

Some Transportation History





DRIVER'S CAUTION—Raising horses on this line is strictly prohibited.

 Stage Bill for *Chicago Jan 21 1837*

PASSENGER'S NAMES	No. Seats	Days	Cts.
<i>Mr Ames</i>	<i>1</i>	<i>1</i>	<i>2 50</i>



SCOTT'S HOTEL,

CORNER OF SALINA AND WOLF-STREETS,
FIRST WARD, SYRACUSE.

This extensive and elegant House, completed two years since, offers unsurpassed attractions to the Traveling Public, and to Boarders.

**The Table will be furnished with all the Delicacies
of the Season.**

The Rooms are pleasant and well furnished, and no pains will be spared to contribute to the comfort of Guests.

The Proprietor will, at all times, endeavor to consult the pleasure and gratification of those who may favor him with their patronage. His experience and success, together with his determination to merit a continuance of public favor, emboldens him to solicit a share of patronage.

A HALF-HOURLY LINE OF
OMNIBUSES,

Run from this Hotel to the Syracuse House, throughout the entire year. To this enterprise he would solicit particular attention.

J. SCOTT, Proprietor.

Syracuse in the 1850s







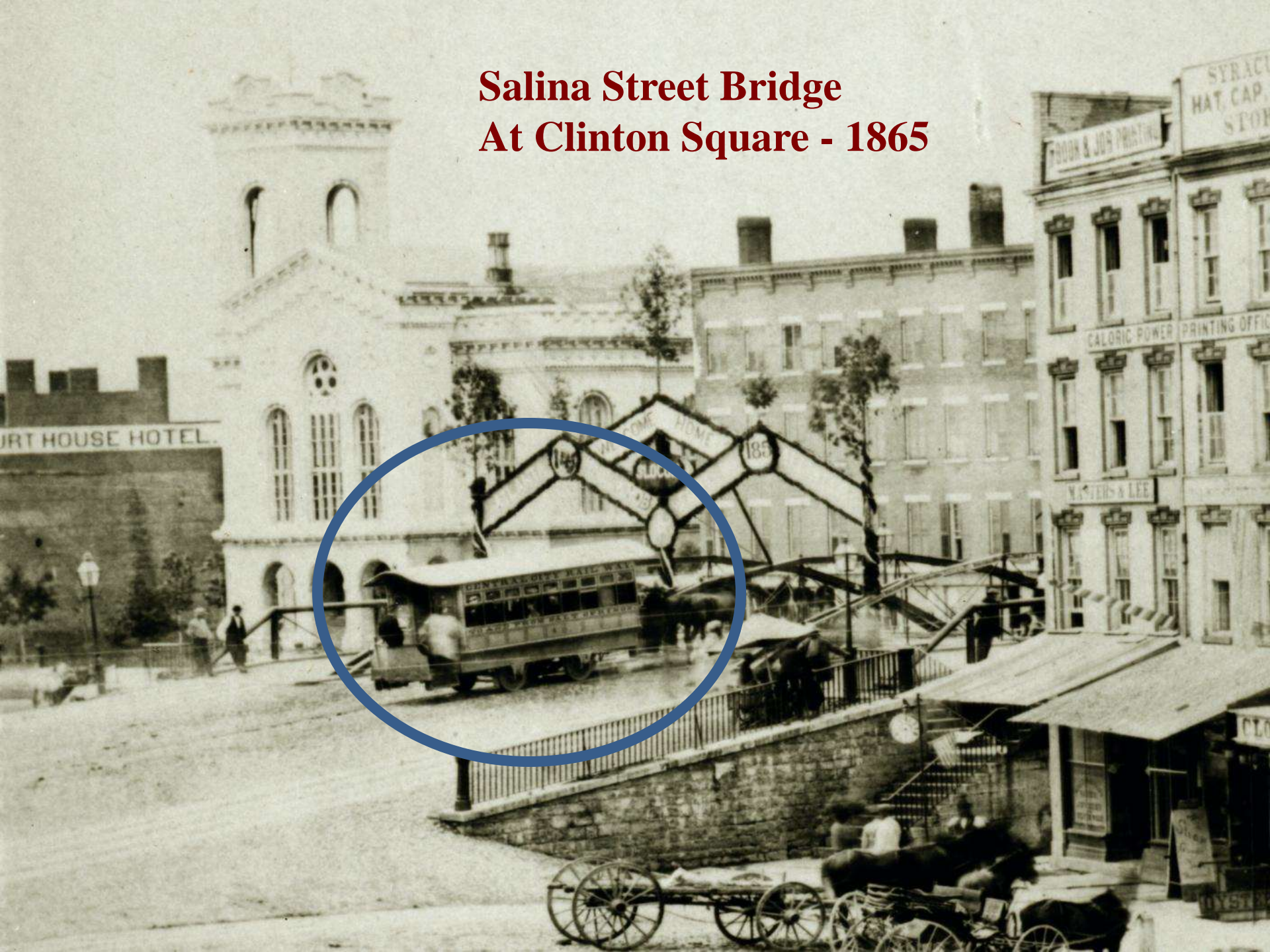
John B. ...
C... ..

