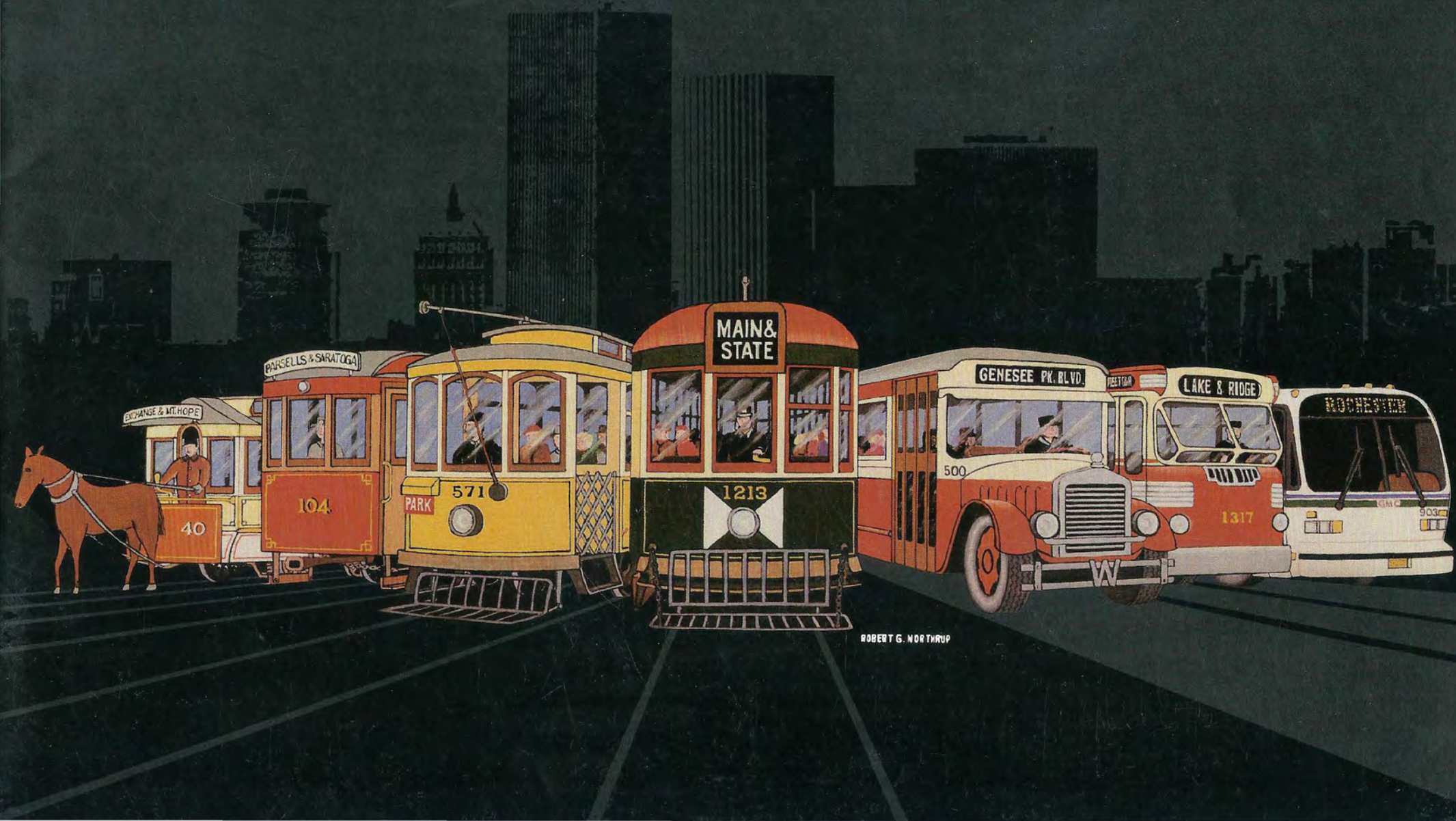


150 YEARS OF TRANSIT PROGRESS IN ROCHESTER

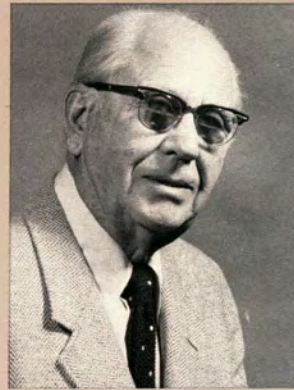
ANNUAL REPORT 1982-1983 ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY



ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY COMMISSIONERS



Andrew F. Caverly
Monroe County
Chairman



William E. Hanson
Genesee County
Vice Chairman



James Lloyd
City of Rochester
Secretary



Elizabeth H. Knight
Monroe County
Assistant Secretary



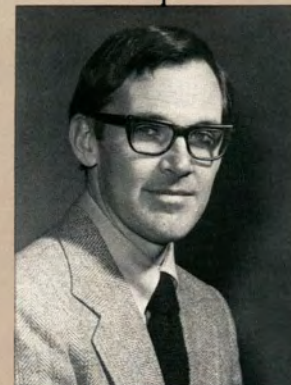
Ronald Baug
Monroe County



Don W. Cook
Monroe County



Harold A. Shay
Livingston County



Thomas F. Toole
City of Rochester



Robert D. Waterman
Wayne County



CELEBRATING 150 YEARS OF TRANSIT PROGRESS



CHAIRMAN-EXECUTIVE DIRECTOR'S STATEMENT

Public transportation has been an important key to the growth of the United States, and particularly to the development of its cities and towns. Our own city of Rochester has a fascinating history of developing transit which has responded to the needs of our growing metropolitan area.

Now, as we pause to celebrate the Sesquicentennial of the City of Rochester, it is appropriate that we devote this Annual Report to a review of the proud history of transit in Rochester.

The first public horse-railroad, the Carthage Railroad, began operating in 1833, just about the time that Rochester was becoming a city after early beginnings as the Village of Rochesterville above the upper falls of the Genesee River.

By 1862 the first horse cars began rattling their way up and down Lake and Mt. Hope Avenues, and in 1889 a great step in transit technology was taken with the introduction of the first electric streetcar.

Transit continued to grow, and undergo change through two world wars. This system reached its zenith, in terms of ridership, during World War II when, in 1944, a record 110 million passengers used transit.

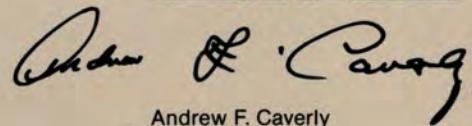
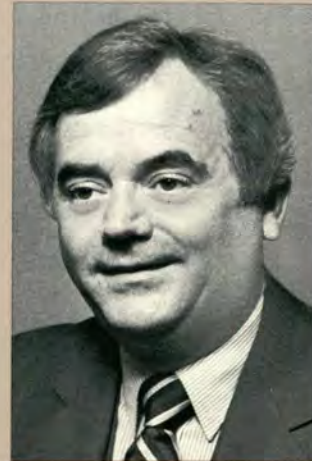
Today, after nearly three decades of declining transit use following World War II, ridership

is again increasing as transit continues to become a more rational economic choice.

The Rochester-Genesee Regional Transportation Authority is proud of the level of service provided throughout a four-county regional area. RTS, for instance, offers better, more frequent service than that provided in most cities comparable in size to Rochester, and many that are larger.

Since its creation in 1969, R-GRTA has worked hard to expand and develop transit services such as Park and Ride Commuter Express routes serving some 20 communities in Monroe, Wayne and Livingston Counties.

New systems have been developed for the residents of Wayne, Livingston and Genesee Counties. The Wayne Area Transportation Service provides unique, regularly scheduled, fixed route service to eleven communities along a loop route. This urban type transit service in a rural setting has drawn



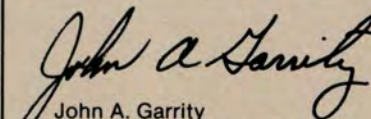
Andrew F. Caverly
Chairman

national attention as it continues to grow. The Livingston Area Transit Service serves the needs of a large number of senior citizens in three communities and their surrounding areas, and The Batavia Bus Service provides dial-a-bus service to the residents of Batavia in Genesee County.

Without public transit, an important element in the strong flow of our regional community's life blood would no longer be available, and the halt of transit service would contribute to the diminished attractiveness of the area as a place to live and work.

Public transit continues to be a vital service which must grow with the needs of the community, just as it has for the past 150 years.

As we celebrate the achievement of a century and a half of progress, we look to the future with confidence. We know that, working together, our regional community will meet the increasingly difficult challenges of the years ahead.



John A. Garrity
Executive Director/General Manager



CELEBRATING 150 YEARS OF TRANSIT PROGRESS



THE BEGINNING ... ON THE BANKS OF THE GENESEE 1833-1888

It is difficult for us to conceive how different overland transportation was in the early days. Roads were not much more than trails through the woods. In wet weather they were swampy, in the winter they were closed by snow-drifts. Transportation by water was the surest,

safest and fastest way to travel.

The falls on the Genesee River may have provided the power for the flour mills, but they also were a great obstacle. Rochesterville developed above the Upper Falls, and between 1820-1825 grew from 1,500 to over 5,000 people.

In 1825 the Erie Canal arrived and the cost of moving freight to New York dropped by a factor of 100. As hundreds of people moved west along the canal, many chose to settle in this area, and by 1834, the population was 12,000.

