

# Transport Central

## TRANSIT JOURNAL

## WEST BAY RAPID - I

When the more widely-known Bay Area Rapid Transit District (BARTD) was created in 1957 for the five Bay Area counties of Alameda, Contra Costa, Marin, San Francisco and San Mateo, the counties of Marin and San Mateo at length decided not to participate in the project. Cited by San Mateo officials was the out-of-proportion cost to the service received from the first stage of construction. Lack of cross-county (east-west) service or coast-wise transit along the eastern edge of the county on San Francisco Bay were also factors in this decision. And the complete absence of service to San Francisco International Airport in BART's plan sealed its doom in San Mateo County for the present.

However, officials recognized the need for county-wide transit planning for the future, even though they were not participating in BARTD. In 1964, the West Bay Rapid Transit District was created by the California legislature, including the three west bay counties of San Francisco, San Mateo and Santa Clara. WBRTA became a reality in September 1964, when the Board of Directors of San Mateo County voted to have the Authority operate within its borders; so far that county is the only one coming under WBRTA's planning control.

Operating on what by normal transit authority standards would be considered a shoestring budget, WBRTA has a two-part plan underway to evolve a system for San Mateo: 1) studying the various transit systems now in use or those which can be implemented technologically in the early 1970's, and 2) gathering data on traffic and people flow throughout the county so the correct political and economic factors can be utilized in deciding on routings and the mode to be used.

The various systems under consideration are SkyBus, TeleTran, exclusive motor bus lanes on expressways and exclusive streets in the downtown areas, and various hovercraft, hydrofoil and helicopter services for the cross-bay transit rider. Also under consideration is the eventual extension of a BART-compatible (required by the enabling legislation) rail line into the county. It is recognized that no matter what system is chosen for the "high-density transit corridors" efficient feeder service must also be considered.

The two largest commuter carriers into the county now are the Southern Pacific Railroad and Western Greyhound Lines, with a combined total of approximately 50,000 riders each day. Both of these operators have indicated their intentions of disposing of these services and should this happen an additional 8 lanes of freeways would be needed to handle the increased traffic.

The planning stages are now coming to a close and soon the public will be presented with the alternatives. The present WBRTA timetable calls for the following:

- I - The final engineering report, with recommendations on a system and general corridor routing, will be presented to the WBRTA board. Already postponed several times in its presentation, the report now should be ready momentarily.



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- II - The WBRTA board will choose one of the alternatives in the Engineering Report for the Master Transit Plan. The decision will be reached shortly after the report's submission, probably by winter's onset.
- III - WBRTA will conduct a public information program on the Master Transit Plan; this should be begun by January.
- IV - Voters will have a chance to decide whether to adopt or reject the master plan at a spring election.

WBRTA will have much adverse publicity to overcome because of the long, troubled years in establishing the legality of BARTD, which left public transit projects with a bad image. And, the growing feeling that BART has turned out to be an endless drain in which too much money has gone already might produce an adverse reaction in the minds of San Mateo voters fearful of getting their county into the same fix. There is some question at this point as to whether WBRTA will still legally exist if the electorate rejects the plan; no provision was made in the enabling legislation for this contingency. However, WBRTA officials point to the clause which states that "WBRTA is empowered to create a master transit plan for those counties which elect to join..." and say, should the voters reject this plan, that they will put forth alternate ones until a suitable proposal is found. Should the Master Plan be rejected in 1969, citizens' groups will no doubt test the legality of this "lame duck" existence in the courts in what might be a prolonged (and expensive) fight.

--HARRY R. PORTER

AIR LINES

1967 EQUIPMENT ORDERS  
(Continued)

MARTIN'S AIR CHARTER (U. K.)

1 DC-9-30

MEXICANA (Mexico)

3 Boeing 727-100

MEA

3 DC-8 (unconditionally revoked by Douglas)

NZNAC (New Zealand)

6 Boeing 737

NORTHWEST AIR LINES (U. S.)

