester officials and citizens are examining methods of such cities as Providence, R.I., which combines a rigid 25-mile-an-hour speed limit, an anti-jaywalking law, and a wholesale year-around educational program. Providence several times has won "safest city" awards from the National Safety Council. The Providence pattern appeals to us . . . even to the lower speed limit.

TIMES UNION FEB 5 1954

As We See It

How Subway Is Run Should Be in Pact

City Council and the Rochester Transit Corp., are negotiating a new contract for company operation of the city-owned subway.

The Council, it is reported, proposes to pay the RTC $25,000 the first year and $30,000 the second to run the subway. This is in addition to the forgiveness of about $46,000 a year in bus license fees, which is a carry-over from the last subway contract.

Beyond these payments the city also spends an average of $24,000 a year for cleaning, heating, lighting and maintenance of the City Hall and West Main Street Stations.

While negotiations are still incomplete, there is a dearth of information on one angle. The deal is to have the RTC run the subway. But if there is anything in the contract specifying HOW it shall be run, that fact has not been made public.

THE RTC AS THE PRINCIPAL PUBLIC CARRIER is, of course, the proper agency to operate the subway. But for many years it has run it with what amounts to little more than toleration.

Present bus lines, for example, follow routes almost identical with those pioneered by the old street cars. In those days the subway was the means of getting interurban cars off the main streets. But when the interurbans suspended, and the subway became available for local passenger traffic, no changes were ever made in bus routes to make greater use of the subway.

Thus, bus lines serving the same territory have competed with the subway, feeder lines have been experimented with sparingly, and no effort has been made to integrate the long-haul subway route with surface lines.

THERE APPEARS TO BE among city officials some interest in using these next two years to get the most out of the subway. City Manager Robert P. Aex proposes a series of four city parking lots along the right-of-way where passengers may leave their cars to ride downtown.

City Councilman Legg wants time to explore ideas for making the subway more useful. Councilmen Farbo and Tomczak are interested in "everything possible to stimulate its use."

It seems to us that if these hopes jell into action the place to begin is in the RTC contract. It is not enough to say that with the payment of certain sums the RTC will take the subway off the city's hands for two years. The contract should specify also HOW it shall be operated.

Otherwise we shall have only a continuation of the chronic RTC attitude that if the city works up some business for the subway, it will haul the traffic; but if not, the rearrangement of operations to funnel traffic into the subway will not concern the RTC.

00021

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

434

Aex Urges Free Parking Lots To Encourage Subway Travel

TIMES UNION FEB 4 1954

3 Councilmen Say They Favor Use of 'Feeder' Sites

By CALVIN MAYNE

Construction of one or more parking stations for subway passengers today appeared to be the city's first step in a new program of subway development.

Three councilmen declared themselves to be favorably impressed with the parking lot ideas advanced by City Manager Robert P. Aex.

Aex made his suggestions during a tour by two-dozen city officials and Rochester Transit Corp. officers of the subway system as part of Aex's five-week series of inspections of city facilities.

The new city manager proposed four possible sites for parking lots where subway passengers could park their autos free while using the subway for transportation:

1—In a tract of city-owned land at the Driving Park avenue subway station a short distance west of the Rochester Products Division of General Motors Corp.

2—On city-owned land at the Culver road station near Culver road Armory and Lake Riley.

3—On city-owned land at the Winton road loop station just south of East avenue at the New York Central Railroad crossing. A city-operated free parking lot there was abandoned two years ago.

4—On city and state-owned property at the eastern subway terminus at Rowlands. Possibility of making the lot accessible from Monroe avenue over the city-owned bed of the old Erie Canal also was discussed today.

Aex said that ownership of the land for these parking areas by the city or state would cut the cost of the projects. "I am impressed with the fact that development of these four spots is a logical thing to do if we are going to find out if the subway is going to work," he said.

• • •

COUNCILMAN William A. Legg, chairman of the council's public utilities committee, declared:

"I think there are a number of subways possibilities we have to explore, although I realize that in some of these ideas there is an enormous cost involved.

"I hope that during the life of the new subway contract, we can come up with something constructive."

Councilman Joseph Farbo said he is impressed with Aex's idea because of the possibilities it affords of increasing subway passenger revenue during off-peak hours.

"We are going to do all in our power to make the subway convenient for people to use. The big problem is that not enough people use the subway from 10 a.m. to 3:30 p.m. and after 7 p.m. We need to expand use of the subway in off-peak hours to make it a paying proposition.

"This (the parking lot ideas) seems to be the best way of doing something without spending millions of dollars."

Councilman Leonard V. Tomczak, who, like Farbo and Legg, is a Republican and a member of the council public utilities committee, said today's tour marked his first ride on the subway from one end to the other. "The council will do everything possible to stimulate its use," he said.

City Subway Offer Waits RTC Okay

Times Union Feb 4, 1954

By KERMIT HILL

The Rochester Transit Corp. board of directors will meet at 11 a.m. Monday to make a decision on renewing a contract with the city for operation of the subway.

The executive committee of the RTC board met at 1 p.m. today and reviewed the latest terms which have been worked out in a series of conferences with city officials in the past few weeks.

William A. Lang, president of RTC, announced following the meeting:

"I presented the situation to the executive committee and we are taking the latest terms under advisement and will make a recommendation to the full board of directors on Monday."

He would not elaborate on what occurred at the one-hour meeting of the committee, which was held at the Rochester Club.

Under the proposed contract, the city would pay RTC $20,000 for the first year of the contract, $25,000 for the second year, plus $5,000 each year to defray extra expenses resulting from removal of the subway car "turnabout" at the site of the new Troup-Howell street bridge on the east side of the Genesee River.

Members of the committee are: Lang, John F. Uffert, former RTC president; Carl S. Hallauer, executive vice president of Bausch & Lomb Optical Co.; Walter H. Baumer, broker, and Lawrence Wagner.

The full board of directors consists of the five members of the executive committee, plus: Arthur B. Enos, broker; Louis Horacek, electrical contractor; Robert Lewis, Ohio utility magnate; Joseph J. Myler, secretary of Neisner Brothers Inc.; Leonard G. Toomey, RTC comptroller; Howard M. Woods, attorney, and Brackett H. Clark, president of Rapidac Service Corp. and Pulver Company, Inc.

• • •

COUNCILMEN and city officials expressed hope they would get a report on the bus company's attitude toward the offer at a caucus in GOP headquarters this afternoon. The contract will be submitted to the Council meeting next Tuesday, under present plans. It appeared today that the Council will approve, also.

Councilman William A. Legg, chairman of the council's public utilities committee, said the next major step in the negotiations is up to the RTC board of directors.

Legg and Lang both accompanied City Manager Robert P. Aex on his tour of the subway this morning.

The proposed payment of $55,000 over two years for RTC's operation of the subway would be in addition to existing concessions. The City Council granted the bus company a sharp reduction in the bus license fee in August, 1952, to effect savings and ease the financial pressure on the firm. The fee was cut from the usual $200 per bus to $50, resulting in a reported $46,000 in savings to the firm.

The special $5,000-a-year payments contemplated in the city's offer for a new two-year contract are intended to cover extra expenses caused by removal of the turnabout, forcing subway cars to go to Winton road near the end of the line to turn around.

• • •

CITY OFFICIALS reserved detailed comment, meanwhile, on a proposal by Councilman Joseph Farbo calling for creation of a transit authority to buy the RTC and operate the subway and bus systems as an integrated public utility, subsidized directly by a 1 per cent boost in the sales tax.

Commerce Commissioner Donald H. Foote said Farbo's proposition was "worth investigating." Councilman Legg said he would discuss it with Farbo and other councilmen before commenting in detail. Lang declined to elaborate on his previous statement —"very interesting—period."

The proposal was one of the topics expected to be debated behind the closed doors of the GOP caucus this afternoon. Farbo, who accompanied the other officials on Aex's subway tour, said all the reaction he has received so far has been favorable.

(For an editorial, "Farbo Transit Plan Something to Discuss," please turn to Page 22.)

Today's Chuckle



Success tip: Start at the bottom and wake up!

Council Set to Vote On Subway Contract

TIMES UNION FEB 9 1954

A 22½-month contract between the city and the Rochester Transit Corp. for operation of the subway is slated to be approved tonight by City Council, it was learned today.

City and RTC officials attempted during the day to keep details of the proposed contract a secret until tonight's meeting at 8 p. m. at City Hall.

It was learned, however, that the RTC board of directors yesterday approved the city's proposal to pay the RTC a direct cash subsidy of $55,000 over the next two years for subway operation.

Councilman William A. Legg, chairman of the council's public utilities committee, declined to elaborate on contract details beyond saying that a contract would be submitted to the Council tonight.

• • •

LEGG SAID last week, however, that the city proposed a two-year contract, expiring Feb. 14, 1956, which provides a $20,000 subway subsidy for the first year of the contract and $25,000 for the second year.

In addition, the city offered to pay $5,000 each year to defray extra expenses resulting from removal of the subway loop near Court Street to Winton road. The removal is necessitated by construction of the Troup-Howell bridge.

