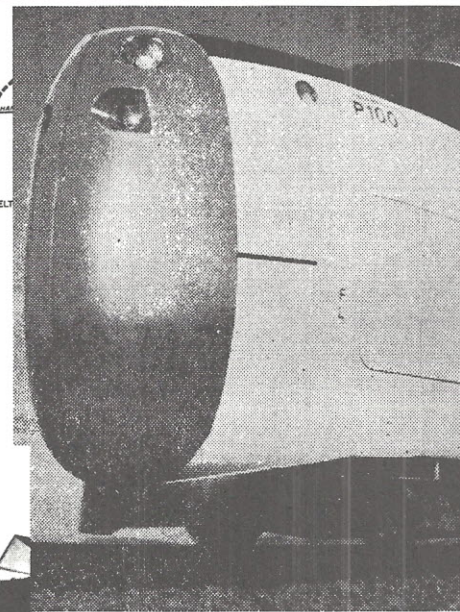
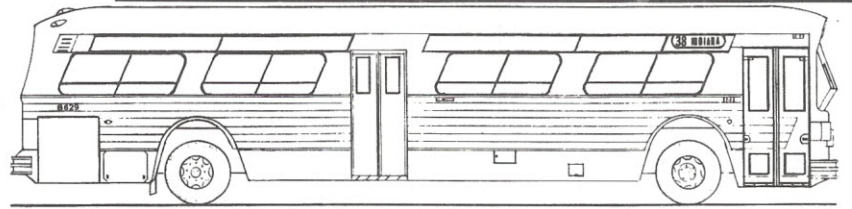
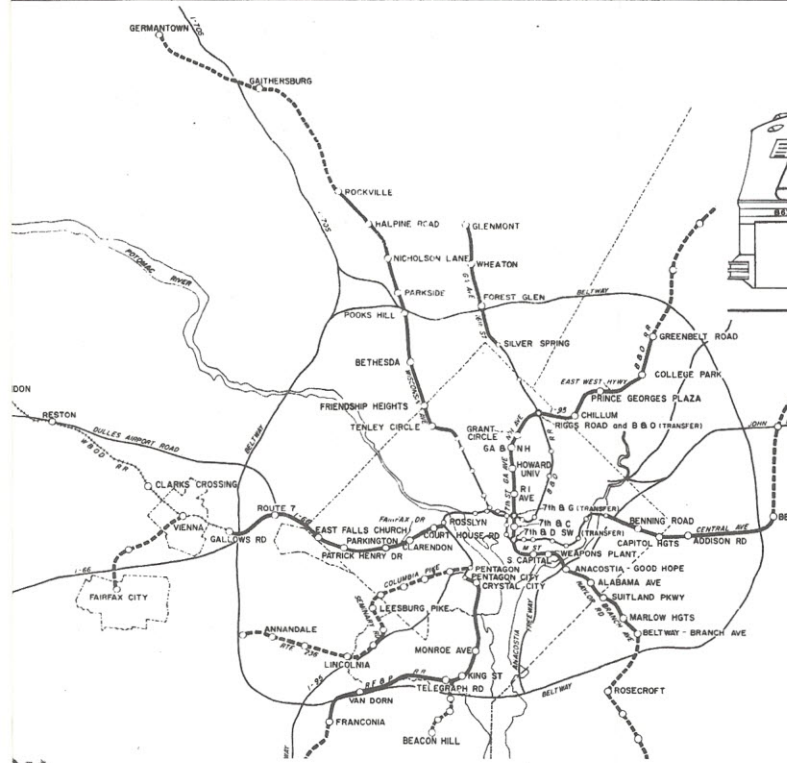