THE CARTHAGE RAILROAD 1833-1838

In 1825, the Rochester and Canal Railroad Company was organized to provide freight and passenger service between the Erie Canal at Rochesterville and Carthage on the east bank of the river. Solid iron rails were not available so the rails and ties were made of yellow pine with iron straps topping the rails. At Carthage, the railroad was double-tracked and descended to the docks on a steep incline. As there was no road beside the rails, the two horses were hitched in tandem and walked between the rails. The two passenger cars could carry up to 500 people or 800 barrels of freight a day with trips once an hour.

"A descending car loaded with stone drew up a car loaded with freight or passengers and vice versa. The cars were connected by a cable and pulleys while the horses waited at the top of the gorge. Sometimes a car would break away and land in the river. Passengers could walk the 252 steps down to the river if they did not care to risk



R-GRTA extends sincere thanks to Douglas G. Borden for his major contribution in compiling this historical review of transit in Rochester.

riding the inclined railway." The Carthage Railway connected with a small packet on the river "which was towed by horses from the landing to Charlotte on the lake." A later report says, "Five steamboats touched the landing ten times a week." Construction began in 1831 and the railroad began operation in 1833, just before Rochester became a city. "Though a horse road, this was considered no one-horsecar enterprise."

"Squire Wheeler was the driver and Teddy Tyler the bugler and brakeman. The fare was a York shilling, collected by George Darling."

In western New York at that time, more Mexican or "Spanish" money was in circulation than U.S. money. A "York Shilling" was a one real piece, or "one bit", worth 12½¢. The Carthage Railroad was a victim of the panic of 1837. It operated briefly in 1838, and then went into bankruptcy.

THE ERA OF THE OMNIBUSES 1839-1863

Rochester grew very rapidly after the arrival of the Erie Canal. In 1840 the population was 20,191 and by the start of the Civil War, it was over 50,000 making Rochester larger than Cleveland, Detroit, or Chicago. Many fine homes had been built, and streets rapidly spread out from the center of town. Omnibuses, or large horse-drawn vehicles, were licensed by the City to operate over these streets. Until 1863, they were the principal public conveyance available. The early ones were regular horse-drawn coaches with the driver and some passengers riding on top. William Hubbard operated a four-

horse coach which carried 12 passengers out East Avenue to Pittsford in 1848. At this time, the city was spreading out rapidly, and more and more people found that they couldn't walk to work or to shop. Although Rochester always had an unusually large number of people with high-paying, skilled jobs, many could not afford to own a carriage or even a horse. The high income level did, however, encourage growth of single homes.

Even though other cities were already installing horse railroads on the city streets at this time, Rochester was spreading out too fast for any one line to be profitable. Consequently,

Omnibuses picked up the business. Fares varied with the distance, usually from 5¢ to 15¢, and they were paid in cash. Most of the omnibus lines were independent and under separate charter from the city. Although the arrival in the 1860's of the true horsecars which ran on rails, drove most of the omnibus lines out of business, they still managed to surface quite rapidly each time the horsecar drivers went on strike.

By the late 1880's larger and neater omnibuses, called "Herdics" or "Carettes" made their appearance, but they were never very successful here. They ran on wagon wheels and the travel was so bumpy and slow that anyone with access to a horsecar running on tracks did so.



THE HORSECARS ...

By the 1860's, Rochester had grown to over 50,000, and travel was slow and difficult over the muddy roads. On May 31, 1862, the Rochester City & Brighton Railroad Co. was granted a charter by the Common Council to operate horsecar lines from the city to the village of Brighton, two miles southeast. (The city line in those days was at Alexander Street.)

The first horsecar, a double-ended car drawn by two horses and having both a driver and a conductor, rolled over the tracks on July 13, 1863. Approval of all property owners was required before tracks could be laid down the street. One Joseph Medbury refused to grant this right, and until October, 1883, all passengers had to disembark and walk past "Medbury's Gap". At the end of the lines, the horses were detached and moved to the other end of the car. The car then proceeded back to the city. Fares were 5¢ for adults and 3¢ for children. This was specified in the charter.

The first cars were unheated and the driver had to stand on the open front platform, even in the winter snows and spring rains.

The company was charged with installing its tracks and then with maintaining not only the tracks, but a foot of the road on either side. Besides, they had to pay a tax of \$5 per horsecar per year. Inflation was rampant during the Civil War and wages rose so that the company was granted a fare of 6¢ in 1864, but after the war people insisted on return to the 5¢ fare. The company went into bankruptcy and was reorganized in November, 1869. In 1869, a newer and smaller horsecar ("The Bobtail Car") was in-



roduced which required only one horse to pull it, and only one driver to operate it. With these, the company began to make money and rapidly expanded its lines throughout the city on principal streets.

