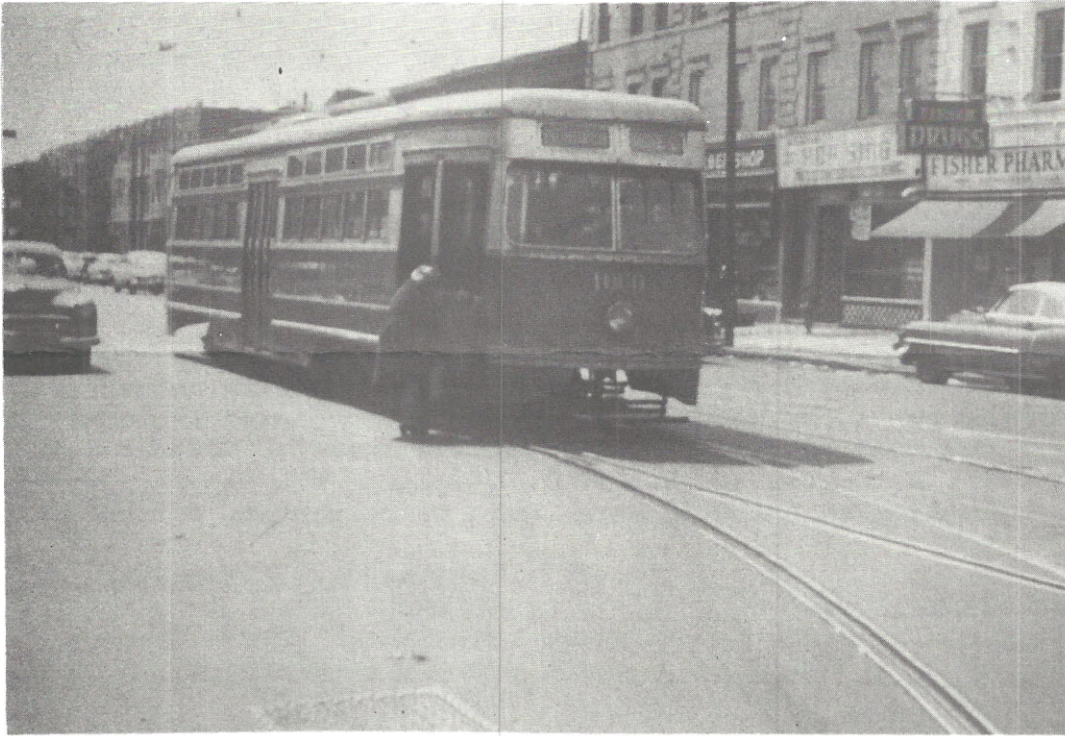


Transport Central



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EXACT-FARE PROPERTIES (Key to Map on Back Cover)

The carriers listed below have adopted the "Exact Fare" concept in one form or another since its inception in Washington (on D. C. Transit). Some issue scrip or other forms of receipts for overpayment; all require the rider to have the proper coins for payment, and no drivers carry any change. The increasing number of bus driver holdups (including not a few murders) has generally prompted the move, and other cities (Chicago, for one) will soon also adopt the concept. Data for the listing was provided by H. R. Porter and Robert I. Oliphant; the map on the back cover was also drawn by Senior Editor Oliphant. Data is current to September 1.