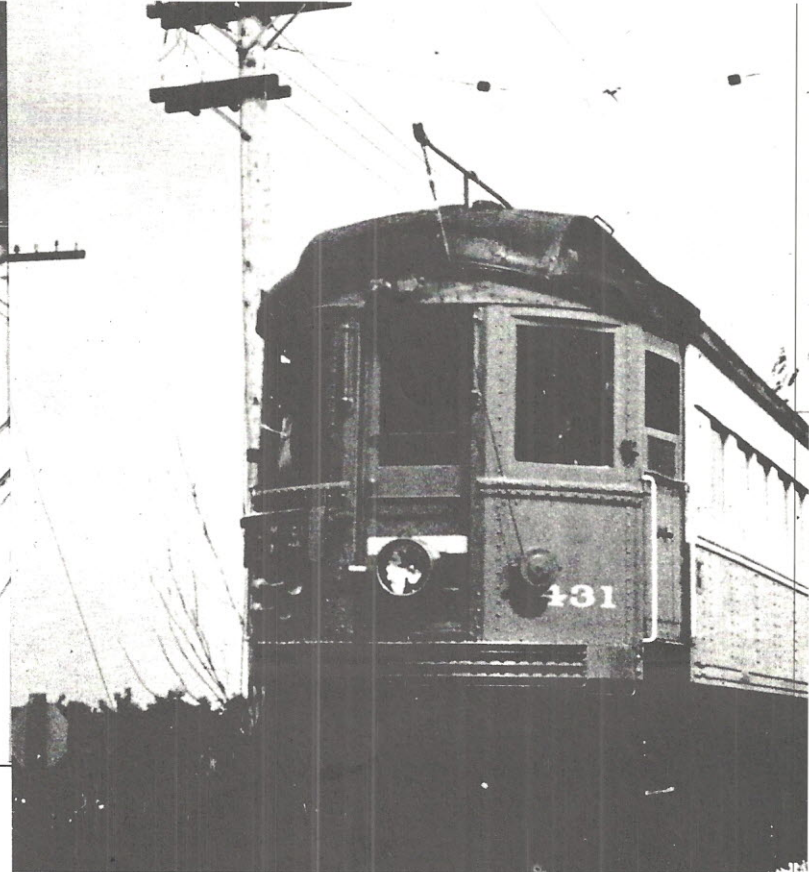
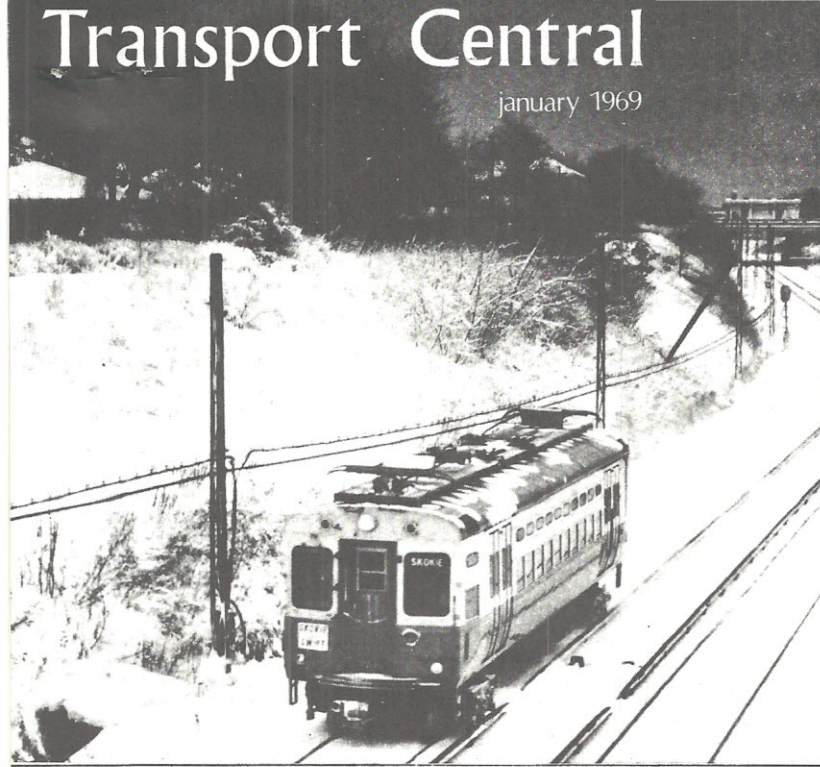
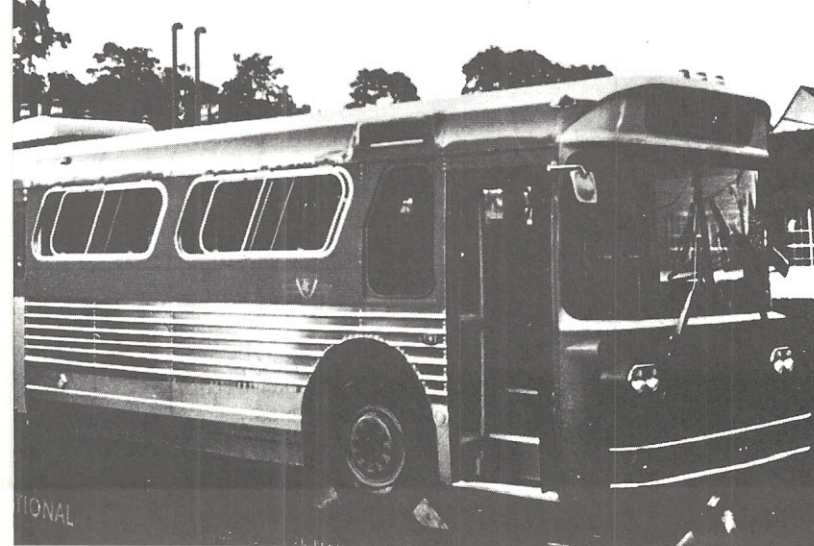