When the horsecars reached a hill such as

that on Mt. Hope Avenue, an extra "hill horse" was attached. At the top of the hill, the "hill boy" detached the horse and rode it down to the bottom to await the next car. During the 1870's, many of the lines were double-tracked so

ROCHESTER CITY & BRIGHTON RAILROAD CO. 1863-1890



horsecars could pass each other, and turntables were installed at the ends of the line and at crossing points such as the Four Corners. These horsecars could not be reversed, so the turntable was required to get the car facing in the opposite direction. (Later trolley cars solved

this problem by installing loops at the ends of the lines).

In 1868, the company tried for an 8¢ fare with tickets at 4 for 25¢, but the city denied this and cited the old charter. The horsecars began

to operate even in winter as people much preferred the closed cars to open sleighs. Small wood or coal stoves were installed to provide some heat. Men smoking their cigars had to stand on the platform with the driver. Salt was put on the switches as they would freeze and impede the movement of the horsecars. Drivers of competing sleighs raised such a fuss about the salt on the switches causing rust in the snow, that the practice was discontinued for some years.

The speed limit was 7 mph, and there were many complaints about speeding.

The horsecar railway company sold lots for building to individuals, which helped speed growth along the car lines.

By 1889, the horsecars had carried over 9,500,000 passengers during the year, over 45 miles of track using 183 horsecars and 850 horses. The drivers earned \$1.75 for an 11½ hour day. The fare on the horsecars had been 5¢ within the city for many years, and the company introduced a token in 1887. The first tokens had large letters, a horsecar and the horses that looked more like mules.

These tokens were used until 1892 (when most of the lines had been electrified). People were using the tokens to buy nickel cigars and beer thereby saving 5¢ on every 50¢. (Tokens were sold 11 for 50¢.) The government ordered the practice to cease, and this, not being effective, ordered the company to pierce all the remaining tokens with a 1/8" hole to distinguish them from nickels. This didn't work either, so in 1892 the use of the horsecar tokens was abandoned. Collectors even today can occasionally find these tokens in button boxes and antique stores.

INTO THE 20th CENTURY ...

In 1889, while the horsecar drivers were out on strike, plans were made to electrify the horsecar lines. The Rochester Electric Railway Company was chartered, and ordered the first 100 four-wheeled electric cars (trolleys) for use on the run from Ridge Road at Wagg's Corners up Lake Avenue to Charlotte on the lake. The cars were 18 feet long and had a wheelbase of 6 feet 6 inches. They had a platform at each end, and seated 22 passengers. On July 3, 1889, the first electric cars ran from Ridge Road to Charlotte for a 10¢ fare. Initially, the company operated 3 closed and 19 open cars with 10 trailers available for peak crowds to and from Ontario Beach. As electrification proceeded, many horsecars were converted to trailers to be pulled behind the electric cars.

On November 9, 1889, the newly formed Rochester Railway Company leased the Rochester Electric Railway Company, and on March 10, 1890, it leased the Rochester City & Brighton RR Co. and began electrifying its lines, too. It also added the Crosstown Railroad Company and the South Park Railway, neither of which had electric cars in use.

The old horsecar tracks had gone down the middle of the streets, but with the greater speed of the electric cars, and with the great increase in carriage and wagon traffic, new tracks were laid at the side of the road (as on Lake Avenue) or in the middle of a boulevard (Genesee Park Boulevard).

Today it is hard for us to conceive of living in the city on hot summer days with no air-conditioning, and with no cars to get out into the country or to the lake. The electric lines all over

the country realized this and capitalized on it by building or promoting huge amusement centers, parks, and picnic grounds at the ends of the car lines, usually by a lake. These sprang up at Ontario Beach, Summerville, Seabreeze, Manitou Beach, and at Glenhaven on Irondequoit Bay. Hundreds spent their weekends riding to the parks, picnicking, dancing, and eating and drinking in the various restaurants and stands. Large hotels were built (Manitou, Bayview, Point Pleasant, Ontario Beach, etc.)

where the wealthy could spend more time in pursuit of pleasure. Besides the electric streetcars, steam railroads also went to some places such as Ontario Beach, Seabreeze, Manitou and Sodus Bay.

Special trolleys were available for lease. One such luxurious car, the "A Car" was fitted with wicker furniture, gas lamps, and dining facilities by Sibley's. It could be rented for the day for picnics or for wedding parties, etc. On May 29, 1892, President Harrison, Governor Flower, and other notables came to Rochester to dedicate the Soldiers and Sailors Monument in

Washington Park. They rode the "A Car" to the Cottage Hotel at Ontario Beach for breakfast and returning down Lake Avenue, stopped to see George Eastman's new film plant at Kodak Park. Later, the President took controls until the car stopped to pick up Bishop McQuaid. Other special trolleys included snow plows, sweepers, funeral cars, special work cars for working on



the overhead wires, and even a special Post Office car which had special cancellations for mail placed there. The competition was fierce,

ROCHESTER RAILWAY COMPANY 1889-1909

and the eventual demise of the interurban cars was written when the New York Central consolidation began.