The subsidy is paid to reimburse the RTC for deficits, amounting to about $75,000 in 1953, it sustains in operating the city-owned subway system.

The contract is expected to have the approval of the eight-man Republican majority on the council. John G. Bittner, lone Council Democrat, said today he does not intend to oppose Republican efforts to arrange a subway contract.

• • •

THE CURRENT subway contract, which began Aug. 15, 1952, expires at midnight Sunday. It was approved by the Council Aug. 12, 1952, when the council voted unanimously to authorize the city manager, then Louis B. Cartwright, to negotiate a contract with the RTC. Present city manager is Robert P. Aex.

A "subsidy" involving reduction of RTC bus license fees by about $46,000 per year was granted to the RTC at that time. The new cash subsidy would be in addition to bus license reduction, it was believed.

The RTC directors yesterday called for one change in the subway contract as proposed last week by the city, it was reported. The transit firm asked that the suggested two-year contract term be shortened to end Dec. 31, 1955.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Chamber to Review Stand on Subway

Rochester Chamber of Commerce's position on the city subway system will be reviewed at a meeting of a chamber committee next Friday.

Randle V. Cartwright, chairman of the Chamber Committee on Public Transportation, announced today he has called a luncheon meeting of the group for them to review the chamber's stand on the subway "to see if there now exists any reason for revising or altering our previously stated position."

In a message to committee members, Cartwright said:

"You are no doubt aware that there has recently been considerable newspaper publicity on the subject of Rochester's subway and its future.

"This publicity has paralleled and has been accompanied by considerable agitation for the modernization, expansion and continued operation of the subway system.

"As you know, the Chamber of Commerce is on record as being opposed to this and in favor of converting the eastern portion of the subway to a motor expressway. In view of the current interest on this subject, it is felt that members of the Public Transportation Committee should review the matter carefully to see if there now exists any reason for revising or altering our previously stated position.

". . . It is hoped that all members (of the committee) will inform themselves on the latest developments in this controversy, and come prepared to arrive at a recommendation for transmittal to the (Chamber) Board of Trustees."

The chamber group's forthcoming review of the subway problem is one of a series of moves made recently concerning the subway.

The moves came as the city's current contract with Rochester Transit Corp. for operation of the subway system comes up for renewal Tuesday. The city has offered to pay the bus firm $55,000 over the next two years to run the subway, but the RTC has not announced whether it would accept.

City Manager Robert P. Aex recently suggested that one or more parking stations for subway passengers be built along the route of the subway so that passengers could park their autos free while using the subway.

Prior to this suggestion, City Councilman Joseph Farbo proposed that the city or county create a transit authority to take over RTC and boost the sales tax by 1 per cent—from 2 per cent to 3—to subsidize a lower fare.

TIMES UNION FEB 6 1954

Secrecy in Public Business

TIMES UNION FEB 10 1954

The way to win confidence is to have confidence. That applies to groups as well as to individuals. And to government.

How, then, explain the efforts of the City Council to keep the public from learning details of the new subway contract until it had been concluded?

The public was entitled to know all details of the contract, to study and question it, BEFORE the City Council took final action last night on the agreement reached in secret negotiations with the Rochester Transit Corporation.

Result: We now have a contract (see Page 25) that was drawn up, agreed on and put into effect by a handful of individuals without the public's ever having had an opportunity to study it or pass on it in any way.

We sense a growing public resentment of such handling of public business.

By its attempts to do business in secret, the City Council is incurring doubt and distrust that is not good—nor, in our opinion, merited.

But, again, if officials appear to distrust the public, the public will inevitably begin to wonder about the city administration.

Doubt begets doubt; confidence begets confidence.

It is time for a brand-new policy look on information at City Hall.

The public's business should be done in public.

Many Surveys Mark Subway's 26 Years

The city's new survey on the subway's future will be added to at least two official surveys and dozens of informal studies made in the course of the subway's 26-year history.

As a Times-Union writer said in 1950 while reviewing the history of the subway, built in the Rochester bed of the old Erie Canal, the subway has "resulted in the writing of enough reports, newspaper stories, studies, broadsides and letters-to-editors to paper the canal's entire 362 miles."

At least two reports submitted to the City Planning Commission, or its predecessor of the '30s, have reviewed the subway's status and possibilities.

First major report devoted exclusively to the subway was made by a crew of Erie Railroad specialists in 1949. Their 30-page report suggested distinuance of passenger service on all the line and of freight service east of Meigs street. **The report suggested using the subway bed east of Meigs as a highway.**

The city paid $20,000 to the firm of Coverdale and Colpitts, private transportation consultants, in 1950 for a 81-page subway survey. This report restated the suggestions of the Erie Railroad study.

City Council announced when the report was received that it was being "studied." No action on the report's recommendations has ever been taken.

TIMES UNION FEB 9 1954

Toronto's Shiny New Subway

TIMES UNION FEB 8 1954

is 98% Complete

TORONTO —(AP)— The underground stations are shiny in their newness, the turnstiles ready. A subway train in spanking red with black trim stands empty by a station platform.

Only the pushing mass of workers and tired shoppers is missing.

They will come soon. At 2 p.m. Tuesday, Mar. 30, Canada's first subway will begin operation. An investment of $58,500,000 and four years of construction will begin to pay off.

Carved out of the heart of Toronto is a 4½-mile rapid transit route, built by the Toronto Transportation Commission. It runs under or parallels Yonge street, 150-year-old, traffic-clogged artery running north from Lake Ontario.

• • •

STARTING at Front street at the Union Station and the Royal York Hotel, the underground section curves sharply north beneath the city's main thoroughfare, through the commercial district. The double-track line emerges from the tunnel to the east of Yonge street at the outer reaches of the downtown section and goes through the central residential area. It goes underground again to cross Yonge street and comes out once more at its nerve center in the Davisville yards. It ends at the northern terminal on Eglinton avenue.

TTC officials say 98 per cent of the work is complete. The remaining 2 per cent consists of work at the Eglinton terminal where feeder buses will fan out through the residential districts to the north, east and west.

Seventy of the 104 subway cars, costing a total of 8 million dollars, have been delivered from England. Training programs for operators have been established. Already supervisory personnel are running trains along the system. Hiring of operators is under way.

Since the first pile driver dug into the pavement on Front street Sept. 8, 1949, the TTC has spent $50,500,000. A total of 287 homes and buildings were razed in the subway's path. Workmen used up 10 million board feet of lumber, 1,140,000 bags of cement, 145,000 tons of sand, 150,000 tons of gravel, 12,000 tons of reinforcing steel, 10,000 tons of structural steel and 3,850 tons of rail steel. Power shovels dug up 1,390,000 cubic yards of earth.

The job was done without a fatality. There were only two major delays. A gas main exploded in the tunnel in the downtown area and a burst water main flooded part of the tunnel.

• • •

TTC OFFICIALS say the subway has been hailed by visiting experts as the "finest and cleanest" in the world. It looks it.

Simple in design and bright in color, the 12 stations—five of them underground — fairly shout cleanliness. Glass-faced masonry and tile walls are "public proof" — that is they cannot be defaced by the public.

The rails are imbedded in concrete, except for the switches which are filled with ballast. The tunnel dividing wall, partitioned to cut down wind resistance, is lined with fiberglass to prevent reverberations.

Although each station is built to different specifications, each has the same basic plan of off-street entrances, control area and platform level.

The Queen street station in the downtown area is the most complex. It is built on three levels. Passengers have a choice of seven entrances—four on the Queen-Yonge street intersection and three from the two main department stores, Eaton's and Simpson's, and the Woolworth store.

Passengers descend to the control area where they purchase tokens at three for 25 cents, pass through the turnstile and pick up their transfers from a transfer-vending machine. Reversible motor stairs then carry them down to the 500-foot-long platform level. Beneath the platform level is an underpass which may eventually carry traffic along a proposed east-west subway system.

The stations are decorated in three basic colors—canary yellow, light grey and pale green, with contrasting station identification bands — which run in series from Union Station north.

• • •

ONCE THE SUBWAY begins operation, the traveling habits of a huge slice of metropolitan Toronto's 1,300,000 population will change. Street cars will be taken off Yonge and Bay streets, the two north-south routes which carry the main load of passengers to and from the downtown area. TTC officials estimate that during the peak rush hour from 4:45 to 5:45 p.m. the two lines carry 18,000 passengers. They predict that the subway during the same period will carry a greater load but are not estimating the total until they study the public's new habits.

During the peak hour the Yonge street car with a trailer carries a maximum load of 300 passengers. One subway car is expected to carry 62 passenger and 200 standing.

During normal hours two-car trains, operated by a motorman on the left-hand side at the front of the car, will ply the system. During rush hours the trains will be increased to four- and six-car units.

Surface buses on Yonge and Bay streets will carry short-haul passengers and will operate when the subway is closed in the early morning.

The subway will not operate from approximately 2:30 a.m. to 4:30 a.m. daily. The TTC has not decided yet on a definite schedule. The off-hours will give cleaning staffs time to go over the stations and cars.

The subway ride from Front street to Eglinton avenue is expected to take 18 minutes in normal hours and 20 minutes during the rush-hour. The street car normally takes 35 minutes and up to 45 minutes in the peak hour.

