

# Transport Central

Paul Weyrich

"B U I L D      N O W,  
P A Y      L A T E R"

"Build Now, Pay Later", was the precise message delivered by Montreal's articulate Mayor Jean Drapeau, as he addressed government officials concerned with urban transit from Michigan, Pennsylvania and Washington, D. C., including this writer.

Drapeau, who is widely acknowledged as having provided the leadership which enabled Montreal to build its now-famous subway system in record time, admonished his American guests to get on with the job of building rapid transit systems in the States. "If I can be forgiven for sticking my nose in your business, I must say it is difficult to understand why the automobile has such a high priority in the United States. Why", he asked with a gestured glance at DOT Undersecretary John Robeson, "can't you come up with the funds for transit too?"

He strongly urged city governments in the States to begin construction of rapid transit lines "just as soon as you can scrape the first penny together to pay for it." He stressed that cities should not wait to establish elaborate agreements with surrounding municipalities in order to achieve a regional system. "Just go ahead and do it", he said. He argued that surrounding areas would be only glad to get into the picture once the system is built. With a seeming reference to those American cities where plans exist for elaborate and complex systems with lines radiating out from the central city, Drapeau said "We promised just one line...just one. And we delivered three. But we promised only one."

Drapeau's address was part of two days of transit visiting activities in Montreal and Toronto, planned and directed by the Pittsburgh Urban Transit Council. The Washington group flew to Montreal and back on the same day and did not go on to Toronto. In Montreal, officials had the opportunity to ride the subway system, view firsthand shopping and urban center developments fostered by Metro, and managed to take a quick trip around "Man and His World" (which last year was EXPO '67). That part of the trip was accomplished by means of the Expo Express, a rail rapid transit line in its own right, and the Minirail system.

The Expo Express equipment, incidentally, will go up for auction in October. Montreal itself may bid on the equipment, thus insuring its continued operation at the Expo location during the tourist season. However, Canadian officials report that a number of cities, including at least one in the United States, are interested in the cars. They declined to discuss the sale any further than that.

In addition to the transit and city tour, the group was able to inspect the Canadian National's Turbo Trains. Far more plush than the two built for the New Haven, these United Aircraft units, according to the CN, will go into revenue service in time for the Christmas rush. They will cut an hour off of Montreal-Toronto CN schedules, although regular trains like the Rapido will not be replaced.

The American contingent was clearly impressed with Montreal's accomplishments. Many had seen the Metro in its earliest hours, but our

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 PAUL WEYRICH: "Build Now, Pay Later" (Continued)

view was of the Metro at its best, carrying (after less than two years) 16 million passengers per year, which Mayor Drapeau boasts was the projected ridership total for 1978.

Some of the beautifully furnished stations have begun to show the wear and tear of heavy usage, but Montreal's Transit Commission has already begun work designed to keep the locations properly maintained. The only regret expressed privately by some officials is that the system invested in the Paris Metro's rubber-tired concept. One Commissioner said privately (in a heavy French accent) that it was a costly mistake to have adopted the rubber tires in favor of steel wheels on steel rails. "It is too bad", he said, "that politics brought this about." Operating personnel said acceleration on subway trains has been slowed down because of wear and tear on the rubber tires and the elaborate system of wheels which makes their operation possible.

Nevertheless, Montreal has shown America what can be done in a short time to the great benefit of an antire city. Plans are now being made to extend one of the system's three lines some 10 miles, five on each end. And, MTC officials report that engineers have finally worked out the problems whereby the Metro can absorb Canadian National's electrified suburban Mount Royal Tunnel route.

On the plane back to Washington, top Department of Transportation officials confessed that Mayor Drapeau was on the right track. They said that in addition to money the element of leadership is the other key to insuring rapid transit progress. Montreal has such leadership. It will remain to be seen if American cities can "invite" people to use transit as Drapeau does in Montreal, rather than condemn them to use it, as citizens in many of our largest cities have been condemned now for so long.

(Paul Weyrich is a Washington-based aid to Senator Gordon M. Allott, the Republican Member from Colorado. He is a former newspaperman, well-versed in transit problems, a TC staffer and a regular contributor to these pages.)