GICERO

SYRACUSE

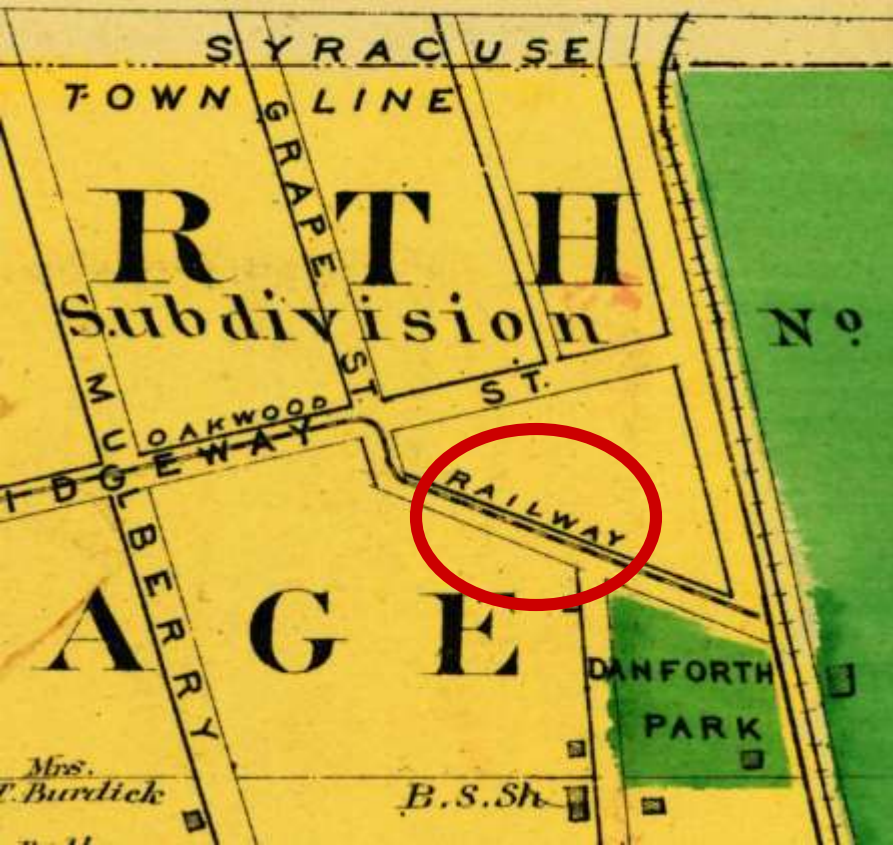
U.S.
MAIL

**Salina Street Bridge
At Clinton Square - 1865**



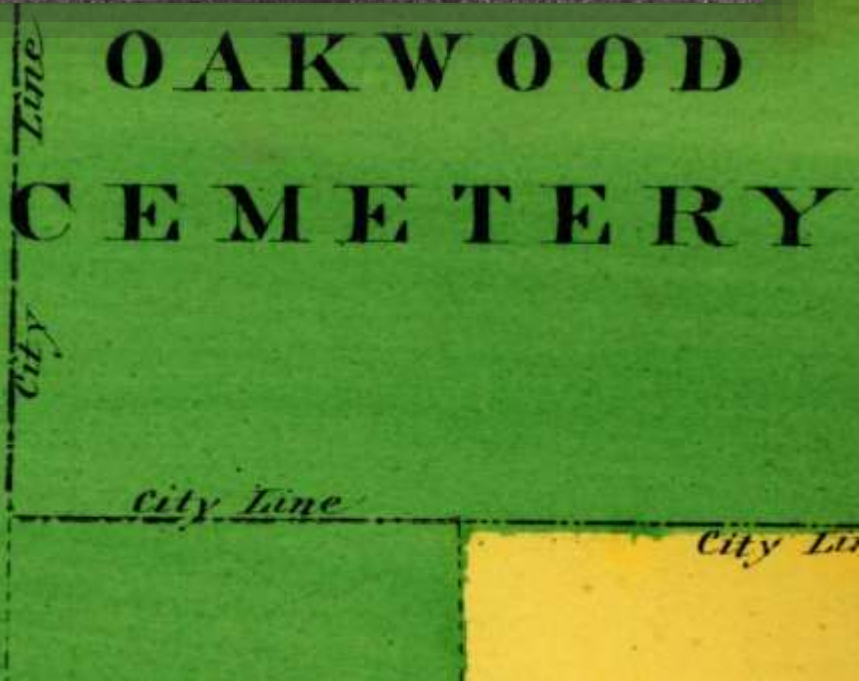


TOWN OF ONONDAGA



OAKWOOD
CEMETERY

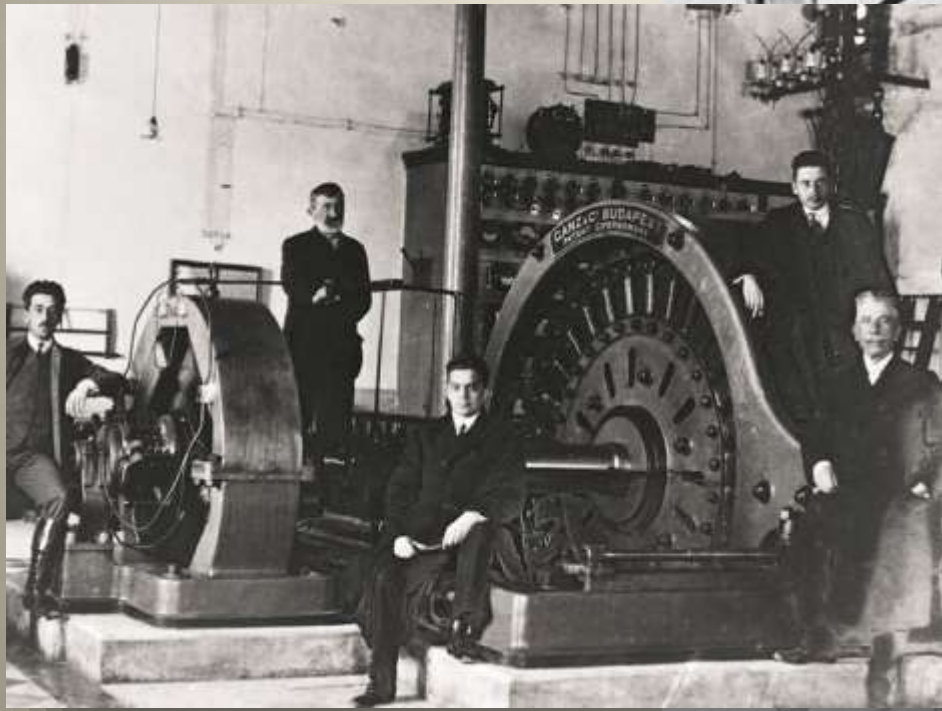
No 1



Shonnard Street – Syracuse's West Side – Late 19th Century