• • •

CIVIC OFFICIALS look for a break in the traffic problem downtown, but are proceeding cautiously with plans.

"There will undoubtedly be material improvement," says Harold R. Burton, city traffic engineer.

He says that a recent survey indicated that during a 12-hour period an estimated 109,000 cars entered the 400-acre downtown area. Officials anticipate this figure will be revised downward in March when many motorists leave their cars at home and take the subway.

Rush-hour traffic congestion is expected to be relieved when the street cars are removed from Avenue road, one of the main north-south arteries. Burton said the city is considering the introduction of reversible traffic lanes on both Avenue road and Bay street during the rush hour.

Inspector Robert Kerr, head of the Police Department's traffic division, sees no immediate solution to the traffic problem.

Soon after the subway opens Yonge street's temporary paving will be ripped up for the installation of hydro and gas facilities.

"Don't look for any miracles until next November," he said.

000223

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

438

AY, FEBRUARY 10, 1954 36 Pages 5 CENTS
D. & C. FEB 10 1954

Subway's Fate Hinges on Survey; Council Institutes 22½ Month Study After Renewing Contract with RTC

See Editorial, Page 14

By JOSEPH R. MALONE

The subway will be subjected to an intensive scrutiny for the next 22½ months to determine if it shall be abandoned as a subway or continued, expanded and developed.

City Manager Robert P. Aex, outlining the form the long-range survey will take, yesterday said it would determine, among other possibilities, if diesel or gasoline driven cars should be substituted for the present electric cars. It might be, Aex said, that such a substitution would reduce subway operating costs and deficits.

Another possible reason for such a substitution, Aex added, is the fact that existing overhead structures along the subway, from which the power lines are suspended, are in need of much expensive repair work; if continued, they will have to be scraped, repaired all along the subway route, at an estimated cost of $50,000.

Ways were paved for the 22½ month study by City Council last night when a new contract with the Rochester Transit Corp. was approved for continued operation of the subway to Dec. 31, 1955 on an operation basis now existing. Under the new contract, the city will pay RTC $25,000 for the year beginning Feb. 14, 1954, and $30,000 for the 10½ months' period beginning Feb. 14, 1955, as fees for operating. In addition, RTC will continue to retain all freight and passenger revenues originating in subway operations.

Turnabout Removed

The 22½ months' period was substituted for the full two years period suggested by the city at the request of RTC's board of directors. Otherwise the new contract was as forecast in the newspapers over the past 10 days. The two payments, $25,000 and $30,000, each include $5,000 which the city grants RTC because of extra operation costs sustained by RTC with removal of the turnabout in South Avenue. The turnabout was removed because it interfered with the east supports of the new Howell Street bridge.

Aex said the 22½ months' study also will delve into these possibilities:

City parking stations adjacent to certain subway stations in the outer reaches of the subway line, where commuters might "check" their autos and enter and leave the city by subway.

Certain changes in methods of operation—aside from the possible substitution of gasoline or diesel power—of a nature which Aex did not amplify on.

Purchase of new-type cars such as PCC—President's Conference Cars—or other types which are available to replace the old-style, cumbersome cars now in use. (Toronto and San Diego, Calif., both have cars for sale, it has been reported in local circles over the past week.)

Scope of Survey

So far as Aex disclosed, the study will be confined to the matters described above. Suggestions have been made that the subway, to realize its potential usefulness, should be continued from Rowland's, its eastern terminus, to Monroe Avenue, a distance of 0.28 miles. It also has been suggested that the subway could be extended to Kodak Park, from its western terminus, either by use of New York Central trackage, or extension of the subway rails themselves. Aex however made no mention of these or other possibilities, which have been suggested in outlining the coming survey last night.

Other Survey Cited

It was obvious that the study might lead to the conclusion reached by Cloverdale & Colpitts, engineering firm, in a survey of the subway made in 1950. This conclusion was that the subway should be abandoned, as such, from Meigs Street east to the eastern terminus at Rowlands, and a motorway or highway be built in the roadbed. Their report advised that freight service be continued only from Meigs Street west to the western terminus, and that passenger service be discontinued entirely.

The state has expressed an intention of using, the subway roadbed for the proposed Monroe expressway if the city abandons subway operations in the portion from Meigs Street easterly. It also has been suggested that certain easterly bus lines, notably Monroe Avenue, could be moved into the new roadway if a conversion of the roadbed were decided upon.

Several of the councilmen are willing to investigate the possibility of constructing parking lots on city-owned property adjacent to outlying subway stations, the city manager said. He himself previously suggested that such lots were a possibility at four locations following a tour which he recently made of the subway. These four locations were:

Driving Park Avenue station: On city property east of Rochester Products Division of General Motors Corp.

Culver Road: On city land bordering Culver Road between the Cobbs Hill Park lake and the subway.

Winton Road: Just off East Avenue, a short distance east of Winton Road.

Rowlands: On a large city-owned plot between the Rowlands subway loop and Monroe Avenue, north of the Allens Creek Road-Monroe Avenue intersection.

TIMES UNION FEB 10 1954

As Readers See It

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.

Twin Troubles

Support Urged for an Authority To Attack Transit, Traffic Problems

As an engineer employed in the transportation industry, I recently outlined a suggested transit development plan for Rochester, based on three extensions of the existing Subway.

This plan attacked traffic congestion in the downtown Main St. area by creating an east-west underground subway route between University Ave. and Broad street, completely replacing and eliminating all bus traffic on Main street between those two points.

After this proposal appeared in The Times-Union of Jan. 19, letters of comment received at my home indicate that Rochesterians are keenly aware that maximum community progress is no longer possible without an intelligent, coordinated attack on transit and traffic problems; also that, fortunately for Rochester, a practical approach lies in extension and utilization of the existing subway as the framework of an integrated rapid-transit and bus system.

• • •

APROPOS of this entire discussion, may I make the following comment?

Certainly no one is naive enough to suppose that even the best transit system would ever supplant the private auto as America's favorite mode of transportation.

In fact the success or failure of Rochester's new War Memorial Auditorium will depend in part on adequate parking facilities for the throngs of autos bound to be driven to it. Perhaps the inevitable solution to the Auditorium and downtown parking problem will be construction of parking areas over the Genesee River from Broad St. north to Main.

However, in spite of the predominant popularity of the private auto, no city can properly progress without a transit system adequate for its present and future needs. Anyone familiar with the Los Angeles scene knows that, when adequate public transit was not provided as that area grew, private autos filled the void and created Los Angeles tremendous traffic volume. Transit progress is, therefore, inextricably linked with traffic and parking progress.

• • •

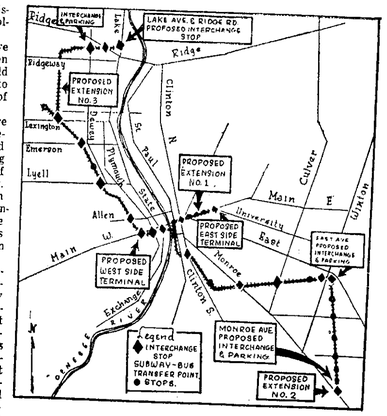
THAT COMMUNITY best progresses which best solves these twin problems of community concern.

Councilman Farbo realized this by noting that the only real solution to the traffic problem lies in offering the public a rapid-transit system with such an ease and speed of service and such a modest fare that it will literally pay a motorist in time, effort and money to leave his auto parked at home. An expanded Subway system with parking lots at outlying stations, with surface bus lines feeding into it, and a really low fare, would provide the Rochester area with the ideal transit system Councilman Farbo speaks of.

Lest the future of Rochester's central business area be blighted by continued hardening of its traffic and transit arteries, let each Rochesterian employed in commercial, industrial or mercantile establishments in that area seriously consider and endorse the creation of a Transit Authority as suggested by Councilman Farbo, remembering that the City of Toronto exemplifies the workability of such an authority.

And let each Rochesterian become vitally interested in the successful outcome of this problem so essential to the best future progress of the entire Rochester area. If "Rochester Made Means Quality", why settle for less than the best in community transit development?

W. H. BECKER
1666 Steuben St.,
Utica



Subway Development Plan:

This map shows key points in Mr. Becker's proposal to expand Rochester's Subway. **Extension No. 1** would be from Broad and South to Main and then east to Main, University and Union. **Extension No. 2** would be from Rowland loop to Monroe avenue. **Extension No. 3** would be from Lexington avenue to Kodak Park at Ridge and Lake.

Bus interchange stations would be established at Main and University and Main and Broad eliminating all bus traffic from downtown Main street. North and south buses would interchange at other Subway stops. Cost is estimated at $25 million.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

448

TIMES UNION FEB 10 1954

Text of Major Portions of New Subway Contract

Following is the text of important portions of the new subway contract approved last night by City Council providing for operation of the subway by the Rochester Transit Corp.:

In consideration of the mutual covenants, conditions and agreements hereinafter set forth, it is mutually agreed by and between the parties hereto as follows:

1. The City hereby permits and authorizes the Company to continue the operation of the Subway Railroad, so called, and the Company hereby agrees to continue such operation during the term of this contract under the terms and conditions hereinafter set forth.

