

# Transport Central

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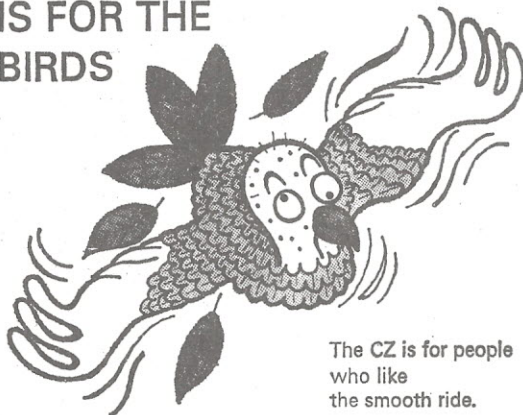


## Grand What's-its-name Railway

### turbulence

### altitude-14 ft.

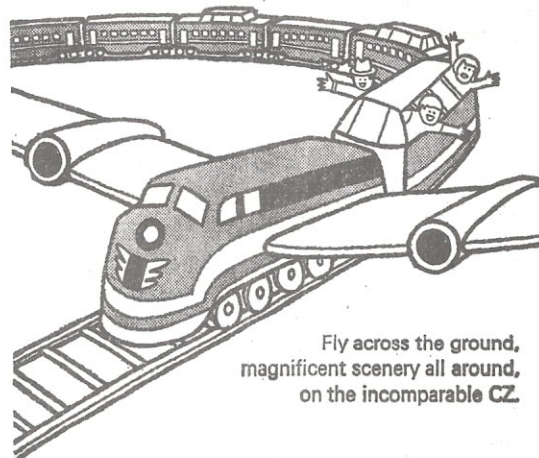
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*The Vista-Dome  
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Paul Weyrich

SOME REFLECTIONS ON THE ELECTIONS

In view of the editorial comment in Transport Central's post-election edition regarding the outcome of the various transportation issues before the public November 5, and in view of this writer's expressed opinions on same prior to the election, I thought perhaps some reflections on just what did take place were in order.

First of all, it must be noted, contrary to what major newspapers reported, that voters in Los Angeles rejected their bond issue with 45% of the vote. You will recall our pre-election analysis in which we said, in view of the circumstances in Los Angeles, that the Southern California Rapid Transit District should consider itself fortunate to attract 45% of the vote. That is exactly what happened. However, SCRTD is in the midst of a scandal involving charges of misuse of funds, and the bond issue loss seems to have been all but forgotten there. I frankly doubt that Los Angeles will try again soon; 15% of the vote is just too much to make up, considering the popularity of the automobile, lack of downtown development, and the questionable need of a full scale rapid line there. In all probability, SCRTD will now attempt to improve and speed up the bus system in the area, if that be possible.

The loss of L. A.'s transit bond issue came as a shock to no one who knew what was going on, save for perhaps singer Frank Sinatra, who announced last week that he is selling his home in Los Angeles and will make his headquarters in San Francisco and New York from now on. Frank said the defeat of the rapid transit bond issue influenced his thinking, and implied that New York and San Francisco were better places because rapid transit is a part of the picture there. More than the Nixon-Wallace vote, I believe it has to be said that L. A. failed because SCRTD simply did not justify its plans to the voters in the face of strong opposition (even from the Los Angeles Times).

Atlanta, on the other hand, was quite a different story. The loss there was not quite as decisive. 50% of the vote was needed for passage; 43% of the voters opted for rapid transit.

Transport Central jumped to what would seem to be an obvious conclusion in blaming the strong Wallace vote for the defeat of rapid transit; Wallace did not help the issue. However, I have been in contact with a number of Georgia officials, and have learned that defections from Negro voters and the labor bloc actually provided the defeat of transit in Atlanta. Had these two groups, which in the past have supported rapid transit, not turned against the proposed system, the issue would have passed. This is encouraging because these two groups can, with intelligent action and planning, be won back to the cause. Had conservative voters overwhelmingly rejected the issue, it would have been harder to convince them to change their minds.

At this writing it is not at all certain if MARTA, Atlanta's rapid transit authority, will remain in existence. Mayor Ivan Allen wants the group to continue, but with more black representation. In the final analysis, the question may be up to the state legislature where Governor Maddox is in a position to exert no little influence, and he has not been a friend of transit.