The new electric cars could easily go 40 mph but were restricted to 7-10 mph in the cities. However, as the lines spread out into the country, the cars could open up, and it was really quite pleasant to go buzzing through the fields in

scrapped, it was quite a feat to get one of the trolley bells for your car as the trucks and buses would automatically get out of the way when you sounded it.

In the period from 1905-1920, most electric lines put into service much larger wooden cars with double tracks. Most of the lines were double-tracked and the number of passengers

1920, and some of the cars had only a driver and no conductor, saving on wages. The cars carried over 50 people and often towed trailers during rush hours. Special stations were built within Kodak Park and other plants for workers using the trolleys.



summer with the windows open or, better yet, in one of the open cars where the conductor walked along a step at the outside to collect fares. The "clang, clang" of the bell was real, and meant a tie to the city as the lines reached outlying towns. In the late '30's as the cars were

rose quickly. For a few years, the lines were profitable until the inflation of World War I pushed wages and service costs too high. The PAYE (Pay As You Enter) cars were introduced in



CELEBRATING 150 YEARS OF TRANSIT PROGRESS



TROLLEYS IN ROCHESTER



Early Horse Car - Stephenson 1867



490-491 Brill - 1903



350-449 Kuhlman - 1905, 06



700-724 Kuhlman 1910



1100-1124 Trailers - Kuhlman - 1913



30 and 38 Rebuilt from Open Cars - 1918



First Electric Car in the Rochester Area - Ridge Road to the Lake 1889



500-509 Brill - 1904



300 Series-Rebuilt Single Truck Cars, Three Windows Longer with Double Trucks



750-761 Rebuilt Open Cars - 1911



1000-1024 Kuhlman 1913



41, 43 Rebuilt Open Cars - Circa 1920



First City Electric Car Operated from the 4 Corners to Lake and Ridge 1891



550-579 Kuhlman - 1904



600-639 Kuhlman 1906



800-814 Kuhlman - 1911



Subway Car (46-68 Even No.'s) Cincinnati Car Co. 1916 - Ex Rome-Utica-Little Falls Interurbans



Early Subway Car-1928 (2000-2018, even No.'s) Ex Utica Trailers



100 Type Stephenson 1893



Open Bench Car - Kuhlman 1904



479-489 John Stephenson 1908



850-869 Brill - 1912



1200-1249 Peter Witt - 1916



3000-3009 from New York-Harlem R.R. - 1929

About the Artwork

The original paintings seen on the front cover and on these two pages, are the work of veteran RTS employee, Robert Northrup. Each was done in tempera paint, and the original paintings can be seen at the New York Museum of Transportation at Riverton.

BUSES IN ROCHESTER



Seldon 1922



White 1929



Broadway 1923



Mack 1929



Broadway 1923



American Car & Foundry 1930



White 1925



Mack 1934



White 1926



Mack 1935



White 1926



Mack 1936



Twin 1936



Yellow Coach 1936



White 1937



Mack 1937



Twin 1937



American Car & Foundry 1939



Twin 1939



Mack 1939



Twin 1941



Ford 1941



Mack 1942



General Motors 1942



Twin 1946



General Motors 1949



Mack 1950



General Motors 1951



General Motors 1954



General Motors 1955



General Motors 1960



General Motors 1966



Fixible 1970



General Motors 1973



General Motors 1975



General Motors 1979



CELEBRATING 150 YEARS OF TRANSIT PROGRESS



THE ROCHESTER LINES, NEW YORK STATE RAILWAYS 1909-1938



On March 29, 1909, a consolidation of the Rochester Railway Company with the Rochester and Sodus Bay Company and the Eastern Rapid Railway Company took place, and the New York State Railways was incorporated. By October 31, 1912, the street-railway lines of Schenectady, Syracuse, Utica, and Oneida had been added. The Rochester facilities were known as the Rochester Lines.

Although some cities such as Cleveland were able to decrease the fares to 3¢ about 1907, Rochester held to a 5¢ fare until 1920 when a Service at Cost contract was signed and the fare was raised to 7¢ to cover the costs. After the war, hundreds of new cars and trucks began to crowd the streets, and as the trolleys were confined by their tracks, there were often traffic jams and rapid transit became less than rapid. More and more workers began to drive their own cars and this caused a loss of revenue. In December 1925, the Service at Cost contract was reviewed, and the fare was raised to 8¢ on January 1, 1926. Because of the time lost making change, a new "Convenience Token" was introduced. During the depression (1932) fares were reduced and tokens sold six for 45¢, but on January 1, 1939, the fare went back to 10¢.



