

# OUR CENTURY

## 1957

### AT A GLANCE

## Score taken down by Yankee's line drive

Bob Feller was gone, having retired after the 1956 season. But the Indians had the new Bob Feller in 23-year-old left-handed fireballer Herb Score. Until the night of May 7.

Before 18,000 horrified fans, a line drive from the bat of Yankee third baseman Gil McDougald struck Score squarely in the right eye. Blood gushed from his eye and his ears and he was carried from the field on a stretcher. To the relief of fans and especially McDougald, he did not lose the eye, but his season was finished.

Al Lopez had left to manage the Chicago White Sox. Al Rosen had retired. Both were tired of feuding with Indians Vice President Hank Greenberg. But the Indians had one of the best outfields in the league, with young sluggers Rocky Colavito and Roger Maris and old Yankee Gene Woodling. Colavito hit 26 home runs and Woodling batted .321, but the pitching fell apart. Early Wynn and Bob Lemon had losing seasons, although relievers Don Mossi and Ray Narleski, pressed into starting service, each won 11. The new manager, Kerby Farrell, appeared lost.

The Indians had their first losing season since 1946, finishing sixth. At the end of the season, Greenberg fired Farrell. Then the Indians' directors fired Greenberg. They hired Frank "Trader" Lane, who quickly lived up to his nickname.

The Browns had had their first-ever losing season in 1956. With a high draft choice for a change, they hoped to pick quarterback Len Dawson, but Pittsburgh got him first. So they settled for a running back from Syracuse named Jim Brown. All Brown did in his rookie year was lead the league in rushing and set a single-game record by gaining 237 yards against the Los Angeles Rams. Quarterback Tommy O'Connell ran Paul Brown's offense to perfection until he injured his ankle, and then Milt Plum stepped in.



PD FILE

Rookie Jim Brown in 1957.

The Browns' record of 9-2-1 was the best in the NFL. But in the title game, the Rams avenged their whomping by the Browns in the 1954 and 1955 title games by whomping the Browns, 59-14.

Steven Thomas thought he had gotten away with a \$2,376 robbery of the St. Clair Savings & Loan Co. on April 13. What he didn't know was that an army-surplus gun camera had been installed the day before.

It was the first-ever use of a bank surveillance camera, and the film was shown on television stations around the nation. Thomas saw it in a bar in Indianapolis. He took a bus back to Cleveland and surrendered. "We see here a highly effective new weapon for preventing crime," said Tom Story, police communications chief.

The Sam Sheppard case wouldn't stay out of the news. Mystery author Erle Stanley Gardner said a key witness, whom he wouldn't name, had disappeared mysteriously. Gardner's "Court of Last Resort," a promotion of Argosy magazine, had taken up Sheppard's cause, and said the case might be featured in its new television series.

Gardner also said four Sheppard relatives had been cleared of guilty knowledge by lie-detector tests and that Sheppard now was willing to take one, too. The warden of the Ohio Penitentiary said every prisoner would demand a test if Sheppard got one. Coroner Samuel Gerber said it had been too long since the crime for the results to be valid. The matter went up to Gov. William O'Neill, who decided there would be no test.

William A. Stinchcomb had started as a city surveyor's chairman in 1896. As Mayor Tom L. Johnson's chief engineer of parks, he published a 1905 report calling for a ring of parks — an "emerald necklace" — in the still unspoiled land surrounding the growing city. As county engineer, he supervised construction of the Detroit-Superior High Level Bridge, but he longed to fulfill his park dream. He got the legislature to authorize metropolitan park districts, and in 1921, he was named the first director of the Cleveland district.

In May 1957, five days before his 79th birthday, he retired. A Plain Dealer editorial said, "To Bill the Dreamer, Clevelanders for centuries to come, consciously or unconsciously, will be offering thanks." The William A. Stinchcomb Monument now stands on a hill overlooking the 18,500-acre parks' Rocky River Reservation.

Mayor Anthony Celebrezze wrapped up a third term early by winning more than 50 percent of the primary vote over endorsed Democrat Mark McElroy and independent Democrat Michael Gallagher. Seven incumbent council members were defeated and nine of the 25 Democrats walked out of the party caucus rather than commit to re-elect Jack Russell as council president.

## Sinking the subway



PLAIN DEALER PHOTOS

One hot debate: At left, Albert S. Porter making a point at the famous April 6 City Club subway debate. At right, Cleveland Transit System General Manager Donald C. Hyde.