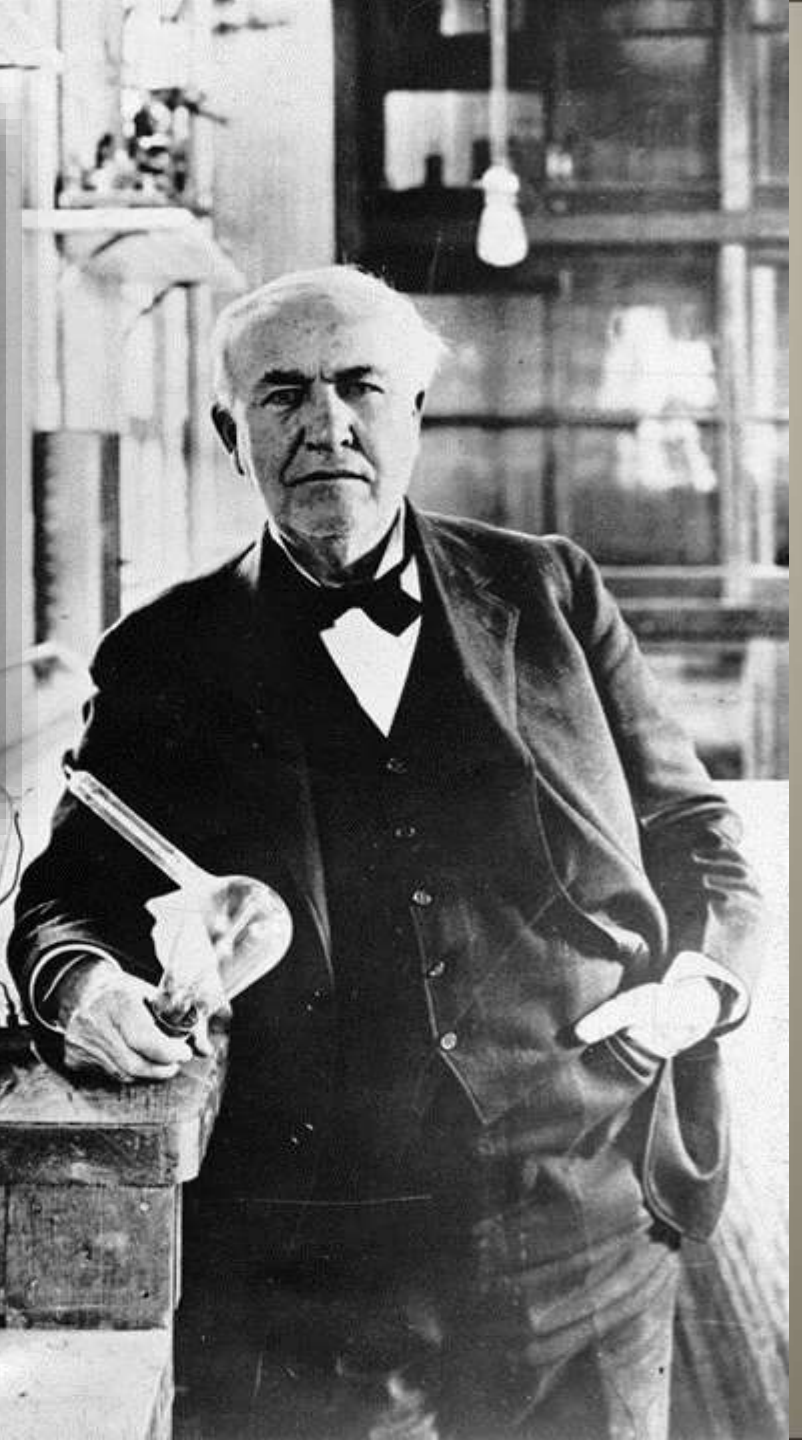




Electric Turbine



Thomas
Edison





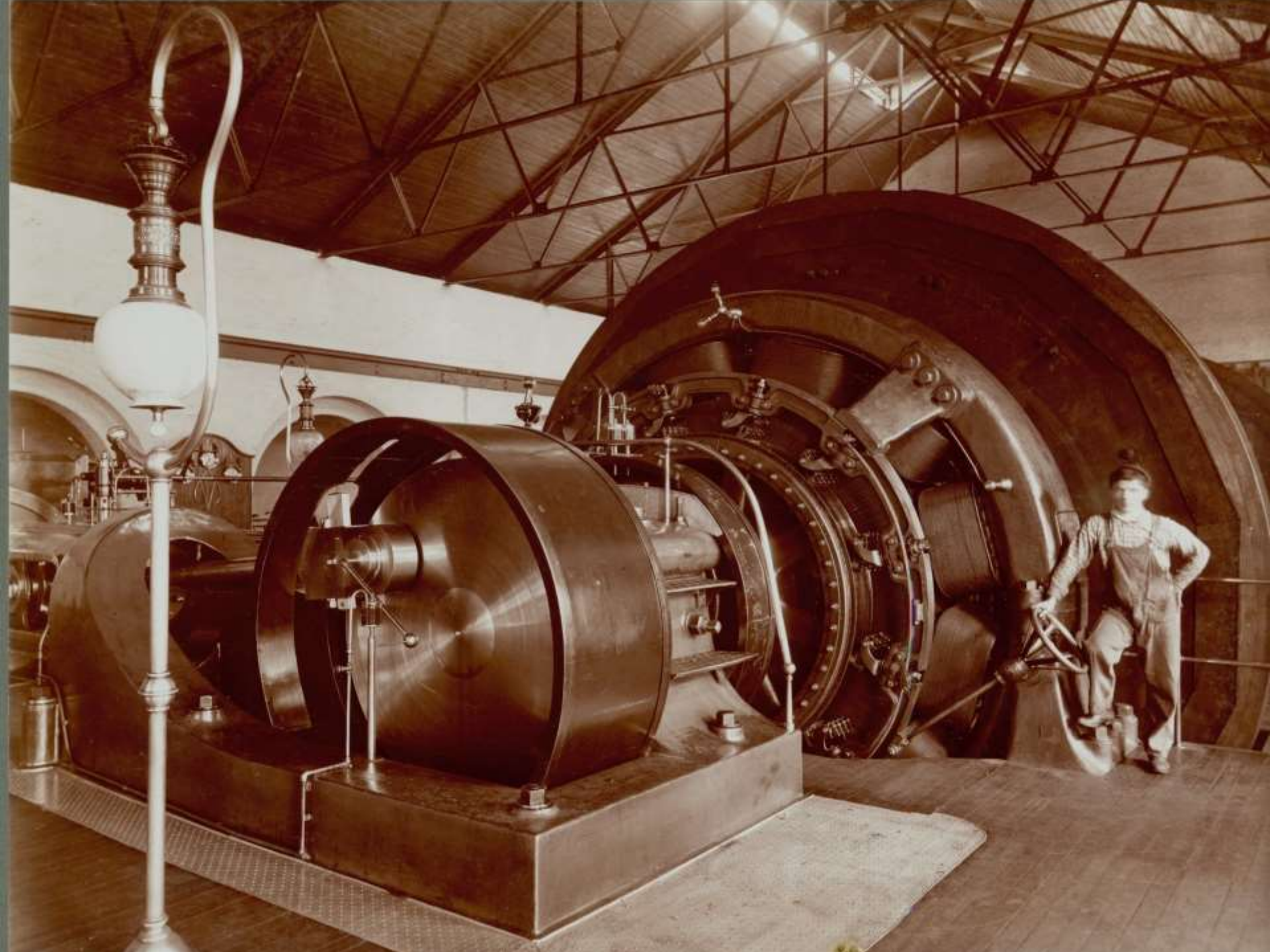


East Genesee Street



Hanover Square





Salina & Fayette Streets



c1910



1906

P. S. C.—2 N. Y.—No. 14
Cancelling P. S. C.—2 N. Y.—No. 13

Only one supplement to this tariff
may be in effect at any time.