# Transport Central

January 1969



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## Paul Weyrich

### GOVERNOR VOLPE'S BIG CHANCE

The Department of Transportation was created by an Act of Congress in 1966, and actually came into being in April of 1967; Washington observers agree that the Department has been living in near chaos ever since. It has taken longer to organize DOT than any of the newer government agencies, and notably longer than the Department of Housing and Urban Development.

DOT's first Secretary, Alan S. Boyd, has demonstrated good leadership in some areas, and extremely poor leadership in others. I am not speaking here of policy decisions, for there may be a great difference of opinion as to whether a policy decision was good or poor. I am speaking rather of his administrative ability to get the job done. At times Boyd seemed timid and even confused about the role he should play in the Administration. A good politician, Boyd did not anger Congressional critics the way, say, former Secretary of Defense Robert McNamara did, but he did not inspire them either.

The result is a department which stands in almost the same position as when it was created. Actually, while few are pleased with the lack of progress in adequate transportation policy over the past two years, the current state of affairs offers incoming Secretary of Transportation (and current Massachusetts Governor) John Volpe an unprecedented opportunity. Other Cabinet Secretaries will inherit an established set of policies and a locked-in bureaucratic machine; Volpe will take charge of a loosely-knit organization with weak policies, contradictory policies or no policies at all. All this means that Governor Volpe does not have to spend his first two years undoing what has already been done. Some undoing will undoubtedly be necessary, but for the most part the Governor has many free options.

There will probably be a move by members of Congress to remove the Federal Aviation Agency (which up until the creation of DOT was an independent agency) from the Department, and to re-establish its former status. Depending on how the Governor handles the FAA question, he could well save that Administration for his own department. It is, by the way, the largest in DOT.

Because he was a Highway Administrator in the Eisenhower days, the



highway lobby is expecting many "concessions" from Volpe. I am inclined to think most "concessions" will not be forthcoming. Volpe is well aware of the fact that his former position leaves him wide open to criticism if he shows bias toward the highway forces. In his first Washington press conference, he made it clear that he favors rapid transit and "balanced transportation". Those who have watched him perform in Boston say that while there may be some criticism of his appointments to the Massachusetts Bay Transportation Authority board, the Governor is definitely not anti-transit. That is an advantage. Secretary Boyd was not anti-transit either; however, his previous service both within and without the Federal Government gave him no special experience in this area. Volpe has the exposure to big city transit needs (and those of small towns, too) via the Mass Bay agency.

As he takes over, the Governor must make a number of crucial decisions which can affect the progress of ground transportation in the decade ahead.

He must determine if the Office of High Speed Ground Transportation is to be re-organized, thus allowing for better control of its projects in the years ahead. OHSGT has been the single most controversial agency in the Department.

He will probably make an early decision as to whether or not DOT will seek additional funds from the Congress for the Northeast Corridor Project, which is just now beginning to crawl.