10 Boeing 747

--Continued on back page

URBAN/SUBURBAN NON-MOTORBUS TRANSPORT SERVICES IN NORTH AMERICA

	Surface Rail	Trolley Coach	Rapid Transit	Suburban Rail
BALTIMORE				B&O/PC
BOSTON	MBTA	MBTA	MBTA	B&A/MBTA(B&M)/NH
CHICAGO		CTA	CTA	CB&Q/MILW/C&NW/RI CSS&SB/GM&O/IC/N&W/PC
CLEVELAND	SHRT		CTS	E-L
DAYTON		CTC		
DETROIT				GTW/PC
EL PASO	EPCL			
FORT WORTH			M&O	
MILWAUKEE				MILW
NEW YORK CITY			NYCTA PATH SIRT	CNJ/E-L/LIRR/NJ&NY (E-L)/PC/NY&LB(PC- CNJ)/NH
NEW ORLEANS	NOPSI			
NEWARK	PSCT			
PHILADELPHIA	SEPTA PST	SEPTA	SEPTA PST	PC/PRSL/RDG
PITTSBURGH	PAT			B&O/P&LE
SAN FRANCISCO	MUNI	MUNI		SP
SEATTLE		STS		
WASHINGTON				B&O/PC
MONTREAL			MTC	CN/CPR
TORONTO	TTC	TTC	TTC	CN/GO
CALGARY		CTS		
CORNWALL		CSRL&P		
EDMONTON		ETS		
FORT WILLIAM		FWT		
HALIFAX		NSL&P		
HAMILTON		HSR		
KITCHENER		KPUC		
PORT ARTHUR		PAPUC		
SASKATOON		STS		
VANCOUVER		BCH&PA		
WINNIPEG		METRO		
MEXICO CITY	STE	STE		
TAMPICO	SCdeTE			
VERA CRUZ	TUyS			

>BOSTON MBTA/Massachusetts Bay Transportation Authority >CHICAGO CTA/Chicago Transit Authority >CLEVELAND CTS/Cleveland Transit System SHRT/City of Shaker Heights Department of Transportation >DAYTON CTC/City Transit Company >EL PASO EPCL/El Paso City Lines >FORT WORTH M&O/Leonard's M&O Subway >NEW YORK NYCTA/New York City Transit Authority PATH/Port Authority Trans Hudson Corporation SIRT/Staten Island Rapid Transit Railway >NEW ORLEANS NOPSI/New Orleans Public Service, Inc. NEWARK PSCT/Public Service Coordinated Transport >PHILADELPHIA SEPTA/Southeast Pennsylvania Transportation Authority PST/Philadelphia Suburban Transportation Company >PITTSBURGH PAT/Port Authority Transit >SAN FRANCISCO MUNI/San Francisco Municipal Railway >SEATTLE STS/Seattle Transit System >MONTREAL MTC/Montreal Transportation Commission >TORONTO TTC/Toronto Transit Commission >CALGARY CTS/Calgary Transit System >CORNWALL CSRL&P/Cornwall Street Railway Light & Power Company



>EDMONTON ETS/Edmonton Transportation System >FORT WILLIAM FWT/Fort William Transit >HALIFAX NSL&P/Nova Scotia Light & Power Company  
 >HAMILTON HSR/Hamilton Street Railway >KITCHENER KPUC/Kitchener Public Utilities Commission >PORT ARTHUR PAPUC/Port Arthur Public Utilities Commission >SASKATOON STS/Saskatoon Transit System >VANCOUVER BCH&PA/British Columbia Hydro & Power Authority >WINNIPEG METRO/Transit Department, Metropolitan Corporation of Greater Winnipeg >MEXICO CITY STE/Servicio Transportes Electricos del Distrito Federal >TAMPICO SCdeTE/Sociedad Cooperativa de Transportes Electricos de Tampico >VERA CRUZ TUyS/Transportes Urbanos y Suburbanos S. C. L.

B&A/Boston & Albany B&M/Boston & Maine B&O/Baltimore & Ohio CB&Q/Chicago Burlington & Quincy CN/Canadian National CNJ/Central of New Jersey C&NW/Chicago & North Western CSS&SB/Chicago South Shore & South Bend CPR/Canadian Pacific Railway E-L/Erie-Lackawanna GM&O/Gulf Mobile & Ohio GO/Government of Ontario Transit GTW/Grand Trunk Western IC/Illinois Central LIRR/Long Island Rail Road MILW/The Milwaukee Road NH/New Haven NJ&NY/New Jersey & New York N&W/Norfolk & Western NY&LB/New York & Long Branch PC/Penn Central P&LE/Pittsburgh & Lake Erie PRSL/Pennsylvania-Reading Seashore Lines RDG/Reading RI/Rock Island SP/Southern Pacific

NOTES: Of the transit firms listed above, only the City Transit Company (Dayton), El Paso City Lines, Leonard's Subway (Fort Worth), New Orleans Public Service, Public Service Coordinated Transport (Newark), Philadelphia Suburban Transportation Company, Cornwall Street Railway Light & Power Company, Nova Scotia Light & Power Company and the three Mexican companies (in Mexico City, Tampico and Vera Cruz) are not publicly owned. Also, in some cases, commuter operations on the railroads listed are subsidized in one or another form by various public agencies.