## Voters OK'd underground system in 1953, but battle really heated up 4 years later

By Fred McGunagle

It was a fight over the future of downtown — city vs. suburb, transit vs. highways, old political rivals vs. each other, newspaper vs. newspaper. And, underneath it all, one end of downtown against the other — Public Square vs. Playhouse Square.

It also featured two of the most colorful and sharpest-tongued public officials in Cleveland history — Cuyahoga County Engineer Albert S. Porter and Cleveland Transit System General Manager Donald Hyde.

There seemed no doubt in November 1953 that there would be a downtown subway. Voters handily approved a \$35 million bond issue. It won 65.9 percent of the city vote and 61.6 percent of the suburban vote. Action was delayed first by a lawsuit, then by a CTS study and finally by a study the three county commissioners asked Porter to make.

Porter was no fan of public transportation. Still, Clevelanders weren't prepared for the vehemence of the report that occupied Page 1 and two inside pages of The Plain Dealer on March 24.

Porter said the subway was a "white elephant" that was 30 years too late. It would cost at least \$3 million more than the funds available. Rider projections were based on "unsupported optimism and wishful thinking." It would tear up downtown streets for three years, "a blow from which the central business district might never recover." In off-peak hours, it would be "a breeder of crime and a constant police problem."

He said the 2-year-old rapid transit line was "a millstone around the neck of the transit system" and accused CTS of defending it with "fallacious and misleading reports." He said downtown's future was as a local rather than a regional center because people and business would continue to move to the suburbs. He said the money could be better spent on "projects of greater benefit to the community as a whole, such as roads, bridges, grade separations and a freeway system." What downtown needed was more parking, which could be provided by tearing down old buildings.

In the next day's Press, Commissioner Joseph Gorman said of Porter: "He doesn't make the decision here, the people do. And the people have made their decision by their vote for the subway in 1953." The battle was joined.

CTS consultants said any "shrink-

age" in downtown retail would be more than offset by "an increasing development of administrative, banking, civic and amusement activities." Proctor Noyes, director of the county's Regional Planning Commission, said the subway would stabilize downtown and that autos would "jam up the roads and it will be difficult to drive downtown even with freeways."

The transportation panel of the

survey of listeners showed 87 percent opposed.

Clevelanders looked forward to the April 6 debate at the City Club. They weren't disappointed.

"Fighting like angered prizefighters," The Plain Dealer reported, "County Engineer Albert S. Porter and CTS General Manager Donald C. Hyde verbally rocked each other with jarring blows in the City Club subway

support his prejudice."

Porter replied that Hyde was "the Pied Piper who has led the customers out of downtown Cleveland and forced them into the suburban centers because he has bitterly fought the progress of the automobile." He said Hyde "keeps a phony set of books" in his effort to show the rapid was successful.

He also took a crack at the man who had defeated him for mayor in 1953 and who had campaigned for the subway issue. "If you really want to know why the cost of the subway exceeds the bond issue," he said, "you can ask Tony Celebrezze, the mayor of Cleveland." He charged that as a state senator, Celebrezze had pushed through a bill that made taxpayers rather than utility companies bear the cost of moving utilities.