Volpe must determine if additional funds are necessary for the Federal Railroad Administration to assist railroads with practical problems. The Bureau of the Budget, by the way, cut out what little funds had been slated by FRA for electrification work.

In the area of urban mass transit, there is a wide open field. The Governor has a real opportunity to seek some qualified staff people who know and understand transit problems. Such a staff, for the most part, is lacking now.

He can help to determine if the Urban Mass Transportation Administration will re-orient its research and development activities along more practical lines. The industry is getting very little out of the \$30 million expenditure for this fiscal year yet, as any student of urban transportation knows, there are many problems facing the industry which must be solved almost immediately—just to keep it alive.

And then there is the matter of money. President-Elect Richard M. Nixon has already made it clear that he does not favor great increases in the Federal budget. That will leave the Governor with just one choice; he will have to try to get more for the money the Congress appropriates. He can do so by insuring that the Department exercises proper oversight of its projects. Such a policy has been clearly lacking with the present DOT administration.

Also on that score we can only hope that the Department will establish a good relationship with the legislative and appropriations committees of both the House and Senate. During the past two years, the Department has not fared very well, and millions have been cut from the budget, partly because of the manner in which DOT officials conducted themselves at Congressional hearings, and partly because of their liai-

son and general attitude behind the scenes.

In short, Governor Volpe has a unique opportunity. His first public utterances (even considering the President-Elect's embargo on policy statements prior to the Inauguration) have been impressive. He is also acting very prudently in the selection of a staff and in formulating early policy decisions.

In view of the present state of affairs at DOT, and in view of the Governor's reputation for hard work and precision, there is some reason to be optimistic and the New Year and the new Administration together get under way.

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

## Robert Oliphant

(Last January, the TC staff gazed into their collective crystal ball and fearlessly prognosticated the events of the coming year. As we promised then, we are now calling ourselves to account for those predictions, as well as offering a few more for 1969.)

Senior Editor Robert I. Oliphant predicted that these events would transpire in 1968; here are a recap and his comments:

1. Expect another round of petitions for train-offs following the January 4 end of many RPO runs.  
(Train-off petitions did indeed resume with many coming in the first and fourth quarters.)
2. The Western Pacific will receive permission to discontinue its portion of the California Zephyr.  
(The ICC and Haswell fooled me on this one. But, having seen the new ad program and excessive surcharges, I think they'll petition again; "If at first, you don't succeed, etc...")
3. Expect Congressmen to file bills for more restrictive train removal laws and/or aid to save "scenic" train services.  
(This was easy with Haswell around, but Examiner John Messer fooled everyone in April by going beyond his duties in making recommendations on SP's Sunset Limited by outlining a tougher Section 13 law as well as minimum standards for trains.)
4. NYC will apply to discontinue substantially all remaining train service west of Buffalo, claiming continuing decline in patronage as the chief villain.  
(Ex-NYC service west of Buffalo was reduced, but not as much as I expected: 1 Detroit to Buffalo; 1 Chicago-Indianapolis; 1 Cleveland-Cincinnati; 1 Ann Arbor to Chicago; and 1 Ohio Line-St. Louis train have gone or are about to.)
5. Watch for something to "happen" to the Pullman Company.  
(I'm proud of this one—really a shot in the dark—I was as surprised as anyone to read the January 1 funeral notice.)

Bob believes these things will happen in 1969:

1. Burlington Northern will be approved.
2. No favorable decision on Rock Island + Union Pacific
3. Rails will ask (and be denied) another general freight hike.



4. The free (for passengers on trips of over 360 miles one-way) railroad transfer buses operating between Chicago rail terminals will be discontinued during the year.
5. The MetroLiners will be a moderate success when they finally start running; New Haven's turbos, if they ever run there, will not be too successful (too small, and rough riding).

Other staff members' predictions will be offered next week.

## NEWSFRONT

**NEW HAVEN NOTES** -- The Penn Central has assumed control of the New Haven effective January 1, following denial by a three judge Federal Court of a delay in the takeover until the purchase price was agreed to by all parties.