(COMPILED BY THE TRANSPORT CENTRAL STAFF FROM OFFICIAL SOURCES, OCTOBER 1968)

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 AIR LINES (Continued)

NORTHWEST AIR LINES (U. S.)

4	Boeing 707-320C	7	Boeing 727-100
2	Boeing 707-320B	16	Boeing 727-200

NORTHEAST AIRLINES (U. S.)

2	Boeing 727-100
6	Boeing 727-200
7	Fairchild FH-227 (acquired on trade-in of 6 DC-3s and 11 DC-6Bs)

OLYMPIC AIRWAYS (Greece)

4	Boeing 707-320C
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OZARK AIRLINES (U. S.)

21	FH-227 (on trade-in of 14 Martin 404s and 7 F-27s)
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PACIFIC AIR LINES

2	Boeing 737
1	Boeing 727

To be continued



## NEWSFRONT

PASSENGER TRAIN POTPOURRI -- A big week in rail passenger news is topped by Penn Central's announcement that ex-New York Central trains currently using Chicago's LaSalle Street Station (a total of 14 daily) will move to Union Station effective October 27; Rock Island commuter and intercity runs remain at LaSalle, and PC's four "Big Four" trains will continue to hang their hats at Illinois Central's Twelfth Street Station.... Penn Central has also issued consolidated system timetables, effective October 27....The Interstate Commerce Commission has ordered the Southern Pacific to run #1-2, the Sunset Limited, New Orleans-Los Angeles for one year, citing the carrier for "deliberate downgrading" of the service, and the fact that 168,000 persons will use the trains in 1968....The Department of Transportation has accepted two three-car TurboTrains; the units, leased from United Aircraft for two years, are expected to begin service "soon" on New Haven's Boston-New York run....The Richmond, Fredericksburg & Potomac and the Seaboard Coast Line have been allowed to discontinue coach-only local #15, Washington to Hamlet, N. C., effective October 26.

MORE OF THE SAME -- Kansas City Southern has petitioned its last passenger service, the Southern Belle, #1-2, Kansas City-New Orleans, claiming diminished passenger revenues and a lack of head-end business....UP, upon reconsideration by the ICC, may repetition #5-6, Omaha-Los Angeles, after December 24 instead of next June 24 after showing new financial data on the operations....Those new California Zephyr ads are appearing in local papers with catchy cartoons and headlines such as "Turbulence is for the Birds" and "Altitude—14 Ft."....and an Interstate Commerce Commission examiner is under investigation for having been entertained by Burlington officials during a series of on-line hearings into the "Q's" petition to drop #41-42, Omaha-Billings.

STATISTICS & STUFF -- Our fifth quarterly train-off list (last week in TC) is the shortest since the first (T/C-10/1/67). The cumulative totals now are 212 trains off, 46 trains ordered to run for periods of time up to a year, 28 trains denied, and petitions for 56 pending. (The count is based on one-way runs). Two runs, Louisville & Nashville #6-7, the Hummingbird, are not buried yet, however, as we show on the list; weekly court injunctions continue to be served on the L&N while the Tennessee Public Service Commission acts as official complainant in a suit against the Interstate Commerce Commission to reinstate the Georgian, which operated as a part of L&N #6-7.

WRAP-UP -- Greyhound president Gerald Trautman has indicated that the company will concentrate more on non-bus enterprises during the next few years, especially in financial and ground service needs of the airlines arising out of the arrival of the jumbo jets. Bus operations still account for 70% of the Hound's total services, but diversification into insurance, leasing, food services and other non-bus fields with greater growth potential could reverse this ratio in the not-too-distant future. ...Virginia Mae Brown will become the Interstate Commerce Commission's first woman chairman in its 81 year history come next January....and a transcontinental railroad centennial commemorative medal is now available from the Golden Spike Centennial Commission, Federal Building, Ogden Utah. Bronze medallions with diameters of 1-5/16" and 2 1/2" are available at \$2.50 and \$7.50 respectively, as well as a 2 1/2" diameter silver alloy specimen for \$25.00.