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ON TAP IN TRANSPORT CENTRAL

18 October 1968: Next week, Transport Central Senior Editor Robert I. Oliphant offers the latest in our regular quarterly series of train-off petition disposition listings, along with a provocative article on the passenger train itself. Space permitting, we will also present the second in our annual series of listings of electric transit operations in the U. S., Canada and Mexico. And, as usual, TC's "Green Sheet" will offer a roundup of the latest news of the passenger transportation world.

25 October 1968: Associate Editor Harry R. Porter offers a penetrating look at California's West Bay Rapid Transit Authority.

# The Railway Report

## A CURRENT LISTING OF NORTH AMERICAN RAILROAD MAINLINE PASSENGER TIMETABLES

One of the more interesting sidelines in following the activities of the passenger transportation industry is the collecting of railroad timetables. Like many other items in print, timetables increase in value with the passage of time, and there is even now an organization primarily devoted to this particular avocation.

As the carriers continue to cut accessorial passenger services, timetables have become scarcer, and, with the changeover to Federal "Daylight" Time, the railroads have generally discontinued the traditional reissues in April and October (Canadian lines excepted).

Below is a current listing of available public timetables (with dates of issue) as of September 30.

<u>Road</u>	<u>Date of Issue</u>
ALASKA RAILROAD	May, 1968
ALGOMA CENTRAL	June 2, 1968
ATCHISON, TOPEKA & SANTA FE	July 15, 1968
ATLANTA & WEST POINT (Georgia Railroad) (Western Railway of Alabama)	July, 1968
CANADIAN NATIONAL (Grand Trunk Western)	April 28, 1968
CANADIAN PACIFIC (Dominion Atlantic) (Esquimalt & Nanaimo)	April 28, 1968
CENTRAL OF GEORGIA	(See Southern)
CHESAPEAKE & OHIO/BALTIMORE & OHIO	July 15, 1968
CHICAGO & EASTERN ILLINOIS	February 1968
CHICAGO & NORTH WESTERN	July 10, 1968
CHICAGO, BURLINGTON & QUINCY	June 9, 1968
CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC (Chicago-Milwaukee-Madison)	April 28, 1968
CHICAGO, ROCK ISLAND & PACIFIC	July 22, 1968
CHICAGO, SOUTH SHORE & SOUTH BEND	July 14, 1968
DELAWARE & HUDSON	May 1, 1968
DENVER & RIO GRANDE WESTERN	May 3, 1968
ERIE-LACKAWANNA	May 1, 1968
GREAT NORTHERN	June, 1968
GULF, MOBILE & OHIO	August 15, 1968
ILLINOIS CENTRAL	1968 (No month)
KANSAS CITY SOUTHERN	July 14, 1968
LOUISVILLE & NASHVILLE	June 30, 1968
MISSOURI PACIFIC (St. Louis-Kansas City)	April 28, 1968
NEW YORK, NEW HAVEN & HARTFORD	September 3, 1967
NORFOLK & WESTERN	June 2, 1968
NORTHERN PACIFIC	May 12, 1968
ONTARIO NORTHLAND	April 28, 1968
PENN CENTRAL (Ex New York Central lines) (Ex Pennsylvania western lines) (New York-Washington) (Buffalo-Washington-New York)	August 18, 1968
	April 28, 1968
	July 15, 1968
	July 7, 1968
	July 7, 1968
	April 28, 1968

<u>Road</u>	<u>Date of Issue</u>
PENN CENTRAL	
Chicago and southern lines	April 28, 1968
PENNSYLVANIA-READING SEASHORE LINES	June 10, 1968
RICHMOND, FREDERICKSBURG & POTOMAC	April 28, 1968
SEABOARD COAST LINE	April 28, 1968
SOUTHERN RAILWAY	August, 1968
(Central of Georgia)	
SOUTHERN PACIFIC	May 12, 1968
SPOKANE, PORTLAND & SEATTLE	April 28, 1968
TORONTO, HAMILTON & BUFFALO	April 28, 1968
UNION PACIFIC	June 30, 1968
WESTERN PACIFIC	April 28, 1968
WHITE PASS & YUKON	? ? ?