As mentioned last week, we promised to provide further details on New Haven's train-off proposal. The petition is on all New York/Boston-Springfield trains, but only to simplify the complete restructuring of the schedules. The trains which will not be retained under the new schedule are shown in the train-off listing elsewhere in this issue; several weekend services listed will be replaced by daily operation of the former weekday-only trains, etc. In summary, the petition will end all through New York-Boston service after the 6:30 PM departures (except for Boston-Washington overnight service) and through New York-Springfield service will be cut to 2 morning inbound and 3 evening outbound services at Grand Central; all other trains are connections at New Haven.

Finally, New Haven officials still do not know when TurboTrain service will begin, although Penn Central has announced that a single round trip of MetroLiner equipment between New York and Washington will begin on January 16. Additional MetroLiners will enter service as the equipment is accepted by PC and the DOT grant will begin when 28 cars are in service. With the acceptance of all 40 coaches and snack bar-coaches plus ten parlor cars, 22 trips will be operated between New York and Washington under the high-speed schedules.

**NOTEWORTHY** -- SCL has petitioned part of the Silver Comet (33-34, Atlanta-Birmingham) for January 18....SP has been told to run the Cascade (11-12, Portland-Oakland) for another year, to December 16....PC 67-68 (Chicago-Cincinnati) must run to May 5 pending hearings....KCS has discontinued sleeping car service effective January 1....C&O discontinued its Sleeper-Berth service on the George Washington....IC has dropped the Magnolia Star "cover" for coaches on the Panama Limited and refers to Panama Limited deluxe overnight coach service in their present advertising and schedules; the same carrier has put a buffet-observation car on the Governor's Special, Chicago-Springfield.

**MINOR MEMOS** -- Modern Railroads magazine has again picked the Katy's "Super Railroader" John W. Barriger as its Man of the Year. Barriger, now Katy's president, formerly held the same post at the Monon and the Pittsburgh & Lake Erie....High speed railway service between Milwaukee and Chicago is high on the agenda of the unofficial Lake Michigan Region Planning Council....The International Railways of Central America, a U. S.-owned firm, has been taken over by the Guatemalan government. The government said the line had not fulfilled the conditions stipulated in



in a \$4 million government loan advanced to meet the company's payroll, hence the expropriation. The line will henceforth be known as Ferrocarriles de Guatemala; it formerly was controlled by a Manhattan investor. ....Equipment notes: GATX-Boothe has purchased two Boeing 727-200s for lease to Northeast; Iran National Airlines has ordered two Boeing 707-320C intercontinental jets for 1970 delivery; and Mohawk has ordered 5 BAC-111s for 1969 delivery. Three will be new units; two will be leased from Aloha Airlines of Hawaii. ....Boeing has announced that more 727s have been sold than any other plane in history; a total of 756 thus far. ....The supersonic Concorde is now set for certification in September of 1972, way behind schedule. ....The USSR has won a four-nation race to be the first to fly a supersonic jet; a Tu-144 and a Tu-134 were both successfully flown December 31. ....Though behind in the SST race, at least the U. S. did make it to the moon first; Pan Am reports over 100 "confirmed" reservations for its first moon trip. ....Pan Am, American and TWA are together providing passenger and cargo space in an effort to assist Lebanese carriers whose equipment was destroyed last Saturday in an Israeli raid. Planes will be leased at no cost to Lebanese International and to Middle East Airlines. ....Howard Hughes finally wrested control of Air West from dissident board members and a last-minute bid by Northwest and the Hughes Tool Company is now in firm command of the regional carrier. Air West was formed out of Pacific, Bonanza and West Coast earlier this year, and has been a consistent money-loser.

**TRAVEL TOPICS --** Route report: Northeast has been granted a new route linking northern New England with Cleveland, Detroit and Chicago. ....Wien Consolidated Airlines has petitioned for Chicago/Twin Cities-Fairbanks/Juneau authority. ....AUA Austrian Airlines has been granted authority to operate daily New York-Brussels/Vienna service, beginning March 31. ....The South Atlantic will be bridged for the first time February 23, when South African Airways inaugurates jet flights between Johannesburg and New York via Rio de Janeiro. ....Northeast has been awarded a Boston to Hamilton, Bermuda certificate. ....Nautical notes: American Export Isbrandtsen Lines has dropped out of the passenger steamship business; the line will continue in the freight forwarding field. Only 10 U. S. flag vessels are now in Federally-supported operation; 3 American President Lines ships; two each operated by Moore-McCormack, Grace Lines and Matson Lines; and the heavyweight U. S. Lines SS United States. ....The Queen Elizabeth II's maiden voyage to New York was cancelled when the Cunard Line refused to accept delivery of the still-unfinished and trouble-plagued liner. The voyage had been scheduled for January 17.