EQUIPMENT REGISTER -- Indian Airlines has opted for the DC-9 for its domestic routes rather than the Russian Tu-134 and Tu-154 jet liners....Lufthansa German Airlines has ordered a fourth Boeing 737-200 with options on two more. Lufthansa is now operating 24 737-130s....China Airlines has ordered a third Boeing 727....Canadian Pacific Airlines will purchase 7 Boeing 737s....Mid 1969 will see the Allegheny fleet increase to 20 DC-9s....Garuda Indonesian Airways will purchase four F-28 jet liners....Four Boeing 707-320Cs have made their way to Middle East Airlines....Pacific Western Airlines of Vancouver is to lease two Boeing 737-200s, while Standard Airways of Seattle is to lease one 707. Both airlines are subsidiaries of National Equipment Rental....Malaysia-Singapore Airlines has taken delivery of two Boeing 707-320Bs....KLM Royal Dutch Airlines will use a DC-8-63 on the route between Amsterdam and Tokyo. The airline will continue to operate DC-8-50s on its other long-range routes. The DC-8-63s carry 205 passengers, 185 economy and 20 first class....Japan Air Lines has received its 12th Boeing 727.

LONG HAULS -- Liquor by the drink is now a reality in Virginia—but only on board C&O train 41 out of Newport. Bath county is the only area exercising its local option to permit such sales, and the C&O's train is the only place where it is currently sold....Once again, Justice and DOT have urged the immediate takeover of the New Haven by the Penn Central....Only Delta and North Central currently operate pure-propeller planes from O'Hare—and both plan to phase out same very soon....The CAB has agreed to permit Flying Tiger, the all-cargo line, to experiment with a radically-revised air freight tariff structure....The Norfolk & Western plans to spend \$78 million for freight cars in 1969, along with piggyback equipment. Some 4,769 freight cars and 1500 over-the-road trailers are to make up the orders....Airline unions are out to kayo the strike-insurance pact by which non-struck lines help pay overhead costs of a line hit by a work stoppage. They have appealed to the CAB to disapprove the pact....For the record book, mechanics at the Boeing plant recently changed an engine on a 737 in 47 minutes, less time than it takes to change an auto engine....The Federal Highway Administration has proposed new rules that would give taxpayers more say as to where the government builds highways....The Queen Elizabeth left England Wednesday on her final voyage to New York. The giant Cunard liner will soon travel to Fort Lauderdale to be converted into a convention center and tourist landmark.

LOCAL LINES -- Six CTA rapid transit stations were robbed within a week earlier this month, and once again police patrols are being beefed up...West Suburban Transit resumes express service from Chicago to Joliet via I-55 and U. S. 66 October 28....CTA's bus operators' union, Amalgamated local 241, is seeking a 40% wage hike in negotiations beginning in November....Fare hikes are being considered for Atlanta and Birmingham....The Nova Scotia Light & Power Company of Halifax has asked to be relieved of its transit operations by December 31, else power rates must go up. NSL&P operates 77 trolley coaches and 12 diesel units on its system, and the company feels the electric fleet must of necessity be replaced by 1970 (regardless of who is operating it) or the community will face a "total transit breakdown". Red ink is prevalent in NSL&P transit ledgers, and the company has filed for total abandonment of bus operations....Minnesota Enterprises is more than willing to sell its Twin City Lines transit subsidiary to the Metropolitan Transit Commission....Boston's MBTA has received a total of almost \$14 million from DOT for transit system modernization projects.

ONCE OVER QUICKLY -- SEPTA, now the operator of the Philadelphia Transportation Company system, has begun negotiations to acquire the Short Line Bus Company of suburban West Chester....Salt Lake City Lines (now under the aegis of the former Union Street Railway) has boosted its cash fare to 30¢....The BMT 49th Street station (at Seventh Avenue in New York City) is to get a \$2 million face lifting with the aid of DOT funds, the first TA stop to be so upgraded.