2. This contract shall expire at twelve o'clock midnight Dec. 31, 1955.

Property Rights

3. The City hereby makes available to the Company for such operation, the use of the properties, appurtenances and facilities of said Subway Railroad, the City reserving, however, the following properties and rights:

The property and right of dominion in and to the comfort stations, walls, superstructures and bridges, except such places thereof used to attach necessary subway railroad equipment, and all lands owned by the City, not necessary for use by the Subway Railroad, the right to grant permission for the use of side track facilities to shippers and the joint use of the Subway Railroad or any part thereof to any person, corporation or carrier, for transportation purposes or to a public service corporation or other person for any purpose, except that the Company with the approval of the Council shall have the right to grant such concessions for telephone, bootblack, news, cigar and candy stands, advertising (no advertising, however, shall be placed upon the walls or superstructure of the Subway Railroad except in stations), and vending machines and other similar concessions, provided, however, that no such use shall be granted which shall unreasonably interfere with the safe, efficient and economical operation of said Subway Railroad, and that any such use for transportation purposes shall be under the direction and control of the Council and the Company as provided herein.

4. The Subway Railroad shall be considered as nearly as practicable as an independent unit and the Company shall keep its books and records in such manner, that details of revenues and expenses of such Subway Railroad operation can readily be ascertained.

Fares, Transfers

5. That on all parts of the Subway Railroad Lines within the City there shall be charged the same uniform prevailing rate of fare for carrying passengers as on the Company's surface lines, with universal transfer privileges, subject, however, to such regulation as the Council shall from time to time direct, except that higher fares to or from stations or stops located where contiguous territory not owned by the City is located outside the City limits, may be in such cases imposed by the Company, subject to law.

6. There shall be no charges for City or franchise taxes nor for paving costs either initial or maintenance cost or for depreciation or insurance on City property or City equipment used in the Subway Railroad. The charges for depreciation on all the Company's equipment, used or useful, in the Subway operation shall be in accordance with law.

7. The Company shall furnish all equipment used in the operation of carrying passengers and providing for their comfort and safety on the Subway Lines and such equipment as will be necessary for the movement of cars on the steam railroads. All equipment provided by the Company shall be fully equipped and adapted to the service it is to perform and the cost of any changes or renewals to equipment which the Company now owns, may own or acquire, necessary to make such equipment adaptable for Subway Railroad operation shall be paid for by the Company.

Extensions

8. The City may, if it so elects, at its own proper cost and expense, secure additional real estate, erect additional buildings and make extensions of tracks and overhead structures and make all changes to tracks, overhead structures, wiring, lighting of stations and platforms, signals, telephone system and any other property and equipment owned by the City, reasonably necessary for the safe, convenient and economical operation of passenger and freight service as determined and approved by the Council and President of the Company.

9. The City shall not sell, lease or dispose of any property or equipment reasonably necessary to the proper operation of the Subway Railroad, such necessity to be determined jointly by the City Manager and the President of the Company.

10. All revenues derived from the use of any part of the Subway Railroad, its appurtenances and properties incidental thereto, including rights and property reserved for the City herein, except those derived from the use of the property above the bottom of the roof of the covered portion, shall be a revenue of the Subway Railroad, belong to the Company and be accounted therefor in accordance with law.

11. All routings of Subway Lines and schedules thereof shall be subject to the approval of the Council or any department head of the City designated by the Council; and no changes in schedules or routings shall be made by the Company without the consent of the City.

Continued

Freight Movement

12. Agreements between the City and the Company and Steam Railroads may and should be made or continued for the use of the Subway Railroad tracks for the movement of freight or other cars to and from industrial or other sidings and between railroad connections of Subway Railroad, said agreements to have a provision whereby the Commissioner of Commerce of the City shall have power to supervise and direct such movement, if he deems it necessary to the public interests, and shall provide for the movement of freight or other cars by the Company. These agreements shall not conflict with any of the terms and conditions contained herein. Both the City and the Company shall be ready and willing to make such agreements.

13. All revenues received by the Company for the movement of freight or other cars of the steam railroads shall belong to the Company and accounted for in accordance with law.

Arbitration

14. All disputes between the City and the Company arising out of the operation of the Subway Railroad and performance of all matters and things in relation thereto as herein provided shall be settled by arbitration as provided in the Service-at-Cost contract formerly existing between the parties hereto. In instances where any interested shipper or other railroad makes a complaint, the dispute if not adjusted by the Company or the City within sixty days shall be settled by reference to three impartial arbitrators appointed by a Justice of the Supreme Court of the Seventh Judicial District. The costs and expenses of such arbitration shall be paid by the losing party.

The Mayor may at his own instance invoke and carry on arbitration under the second sentence of this subdivision, in behalf of any complainant. He may particularly so invoke arbitration with reference to the fixation of the compensation provided for in the next subdivision, which compensation after such an arbitration may be fixed by the arbitrators. Also he may so invoke arbitration with respect to any determination under paragraph 10.

18. No franchise or franchise rights or any vested interest of any nature shall arise by virtue of the requirements, provisions, agreements or conditions herein or contemplated hereby, or by any of the rules or regulations of the Council pertaining to the operation of Subway Railroad.

19. No carrier, person or corporation, including the City, shall dominate the Subway Railroad or its use or discriminate in any services or other matter to the detriment and damage of any carrier or shipper as against any other carrier or shipper. . . .

Reports to City

22. The Company agrees that it will promptly furnish to the City such information, records, data and reports relating to its operation of the Subway Railroad and of the properties thereof as the Council or any department head of the City shall from time to time require or request and to make its books relating to such operations available for inspection by any person designated by the Council or by any department head of the City.

23. The Company will supply necessary rail and tie replacements in the Subway during the term of this contract at no cost to the City for either labor or materials, and will maintain the signal equipment in the Subway during the term of this contract at its own expense, as heretofore.

24. Representatives of the City and the Company will meet from time to time, as either party deems necessary, for a discussion of public transportation matters, either in the Subway or on the surface lines, as they arise, in an effort to achieve a maximum solution of these problems on a local level, within the limits of existing laws.

25. . . . that this agreement shall in no wise affect such jurisdiction as the Public Service Commission may have, if any, to require the Company to operate the Subway after the termination of this agreement.

26. In the event it is desired to apply for a change in freight rates for the Subway Railroad, the City shall make application to the Interstate Commerce Commission and the Public Service Commission.

Reimbursements

27. As a further consideration for the continuance of the operation of the Subway by the Com-

(Please turn to next page.)

Subway Pact Text Highlights

(Continued from Page 25.)

pany, the City agrees that it will reimburse the Company for any deficit incurred by reason of such operation, but in no event to exceed the following amounts: For the period commencing at midnight on February 14, 1954, and expiring at midnight on February 14, 1955, the sum of $20,000 which said sum is to be payable by the City to the Company not later than March 1, 1955; for the period commencing at midnight, February 14, 1955, and expiring at midnight, December 31, 1955, the sum of $25,000, payable not later than January 15, 1956, it being understood and agreed that should the operating deficit be less than the amounts specified for the respective periods, the City will pay only the actual amounts of the deficits for such periods.

It is further agreed that the City will also pay the Company as reimbursement for new and additional operating costs imposed upon the Company by the elimination of the turnaround at Court Street, the sum of $5,000 on February 14, 1955, and the sum of $5,000 on January 15, 1956.

It is further agreed that in the event there is any change in the utility tax levied by the City under Section 20b of the General City Law, any reduction or concession received by the Company by reason of such change in the law will be used as an offset against the amounts due under this agreement.

Structure Repairs

28. The City agrees that during the period of this agreement, it will scrape, paint and repair the overhead structures from which electric power lines are suspended.

29. Notwithstanding any provision hereinbefore contained to the contrary, the City may, at its election, bring an action for the specific performance of this contract, if the Company defaults in its performance, and this contract shall be deemed one for which specific performance will lie.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Times Union Feb 10, 1954

City Signs Subway Pact, Starts Survey on Future

Transit Firm Gets Guaranty Under 22½-Month Contract

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

City Manager Robert P. Aex announced the program of study on subway development as he signed a 22½-month contract with the Rochester Transit Corp. providing for subway operation.

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

The new contract, which was submitted to RTC President William A. Lang for signature, commits the city to spend about $105,000 to underwrite RTC subway operating deficits and to repair overhead structures carrying subway power lines.

The subway contract, which ends Dec. 31, 1955, provides that the city shall pay the RTC up to $20,000 by Feb. 14, 1955, and another $25,000 by Dec. 31, 1955.

In addition to this sum, the city will pay the RTC $5,000 in 1954 and another $5,000 in 1955 to compensate for loss of the subway turnaround near Court street because of construction of the Troup-Howell bridge. The turnaround, used during rush hours, has been transferred to Winton road.

The city also agrees to "scrape, paint and repair the overhead structures from which electric power lines are suspended." Aex estimates cost of these repairs, asked by the RTC, at about $50,000.

The city owns the subway roadbed and structures while the RTC owns subway cars and operates the line. The repairs were recommended in the 1950 Coverdale & Colpitts subway report.