- | | |
|-------------------------------|--------------------------|
| 1. SEATTLE (STS) | 22. INDIANAPOLIS (ITS) |
| 2. MINNEAPOLIS-ST. PAUL (TCL) | 23. COLUMBUS (CTC) |
| 3. NIAGARA FALLS (MTC) | 24. CINCINNATI (CTC) |
| 4. BUFFALO (NFT) | 25. COVINGTON (CN&C) |
| 5. ROCHESTER (RTS) | 26. RICHMOND (VTC) |
| 6. SYRACUSE (STC) | 27. SAN FRANCISCO (MUNI) |
| 7. NEW YORK (NYCTA) | 28. OAKLAND (ACT) |
| 8. MILWAUKEE (M&ST) | 29. SACRAMENTO (STC) |
| 9. DETROIT (DSR) | 30. DENVER (DTC) |
| 10. TOLEDO (CTC) | 31. ST. LOUIS (BST) |
| 11. CLEVELAND (CTS) | 32. LOUISVILLE (LTC) |
| 12. AKRON (ATC) | 33. NORFOLK (VTC) |
| 13. PITTSBURGH (PAT) | 34. MEMPHIS (MTA) |
| 14. PHILADELPHIA (SEPTA) | 35. ATLANTA (ATS) |
| 15. UPPER DARBY (PST) | 36. BIRMINGHAM (BTC) |
| 16. BALTIMORE (BTC) | 37. MONTGOMERY (MCL) |
| 17. WASHINGTON (DCT) | 38. BEAUMONT (BTC) |
| 18. ALEXANDRIA (AB&W) | 39. HOUSTON (RTL) |
| 19. SIOUX CITY (SCT) | 40. SAN ANTONIO (SATS) |
| 20. DAVENPORT (DCL) | 41. SAN DIEGO (SDTC) |
| 21. LINCOLN (LCL) | 42. TAMPA (TTL) |

In some of the cities listed above, certain suburban carriers also use the Exact Fare system in their operations; these are not listed in order to preserve clarity on the map and in the listing. In all cases detailed above, the carrier listed is the principal operator of transit service in that city.

Since postal costs are a major part of our budget (and will probably increase in 1970) we are henceforth reverting to our former schedule of bi-weekly publication, but without any reduction in the total number of pages currently offered. TC subscribers will receive an eight-page issue (six in July and August) every other week; four of those pages (at least) will be devoted to current news and comment. Because of staff vacations, however, the issue that would normally appear on September 15 will be divided into two issues of four pages each on September 8 and 22.

Newsfront

CITY LINES -- A reshuffling of responsibilities has resulted in all security for in-city rapid transit lines being vested in the Chicago Police Department, while CTA's own security force will be charged with riding the suburban portions of the "L"-Subway. Although the crime problem on the rapid is down to a reasonable level (to quote the police department), robberies have gone up on both segments of the CTA system. Just as it was being announced that CTA security forces (which have now dwindled to 58 from an authorized strength of 104) will henceforth concentrate on out-of-city portions of the "L" and certain high-crime bus lines, a Korean exchange student driving a bus for the summer (CTA hires many as summer replacements) was shot and seriously wounded on the Near West Side portion of his run. All of the fifteen passengers on board the bus fled after the shooting, and only the quick action of a cab driver who happened by saved the driver's life.

URBAN OUTLOOK -- Now the city's Department of Public Works has set the end of September as the opening day for Ryan Expressway rapid transit service; the Kennedy line's debut was pushed back to November. Again, the delay in obtaining new cars from Budd was cited as the reason for the postponement. Only four (2201-2204) are on the property, having arrived in time for the June 27 IRT confab (TC 27 JUN 69)...Bike racks are blossoming at North Western suburban stations. C&NW patronage is climbing, and a parking space is getting harder and harder to find around the station, hence the new and free accommodations for cyclists. First racks were installed at Elmhurst and Kenilworth; others are to follow. ...Evanston Bus fares were hiked to 35¢ adult base last week, on the heels of a strike settlement. For a long time, the suburban carrier had a base rate of 15¢, lowest in the area until a boost to 20¢ a few years ago. A subsequent increase boosted the tariff to its most recent level of 30¢....The Soviets are road-testing an electric-powered bus which they claim "throws off almost 94% less harmful exhaust gases" than conventional vehicles. Presumably, this vehicle has a self-contained power plant, as the USSR has operated trolley coaches for many years and in fact boasts the world's largest network of such equipment.

