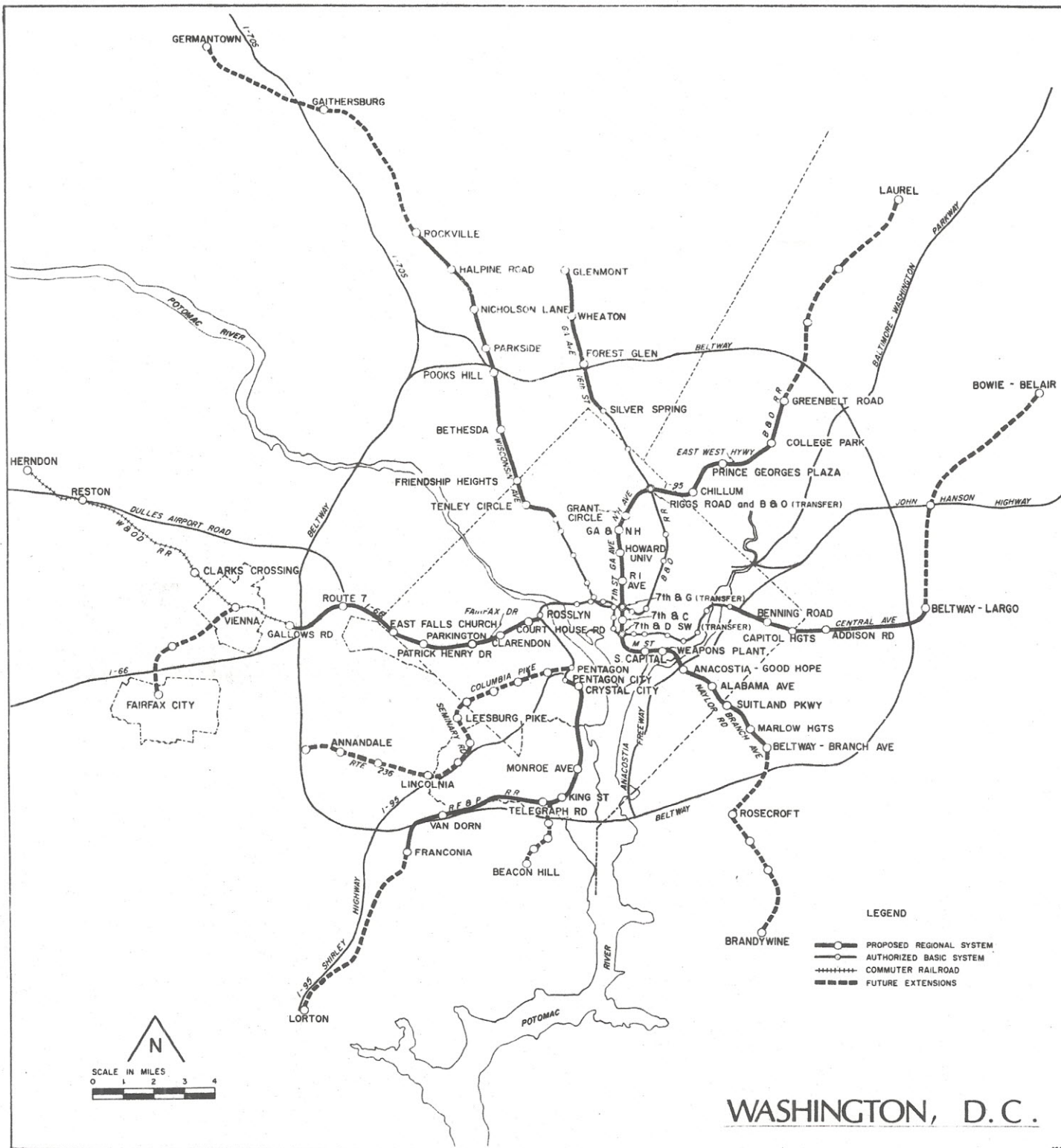


# Transport Central



Published weekly by Transport Central, 416 N. State, Chicago, Illinois 60610.  
Telephone 312 828-0991. Annual subscription rate (including 50 issues) \$6.00.

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## NEWSFRONT

**PERILOUS PUNDITRY** -- It is probably fitting in this most unpredictable of election years that our referenda outcome forecasts wound up with a .500 average. Essentially, both Paul Weyrich and the editor saw failure of the majority of the issues at the polls, with the possible exception of New Jersey; the actual outcome was defeat for the bond issues in Los Angeles and Atlanta, and passage in the Washington area and in New Jersey.