CELEBRATING 150 YEARS OF TRANSIT PROGRESS



THE INTERURBAN LINES 1894-1931

In direct competition with the steam railroads, the electric lines spread out into the neighboring towns, and linked most of the major cities of the East so one could travel from Boston to Chicago or New Orleans entirely by electric cars. These lines were called "Interurbans" and they used heavy steel cars with electric or diesel-electric motors. Most carried some freight, such as milk and produce, as well as passengers. Their chief advantage was that they went right down the main street in most towns, and people could get off at the stores or at their own homes without having to walk from a train depot. Some of these cars rolled through the countryside at up to 70 mph which was sensational when Model T's were lucky to do 30 on the dirt roads. The lines serving Rochester were: Rochester and Sodus Bay (1901-1929), Rochester and Eastern Rapid Railway (1901-1929), Rochester and Eastern Rapid Railway (1903-1930), Rochester, Syracuse, and Eastern Rapid Railway (1906-1931), Buffalo, Lockport, and Rochester Railroad (1908-1931), and the Rochester Charlotte, and Manitou Beach Railroad (1894-1924). The Manitou Line was principally a summer line operating many open cars. Some of the lines were absorbed into the New York State Railways but all failed by 1931, as their passengers left to use their own cars or the ever-increasing number of buses using the newly-paved roads.



UNDERGROUND ... THE ROCHESTER SUBWAY 1927-1956

During the 1920's traffic congestion and the increasing use of the heavy Interurban cars, known as "Rolling Thunder" brought about serious consideration of building a subway in the old Erie Canal bed.

Although plans began in 1917, it was not until September 2, 1927, that the first subway cars rolled over the tracks to Rowlands in Brighton. When one considers the tremendous cost of building a completely grade-separated railway versus the use of a ready-made one, it seemed that the Rochester Subway was a great idea which should have been economically feasible. Fares and tokens were the same as for the surface lines and special subway stations were built like the one near Rundel Library. But the sad fact is that Rochester is a "round-city", and no one linear path carries more than a fraction of its people to work and to shop. Therefore, the subway went from "nowhere to nowhere". It didn't go to Kodak Park, to Greece, to Ontario Beach. It didn't go to Irondequoit or Webster or many other suburbs. It did go past Rochester Products, and near to Delco. But during the years it took to build the system, passenger traffic deserted the streetcars for their own cars and for buses. Finally, in 1956 the subway was shut down, and much of the eastern route became I-490, a graded-separated highway which serves thousands each day as the subway might have.



THE ROCHESTER BUSES BEGIN TO ROLL

As Rochester spread out from the center, the radial streets became increasingly separated, and as the streetcar lines followed only the main radials and a few cross streets like Norton and Driving Park, jitney buses began to appear as early as 1905 in Irondequoit and other towns. These operators were opposed by the N.Y. State Railway Company, but they continued to grow and expand until shut down by the city. The first regular bus, called the "Genesee", a pay-as-you-enter chain-driven, hard rubber-tired vehicle which seated 20 passengers operated between Rochester and Pittsford in 1912-1913 with fares ranging from 6¢ to 25¢ depending on the distance.

On November 1, 1923, Rochester Lines put into service new Mack trolley-buses with hard rubber tires which operated on Driving Park Avenue and across the bridge tying together

many surface lines and the subway. Modern trolley buses are fast, clean, smooth, and efficient as they can maneuver right up to the curb and around parked cars, but the first ones such as used in Rochester were literally "Bouncing Bettys" as they ran over the cobbled streets. By 1931, regular buses had improved to the point where the trolley buses were abandoned, and regular buses with pneumatic tires replaced them.

The early buses were just limousines or long cars. Later they grew bigger and all had the engines in the front. They were noted for being smelly as some of the exhaust always went into the buses. But they were more adept at dodging traffic and parked cars, and they could be rapidly rerouted over new streets if demand warranted. Between 1930 and 1934 the buses had the cab over the engine with the engine still in front but not projecting. They were still smelly and noisy.

Then in 1936 buses had the engines placed in the rear where they have been ever since.



THE ROCHESTER TRANSIT CORPORATION 1938-1968

In spite of constant fare review under the Service at Cost Contract, the Rochester City Lines lost more and more each year as people drove their own cars and traffic congestion slowed the trolleys. Finally in 1938 the company went into bankruptcy and a new corporation, Rochester Transit Corporation, took over all the lines in the city and towns, as well as the sub-

way lines. A reprieve came during World War II when hundreds of workers with "A" ration cards having only 4½ gallons of gas per week, went back to riding the streetcars, subway cars, and buses. As soon as the war was over, they again deserted the public transit system.