• • •

AEX SAID one of the objects of the survey will be to determine possible new types of equipment for the subway.

City officials will visit several cities to determine the best type of subway car to be substituted for the 37-year-old cars now in use.

Electric-powered cars of modern design have been offered for sale by transit companies in Toronto, San Diego and Kansas City, Aex said. Diesel or gasoline-powered, self-propelled cars also will be investigated.

Aex pointed out that if self-propelled cars are substituted for electric equipment, the city will not have to comply with its contract agreement to repair overhead electric power structures.

"The $50,000 saved could be applied toward the purchase of the new self-propelled cars, which are more expensive than electric equipment," he explained.

The RTC contract also provides that if the Legislature should cancel the one per cent tax levied by the city on utility income, this saving would be applied to reduce or eliminate the city's deficit payments to the RTC. The utility tax question is currently being studied by a commission appointed by Gov. Dewey.

In 1953, the RTC paid the city $66,281.66 under the 1 per cent tax.

• • •

THE CITY will continue the cut in motor bus license fees made in August, 1952, as a financial concession to the RTC for continued subway operation. This annual "saving" is estimated at $46,000.

During the contract negotiations, it was disclosed that the RTC lost $76,417.93 on subway operations last year. This increase of $18,606.41 from the 1952 deficit is laid principally to decreased volume of passengers.

The subway contract was negotiated by Aex and other city officials and the council's Public Utilities Committee, headed by Republican Councilman William A. Legg, with RTC officers and directors. Despite efforts of the city to keep contract details secret until last night, newspapers had printed accurate reports of the contract contents.

John G. Bittner, lone Democrat on the nine-man Council, last night joined his Republican colleagues in approving the subway contract without question or objection. Contract details were not read during the meeting.

• • •

IN DISCUSSING the city's subway survey today, Aex said:

"Members of the council public utilities committee, Commerce Commissioner Donald H. Foote **and myself are going to frankly** take a look at almost every idea that comes from anybody on the subway. We have already received a number of suggestions.

"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."

After the survey and before the expiration of the present contract, Aex said he hopes the council will make a final decision on which of three courses it will follow. The choices, Aex said, are:

To continue the subway in its present state of operation and development.

To develop the subway through purchase of new equipment, construction of parking lots for subway patrons, extension of the subway line to areas not already served, and other measures.

To abandon passenger and freight operations in the subway bed east of Meigs street to Rowlands and convert the bed into a paved highway for autos and buses. Aex said that continuation of subway freight, and probably passenger, operations west of Meigs street to the General Motors terminus is a must."

Aex said that suggestions he made on a Feb. 11 tour of the subway with city councilmen and others on parking lots for subway passengers were "ideas put out for discussion."

Aex at that time suggested parking lots on land, largely owned by the city or state at present, at Driving Park avenue station, Culver road, Winton road and Rowlands.

Aex said he will ask the city engineer to estimate the cost of land acquisition and improvements necessary to construct these stations. He will then submit the parking lot data to the council for a decision, he said.

• • •

AEX SAID THE CITY will also study the possibility of installing escalators in downtown stations "where there is a volume of traffic."

On the matter of extension of the subway, Aex said the matter will be deferred for decision until questions of parking lots, new equipment and escalators are made.

This is "because extension involves so much money compared with other things that I think the other things ought to be grappled with first," he said. Subway proponents have suggested immediate extension from Rowlands to Monroe avenue and to Kodak Park.

Aex placed in the same deferred category the question of improvements to subway stations which are owned and maintained by the city.

Aex said that he is unable to make immediate recommendations on these matters to the council because "up until last night, when the city's policy was decided, anything of that type would have been premature." The 22½-month contract provides for subway operation while other questions are worked out, Aex said.

Text of major portions of the new operating contract is on Pages 25 and 26.

An editorial, "It's Your Business," and a reader's letter, "Twin Troubles," are on Page 24.

As We See It

Subway Pact Silent On HOW It's Run

Times Union Feb 11 1954

City Council has contracted with Rochester Transit Corp., to operate the city-owned subway until Dec. 31, 1955.

For the 22½ months the contract will cost the city—either in direct outlays or in forgiven revenue from bus license fees—a total of $245,000, conservatively estimated.

At the same time it was announced that a new survey on future operations of the subway will be carried out during this period. What connection there is, if any, between the contract and the survey is not apparent.

THERE IS NOTHING in the contract to indicate any greater integration of the subway with bus lines than before. It contains nothing about bus lines that compete with the subway for traffic. Nor about shuttle bus service. Nor feeder lines. Nor about integrating the long-haul subway route with surface lines.

It surely did not require a contract with the RTC for the city to investigate feasibility of using city-owned land adjacent to the subway as parking lots to induce people to leave their cars and take the subway downtown. Nor to inquire into self-propelled cars as an alternate to costly maintenance work on the electric system.

These, it would appear, would be routine prudence.

What taxpayers are more interested in knowing is whether the city is going all out to get the greatest possible use out of the subway in relieving surface traffic, or simply let it run itself until something happens.

FOUR YEARS AGO—on Dec. 13, 1950, to be exact—City Council adopted a report by a committee headed by Frank E. Van Lare, then vice mayor. It advocated "continued careful study by City Council and the City Planning Commission of the subway."

The first recommendation of the Van Lare report said:

"Passenger service on the subway should be continued over its entire length until such time as the proper authorities are prepared to activate definite proposals for physical changes in connection with the proposed arterial highway plan, or other civic developments."

And the last recommendation said:

"If and when a decision is reached to integrate the present subway roadbed or portions thereof into the arterial highway plan, alternate and adequate means of transportation should be decided on BEFOREHAND to meet the needs of those passengers who would be affected by such changes."

But four years later nothing has been done with either. (Nor, for that matter, the recommendations for a shuttle bus from the Library subway station to Main and Clinton.)

Four years is a long time to begin only a new survey.

D. & C. FEB 12 1954

Public Debate Set On Use of Subway

Plans for a public debate on possible uses of the subway were unfolded yesterday by the advisory board of the Citizens' Council for a Better Rochester.

The board, which met at noon at the Chamber of Commerce, at the same time approved a resolution calling for participation by the citizen's group in a city-wide observance of the late George Eastman's 100th birthday in July. The resolution was immediately referred to a newly-formed, seven-man permanent program committee appointed by Charles L. Rumrill, council president.

The subway debate, Rumrill said, will be held at 7:45 p.m. on March 16 in the Chamber of Commerce. Dennis J. Livadas, local attorney, will be moderator.

Previewing the stands they will take in the public debate were: City Councilman Joseph Farbo; Randle V. Cartwright, assistant superintendent of Navy Ordnance Division, Eastman Kodak Co., and Charles Shepard and Robert E. O'Brien, attorneys.

Farbo and Shepard will advocate preservation of the subway as a rail-type rapid transit system. The other two will call for conversion of the subway to some other transit use.

"The Republican members of City Council and City Manager Robert P. Aex are committed to try to perfect the subway as a rail-type transit system," Farbo said. "The Rochester Transit Corporation has never tried to integrate it into its system. I honestly believe if it were integrated and expanded, it would serve the people well."

Opposing his point of view, O'Brien stated that the subway "simply should be abandoned as a rail-electrical system." He called the city subsidy of the subway "very unfair, very unjust and for the benefit of very, very few people."

In Shepard's opinion, rehabilitation of the subway as a rail line and construction of parking lots at strategic locations along its length would "benefit the resident of Irondequoit as well as the Pittsford man. When the Pittsford man leaves his car on the outskirts of the city and uses a transit system to come into the city, he makes it easier for the Irondequoit man to drive his car through city streets," Shepard said.

Cartwright said he would review facts in the debate that will back up his being in favor of "discontinuance of the subway as a rail-electrical line."

The resolution calling for council's participation in plans for celebrating Eastman's 100th birthday was introduced by Alexander M. Beebee, president of the Rochester Gas & Electric Corp.

"We are all aware of the great debt of gratitude Rochester owes to George Eastman, a leader in industrial relations which set the pattern for the whole country. Countless influences for civic good are a direct result of that man's effort. It is high time that man be glorified," Beebee said.

The resolution was immediately referred to the newly-formed program committee. Named to that committee by Rumrill were the following members of the advisory board: Saul N. Hershberg, chairman; Alfred L. Davis, Charles H. Gertner, Walter E. Hastings, Miss Louise Wilson, Joseph Lusardi and Livadas.

Subway Possibilities

This is just a note to extend to Frank Gannett my congratulations on waking our city up to the possibilities of our subway system. We take the Rochester papers here and we have read with great interest the articles on this subject.

Again congratulations and more power to your efforts.

ARTHUR H. INGLE

Palm Beach, Fla.

Times Union FEB 11 1954

Asks Traffic Sign

D. & C. FEB 13 1954

A safety crossing has not been present at the corners of Plymouth Avenue South and Spring Street because traffic signs have not been erected at this intersection.

Pedestrians, including faculty and students of the Rochester Institute of Technology, have been in constant danger while attempting to cross Plymouth Avenue South.

One traffic sign to stop vehicles moving northward on Plymouth Avenue at this intersection would give us at least a 50-50 change of escape from injury or death.