TRANSIT TALK -- The CTA is experimenting with a beeper that sounds when bus directional signals are activated. Some 20 buses have been so modified, in imitation of San Francisco's program to reduce the incidence of accidents caused when pedestrians walk into the side of a turning bus. ...Flint, Michigan residents may be soon without bus service unless the city can raise nearly \$750,000 by November. The city's bus system, operated by City Coach Lines, and its precedent-setting Maxi-cab (commuter "club coach" service) is about at the end of its fiscal rope. The municipal government is unable to raise property taxes to support the system, and is considering two other alternatives: interesting another private operator in taking over the operation, or siphoning monies from its capital improvement funds. If the latter course is taken, a matching Federal grant can be obtained, and service can continue through next year. Presumably, by January of 1971 the Maxi-cab service would have turned the profit corner and might help shore up revenues of the fixed route services. The Maxi-cabs began service with the help of a Federal grant in January 1968....GMC has paid under protest some \$1 million in taxes to Delaware that the state claimed it owed. The action paves the way for the sale of GM buses to the Greater Wilmington Transportation Authority, which the state would not permit while the taxes were outstanding.

DOT DOINGS -- Though it is vacation time, some news did manage to trickle out of the Department of Transportation these past weeks. First, Secretary Volpe announced an agreement with the British developers of hovercraft for an exchange of information on development of high-speed ground transportation systems. Under the agreement, Tracked Hovercraft Limited and the Department's Office of High Speed Ground Transportation will regularly exchange views on such subjects as the Tracked Air Cushion Vehicle (TACV)....DOT transportation grants went to Electronic Laboratories of Houston (\$2,535,779) for the manufacture and delivery of 21 monitor consoles to be installed in the 20 air route traffic control centers in the United States. Funds also went to the Roanoke Municipal Airport (\$93,050) for airport improvement and development. Other airport grants went to fields in St. Paul, Aurora, Fort Wayne, Cleveland and Lewisburg, W. Va. McDonnell-Douglas of Long Beach was the recipient of a \$136,683 grant for the establishment of low speed flight characteristics criteria for STOL aircraft.

MINOR MEMOS -- The Texas Division of the Electric Railroaders Association is in the unique position of wanting to acquire a bus. The coach in question began life in Paris, and was imported for last year's HemisFair in San Antonio. The RATP vehicle (a Renault product) is currently reposing in a local garage, with a price of some \$1000 on its head. Already, better than \$300 has been raised for its preservation, and the Division is appealing for more funds with which to complete the deal. Information may be had by writing the division at the Milam Building, San Antonio, Texas 78205....Agreement has been reached on the purchase of Red Arrow by SEPTA; tab is \$13.5 million. To quote one reader, "more than one curious bystander around here (Philadelphia) wonders whether the purchase will include PST 62, a Brill center-door suburban car of 1926 vintage, currently being lovingly restored to its original (more or less) appearance by Merritt Taylor inside the Llanerch car shops.... Interstate rights of W. Graff Bus Lines of Gages Lake, Ill. (which operates a short line linking Mundelein with the Milwaukee Road commuter service at Libertyville) have been conveyed to Lakeland Bus Lines, inc. of North Chicago.

IN TRANSIT -- A Senate subcommittee has endorsed the purchase of D. C. Transit by a public agency....The municipally-operated Sioux City, Iowa bus system (formerly NCL) has been granted permission to serve S. Sioux City, Nebraska. At the same time, the Lincoln Center Service Company has petitioned to operate a downtown small coach passenger service in the Nebraska capitol city. Lincoln City Lines (NCL) currently operates in that city....That experimental Islington subway to airport terminal Gray Coach line in Toronto has been made permanent. The non-stop run operates at a 50¢ fare....A citizens' advisory group has been organized to assist in the preservation of Muni's historic cable car barn at Washington and Mason in San Francisco. Part of the facility is already open to visitors; another section is nearing completion....Edmonton drivers are currently on strike, their first in 50 years; Buffalo operators are also out....Some of the MBTA/Boston South Shore cars have finally reached the property after having met with mishaps at a Penn Central yard....Lorain-Elyria Transit is going out of business in the two Ohio cities of its corporate title....City Lines of Parkersburg (W.Va.) wants out of its operations in that area....As of September 7, the minimum adult fare in the inner London area will increase from 5 pence to sixpence (about 6¢ U. S.)....Transit service is also in trouble in Boise, Idaho, and Reno, Nevada. Both operations are in poor financial straits.