THE ROCHESTER TRANSIT SYSTEM 1968 - 1969

In spite of ever-increasing fares, the bus company (Rochester Transit Corporation) was losing both passengers and revenue. On May 23, 1968, the City of Rochester took over the bus company and named it Rochester Transit System.



CELEBRATING 150 YEARS OF TRANSIT PROGRESS



PUBLIC TAKEOVER ... THE CITY AND THE ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY 1969

The Authority (R-GRTA) was created by the State of New York in 1969 at the request of local government to develop and improve public transit in the Rochester-Genesee Region. Member counties include Monroe, Wayne, Genesee, and Livingston, as well as the cities of Rochester and Batavia. Several new and experimental bus systems were developed to see if they could serve the area better.

Regional Transit Service (RTS) took over the buses and facilities of the old Rochester Transit System in 1969. The System included over 250 vehicles operating throughout metropolitan Rochester and surrounding counties along a network of 647 miles. Additionally, Park and Ride

service was provided to 26 neighboring communities.

COMMUNITY TRANSIT (Brighton and Henrietta 1978-79)

An experimental transit service, Community Transit, was organized by the Transit Authority in 1978 to provide special door-to-door bus service in the Towns of Brighton and Henrietta using Special Checker cabs. A fare of 50¢ was charged for each ride which connected with regular transit lines of shopping centers. When the towns failed to provide the needed subsidy in 1979, the service was discontinued.

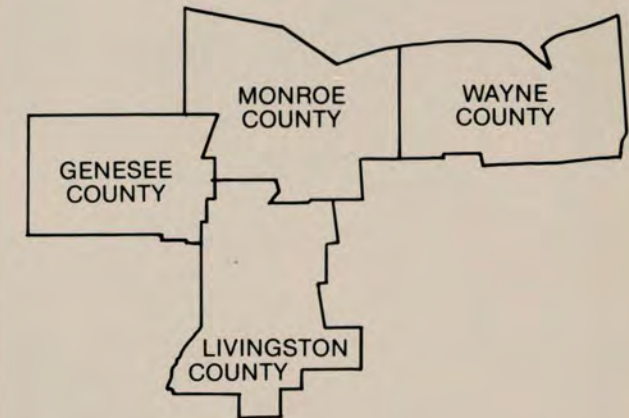
PERT or Personal Transit was a Dial-a-Ride system operated in the towns of Irondequoit and Greece providing computer-dispatched doorstep service within local areas until 1980.

LIFT-LINE was developed in 1976 as a curb-to-curb service for elderly and disabled residents of Monroe County who cannot use regular bus service. A fleet of small buses provides wheelchair lift-equipped service within the city and ten adjacent towns at 50¢ per trip.

B-LINE or Batavia Bus Service provides Dial-a-Ride public transit in Batavia since 1971.

WATS or Wayne Area Transportation System provides service in a loop about various towns in Wayne County from Monday through Friday.

Free Fare Zone With the cooperation of local merchants, the city, county and Chamber of Commerce, free bus service is offered within the inner loop of the City of Rochester.



CELEBRATING 150 YEARS OF TRANSIT PROGRESS



A PROUD PAST ... AND A PROMISING FUTURE

In the late 1970's spiraling gasoline prices brought many riders back to public transit. As this trend continues, the Rochester-Genesee Regional Transportation Authority is continuing to plan for the future.

Well over one hundred advanced design vehicles have been placed in service since 1979, and delivery of the first "articulated" or "bending" buses is anticipated before the middle of 1984.

A major project to improve Main Street for both transit and pedestrians in the city's central business district is now being designed, and systematic computerization of Regional Transit Service operations is being accomplished to improve efficiency and the delivery of service throughout the Rochester metropolitan area.

In 150 years of transit progress, hoof beats have been replaced by the throb of diesel engines and the bleep of computers as a modern transit system meets the demands of the 1980's.

At this Sesquicentennial we look back with pride, and ahead to the future with a determined promise to continue serving our regional community's public transit needs.



More information may be found in the following:

William Reed Gordon, "94 Years of Rochester Railways", Vol. I and II (1971)

William Reed Gordon, "Rochester Horsecars and Trolley Cars" 1862-1941 (1975)

James M. Angle, "Early Streetcars in Rochester" found in *Rochester History*, IX (1930) p. 247-253

Henry B. Smith, Blake McKelvie, "Rochester's Turbulent Transit History", a *Rochester History*, XXX (3) July 1968, p. 1-24

Andrew D. Lipman, "The Rochester Subway ... Experiment in Municipal Rapid Transit",

Rochester History, XXXVI (2) April, 1974, p. 1-23

Henry B. Smith, "The Rochester Street Railway; 1859-1906" M.A. Thesis, U. of Rochester, 1962

"The Story of Rochester's Transit History" A manuscript in the Rundel Library, written in 1934 for the Bureau of Municipal Research for the City's Centennial.