HUGH MAHONEY,
140 Spring St.

000126

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

TIMES-UNION FEB 18 1954

As Readers See It

A New Subway Proposal: Surface Loop to Clinton

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

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



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

Rochester is a very lucky city having this fast off-the-street method of transportation and freight transfer. We shouldn't lose it. Most cities are in great need for such a system. We have it; let's make it work.

There are three main reasons why the subway has so few riders.

The biggest is that it does not go where the vast majority of potential riders go. People heading for Main Street, between St. Paul and East Avenue, and the surrounding area are not interested in saving 10 minutes riding time only to have to spend it or more on a long walk downtown from Rundel library to work, to a store, a movie or what have you.

The second reason is because the right of way does not always pass through populated areas. For instance, from a spot half way between Monroe and Culver east for about a mile, the tracks are bounded on the south by the armory field and Cobbs Hill Park. Empty land does not bring passengers. There are other spots like this all along the system.

The third fault with the subway is that the stops are few and far between. It's a long way between Monroe and Goodman; also between Goodman and Broad, Monroe and Colby, Main and Lyell, and others. People don't want to walk at this end of the ride either.

• • •

THEREFORE, these are my recommendations:

1. Most important, but most expensive, bring an extension of the line off the Broad Street Bridge onto South Water Street heading north. At Ely Street have it turn east and through an underpass under South Avenue. It should come up to the surface of Ely Street, cross Stone Street, and head north through the parking lot and loop behind the stores at the alley that runs along side Pidgeon's (Pidgeon Shoe Store, 25 Clinton, S.). This loop would be one-half block from Clinton and another half block from Main, in the spot of the town most people go.

Naturally, I would prefer keeping the subway underground but this would mean a great expense. My plan would utilize back streets and a parking lot. Delivery trucks affected would have to use front doors or deliver at night. The space lost in the parking lots will be offset by fewer cars downtown.

2. Cobbs Hill Park is here to stay but elsewhere possible vacant land along the right of way should be utilized for housing projects or, if possible, a factory (only in areas zoned for such). A factory would be able to use both the passenger and freight facilities.

3. Build more stations in those areas where they are needed. They don't have to be elaborate. Stations like those at Sunset and Halfway might even do. The ride might be a little longer but the trains would be within easier reach of many potential riders.

4. Naturally I go along with those people who advocate extending the lines to Monroe Avenue and Kodak Park and building parking lots at the key stations. The reasons for these have been given and I concur. However, the most important thing is to get the subway into Main and Clinton. I feel I have a relatively inexpensive and simple way of doing this.

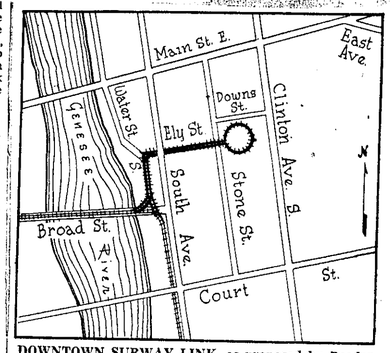
In any case let us not lose this marvelous means of rapid transit.

HUGH L. METZGER
Ens. (SC) USNR

U.S. Naval Ordnance Plant,
Macon, Ga.

• • •

EDITOR'S NOTE: Ensign Metzger, son of Mr. and Mrs. Leon Metzger, 210 Corwin Rd., is a graduate of the Manlius School and the University of Wisconsin. He has been on active naval duty for a year. He holds both bachelor's and master's degrees (in business administration) from the University of Wisconsin. He worked briefly in Milwaukee (for the A. L. Smith Co.) before being called to naval service.



DOWNTOWN SUBWAY LINK, as proposed by Reader Metzger, is shown by dark lines on map. Loop would be on surface after going under South avenue.

'Madame Shopper'

I heartily approve the city's move to establish parking lots at certain subway stations. However, it is the retail shopper who is the lifeblood of any transit system and to catch these riders is a must for success. Here is a cheap and simple plan which I think is worth a try.

A subway station at Clinton Avenue South where there is a ramp already built. It would not require more than two buses to connect with all subway cars, east and west, as on their present schedule. Their route—Clinton Avenue, south and north to Cumberland, to Main Post Office, to New York Central Depot, back to subway, via Clinton. About 20 minutes from Driving Park or Winton-East Avenue parking lots to to department stores, then back and all for 30 cents.

I think Madame Shopper will be glad to park her car and ride. GEORGE HOWARD,
97 Fairport Rd.
East Rochester.

TIMES UNION FEB 19 1954



RUTS FOR SUBWAY TRAVELERS—This parking lot, once maintained by the city, is used by subway travelers who board the subway at the Winton road loop. It is one of four sites recently suggested for parking development by City Manager Robert P. Aex in a program to spur subway use. It is now filled with ruts.

City Silent On Subway Parking Lot

A city official yesterday inspected Rochester's only subway parking lot to see what must be done to improve the rutted area off East avenue just east of Winton road.

But top City Hall sources were mum on what plans—if any—the city has for the 57-car parking area.

The lot was planned and opened in 1948 by the late Commerce Commissioner Harold S. W. MacFarlin. Its purpose was to provide space for residents of the East avenue area to park their autos, then ride the subway from the Winton Loop station downtown.

• • •

TWO YEARS AGO the parking lot lapsed into official disuse. But subway travelers—and others working in the area—continued to park their cars there.

Winter weather and lack of maintenance have turned the lot into a mass of ruts and holes.

Complaints to City Hall continued. Warm weather will turn it into a quagmire, its users say.

A city employe who inspected the lot yesterday, but would not permit use of his name, said "As a result of these recent heavy rains, it is in pretty bad shape. We're going to do something with it right quick."

He noted that "it was just brought to our attention that it was in such bad shape." And he added that the lot "hasn't really been abandoned" by the city.

Commissioner of Commerce Donald H. Poole today said he knew nothing of the commerce department employe's visit to the lot. He refused to comment on plans for the site.

City Manager Robert P. Aex said, "We're going quietly about our way without any fanfare or fuss. We're studying the subway and when we have something to announce, we'll announce it."

In answer to a direct question on plans for the parking lot, he said: "No comment."

Fire in Roof of Trolley Car Interrupts Subway Service

A minor trolley car roof fire shut down the subway during yesterday's afternoon rush hour, forcing hundreds of commuters to get home by special buses.

The effects of the fire—at 5:28 p. m. near the Colby Street station—were compounded by the breakdown of a second car just behind, as it was used in a vain attempt to push the burning car off the main tracks. William A. Lang, Rochester Transit Corp. president, said traffic was restored at 7:05.

Lang and Battalion Chief George Holzschuh expressed belief that a short circuit was to blame for the fire, but the investigation was still incomplete. Holzschuh estimated the damage at $75; the fire was confined to the canvass-and-cork roof near the base of the car's trolly.

RTC officials were unable to say how many persons were aboard the westbound car when the fire broke out. All passengers got out unhurt, they said.

Special buses were put into service parallel to the subway route shortly after the interruption, several going east from City Hall and others west from that point. The buses picked up waiting subway passengers at all stations.

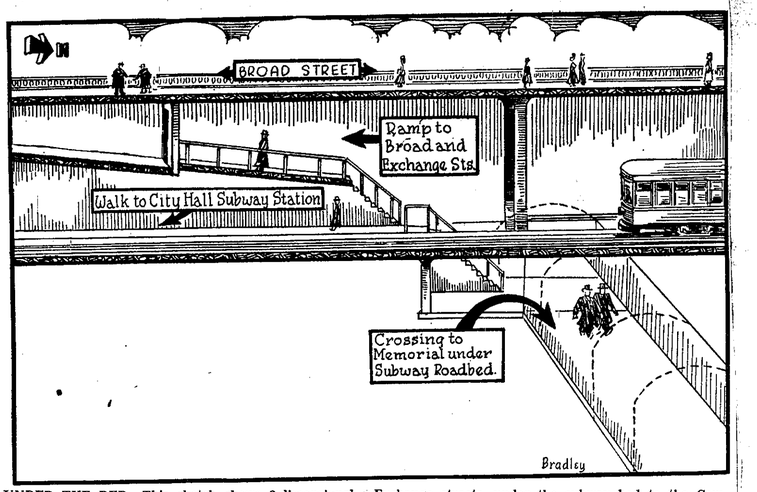
Lang said the car behind the one afire developed an air leak in the attempt to push the burning coach aside.

FEB 25 1954

000227

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

TIMES UNION MAR 4 1954



UNDER THE BED—This sketch shows 3-dimensional section of passageway from subway beneath Broad and Exchange streets, under the subway bed to the Community War Memorial. Work is set for summer.

Here's How Subway, Memorial Will Link Via Underground Passageways

By CALVIN MAYNE

The subway, under renewed scrutiny by city officials, will be expanded in usefulness upon completion of the Community War Memorial.

Work is expected to begin this summer on a complex system of passages and stairways that will permit subway passengers to walk directly underground to the Memorial basement.

Another purpose of the construction will be to enable persons to walk from the northeast corner of Exchange and Broad streets through an existing ramp underground to the Memorial basement.