**URBAN REPORT --** TC erred in its last issue when reporting on high transit fares; add Youngstown (40¢) and Fairbanks (50¢) with adult base rates equal to or greater than CTA's new tariff. ....That \$25 million DOT grant for the purchase of 130 new air-conditioned electric commuter cars for the Illinois Central has been approved; the new equipment is expected to enter service next year. IC is presently working on a zone express plan to further speed train service. ....A Senate study has urged a subsidized railroad commuter service in the Washington area to pre-date and later supplement the Metro rapid transit network. ....The Chicago City Council has approved an application to DOT for \$400 million to remove the Loop "L" and replace it with a subway system. ....A two-way radio system will be operational on PATH's Trans-Hudson trains by 1971. ....70 new buses for Seattle Transit's "Blue Streak" expressway service have now arrived; the service will begin in Spring. ....The City Council of Portland, Oregon, has given notice that it intends not to renew the franchise of principal local carrier Rose City Transit. A proposed fare increase to 40¢ prompted the notice to the company.

# THE RAILWAY REPORT

NORTH AMERICAN PASSENGER TRAIN DISCONTINUANCES -- 1 OCTOBER - 31 DECEMBER 1968

<u>Road</u>	<u>Trains</u>	<u>Between</u>	<u>Action</u>
ATSF	14-15 201/200-191/190 42-47	Williams Jct-Grand Canyon La Junta-Denver Williams Jct-Phoenix	OFF? PENDING RECOMMENDED
B&O	37/51-52/40 107-112 131-133-135 132	Cumberland-Martinsburg Baltimore-Washington Baltimore to Washington Washington to Baltimore	OFF OFF PENDING PENDING
CP	321-322	Toronto-Hamilton	PENDING
C of Ga	9-10	Birmingham-Albany	OFF
CN	620-623 624-625 626	Montreal-Sherbrooke Montreal-Sherbrooke Montreal-Sherbrooke	PENDING PENDING PENDING
C&O	9-10	Chicago-Muskegon/Grand Rapids	OFF
CB&Q	11-12 9 41-42	Galesburg-Lincoln Chicago-Minneapolis Omaha-Billings	PENDING PENDING (1) PENDING
C&NW	153-216	Green Bay-Ashland	OK'd (2)
E&N	1-2	Victoria-Courtenay	PENDING
IC	9-10	Carbondale-Birmingham	OFF
KCS	1-2	Kansas City-New Orleans	PENDING
MILW	15-16 101/103-102/104 105/111-106/112 202-203	Minneapolis-Aberdeen Chicago-Omaha New Lisbon-Wausau	PENDING PENDING PENDING
MP	3-4 14-15 16-17	St. Louis-Fort Worth St. Louis-Kansas City St. Louis-Kansas City	OFF PENDING PENDING
NYNH&H	2-4-8-10-20-28-34-48 9-13-15-17-19-29-43 179-185-187-197-199 3 30-32 66-186-368 53-59 52-56-60-70-92-168 51-53-59-61-93-97-99-99/103 101-169 410-422-428 71-79-81-91	New York to Boston Boston to New York Boston to New Haven New Haven to Boston New York to New Haven New Haven to New York New York to Springfield Springfield to New York New Haven to Springfield Springfield to New Haven	PENDING (3) PENDING PENDING PENDING PENDING PENDING PENDING PENDING PENDING PENDING
RAK	1-2	Edmonton-Dawson Creek	PENDING
R&W	121-124	Chicago-St. Louis	6 MONTHS
PC	67-68 15-16 357 302-305 407-420 409 431-432 570-571 574-575	Chicago-Cincinnati Cleveland-Cincinnati Ann Arbor to Chicago Chicago-Indianapolis Boston-Worcester Boston-Worcester Boston-Worcester Baltimore-Harrisburg Buffalo-Harrisburg	PENDING PENDING OFF PENDING OFF OFF DENIED OFF PENDING
RF&P/SCL	15	Washington-Hamlet, N. C.	OFF
SCL	17-18 33-34 51-52 75-76 95-96	Albany-Jacksonville Birmingham-Atlanta Florence-Augusta Jacksonville-Tampa Atlanta-Jacksonville	OFF PENDING PENDING PENDING PENDING
SOU	27-28 41-42	Oakdale-Columbia Trenton, Ga-York, Ala	PENDING WITHDRAWN
SF	1-2 51-52 53-54 11-12	New Orleans-Los Angeles Oakland-Los Angeles Sacramento-Lathrop Oakland-Portland	1 YEAR DENIED DENIED 1 YEAR
TH&B	371-376	Hamilton-Welland	PENDING