The Washington area voters approved of rapid transit (in what amounted to a sort of popularity contest) in overwhelming numbers. The five jurisdictions averaged 71% for transit; Arlington and Falls Church (Virginia) both registered 79% for, and Prince Georges County in Maryland (where the issue was thought to be in trouble) came in with the low count of 62%.

I have already expressed my view as to what this vote means in reality; however, Congress can no longer ignore such a mandate in its back yard. I am sure that this vote will have some effect in getting the Congress to move with funds to start the subway in the city of Washington.

New Jersey voters, despite the state's electoral votes going for Nixon, and a very strong showing for George Wallace, thumped home a 63% approval for



their transportation bond issue.

Both New Jersey and Washington prove that where the need is the greatest, the people will respond. That point is important. General Electric and the Institute for Rapid Transit may think that it is pleasant to talk about subways for Denver, but when the chips are down, those areas which really need rapid transit now will respond, and those areas where the system would be a valuable luxury will not. They probably will in years hence when traffic gets as bad there as it is in the Washington area now.

One thing more: Voters in the Boston area gave "rapid transit" in the form of commuter rail service a big boost by overwhelmingly approving a virtually unpublicized advisory referendum which, in effect, asked the state legislature to continue to pay for train services. Tabulations listed in the Boston papers showed rail service approved in virtually all of the 41 cities and towns where the proposition was listed on the ballot. The cost of subsidizing the rail commuter service is presently paid by the state and the entire 79 towns and cities which make up the Massachusetts Bay Transportation Authority. Under the proposed new assessment the cost would be levied on the 41 cities and towns where the referendum was held; those communities are served directly by the Boston & Maine and New Haven railroads. Even when they are now asked to pay for services rendered, the people of suburban Boston are overwhelmingly in favor of rail service, to the tune of 6 to 1 margins in some communities.

Summing up, I repeat I believe voters this November reacted according to their needs.

(Paul Weyrich is a former newspaperman now assisting in transportation staff work for the United States Senate).

## NEWSFRONT

THE BIG NEWS -- A three judge federal court has approved the Burlington Northern Lines merger. The special panel refused to go along with the Justice Department's contention that the merger would eliminate competition, thereby allowing the 26,500 mile combined system to become a reality on December 5 (barring a possible appeal by Justice to the Supreme Court before then).

Along with the announcement of the BN merger came some bad news for the American railroads from the Supreme Court. Since 1959, the carriers have successfully won repeal of 8 of the 13 "full crew" laws on a state level. However, the Supreme Court has reversed an Arkansas federal court's ruling on this law within Arkansas after deciding that safety (the basic reason for such laws) is a decision of the respective states, not the federal government. Observers feel that unless the safety angle with respect to train-crew size is brought up in Congress, railroad operating unions will seize the initiative of this "victory" as a base toward increasing the number of states having full-crew laws. Railroad management considers such laws featherbedding protection.

Meanwhile, more train-off news: The Illinois Central/Central of Georgia/Seaboard Coast Line Seminole is still running all the way to Florida under an injunction (to expire December 2, unless renewed) pending a complaint that the Interstate Commerce Commission's decision "eliminates" daily service between Chicago and Florida....The ICC has allowed Missouri Pacific 3-4, St. Louis-Ft. Worth, to be discontinued, even though financial data on the services after the discontinuance of 7/27-8/28 between the same points was not available; Division 3 also noted that a \$2700 on-line advertising campaign in late 1966 had failed to raise enough new revenue to pay for the promotion and that current revenues barely covered crew costs.

Seaboard Coast Line has petitioned 51-52, Florence, S.C.-Augusta, Ga., for December 9 (the last passenger service on the route)....The Milwaukee Road has petitioned to consolidate its portion of the City of Portland-Denver (105/111-106/112) and the City of Los Angeles-San Francisco (101/103-102/104) between Chicago and Omaha on the latter train's schedule in each direction effective December 17....The Ranch-Lounge on the Great Northern's Empire Builder has been discontinued, at least for the winter....The Southern Railway has applied for Ala-

bama



bama permission to discontinue the Pelican, 41-42, between Trenton, Ga., and York, Ala....The Illinois Central is reported to be planning petitions for the Governor's Special and the City of New Orleans, the latter south of Jackson, Miss., in addition to previously mentioned proposals for the Hawkeye and Campus runs.