Syracuse and Suburban Railroad Company

LOCAL PASSENGER TARIFF

OF

Local Cash and Round Trip Ticket Fares,
Chartered Car Rates and Special Party Fares

BETWEEN

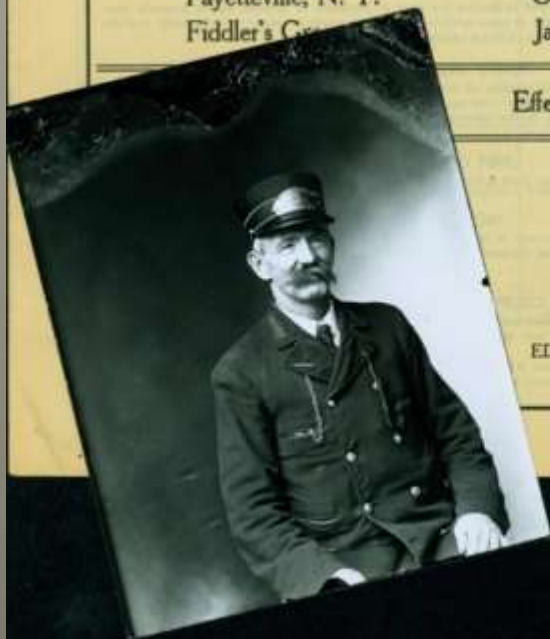
NEW YORK STATE STATIONS AS FOLLOWS:

Syracuse, N. Y.
Fayetteville, N. Y.
Fiddler's Cove, N. Y.

Manlius, N. Y.
Orville, N. Y.
Jamesville, N. Y.

Effective October 1, 1915

ISSUED BY
EDWARD F. PECK, President,
SYRACUSE, N. Y.

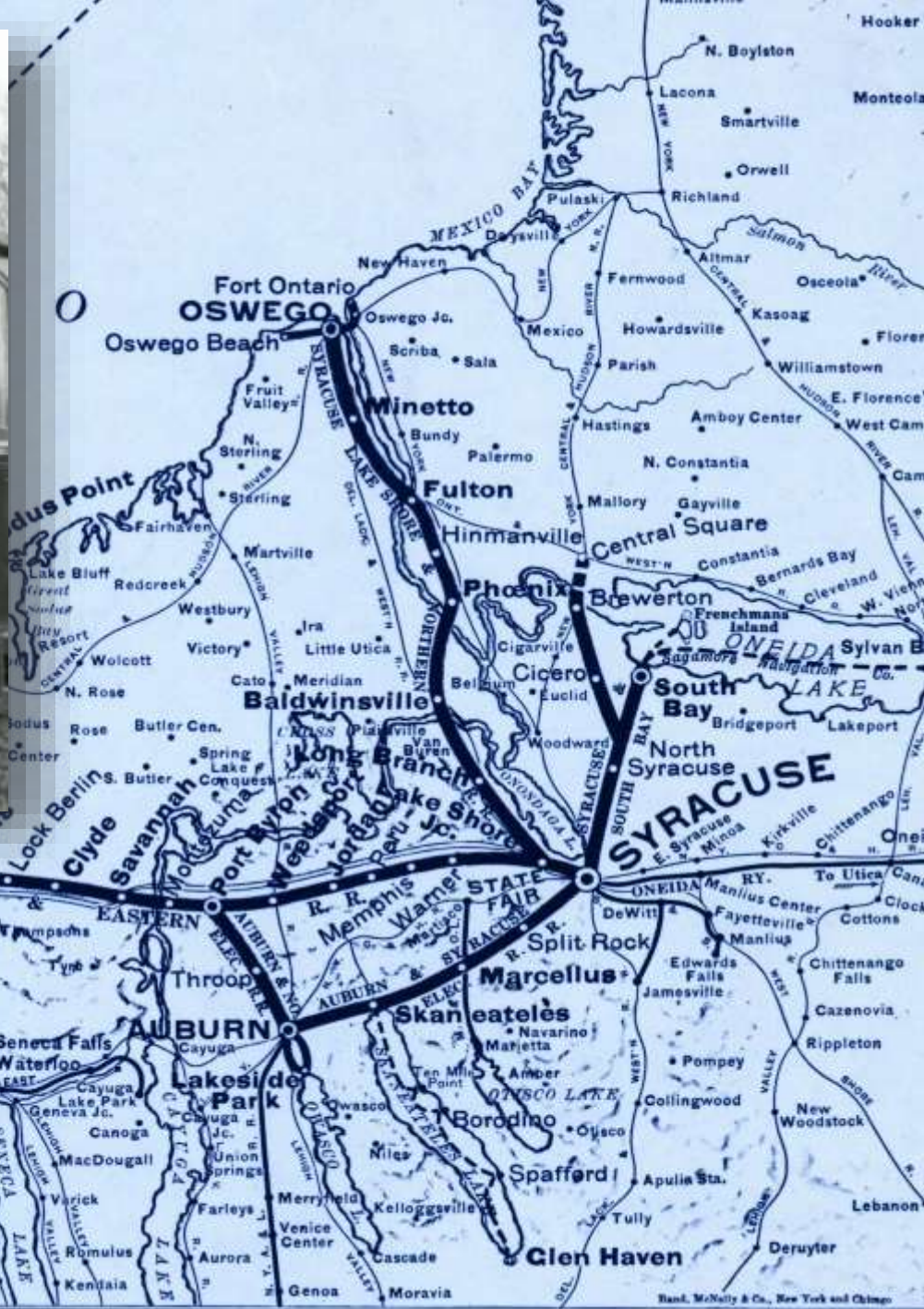




ELECTRIC RAILWAY TERMINAL

WAITING ROOM & TICKET OFFICE







CLOVER RIDGE

A REAL BUNGALOW
SPOT FOR YOU OUT
JAMES
ST.

20 MIN RIDE IN ELECTRICS FROM COMMON CENTER

GET OFF AT STOP 15

Expert Real Estate Appraisers
—Have Faith in Their Judgment
Syracuse Must Expand to the East
James Street the Logical Way



See Syracuse By Trolley

Syracuse University.

Take Walnut or Westcott car.

Walnut Park.

Take Walnut or Westcott car.

Reservoir and Onondaga Park.

Highest point in Syracuse from which a fine view can be obtained of the entire city. Take a Summit car.

The Salt Yards.

Take Solvay, Geddes or *Liverpool car.

To the Freight Yards.

Largest in the United States. Take Minoa car.

Carnegie Library.

Take Grape car.

University Stadium.

The greatest University athletic Arena in the World. Take Walnut, Westcott or University car.

Burnett Park.

Take Solvay or Geddes car.

Court House.

Take Grape car.