TRANSPORTATION NEWS published monthly from 1923-1929 by the New York State Railways. (Available in the N.Y. Museum of Transportation at Rush, N.Y.)

R-GRTA (Rochester Genesee Regional Transportation Authority Annual Reports for 1977-78, 1978-79, 1979-80, 1980-81, 1981-82) Available from the R-GRTA office.

Information of the various Rochester Transportation tokens may be found in the Atwood-Coffee "Catalogue of United States and Canadian Transportation Tokens, 4th Ed, 1983, Vol. I.



CELEBRATING 150 YEARS OF TRANSIT PROGRESS



R-GRTA AND SUBSIDIARIES' FINANCIAL REVIEW

CONDENSED BALANCE SHEET, MARCH 31, 1983

	Transportation Authority	Transit Operations
Assets		
Current Assets	\$4,643,952	\$ 2,184,898
Property, Plant & Equipment—Net	51,585	25,752,027
Investments in Subsidiaries	3,190,457	—
Interfund Receivables	856,852	1,857,658
Other Assets	23,000	95,627
	<u>\$8,765,846</u>	<u>\$29,890,210</u>
Liabilities and Fund Balances		
Current Liabilities	\$4,344,739	\$ 2,497,014
Interfund Payables	199,673	2,514,837
Reserve for Self Insurance	—	58,781
Fund Balances (Deficit)		
Contributed Federal Grants —		
Capital Acquisitions	\$ 1,151	\$28,457,939
Contributed State Grants —		
Capital Acquisitions	—	5,907,161
Authority and Subsidiaries —		
Contributed Capital	279,975	3,235,758
Operating Fund Balance (Deficit)	3,940,308	(12,781,280)
	<u>\$8,765,846</u>	<u>\$29,890,210</u>

Note: In order to fairly present the respective operations of the Transportation Authority, its transit subsidiaries and other related endeavors in a condensed format, the above accounts include \$6,165,886 of inter-company balances which have not been eliminated.

CONDENSED SUMMARY OF OPERATIONS - FISCAL YEAR ENDING MARCH 31, 1983

	Transportation Authority	Transit Operations
Revenue and Public Support		
Mortgage Tax	\$1,551,825	—
Passenger	—	10,113,574
Charter	—	300,973
Advertising	—	134,847
Federal Assistance	371,833	2,218,077
New York State Assistance	—	6,504,047
Local Assistance	—	1,715,707
Combined Prior Year Assistance	—	231,043
Other	78,302	—
	<u>\$2,001,960</u>	<u>\$21,218,268</u>

CONDENSED SUMMARY OF OPERATIONS -FISCAL YEAR ENDING MARCH 31, 1983 (Continued)

	Transportation Authority	Transit Operations
Expenses		
Salaries & Wages	\$ 439,878	\$10,581,427
Employee Benefits	135,357	4,383,643
Outside Services	122,677	1,281,557
Materials & Supplies	4,562	4,482,694
Utilities	13,228	450,890
Casualty & Liability Insurance	3,917	274,624
Taxes	—	35,327
Leases & Rentals	62,193	45,874
Other	96,444	284,688
Depreciation—Capital Assets		
Funded Locally	9,686	260,130
Projects & Studies	108,099	—
	<u>\$ 996,041</u>	<u>\$22,080,854</u>
Surplus (Deficit) from Operations	\$1,005,919	\$ (862,586)
Other Revenues/Expenses—Net	490,656	(116,171)
Depreciation—Capital Assets		
Acquired by Means of Federal		
& State Grants	—	(1,835,053)
Authority Assistance—Net	(944,820)	944,820
Net Change in Operating Fund		
Balance	<u>\$ 551,755</u>	<u>(\$ 1,868,990)</u>

CONDENSED STATEMENT OF CHANGES IN CASH - FISCAL YEAR ENDED MARCH 31, 1983

	Transportation Authority	Transit Operations
Cash, Beginning of Year	\$ 31,421	\$ 248,668
Increase (Decrease) Before Certain		
Interfund Activity	(1,627,267)	(2,403,161)
Changes in Investment and		
Interfund Accounts	1,458,586	1,160,975
Addition on Disposition of Assets		
Acquired with Grants, Primarily		
Accumulated Depreciation	173,268	1,340,147
Cash - End of Year	<u>\$ 36,008</u>	<u>\$ 346,629</u>

A complete, audited financial report for the fiscal year ended March 31, 1983, is available without charge. Please address requests to: Rochester-Genesee Regional Transportation Authority, 1372 E. Main Street, P.O. Box 90629, Beechwood Station, Rochester NY 14609.



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