City councilmen who ordered the subway passageway last year planned the underground link as a service to subway patrons attending events at the big auditorium after its scheduled opening late in 1955.

According to the firm of Waasdrop & Northrup, Memorial architects, the system will be built in this manner:

• • •

THE PASSAGEWAY will begin in the Memorial basement at the point where two culverts run beneath the subway bed, 30 feet below Broad street, just west of the Genesee river bank.

The culverts once carried the water of the Carroll-Fitzhugh raceway to the Rochester Gas & Electric Corp. generator station north of Broad street. This station has been replaced by a new RG&E generator at the Court street dam.

One culvert will be closed off. The other will be cleared of debris and lighted for pedestrian passage.

A stairway will take pedestrians from the culvert to a point between the subway passenger tracks at track level. A ramp now leads from this point up to street level at the northeast corner of Broad and Exchange.

This ramp, long in disuse, originally was built to permit subway cars to enter the street-level street car system.

• • •

PEDESTRIANS who wish to walk to Exchange street will climb another short stairway to reach the ramp. They will then pass through a door, which can be closed when the Memorial is not opened to the public, and walk up the ramp to Exchange.

Persons who wish to go to the subway station will walk through a passageway beside the ramp. At the point where the ramp door is built, the passageway will go underneath the ramp.

An open space under the ramp has been used for storage of subway rails and equipment. It recently has been cleared by the city.

The potential subway passengers will enter the Exchange street station through the east wall of the station. Lavatory rooms will be relocated in the station to provide an entrance to the subway platform.

Persons using the passageway will be protected from subway cars by a concrete wall already in existence. The passageway and ramp will be covered with a concrete platform up to the ramp door.

• • •

THE REST of the ramp will be open to the air. The covered portion will form part of the sidewalk plaza already in existence directly across Broad street from the north Memorial entrance.

According to records of the City Council Memorial building committee, the estimated cost of the passageway work is about $34,000.

The passageway will replace an emergency exit tunnel originally planned to run from the Memorial basement to the subway bed under Broad street. This tunnel would have been used only in the event an enemy bomber attack destroyed the upper part of the Memorial, blocking the exit of persons using the Memorial basement as an air raid shelter. The new passageway may also be used as an emergency exit.

Republican Councilman Peter Barry, who proposed the subway passage in January, 1953, said the council committee has agreed to authorize the additional work if final estimates, now being made, are approximately in line with the original estimate of $34,000. Barry is a committee member.

The subway passage work is not now included in the contract of William E. Bouley Co., Memorial general contractors.

• • •

ALREADY BEGUN by the Bouley company, however, is work on a rail spur line leading from the freight line in the subway bed into the Memorial basement.

The council committee's decision to proceed with the subway entrance was made in May, 1953, before proposals on subway development caused a new council policy toward the subway.

Last month, the council authorized a new operating contract for the subway with the Rochester Transit Corp. This contract, which involves payment of a subway subsidy totaling up to $55,000, expires Dec. 31, 1955.

Continued

The council at that time announced it would adopt a "positive, forward-looking" policy toward the subway. City Manager Robert P. Aex promised that various means of improving the subway's usefulness would be studied.

A decision on the subway's future use will be made during the life of the present contract, Aex and various councilmen said.

• • •

NO CONCRETE ACTION on subway development has been reported since that time, however. Proposals made for subway improvement include purchase of new rail equipment, development of parking lots for subway patrons, station improvemen' and extensions of the subway line.

Aex told reporters three weeks ago that the city would announce its subway program in a "package" when planning was completed. He since has declined comment on subway questions.

Barry pointed out that the subway passageway could be used whether buses or electric rail cars are used to carry passengers. Some subway proposals have suggested abandonment of rail service in the subway and paving the subway bed to permit use by automobile and buses.

ROCHESTER TIMES-UNION
Tues., Mar. 9, 1954 17

Bus, Subway Passenger Total Shows '53 Drop

Total passengers carried on bus and subway lines by the Rochester Transit Corp. in 1953 declined 5.1 per cent from 1952, an RTC report said today.

RTC President William A. Lang said the decline was slightly less than the national average for urban transit lines.

He declined further comment on the report.

Here are the highlights of the RTC passenger figures:

Revenue and transfer passengers carried on bus and subway lines totaled 66,594,891, a decline of 3,614,949 from 1952.

A total of 65,326,476 revenue and transfer passengers were carried on the bus lines, marking the sixth straight year the total declined since the peak of 1947, when buses carried 149,071,096 passengers.

The subway carried 1,268,415 passengers in 1953, compared with 1,303,920 in 1952. This also represented the sixth consecutive year of decline from the peak year of 1947, when the subway carried 5,112,596 revenue and transfer passengers.

The subway carried 1.8 per cent of the total of all passengers on both bus and subway lines.

The number of transfer passengers on the subway increased from 238,108 in 1952 to 261,096 in 1953, the only increase in passengers carried in any classification on either bus or subway lines.

The RTC report listed these figures for 1953 and 1952 passenger totals:

1952	Revenue	Transfer	Total
Bus—	55,592,873	13,313,037	68,905,910
Subway—	1,065,822	238,108	1,303,930
	56,658,695	13,551,145	70,209,840

1953	Revenue	Transfer	Total
Bus—	52,026,179	13,300,297	65,326,476
Subway—	1,007,319	261,096	1,268,415
	53,033,498	13,561,393	66,594,891

Lang said the decline in bus revenue passengers was 6.4 per cent in 1953 from 1952. He placed the national average at about 7 per cent.

(Decision expected on service cuts, Page 19.)

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Times Union Mar. 1954



CRUMBLING MEANS STUMBLING—Here is close-up of steps to Monroe subway station. Hand lifts loosened metal strip on top of step.



INTO THE GLOOM—Woman descends steps of subway stop at Main street west and Oak street. Note unsightly walls, gloomy atmosphere.





Photos by Len Maxwell

ON THE WALL—This view of interior of Monroe station shows scrawling on walls, scarred door.

HIGH STEPPING — It's a long step up from platform to subway car, particularly in tight skirt.

Spring Housecleaning Needed?

Subway Riders Irked by Dirt

TIMES UNION MAR 11 1954

By MARGARET GOETZMAN
Times-Union Women's News Writer

Women subway riders like the subway's prompt service, speed and efficiency. But they view the rundown, dirty conditions at the subway stops with the critical eye of a tidy homemaker. Many agree these stops can use a good spring housecleaning and repair job.

We took our first trip on the subway the other day to see for ourself what the ride is like. After several rides on which we looked at stops between General Motors, Rochester Products Division and Rowlands, and talked with women passengers, we agree with those who call the subway the best 15-cent ride in the city.

Cars are well-scheduled and run on time.

The motormen are courteous and helpful.

Cars are in fairly good condition and not overcrowded.

• • •

THE FIRST CAR we boarded was clean and well kept. We couldn't find the dust and soot some women complained about. But we rode the same car an hour later. Sure enough. Dust coated the seats and dust and soot covered the window sills.

Many women passengers say they don't mind this dust and soot, but others are irritated when it smudges their white gloves and light coats.

We have one complaint. That first step into the car is pretty steep if you have short legs or slim skirts.

We can't praise the subway stops. Here, we found:

Dangerous stairways.

Crumbling, scarred cement walls.

Grimy walls, steps, benches and floors.

Cracks and holes in the walls.

• • •

THE MONROE-FIELD street stop is the worst. Here, we found a tiny waiting room with benches on either side.

The stairway leading down to the waiting room is dangerous. One man, hurrying to catch a car, stopped long enough to point out a loose metal strip. We found others. The metal strips across the front of the cement steps are loose underfoot.

At one point, the strips jut up from the stairs as much as a half-inch, a real danger to hurrying commuters and women in high heels.

Several of the loose strips have been repaired. They're held down with loose lumps of paving that spills out onto the steps. At other points, protruding metal 2x4s are secured to the loose metal.

• • •

AT MONROE, Emerson, Culver and Winton we saw cracked and crumbling cement walls and steps. You can find holes in the walls big enough to put your hand through. Where there's glass in the windows, it's dirty and streaked. Other windows are boarded up or filled with rusted metal. Railings are rough and corroded.

The doors are old and broken at the Monroe stop. At other stops, like Winton road, the doors are down. Passengers complain about stops where there is no shelter at all.

We found the entry at Main and Oak streets a crazy-quilt of cracked windows, streaked, dirty paint, water stains and ugly, tar-filled cracks. But like other downtown stops, this station is in better condition than outlying stations.

• • •

THEN WE VISITED the City Hall stop. What a contrast we found from the musty air and decaying structures we had just seen. Here, the walls are clean and freshly painted. Benches are clean and polished. The floor looks freshly scrubbed and free from litter.

We talked with many women here who ride the subway every day. Not one had any complaints about the service. They agree with the woman who said, "I can't find fault with the subway. I wouldn't know what to do without it."

But many are also quick to chime in with the regular commuter who says, "The stations are often in bad shape. They should be cleaned up."

City, RTC Share Station Upkeep

Maintenance of subway stations is a responsibility divided between the city and the Rochester Transit Corp., which operates the city-owned system.