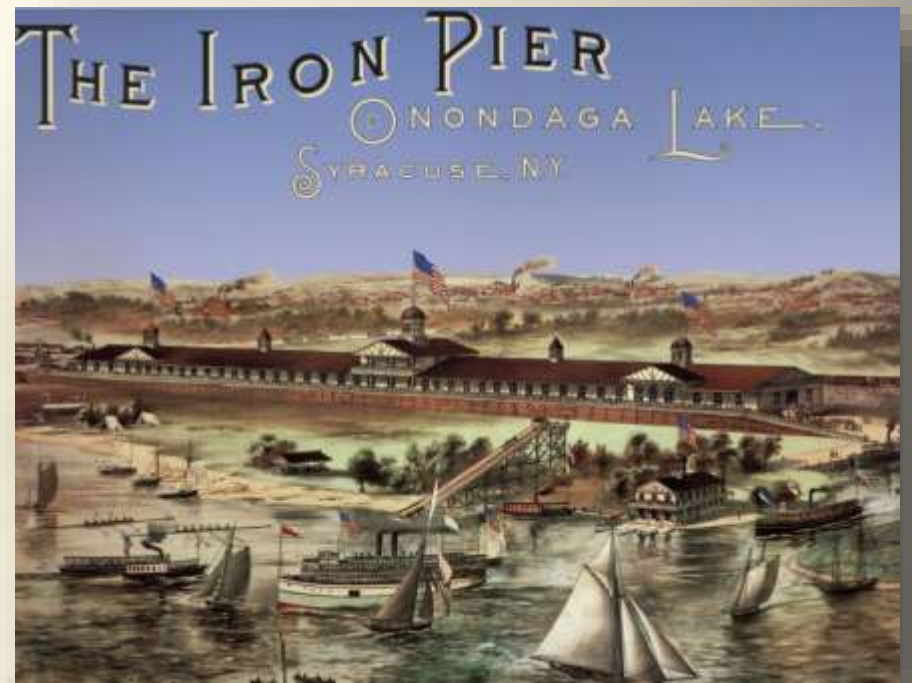
New York State Armory.

Take Solvay or Geddes car.