Briefly, in Los Angeles, voters were asked to approve a \$2½ billion bond issue for the construction of some 89 miles or rail rapid transit lines, coupled with the inauguration of 700 miles of new motor bus feeder services. A 60% "yes" vote was required for passage; the measure garnered a surprising 55% approval, according to the Wall Street Journal.

In Atlanta, at stake was a three-cornered proposition, in Fulton and De Kalb counties, along with the city of Atlanta itself. Voters were asked, in these three jurisdictions, to approve varying amounts of revenue bonds to be issued, to a total of some \$377 million. The funds provided from the sale of these bonds would assist (along with federal matching funds) in the construction of a 40.3 mile rail network, along with the institution of appropriate feeder services. Here again, the measure was rejected, although not by a wide margin, in each of the voting districts.

In the Washington, D. C. area, five separate issues were on the ballot in one county in Maryland, and two counties and two cities in Virginia, providing for area participation in the Washington Metropolitan Area Transit Authority's 95.3 mile regional rapid transit network (see cover map). Astonishingly enough, the issues passed in each of the five voting districts, although this voter approval will not necessarily insure a start on construction of the system (see Editorial Comment, TC - 1 Nov 68).

Finally, in New Jersey, the electorate was to opt for or against a number of bond issues totalling \$990 million. Again, surprisingly enough, all were approved, including one for \$440 million worth of new highways, and, most importantly, one for \$200 million in commuter service improvements. New equipment will now be provided for the Penn Central, the Erie-Lackawanna and the Central Railroad of New Jersey. The CNJ and the New York and Long Branch will see the extension of electrification to their roads, and the existing Erie-Lackawanna electrification will be improved. Also, numerous interline physical connections will be provided, the most important of which will improve access to midtown Manhattan for northeast New Jersey commuters.

Summing up, it might be noted that the two areas where the bond issues were defeated went to the more conservative candidates in the presidential race (California to Nixon and Georgia to Wallace) pointing up voter reluctance to endorse further government spending. It might be further noted that New Jersey voters approved commuter improvements

just after the first Jersey Arrow (TC - 1 Nov 68) went into 100 mph service on the Penn Central out of Trenton. This fleet, soon to total 35 cars, was purchased by the state of New Jersey and leased to the Penn Central for operation.

**AN EAGLE'S WINGS ARE CLIPPED** -- British Eagle, second largest independent airline in the United Kingdom (after British United) has discontinued all operations and put itself in the hands of a liquidator, as the last of its 25 craft returned to bases in London and Liverpool. The line blamed measures taken by the British government in the wake of the recent sterling crisis (which resulted in the devaluation of the pound) as well as higher costs for putting it out of business. In addition, British Eagle lost important routes and contracts, and was hampered in its efforts to purchase U. S.-built equipment.

BE had a world-wide charter service (British Eagle Aviation Ltd.) and scheduled service between the U. K. and seven European countries. Just last week, the British Airline Licencing Board revoked BE's rights to operate holiday flights to the Caribbean, charging abuses; this alone was estimated to have cost the line a potential 200 million pounds (\$500 million) in yearly revenue. Earlier, BE lost a contract to carry government troops and one for the transportation of Australian migrants. Recently, British European Airways (state-owned) and British United successfully thwarted BE's plans to inaugurate early-morning business commuter flights from Glasgow to London.

Begun in 1948 with two converted Halifax bombers, British Eagle was once linked with the Cunard shipping firm; that interest was bought out by the present management in 1966. The closure of the system brings to an end a long series of frustrations for the line, including the refusal by the British government to allow a rebate in duty on a Boeing 707 that BE wanted to purchase to increase its transatlantic charter business.

**LAST VOYAGE** -- Early Tuesday, the giant 83,000 ton Cunard liner Queen Elizabeth docked at Southampton, England at the end of her very last transatlantic crossing from New York. The following day, Queen Mother Elizabeth bade an official farewell to the craft she launched in 1938. After a week-long cruise to Gibraltar starting today, the Queen departs for Florida, to become a floating tourist center named simply the Elizabeth....Meanwhile, it was announced Wednesday that a special edition of the Daily Telegraph, one of England's most influential newspapers, will be distributed daily to passengers aboard the Queen Elizabeth II, successor to the earlier Queen. This will be the first paper to be printed entirely at sea in a daily edition, and it will make its initial appearance December 11, when the new Cunard liner begins her acceptance trials.