The city is responsible for maintenance of City Hall and West Main street stations, according to Commerce Commissioner Donald H. Foote. It also cuts and sprays weeds along the subway route and guards against disorder in the stations.

Seven permanent and three temporary city employes take care of the city's end of subway maintenance.

Two and sometimes three subway guards patrol the line during the day to protect school children and other persons using the subway and to guard against vandalism. This crew also cuts and sprays the weeds.

From 4 p.m. to midnight in winter and 5 p.m. to 1 a.m. in summer, another guard patrols the lonely subway stations, Foote said. A janitor and three rest room attendants are employed for the two downtown stations under city supervision.

• • •

TOTAL CITY BUDGET for subway maintenance is $29,500. Of this, $4,625 is used for materials and supplies, with the rest going to pay employes' salaries.

The maintenance budget has increased only a relatively small amount over the years in comparison with the total city budget. In the 1948 budget, prepared in the peak subway passenger year of 1947, a total of $26,900 was allotted to the subway. In the 1942 budget, the last prepared before World War 2, the amount for subway maintenance was $21,610.

The number of city employes assigned to subway maintenance decreased as the subway system grew older. In 1942, there were 24 full and part-time employes. In 1948, there were 13 employes, compared with the 1954 total of 10, according to the city budget records.

The Police Bureau also assigns a detective to check subway vandalism or other complaints.

• • •

BASIC IMPROVEMENTS of the subway system and stations are another city responsibility. A total of $150,000 is set aside for the next three years in the city's current capital improvement budget.

Foote said none of this money is now scheduled for spending. "If it isn't spent, it's carried over to the next year," he added.

Most recent major city-financed subway project was the painting last year of the subway's underground steel work.

The RTC is charged with maintenance of the remaining 20 subway stations.

An RTC spokesman said one man sweeps and cleans each subway station daily. All routine maintenance work is handled by the building maintenance or mechanical divisions of the RTC, the spokesman said.

(Please turn to Page 28 for an editorial, "Transit Problem Sized.")

000229

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection



LEASED FROM CITY—This parking lot near Winton road subway station has been leased from the city. Now patrons who park there do so at their own risk, man who leases it says. TIMES UNION MAR 12 1954

Neglected Subway A Blighted Area

The subway is the blighted area of transit as shown in Reporter Margaret Goetzman's picture story in The Times-Union yesterday. Except at stations where the city spends $30,000 a year for care and maintenance, its physical plant is a shame and a disgrace. If it were private housing there would be a civic uproar.

Small wonder they keep on running deficits on the subway!

Last month the City Council declared a "forward-looking, positive policy" about the subway.

Nothing visible to the naked eye has been done since that announcement. As the weeks tick by that begins to look more and more like double-talk.

The subway if it is to be made into a first class electric railway system—which is the way Councilman Farbo described the policy—needs to be cleaned up, dressed up, repaired and by all means promoted. A first class system would have escalators at important stations.

Years of neglect have made minimum necessary repairs a major undertaking. But years of letting it run itself have proved that when it runs itself it can only run down.

What is the city going to do about it?

TIMES UNION MAR 12 1954



CRUMBLING STEP at Monroe station.



GLOOMY ENTRANCE to Oak Street Station.

Park 'at Your Own Risk,' Subway Users Cautioned

A man who leases from the city land used by subway patrons to park automobiles today planned to erect a sign warning these people that they are parking "at their own risk."

Leonard E. Hobbs, 56 Mayfield St., has leased a plot of land running south from East avenue at the Winton Road Loop subway station from the city since 1948 for $120 monthly, according to city real estate officials. A gas station and orange car have been built on part of the plot.

• • •

THE CITY improved the lot in 1948 under orders of the late Harold S. W. MacFarlin. MacFarlin, who was commerce commissioner until 1949, said the lot was the first in a series of proposed developments to make it easier for motorists to ride to the subway and take the railway line downtown.

Accommodations for 57 autos were planned. But the city quit promoting the lot for use by subway patrons at the end of the summer of 1948 when persons employed in the area protested that the city could not reserve the lot exclusively for subway purposes.

Although many subway riders still use the lot for parking of automobiles, the ground recently has become rutted and muddy because of winter weather.

• • •

CITY MANAGER AEX declined comment on the lot. It was learned, however, from a city official who declined to be named that the city does not feel it has responsibility for maintaining the lot because it is leased to Hobbs.

No action has been reported by the city on proposals to develop parking lots for subway patrons in other areas of the city. The County Council promised last month to study several proposals for subway improvements, including purchase of new equipment and possible line extensions.

Both City Manager Aex and Rochester Transit Corp. President William A. Lang today declined comment on conditions of poor maintenance at many subway stations, pointed up yesterday in an article by Margaret Goetzman, Times-Union women's news writer.

Panel Listed On Future Of Subway

TIMES UNION MAR 12 1954

"Subway — Railway or Highway?," will be the subject of a panel discussion on the future use of the subway at 7:45 p.m. Tuesday at the Chamber of Commerce.

Panel participants include persons who favor improvement of the subway system as a rail line and persons who advocate paving of portions of the subway bed for use as a highway. Also participating will be City Councilman Joseph Farbo, who recently proposed a bus and subway transit authority.

The discussion will be held during the regular quarterly meeting of the Citizens Council for a Better Rochester, a group of persons interested in physical improvement of the Rochester area.

Panel Offers Views on Subway, RTC

TIMES UNION MAR 1[illegible]

Three points of view on the future of the subway and the Rochester Transit Corp. will be debated in a citizens' meeting tomorrow night.

The meeting, to be held at 7:45 p.m. at the Chamber of Commerce, is sponsored by the Citizens Council for a Better Rochester, a group of citizens interested in the physical improvement of the Rochester area.

Highlight of the meeting, a regular quarterly session of the council, will be a panel discussion on "Subway — Railway or Highway."

Speaking for improvement of the subway system will be Charles Shepard, Rochester attorney. Arguing for paving of portions of the subway for use by motor vehicles will be Randle Cartwright, chairman of the Chamber's public transportation committee, and Robert E. O'Brien, Rochester attorney.

City Councilman Joseph Farbo will discuss his views on transferring ownership of the RTC, which operates the city-owned subway, to a public transit authority. Dennis J. Livadas, Rochester attorney, will be panel moderator.

A More Attractive Subway —5 Steps Suggested

TIMES UNION MAR 16 1954

The letter written by Dr. John Cunningham (Times-Union, March 9) in reference to the Rochester subway highlights the thinking of many Rochesterians presently aroused over the need for expanded rapid transit in this community.

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.

The City of Rochester is, like so many other cities, squeezed between two great problems. One is the uncertain status of its public transportation system. The other is the growing seriousness of downtown traffic congestion. We have seen the raising of transit fares, subsequent decreases in service, decreases in riders, and decreases in transit revenue for the RTC. Like a merry-go-round, the end is not in sight.

While this merry chase has continued in the post-war years, more automobiles have been purchased, which have meant greater and greater congestion downtown, not enough parking space, and the beginning of a decentralizing trend which will mean a slowly dying downtown district unless something is done to halt it.

• • •

ONE FACILITY does not hold the answer. An inner loop system of arterial highways will partly solve the problem. What is needed is a facility to move people, not vehicles. That facility must encourage people to leave their cars on the outskirts and ride the remaining distance into town. Many cities recognize the need for such a facility and are spending millions to build one. Other cities are unable physically or financially to provide such a service.

Fortunately for Rochester, we do have the basis for such a service. We have the subway — a rapid transit line, fast, punctual, comfortable, and possessing enormous potential.

Recent articles in the press have pointed up the needs of the system to make it more attractive, more accessible to more people.

• • •

IF EVER the subway is to be made into a paying proposition, and that seems a big stumbling block in the eyes of many people, the following must be accomplished.

1—Complete renovation of all stations. This would involve fresh paint, carpentry, and other repairs.

2—Purchase of newer cars. At present, 8 PCC trolleys are available at San Diego, and 24 PCC's are awaiting sale at $11,500 apiece at Kansas City. The price quoted amounts to a third of the price of comparable new cars today.

New cars would bring more riders to the subway, would be quieter, more economical, and easier to board.

It must be emphasized here that gasoline or diesel cars are to be avoided, because of the expensive maintenance needed by internal combustion engines. Every subway and rapid transit system in the world uses electric-powered cars.

3—Escalators at City Hall and Main West stations would encourage older people to use the subway and make it easier for everyone else to use the facility.

4—Parking lots at Rowlands, East avenue, Culver road, and Driving Park avenue, properly set up and maintained, should constitute the beginning of a park-and-ride policy for subway patrons.

5—Extension to Monroe avenue, and to Kodak Park would be larger aspects of subway development, but it should be accomplished to tap areas of greater traffic origin and to take more cars and buses off the streets.

People will say that the above will cost money. To get water out of a pump, one sometimes must prime it. To realize the innumerable benefits to be derived from an expanded and properly maintained, publicized, and operated subway, some money must be invested.

Indeed, Rochester would be the envy of other cities of its class, if this rapid transit development program were carried out.

LLOYD E. KLOS
104 Long Acre Rd.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection



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



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