SYRACUSE RAPID TRANSIT RAILWAY COMPANY

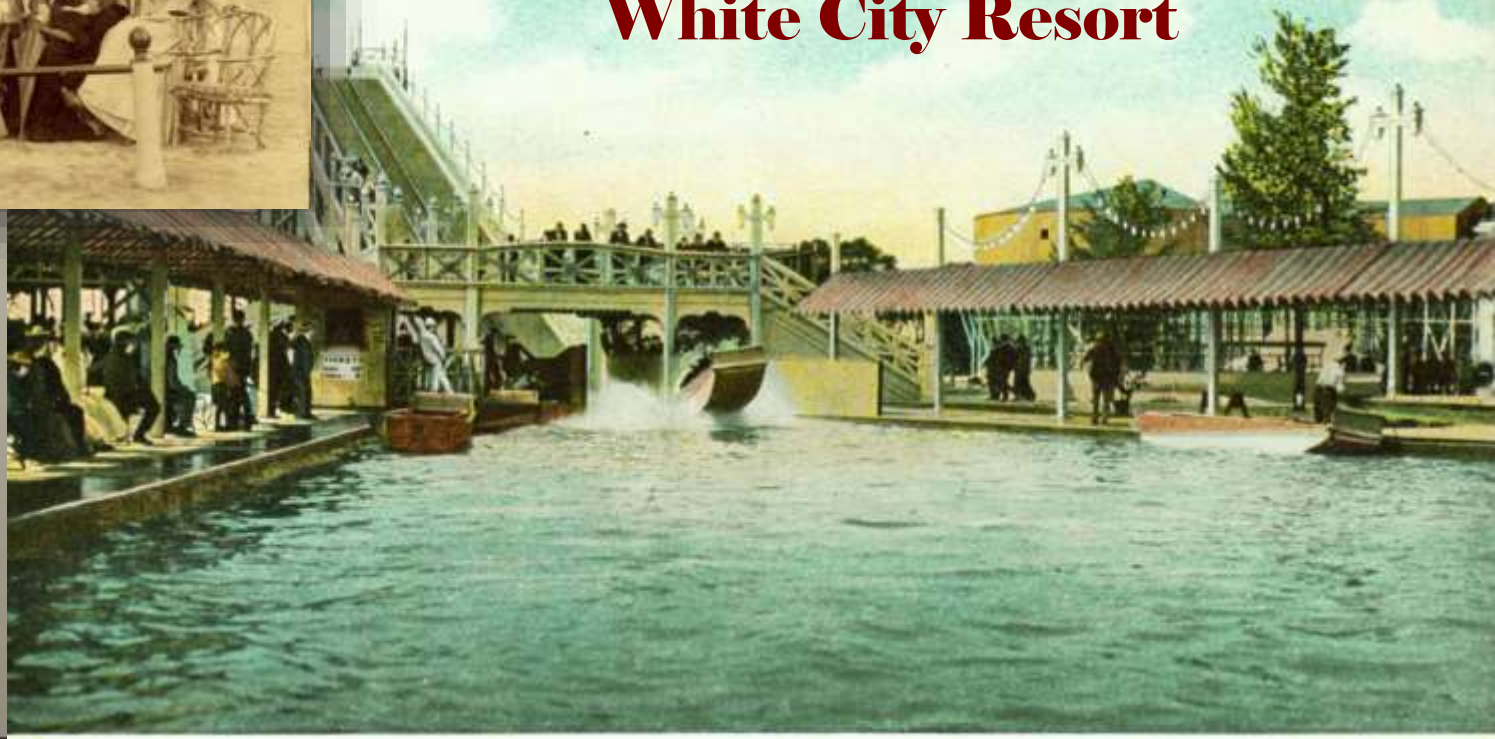
The Iron Pier Resort

South End of Onondaga Lake

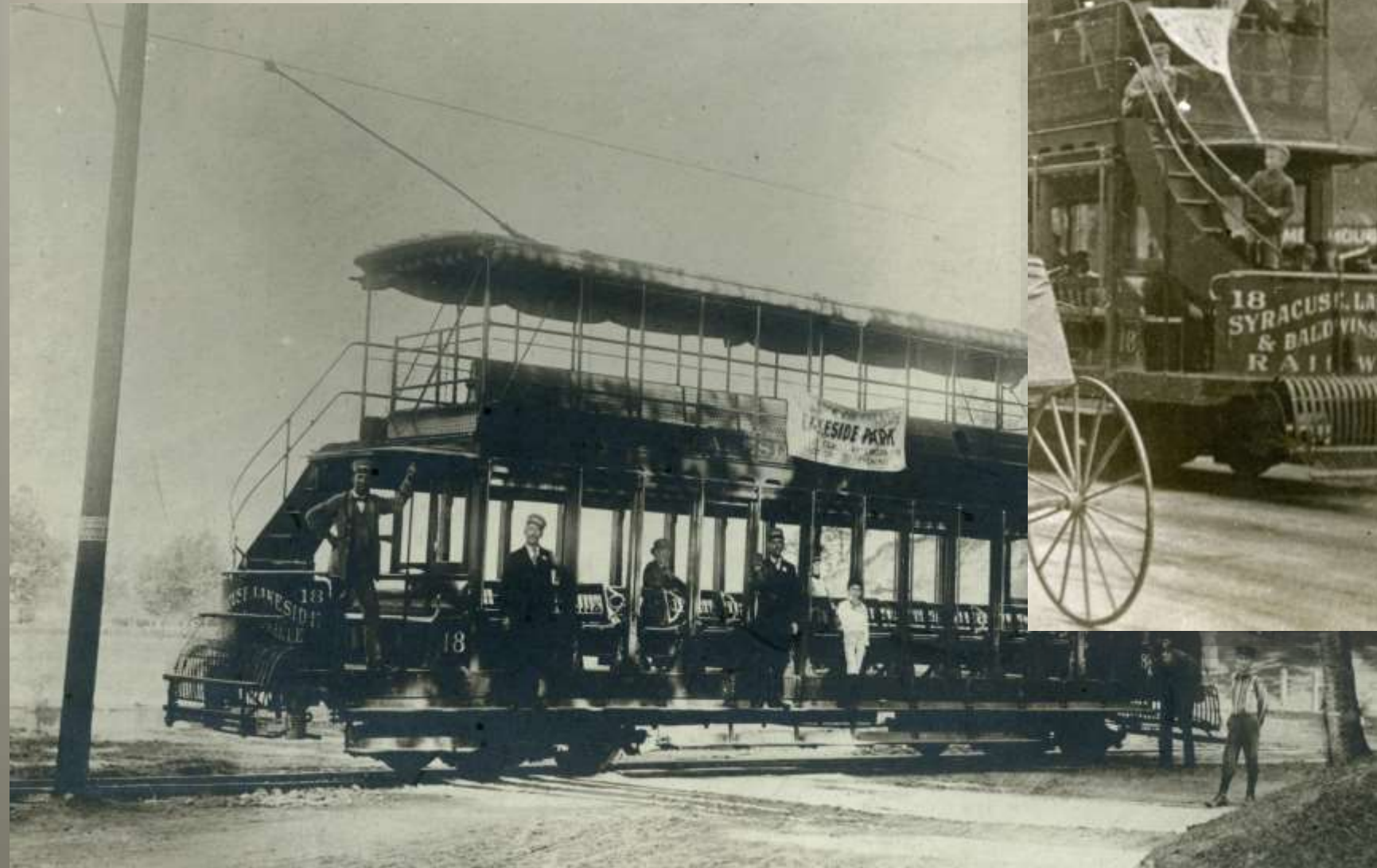




White City Resort



The SL&B's Double Decker, Open-Air Interurbans to the Onondaga Lake Resorts









Bicycle Fad of the 1890s



THE UNIVERSITY OF CHICAGO
LIBRARY

BICYCLE ROOM

Detail from Architectural Plans
NY Telephone Bldg. 1906

Dey Bros. Department Store - 1894





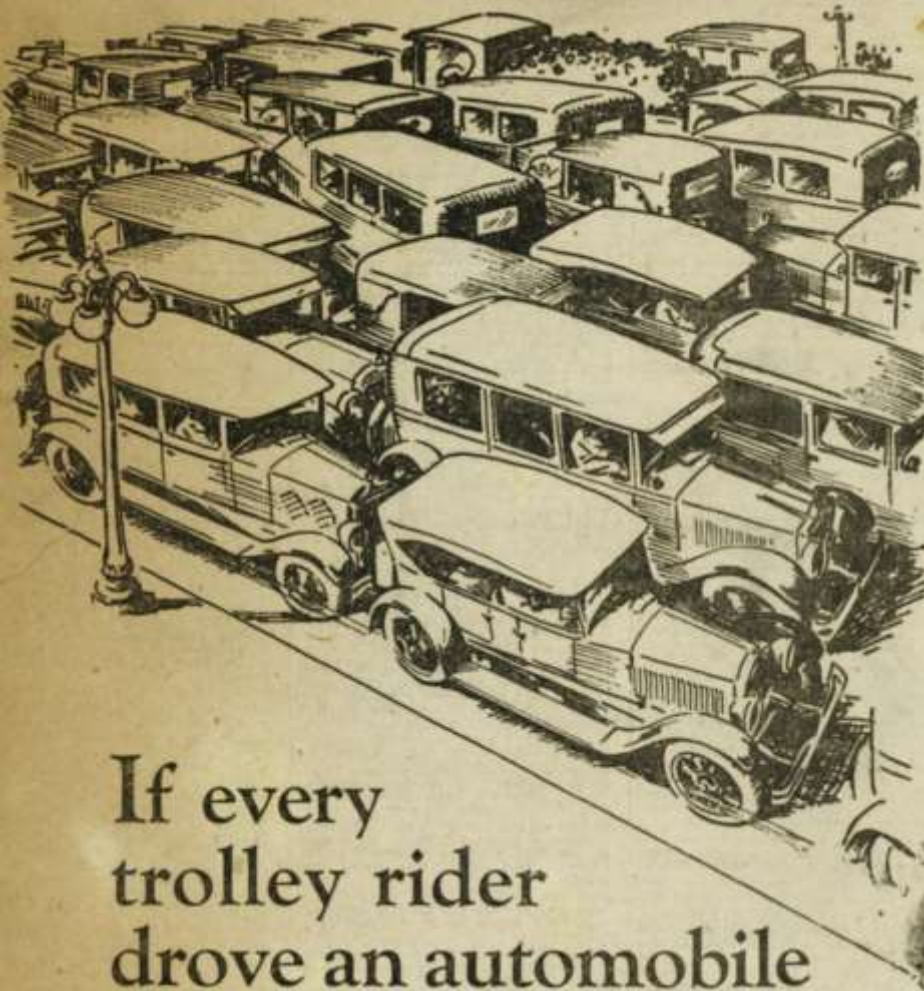


Clinton Square and Salina Street in the 1920s



Franklin Street Bascule Bridge Over the Erie Canal





If every trolley rider drove an automobile

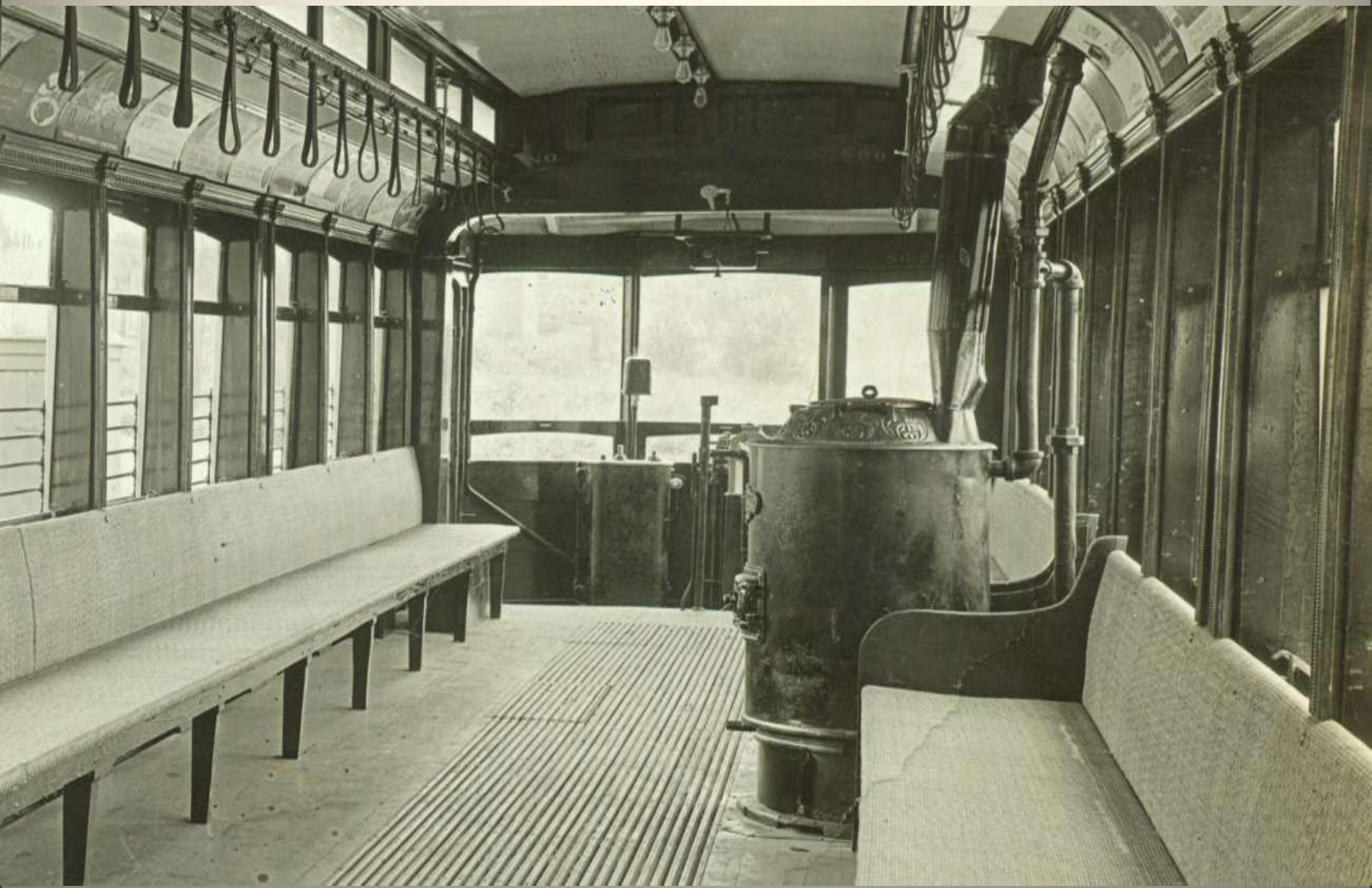
DID YOU ever stop to think what a street jam there would be if there were no trolley cars or buses?

Even in the light riding seasons of the year, during the hours when auto traffic is heaviest, our cars average over 30 passengers. How much room would there be on our busy streets if 30 automobiles—or only half that number—took the place of each single street car!

Consider the cost. For those 30 automobiles there would be an investment of about \$30,000. And there is no automobile in this country that can be driven for 5 cents a mile, when all costs are considered. Or, if these 30 riders were to travel in taxis—2 to a cab—the cost would be about \$15.00.













SYRACUSE'S \$50,000,000 IMPROVEMENT PROGRAM WINDS UP WITH VAST STREET REPAIR JOB

The twelve-year period from 1931 to 1944 now drawing to a close has constituted an era of vast improvements to public property in the City of Syracuse.

The gigantic program of city betterment which has been wrought under the guidance of the Marvin administration is estimated at more than \$50,000,000.

It has included elevation of the New York Central and Delaware, Lackawanna & Western railroad lines through Syracuse.

It has included the Housing Project.