BAD TRACK -- Hurricane Camille did some mighty damage to railroads along both the Gulf and Eastern Seaboard. The Louisville & Nashville/Seaboard Coast Line Gulf Wind route received the heaviest pounding, with L&N's Pan American rerouted via the Southern south of Birmingham. Although the Southern missed the storm in the South, Camille struck back with flood damage in Virginia, closing its Charlottesville-Roanoke line and annulling the Pelican and Birmingham Special trains until reroutings could be effected....Meanwhile, up in Connecticut, the Penn Central (which doesn't need this kind of publicity) was guilty of a headon collision between two commuter trains, killing six and injuring 35.

MOMENTUM -- If the railroads are going to have a tougher time getting passenger trains off in the future via tougher legislation, there won't be many trains left running when the new rules do come. The latest runs to be discontinued are B&O 31-32, the Cumberland-Parkersburg West Virginian, PC 404-405, Boston-Albany (on the third try), and CB&Q 41-42, Omaha-Billings. The last discontinuance came after more than 7 months of court actions. The last injunction staying discontinuance came after the Q had stopped the trains midway, putting the passengers in buses a la the L&N (TC 18 AUG 69). This move prompted the Interstate Commerce Commission to instruct U. S. railroads that 48 hours notice of service termination must be given to the public and the trains must operate over their entire scheduled run before discontinuance.

MORE -- Hearings have been scheduled for Milwaukee Road 117-118, Chicago-Madison, and MoPac 21-22, New Orleans-Marshall, postponing discontinuances at least 120 days....Norfolk & Western has appealed the ICC's one-year stay of the Wabash Cannonball asking to be allowed to substitute buses honoring rail tickets between Detroit and St. Louis (there is presently no one-seat bus service between the two cities)....New train-off petitions start off with a big one: The Milwaukee Road wants to drop its "chief" train, the Afternoon Hiawatha (2-3, Chicago-Minneapolis), effective September 22. The railroad said it had above-the-rail losses of more than \$600,000 in 1968....The Baltimore & Ohio keeps trimming its schedule, the latest cut being B&O 7 (the Diplomat) and 10 (the Gateway) between Chicago and Akron for September 15. The same carrier would then reschedule 7-10 between Cumberland and Akron to a daylight timecard; #7 would be combined with #11, the Metropolitan out of Washington, and a new service, #17, Washington to Cumberland would provide a 9:00 PM departure serving the Potomac Valley area....Norfolk & Western has petitioned the Blue Bird, 121-124 Chicago-St. Louis, effective September 8....Finally, the Great Northern wants to trim its \$8,000,000 1968 passenger deficit by discontinuing 3-4, St. Paul-Fargo (the Red River), 7-8 (the Winnipeg Limited) St. Paul-Grand Forks, and reroute the Western Star via the St. Cloud line, all effective September 15. The Winnipeg Limited would become a day run connecting with the Star at Grand Forks.

AIR/LINES -- Plans for an intercontinental air facility in Southern California, designed to accommodate 40 to 60 million passengers annually, were aided recently by a \$1,500,000 grant by the Department of Housing and Urban Development. The HUD grant will enable the city of Los Angeles to acquire 17,000 acres in the Palmdale area by making available interest costs for a period of five years. The proposed Palmdale airport will function as the major passenger, airfreight and cargo facility in the 10 county area surrounding Los Angeles, and is expected to be in active service in the late 1970's. The field will be capable of handling the new Boeing 747 jets, as well as more advanced future aircraft.