NOTES: (1) Presently operates Fridays and Sundays only; (2) Except June, July and August;  
(3) See New Haven news story elsewhere in this issue for details on petitions.  
Time given represents Commission's order requiring continuance of run to that date.





"IF AIRLINES CAN DO IT, WHY CAN'T I . . . ?"

## A MESSAGE TO PEOPLE WHO FLY AS AIRLINE PASSENGERS FROM PEOPLE WHO TRAVEL IN THEIR OWN AIRPLANES



"THROW THIS GUY OUT—HE'S EATING TOO MUCH"

When you are riding as a passenger aboard one of the nation's airlines you want to travel in safety and comfort with as little delay as possible. We know, because even though we fly our own airplanes, we, too, travel as airline passengers frequently. To us, air travel is like ground travel—use the best method to get where you need to go at the time you need to be there—your own vehicle, a taxi or mass transportation.

Today air travel is still safe, it is still comfortable—but in a few places sometimes neither the airlines nor we of general aviation can complete our trips on time.

There are many reasons for these air traffic delays. We contribute to the delays and are inconvenienced by them. The airlines bunch schedules at peak travel time and frequently operate with only partially filled airplanes in an attempt to compete for your patronage. Your own travel requirements dictate peak travel times. Noise abatement procedures preclude full utilization of all airspace and available runways. There aren't enough airports. There are many other reasons.

Since there are many causes there must be more than one cure.

Regulation or economic pressures to eliminate general aviation is proposed by some as the one move to solve everyone's problems. Not only is this incorrect, it is unjust to all forms of private transportation, and unfair to delude the public and particularly airline passengers into believing that their problems can be solved this easily.

Although general aviation is the dominant form of air travel, operating more airplanes and carrying as many people as all the airlines combined, its degree of use of the major airports where congestion is occurring is minor compared to the scheduled carriers.

We use private airplanes for the same reasons you use your automobile. If we take the brunt of airport congestion today in an atmosphere of baseless panic, aren't you in danger of having your automobile restricted from bridges, tunnels and other public facilities where even greater congestion exists?

There is much cooperation between the pilots who command the airliner in which you are a passenger, we pilots operating our own airplanes, and the controllers of the Federal Aviation Administration. Safety is the first consideration. After that comes departing and arriving with as little delay as possible.

The way to reduce delays to a minimum is to provide facilities to accommodate all types of air commerce for all people. We believe you will agree that anything less than this has dangerous overtones for the individual needs of all of us.

For this reason, the airlines will appreciate your patience and we will appreciate your support in keeping all public facilities open to all the public.

The next time you are driving your automobile and sharing the street or bridge with a bus, please think of us. We think about you when we are flying our airplanes, and you are a passenger in the airliner.

This advertisement, placed by the Aircraft Owners and Pilots Association (a group of private aircraft owners and pilots), appeared late in 1968 as the controversy over who was to be allotted what space at which airport began to heat up. 1969 will undoubtedly see further discussions and even litigation as the crowded skies become even more so.



### Aircraft Owners and Pilots Association

the people who use their own airplanes for the same reasons you use your automobile.

P. O. Box 5800, Washington, D. C. 20014

J. B. HARTRANFT JR., President

MAX KARANT, Senior Vice President

We want better air transportation for EVERYBODY — ask the airline you fly to join our efforts.