It has included a sixty per cent expansion of the city's usable parks and playgrounds area; development of one of the finest municipal airports in the country; building of The Municipal Stadium; completion of four new schools and additions to five schools; expansion of the city's water supply and storage system . . . and scores of other achievements.

It has included, too, the paving or repaving of 83.56 miles of city streets . . . a street improvement program which has culminated during the last two years in a series of paving projects which has transformed the downtown and residential sections of the city.

For a pictorial record of some of the highlights of Syracuse's street improvement program, turn the next few pages and compare the past with the present.



Here is South Salina street, looking North from Fayette, as it was a few short months ago, before the lightning-fast repaving job of April, 1941. Then trolley cars and trucks hindered and confused traffic.



Downtown South Salina street, same view as above, after removal of trolley tracks and repaving. Movement of traffic in the congested downtown area has been greatly facilitated and the business section has undergone a beauty treatment. New buses replacing trolley cars, Salina Street has been thus improved this year from James Street to Onondaga Street. This

important paving job on the city's main street had to be accomplished with a minimum of delay so that the business of merchants would not suffer unnecessarily. Continuous traffic was kept open at one or more intersections at all times and some north-south traffic in Salina St. was possible at all times. The job was completed in the record-breaking time of 11 days.



6 CLOVER

755-309

795

SYRACUSE TRANSIT CORPORATION

795

1958 DE SOTO

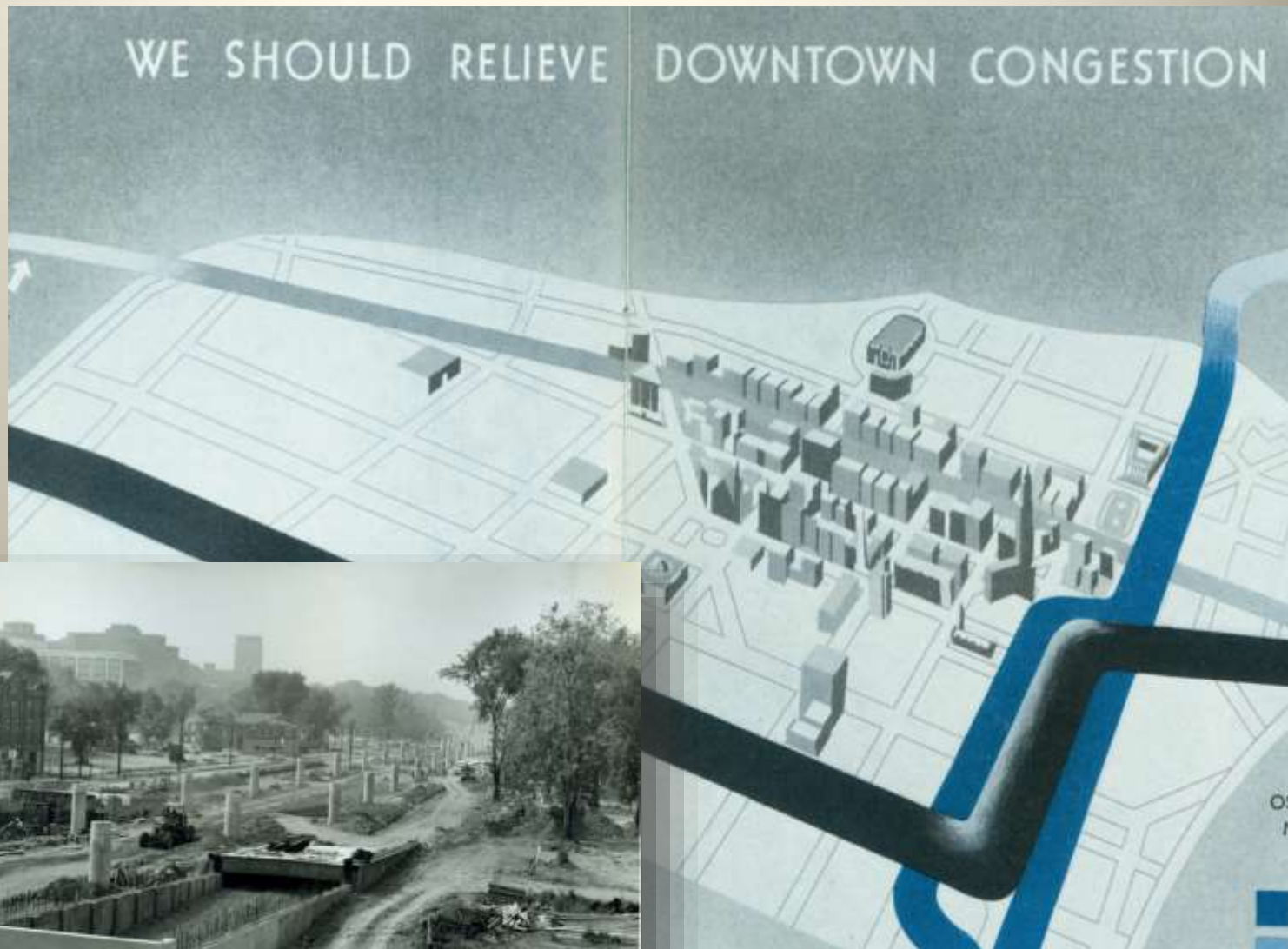
the exciting look and feel of the future