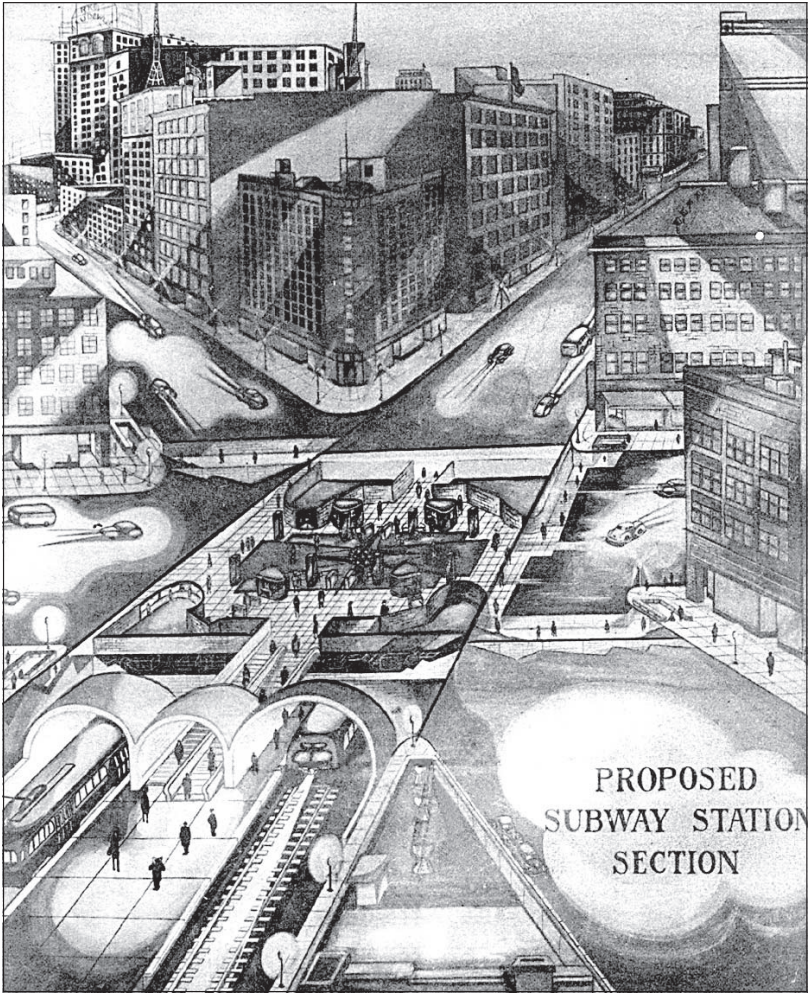
Not mentioned in the public arguments was the underlying struggle between downtown and "uptown" interests, especially department stores. CTS had canceled hundreds of through buses that made stops along downtown streets in favor of rapid trains, which dropped off passengers at Public Square. That benefited Higbee's and May Co. at the expense of Halle's and Sterling-Lindner-Davis and, to a lesser extent, Taylor's. The subway would benefit the latter at the expense of the former — and of Southgate, Westgate, Shoregate and Eastgate, suburban shopping centers that had opened since 1950.

On April 27, Cuyahoga County Commissioner Henry Speeth came out against the subway, calling it "an almost criminal waste of taxpayers' money" that would not help the average transit rider. That left Commissioner John F. Curry with the deciding vote. Speeth called on constituents to flood him with 10,000 letters: "It would only cost the sender a 3-cent stamp, which is a mighty small investment for a taxpayer to make, compared with what he would pay in taxes for 25 years on the downtown subway."

On May 7, citing Porter's rider estimates, Curry said, "I am of the firm belief we are not justified in spending a large amount of public funds for a facility which will accommodate an insignificant number of people."

The subway was dead — at least for the moment; the commissioners' authority to issue the bonds ran through 1959. Porter gloated. The losers grumbled about rumors of skullduggery. The CTS rider count continued to drop and fares continued to rise.

*McGunagle is a Cleveland freelance writer.*



An early drawing of Cleveland's proposed subway system.

Cleveland Automobile Club backed the subway by a vote of 12-2. Porter walked out of its meeting, vowing not to return as long as the chairman was subway backer Walter Greenwood.

But others were having second thoughts about the subway, including Samuel Gaines, former CTS general counsel. The County Mayors Association came out against it. Radio station WSRS in Cleveland Heights said a

debate yesterday."

Hyde said Porter "single-handedly attempts a brazen brush-off of the will of the people and a dictatorial disregard of the democratic process." He attacked Porter's "blind prejudice against public transportation and his wishful thinking that freeways alone can somehow solve the problems of traffic and congestion." He said Porter had needed a full year "to cook up hocus-pocus to

### LOOKING AT A YEAR

**Feb. 23:** Reports that troops loyal to Cuban President Fulgencio Batista have killed rebel leader Fidel Castro prove false, as a New York Times reporter makes contact with Castro at his secret jungle outpost.

**March 22:** The American Heart Association and the American Cancer Society issue the first report linking cigarette smoking to lung cancer.

**March 25:** Western European nations sign a treaty forming the European Common Market.

**July 3:** Soviet leader Nikita Khrushchev foils a plot by Communist dissidents to oust him from office.

**July 20:** More than 100,000 people, the largest crowd in the history of

Yankee Stadium, attend a rally featuring the Rev. Billy Graham.

**Sept. 25:** Federal troops are sent to Little Rock, Ark., after Gov. Orval Faubus defies a federal law that prohibits discrimination in schools.

**Oct. 4:** The Soviet Union launches Sputnik, the world's first satellite.

**Born:** Katie Kouric, Andrew

Cuomo, Caroline Kennedy, Gloria Estefan, Spike Lee, Princess Caroline.

**Died:** Sen. Joseph McCarthy, former Ohio Gov. James Cox, screen legend Humphrey Bogart, American aviator and explorer Richard Byrd, French fashion designer Christian Dior, American comedian Oliver Hardy.