(Compiled by Robert I. Oliphant. Further information may be obtained from the National Association of Timetable Collectors, c/o Howard H. Sanford, 59 Hellam Drive, Mechanicsburg, Pennsylvania 17055)

## MISCELLANY

### TRANSPORTATION HOBBYIST AND HISTORICAL ORGANIZATIONS (20 September 1968)

Please add these groups to the list:

VINTAGE COMMERCIAL VEHICLE CLUB  
 Fred Freeman, 71 Forest Hills Street, Jamaica Plain, MA 02130  
Rubber Tire, monthly

LIGHT RAILWAY TRANSPORT LEAGUE  
 A. Moss, 45 Turnpike Link, Croydon CRO 5NT, England  
Modern Tramway, monthly

### URBAN BUS OPERATORS IN WISCONSIN (6 September 1968)

The following errors have been brought to our attention:

- MARINETTE -- Although transit operations are conducted in Marinette, the company is based in Menominee, Michigan, and is known as the Twin City Bus Line.
- MANITOWOC -- As related in a recent news issue of TC, all local transit operations of Safe Way Motor Coach have been suspended.
- PORT WASHINGTON -- Port Transit Service operations have been suspended.

### PUBLICATIONS

Definitely worth subscribing to are a pair of magazines:

MOTOR COACH AGE (The monthly magazine of the Motor Bus Society)  
 c/o The Motor Bus Society, 767 Valley Road, Upper Montclair, NJ 07043  
 --News and features of motor coach operations in North America

WESTERN TRANSIT (The monthly magazine of the United Transit Boosters)  
 c/o The United Transit Boosters, 1167 N. Serrano, Los Angeles, CA 90029  
 --News and features of transit operations in the western U. S.

### CREDITS

Last week's cover (4 October 1968) is a graphic representation of a Flibble F2D-6V-401-1, as delivered to the Chicago Transit Authority in 1961, series 8500-8649. Art work by TC Associate Editor M. M. McGowen

## NEWSFRONT

PEACHTREE RAPID -- Voters in Atlanta and Fulton and De Kalb counties will decide on November 5th whether to build a 40 mile rapid transit system. A separate referendum will be held in each governmental jurisdiction, and a majority of those voting approving the project will mean that detail design can begin in 1969, with the start of construction later in that year on early in 1970. Trains would begin running on the first leg in about five years.

The proposed rapid transit system is 40.3 miles in length with 32 stations, and a 1400 mile bus network; it would be built at a total construction cost of about \$750 million. The three local governments would provide \$377.6 million, with the remainder to be sought from Federal and Georgia sources. De Kalb County will provide 26.3% of the local funds, with the remainder divided between the City of Atlanta and Fulton County on an equal mileage rate basis. The rapid transit plan includes a greatly improved bus service, with a widespread network of rapid transit buses to provide convenient transportation to and from the rapid transit stops.

Voters will have to approve the rapid transit issue in all three jurisdictions—Fulton and De Kalb Counties and the city of Atlanta—for the work to begin in 1969. In the event voters in one area fail to approve the project, the approval in the other two would be held in abeyance for 18 months to allow the resubmission of the issue in the area failing to approve it. If it fails in two of the three, or if the 18-month deadline passes, the entire procedure would have to be started over.

TRANSIT TALK -- Track-laying has begun on the Dan Ryan route of CTA's expanded rapid transit system. Published reports now have the line opening in early 1969, as opposed to Mayor Daley's Christmas date prediction. On the other new line, that in the median strip of the John F. Kennedy expressway, work has been started on a link between the North Western's Jefferson Park commuter station and the a-building adjacent terminal of the Kennedy line....Look for a possible fare increase on CTA routes after the November 5 general election....Add the Transport Company in Milwaukee to the growing list of "Exact Fare Only" cities, as of October 9. Scrip for overpayments are redeemable at over 200 outlets in the Cream City.... The Pennsylvania Transportation Assistance Authority has awarded \$13.5 million in grants for various projects around the Commonwealth. Lion's share of the funds goes to Penn Central/Reading commuter service improvements in the Philadelphia area; other monies go to SEPTA, Altoona and the Erie Metropolitan Transit Authority for equipment and physical plant improvements....Schenectady Transportation has been granted a 5 to 10 cent fare increase on local and intercity tariffs....Rapid Transit is also in the cards for Vancouver as well as Edmonton....A Ford Motor Company engineer estimates that by 1980 prospective auto buyers will have to pay an additional \$75 for required in-city expressway automated highway guidance equipment, "locking in" each car under precise electronic control.