**AIRLINE ACTIONS** -- United Air Lines has recorded a 21 per cent increase in revenue passenger miles flown during October; the company flew some 1,858,586,000 such miles last month, as compared with 1,536,600,000 in October of 1967....Flying Tiger Line has agreed to lease two of its eight DC-863F freighters to American Flyers (a charter line) for \$8 million.... Aloha Airlines of Hawaii has made short-term arrangements to lease from GATX-Boothe three Boeing 737-200 jets that were originally built for Frontier Airlines. GATX-Boothe purchased five such craft from Boeing earlier this year after Frontier canceled its order. Aloha has three jets on order from Boeing....Overseas National Airways (a charter carrier) has ordered one additional DC-8 stretchout (to go with three currently in its fleet) and two additional DC-9 stretchouts (to add to four others) from

McDonnell-Douglas....Ah there, Howard Hughes: Texas International Airlines (once known as Trans-Texas Airways) has agreed to purchase the Hotel Tropicana in Las Vegas through a subsidiary. Minnesota Enterprises, operator of Minneapolis-St. Paul's Twin City Lines, owns 50% of the stock of TIA....National is planning to lease one of Pan Am's Boeing 747 jetliners during the 1970-71 winter season to augment two of its own on order for 1970 delivery. Pan Am in return will lease one of National's 747's during the summer of 1971....The fight is stepping up: The Aircraft Owners and Pilots Association has taken out large ads in local papers around the country blasting plans to restrict private plane operations at major airports....Northeast, hitherto limited primarily to the Eastern seaboard area, begins Chicago-New England service soon, by CAB order. The line is owned by the Storer broadcasting chain....Gopher Aviation's Gopher Airlines (the parent is Minnesota's oldest air charter service) has begun daily service between the Twin Cities and Meigs Field in Chicago, using 17 passenger Beechcraft units.

TAINTED ROSE -- Canadian National's long term effort to make its passenger operations profitable is showing signs of weakness. The new October 27 timetable shows a number of winter service reductions over the corresponding timecard from last year.

Snack counter service on many secondary trains has been discontinued. The Charlotte, P. E. I.-Moncton, N. B. via ferry train is now a mixed run. Quebec-Chicoutimi day trains #176-177 will be reduced from triweekly to twice-weekly from November 13 to April 10. Richmond-Quebec City RDC service has been completely discontinued on Tuesdays, Wednesdays and Thursdays. TurboTrain schedules, Montreal-Toronto, indicate that only two round trips daily will be made instead of the three promised in the summer timetable. The Panorama has been reduced to a nameless coach-only operation east of Winnipeg, and all remaining mainline services are showing slight equipment reductions, being largely minus sleepers.

On the plus side, CN will run a Holiday Special between Montreal and Toronto during the Christmas and spring holiday periods with 9:15 AM departures in both directions on Rapido running times. Tempo service between southwestern Ontario and Toronto began with one round trip Toronto-Sarnia and two round trips Toronto-Windsor; equipment is all new Hawker-Siddeley coaches, coach-cafes and club cars. A buffet-lounge has been added to the Cavalier consist overnight between Montreal and Toronto.

NEW WARS AND OLD WARS -- Penn Central, which broke off merger plans with giant apparel manufacturer Kayser-Roth the day before, has now announced that it will oppose the L&N-Monon marriage; Soo Line (which opposes everything) and Southern are also agin the wedding....The Milwaukee, likewise, will oppose the IC-GM&O merger plan, unless certain routing restrictions are imposed in their favor....Now that politics have been removed from the national scene, President Johnson has intervened in the Belt Railway of Chicago strike; perhaps a strike on the L&N and a threatened walkout on IC prompted the action by the Chief Executive (all three work stoppages were called by the Brotherhood of Railroad Trainmen, which wants a third man on freight crews) but the 104 day BRC strike and a possible rationing of electric power for a large part of Wisconsin failed to sway the President toward calling a 60 day halt until the day after the elections....C&O has requested permission to discontinue overnight coach trains #7-10, Chicago-Muskegon/Grand Rapids, effective December 2.

LAST WORDS -- Louisville joins the "exact fare" cities November 10....A CTA fare hike (as itemed here October 11) will probably arrive in December; word came from Chairman DeMent November 7.