RAIL ROUNDUP -- Milwaukee Road stockholders will vote on the revised offer of Northwest Industries (C&NW's parent) for a merger of the two roads December 9....Equipment purchases: The Missouri Pacific has ordered 861 freight cars and 24 locomotives, for a total of almost \$25 million, and the Union Pacific has opted for 4,300 freight cars and 25 locomotives, with a total tab of better than \$105 million....Negotiations are underway on the Canadian National and Canadian Pacific railways on wages and hours; eight non-operating unions served demands on the two for a 32 per cent pay increase in a two year contract plus a guarantee of job protection. Some 75,000 workers are represented by the eight craft unions....Closed circuit television is on the job at the new Euston Station in London, assuring security and traffic control. The new station is part of the Midland region's project for electrification of its main lines linking London, the west Midlands and the north....A soviet journal has reported that travelers soon will be able to speed between Moscow and Leningrad on a new express train that will reach a speed of 124 miles per hour. The present trip takes more than five hours; when the new equipment is in service, the run is expected to take less than four hours to complete....The Santa Fe is to build a new 31 mile line for the carriage of molten sulfur from a Duval Corporation plant in West Texas to Gulf ports....The Illinois air pollution control board has ordered a meeting of all major Illinois railroads to decide how to dispose of old railroad ties without burning them....The Rock Island has begun a program to retrain workers displaced from positions in dining car services for other positions with the road.

NAUTICAL NOTES -- The Queen Elizabeth II has made a successful test journey of some 13 miles under her own steam in waters off Scotland. The liner will make her first passenger voyage at Christmas, entering the North Atlantic run early next year....A week ago, the liner France reached the one million nautical mile mark halfway on a run between New York and Southampton. Commissioned in 1960, it took the liner a total of 247 transatlantic crossings to attain the mark....Joining the Queen Mary (now at Long Beach) in the floating hotel business is the former U. S. aircraft carrier Charleston, soon to be permanently berthed at Syracuse, Sicily. Of 1943 vintage, the 30,000 ton carrier will have facilities for about 100 guests, including a swimming pool, bar, restaurant, shops and convention halls.

AIR LINES -- Fourth-ranked Atlanta Municipal Airport plans c969-72 construction that will make it the world's largest jet field. Construction will include a 1½ mile terminal complex of interconnected buildings that will cost upwards of \$300,000,000. ...United has asked for authority to operate non-stop jet service from the Twin Cities to Boston/New York, to Portland and Seattle, and between Milwaukee and New York. ...Travelers returning from abroad next summer will find customs problems eased at Chicago's O'Hare International Airport. Most arriving passengers will be screened only once, by an inspector trained in all phases of customs and immigration work, as opposed to having to undergo the four checks currently required. The one-stop system is based on that currently in use at JFK International in New York....Well, Commuter Airlines, that enterprising level III carrier, has made the pages of TC after a long absence. Thieves broke into their headquarters offices at Midway Airport in Chicago last weekend and looted the firm's entire complement of office equipment, valued at \$10,000. This might have been a routine occurrence if it had not been for the fact that the heist was a repeat of one that was pulled off in July, and happened the day after rented equipment (delivered after the first raid) had been displaced by a second lot of new machines. The thieves have since been apprehended.

FLIGHT FACTS -- Six Boeing 707 jets are to go to Egypt's national airline....President Johnson has approved a Civil Aeronautics Board decision to grant South African Airways a route between that country and New York City....National Airlines is planning a \$15,400,000 hangar at Miami International as part of a \$35 million expansion program. Unique feature of the hangar is its cantilevered construction, big enough to accommodate two SSTs....Transair, Ltd., a local Manitoba airline, has ordered two Boeing 737-200C craft for spring 1970 delivery....That lake airport is getting closer to reality here in Chicago; all that is required now seems to be FAA approval, if one is to believe city officials....The FAA, by the way, has recommended the construction of five new airports (including the third major field--in the lake or at another location) in the Chicago area within the next five years.

AT DEADLINE -- The Chicago Transit Authority, bowing to public pressure, is to hold a public hearing on the much-talked-of fare increase at its board meeting December 5. The hike seems to have kicked up quite a storm since it was intimated earlier.