JET JOTTINGS -- Air France has agreed to let stewardesses fly until they reach the age of 50, prompting many groans from male passengers....United has agreed to hire 500 hard-core jobless for positions at 11 major airports served by the line. Federal payments of about \$1½ million will help the airline employ trainees as commissary workers, office clerks, airport servicemen and ramp workers under the JOBS program. 129 persons will be hired in the Chicago area....The Air Transport Association of America is sponsoring a plan that would set up a federal trust fund to finance an estimated \$8.7 billion in airport expansion by the end of 1975. The airlines themselves are already committed to an \$18.7 billion program for new equipment and ground facilities through 1975. In Chicago, representatives of the nine international carriers now serving O'Hare were told that they are expected to guarantee a revenue bond issue for the creation of a new, enlarged "overseas terminal complex" at the field. The city hopes to use all or part of the military side of O'Hare for the new terminal, remodeling the existing International Terminal to serve as an additional domestic terminal....Meanwhile, an enterprising New York businessman has suggested that a JFK-sized facility be constructed on giant barges anchored in water 85 feet deep about 10 miles southeast of Ambrose Light. Hovercraft would link the field with 21 points on the shore. The man-made island would cover some 36 square miles.

FLYING HIGH -- The CAB has awarded Allegheny and American non-stop authority between certain Midwest points and New York. AA may now link Dayton and New York/Newark; Allegheny Indianapolis and New York/Newark....In other CAB action, an examiner recommended new services to Omaha and Des Moines for Delta, Frontier, TWA and Western. TWA would be granted Chicago-Omaha/Des Moines rights, and be authorized to add both points to TWA transcontinental services. Delta would receive Omaha-St. Louis/Kansas City/Minneapolis-St. Paul rights, while Western could link Denver/Seattle-Portland and Chicago with Omaha. Frontier would be granted Omaha-St. Louis authority....Pan Am is reducing, under protest, the number of flights to New Zealand from four a week to three. The New Zealand government requested the reduction....Eastern is inaugurating daily non-stop services between Atlanta, Los Angeles and Dallas-Fort Worth, beginning September 23. There will be three daily round trips between Atlanta and Los Angeles and six daily between Atlanta and Dallas-Fort Worth.

MORE OF THE SAME -- The domestic airlines serving O'Hare have pledged some \$160,000,000 for the first stage of airport expansion. The money is to be used to build additional ramp frontage and two concourses. Heating and refrigeration buildings will also be expanded....Western has canceled a \$45 million order for five Boeing 707s, its second major cancellation in the past two weeks. The previous washout involved three 747s and four 727s. The airline blamed inability to secure financing for the new craft as the reason for the cancellations. Western has been plagued with financial and employee troubles in the past few months....Pan American will inaugurate service between New York and London with its first Boeing 747 December 15. The aircraft will haul 362 passengers from JFK to Heathrow in six hours and 40 minutes, 20 minutes faster than present 707 timecards. Fares will continue at present levels on the new jumbo jet service, which will continue on to Frankfurt, Germany. Pan Am also launched the U. S. commercial jet age with a New York to Paris Boeing 707 flight on October 26, 1958. The day before, a BOAC Comet had made a westbound flight over the Atlantic to begin the world's first regular passenger jet service. National was first (with a leased Pan Am 707) in the domestic jet race on December 11, 1958, while American made the first transcontinental flight with a jet plane in passenger service January 25, 1959.

Transit Journal

Two transit vehicles are depicted on TC's cover; together they represent the beginning and end of an era in vehicle design that lasted for more than 30 years. On top is the famed Clark Equipment Company PCC car, constructed in 1936 as the sole transit vehicle of that firm. The car was photographed in Brooklyn in 1956, and the picture is from the collection of Ray DeGroot. The opposite end of the 32 year time span of standee-window vehicle design is represented by one of the very last such vehicles built, a TDH-3502A constructed in November 1968 at Pontiac by General Motors and consigned to the Abilene Transit System in Texas.