AIR ROUTE REPORT -- Finnair plans six weekly Super DC-8 flights when it inaugurates New York-Helsinki service next May....Varig of Brazil became a transPacific airline recently with twice-weekly service on Rio de Janeiro/Lima/Mexico City/Los Angeles/Honolulu/Tokyo schedules....Air West has received non-stop rights between Salt Lake City and Los Angeles from the Civil Aeronautics Board....The Board also granted authority to North Central to fly between Sioux Falls, S. D. and Chicago with an intermediate stop at Rochester, Minn....Eastern and Braniff now have interchange service linking Miami, Atlanta, Memphis and Denver. Eastern holds Miami-Memphis rights and Braniff holds Memphis-Denver authority.

PLANE FACTS -- Air Ceylon has purchased a Trident 1E jet from Hawker-Siddeley....Japan Air Lines has placed in service its first DC-8-62 be-

tween New York and Tokyo....British Aircraft Corporation is studying the possibility of building a stretched version of the VC-10....Air West has confirmed an order for two Boeing 727-200s. The carrier has also placed 5 of the 16 DC-9-30s it has ordered....Pacific Southwest Airlines has taken delivery of 7 Boeing 727-200s. The carrier is now phasing out its 6 Electras....Olympic Airways received its fourth 707-320....Malaysia/Singapore has taken delivery on two Boeing 707s....Southern Airways has accepted its sixth DC-9-10. Three larger DC-9-30s are on order.

A MANUFACTURING MILESTONE -- Northwest Orient Airlines recently took delivery of the 707th Boeing 707 to roll off the assembly line. The unit was delivered exactly 14 years after the prototype 707-80 came out of the Boeing Renton (Washington) factory; the first 707 was delivered in August of 1958.

AIRLINE ADDENDA -- Now it's a woman hijacker. A member of the fairer sex, armed with a revolver and a small boy, held the cockpit crew of an Aeromaya (Mexico) twin engine turboprop plane at bay while it was on a routine tourist flight and ordered it to Jose Marti Airport in Havana. The incident occurred last Sunday and was the 17th such bit of piracy in 1968 and the first engineered by a woman. The plane and its other passengers were speedily returned to Mexico City; that country is one of the few maintaining normal diplomatic relations with the Castro regime....The nation's airlines will spend well over \$10 billion for aircraft and related ground support equipment between now and 1971, according to the Air Transport Association of America....Two stretched Lockheed turboprop air transports (a new civilian version of the C130 military plane) are to go to Southern Air Transport later this year....Bell Helicopter is offering a new twin-engine medium-sized helicopter for commercial use. Known as the Model 212, it will be powered by two United Aircraft turbine engines and can haul 14 passengers and a pilot; it will be available in 1970....Beech Aircraft Company had record sales of more than \$176 million in the fiscal year ended September 30. The firm makes single- and twin-engine craft, and its planes are popular with level III carriers.

TRY, TRY AGAIN -- First the Pennsylvania and, more recently, the Penn Central have been trying to discontinue Trains 3-30, New York-St. Louis, for almost two years. Their latest attempt is a step in that direction, but with a hitch. The Interstate Commerce Commission has told them to continue running the trains for another four months (to January 27). The hitch is that the ICC has "suggested" that the trains be rescheduled in both directions; westbound providing a morning arrival in St. Louis, with the other train connecting with MoPac's Texas Eagle in the afternoon; the eastbound trains similarly should be scheduled for a morning arrival in New York, with the other train leaving "around 6 PM". The ICC hinted that if the recommendations were followed (including appropriate advertising of the changes) PC could drop coach-only local #32, St. Louis to Pittsburgh, without hearings.

MEANWHILE -- Penn Central was allowed to discontinue #91-92, Buffalo-Albany....IC is reported to be preparing petitions on #11-12, the Hawkeye, Chicago-Sioux City, and one round-trip between Chicago and Carbondale, as IC's remaining RPO's are to be discontinued this month....Illinois Terminal, the fabled interurban of old, has received permission to use 82 miles of IC trackage between a point near Madison (Illinois) and Springfield account "unsafe track and roadbed" on its own line between the same points. ....Fred Harvey has announced that it will close its restaurant operations in Kansas City's Union Station at the end of this year due to falling patronage; most of the cafe's customers had been train riders....The 'Hound is to acquire five Florida firms that operate duty-free shops.