FIREFLITE • FIREDOME • FIRESWEEP



**1945
Post-War
Planning
Report**



**Route 81 Construction
1960s**

SYRACUSE TRANSIT CORP.

614 South Salina Street

Syracuse, New York 13202

UNIVERSITY - DRUMLINS SCHEDULE

EFFECTIVE SEPTEMBER 13, 1971

WEEKDAYS				SATURDAY**	
Leave Terminal Indicated	AM	PM	Leave Fayette & Salina Sts.	AM	PM
902	140		142		
915*	214*				
921	217				
940					



CHARTER BUS
 as low as \$30 Round Trip
 Travel Together . . . Enjoy the Ride
GR8-5735
 or 478-5735



1 SYRACUSE

111

SYRACUSE

centro

NOW FOR ADULTS
WDR
1260 radio
CERAMIC

Seater 33 Seater 47



62-WHEN
RADIO

111

27755-Y



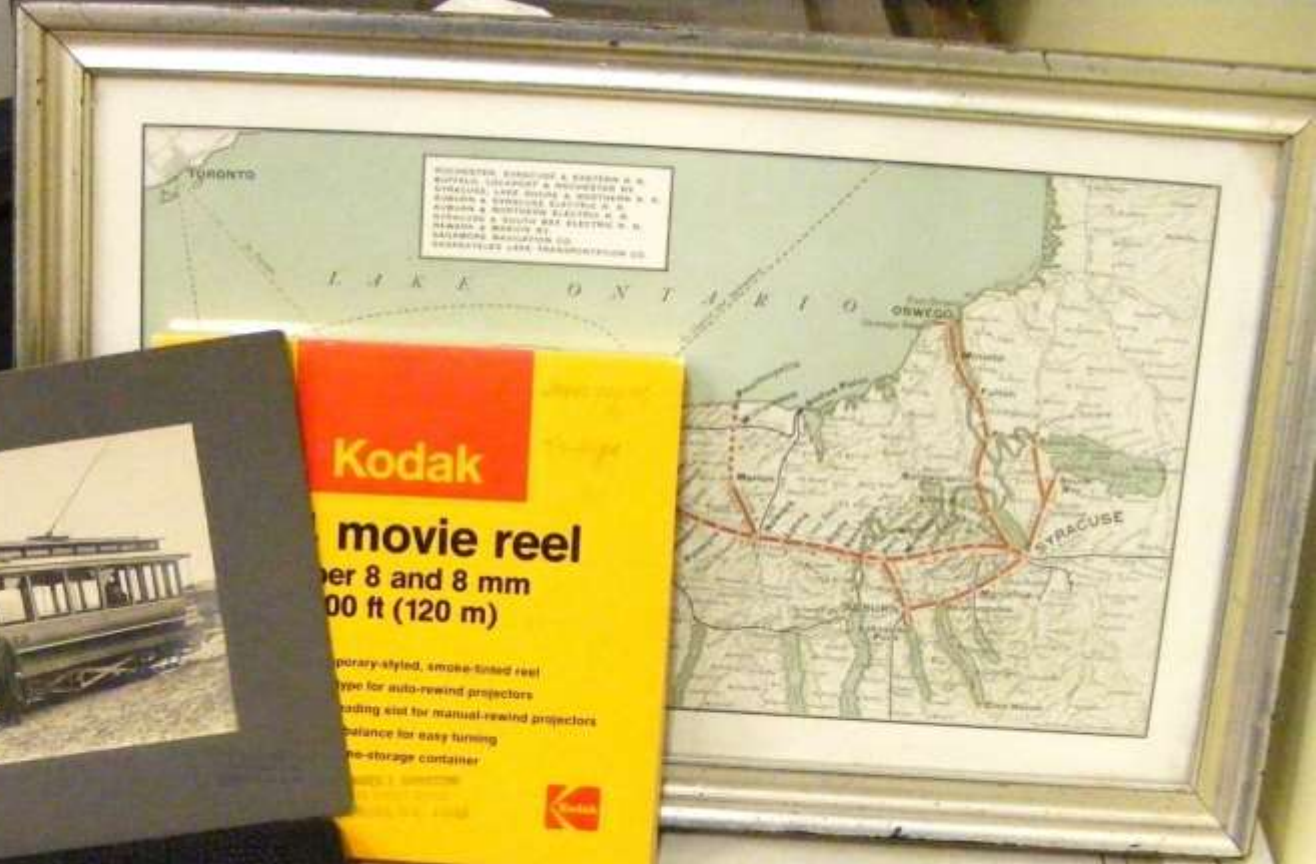


**A portion of the boilers
at the Tracy Street
power generating
station c1900**



Tracy St. Station Today

CONTENTS
New York State Railways, from
Annual Report 1927



Kodak
movie reel
 for 8 and 8 mm
 100 ft (120 m)

Temporary-styled, smoke-tinted reel
 Type for auto-rewind projectors
 Loading slot for manual-rewind projectors
 Balance for easy turning
 No-storage container



SYRACUSE RAILWAY CO-ORDINATED BUS LINE, INC.
MONTHLY REPORTS
 1926 - 1927