Literally hundreds of streetcars and rapid transit cars, and thousands of motor buses were constructed to the basic standee window design in those thirty-odd years; many are still serving the public today. The entire PCC roster is excellently delineated in Dr. Harold Cox's "PCC Cars of North America" Book, available at most hobby shops, and much has been written about the less-well-known varieties of motor buses as well as trolley coaches that hewed to this basic pattern. In the listing reproduced below, TC reader Tom Van Degrift (who also contributed the Abilene picture) details the enormous output of "Old Look" coaches of the nation's largest bus manufacturer.

QTY	MODEL	YEARS	QTY	MODEL	YEARS	QTY	MODEL	YEARS
300	TGH-2708	1949-51	129	TG-3605	1941-42	354	TD-4502	1940-41
750	TGH-3101	1950-52	75	TD-3606	1941-42	35	TG-4502	1940
1605	TGH-3102	1953-63	250	TG-3606	1941-42	2	TD-4503	1940
1049	TDH-3501	1964-67	50	TG-3607	1944	*709	TD-4505	1941-42
116	TGH-3501	1964-67	200	TG-3608	1944	4	TG-4505	1941-42
136	TDH-3502	1968	325	TD-3609	1945-46	1200	TD-4506	1945-46
45	TDH-3502A	1968	1200	TG-3609	1944-46	3045	TD-4507	1946-48
19	TGH-3502	1968	1776	TD-3610	1946-48	*2494	TDH-4509	1949-53
4020	Sub Total		155	TG-3610	1946-48	*555	TDM-4509	1949-53
			1949	TDH-3612	1949-53	500	TDH-4510	1948-49
141	TD-3201	1940	68	TDM-3612	1949-53	120	TDH-4511	1950-51
63	TG-3201	1940-41	825	TDH-3714	1953-60	3263	TDH-4512	1953-59
194	TD-3205	1941-42	174	TD-4001	1940-41	252	TDM-4512	1953-58
71	TG-3205	1941-42	13	TG-4001	1940	547	TDH-4801	1953-58
675	TD-3206	1945-46	30	TDE-4001	1940	75	TDM-4801	1954
175	TG-3206	1945-46	7	TDE-4002	1940	400	TDH-5101	1948-49
775	TD-3207	1946-48	155	TD-4005	1941-42	1	TDH-5102	1949
370	TG-3207	1946-48	16	TDE-4005	1942	951	TDH-5103	1950-53
53	TDH-3209	1949	131	TG-4005	1941-42	37	TDM-5103	1951
27	TDM-3209	1949	60	TD-4006	1941	162	TDH-5104	1952-53
44	TD-3601	1940-41	290	TG-4006	1944	5	TDM-5104	1952
35	TG-3601	1940-41	800	TD-4007	1945-46	3630	TDH-5105	1953-59
67	TD-3602	1940-41	325	TG-4007	1944-46	1727	TDH-5106	1953-59
232	TG-3602	1940	1654	TD-4008	1946-48	110	TDM-5106	1953-59
**	TG-3603	1940	115	TDH-4010	1949-50	1	TD-5501	1941
82	TD-3605	1941-42	4	TDM-4010	1949	101	TDH-5502	1948

GRAND TOTAL "OLD LOOK" TRANSIT COACHES: 38,080

Notes: *Quantity includes some high-floor suburbans (54 TD-4505, ?? 4509).
 **Non-std. front/sides; 81 custom-built units for St. Louis Public Service; (Not included in 38,080 grand total).

Paired window units: 3209, 3612, 3714, 4010, 4509 up, 4801, 5101 up, 5502. Suburban (high floor) models not included in above recap are: 40 TDH-4525 1953-59; 412 TDM-4515 1953-59; 2 TDH-5107 1952; 13 TDM 5107 1952; 21 TDH-5108 1953-58 and 461 TDM-5108 1953-59, for a total of 949 additional units.

EXACT FARE TRANSIT PROPERTIES IN THE UNITED STATES (Key to Map appears on Page Two)

