

Transport Central

Ken Hayes

R & R

How many people remember "R and R"—the military term for "rest and relaxation" assignment? San Francisco has taken what appears to be an experimental step toward providing R and R on its new buses, via piped-in music. The Municipal Railway of San Francisco—Muni for short—recently received delivery of its contingent of "New Look" GM coaches. These were new in a number of ways.

The first and most obvious change was in the exterior color scheme. The Muni's old paint job (green and cream) is still utilized on all of its older equipment (streetcars, trolley coaches and Mack buses). The new equipment, purchased and leased to the Municipal Railway by the Municipal Railway Improvement Corporation, is dark red and gold, and it does stand out from the older units.

The second change is the new seating arrangement—or, more correctly, lack of seating. These new vehicles have greater standing capacity, of course at the expense of seating capacity. One side of the bus is equipped with single seats, while the other has the standard two-person version.

The last development—and the most pleasant—is the installation in some of the vehicles of a passenger-directed speaker system, over which flows soothing background music. Whether or not this music is designed to soothe angry feelings about the lack of seating or the recent fare hike of 33% is one thing, but such a music system is something not often seen in city transit systems today. Many are equipped with the basic requirement for such a system—a radio dispatching network—but few (if any) extend its capability to provide patron-pleasing music.

I hope it catches on. Today's rider needs all the R and R he can get.

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Congress should draw up a public transportation program

ON my recent trip to the Soviet Union, I took a ride on the Moscow subway. It's without a doubt one of the best systems in the world.

Up to seven and eight million people a day ride it. The stations are very clean and well-lighted. The air is cool and clear and I was told the temperature doesn't vary more than five degrees, summer or winter. . . .

THE lack of public transportation hurts the old, the young, and the poor. It prevents many people from getting to jobs, and from getting off welfare. It robs all of us of our time and money.

Congress, in 1964, did pass a mass transportation act to provide research, equipment and construction grants. But the funding has been totally inadequate. We spent only \$177 million last year. This is like trying to go to the moon with the funds to pay for a squadron of Piper Cubs. It doesn't get us anywhere.

New York City estimates it will have to spend \$2.1 billion in the next seven years on public transportation. Washington's subway-rail system will cost \$2.5 billion. Chicago estimates it needs \$1.5 billion in the next seven years. The San Francisco area system will cost well over a billion dollars before it is running.

Cities such as Atlanta have not been able to move ahead on their public transportation system because no adequate Federal help is assured. And it's not just a big city problem involving subways and trains. Plenty of medium-sized cities as well need better bus service.

Our public transportation systems simply are not going to be revived unless the Federal Government puts money into them on at least a two thirds Federal, one third local basis.

President Nixon recently announced an urban transit program, pointing out that unless we make public transportation an attractive alternative to private car use, we will never be able to build highways fast enough to avoid congestion. He reiterated the present sad situation, and agreed that local government does not have the money to do it alone.

But he then proposed a transit program compromise resulting from months of battling by his advisers — it is sure to fail. I say so, and I think almost every mayor and governor in the country familiar with the problem will agree.

President Nixon wants to spend \$200 million this year, followed by annual increases to \$300 million next year, \$400 million the next year, \$600 million the next year, \$800 million the next year, and \$1 billion in 1974-75.

His plan calls for the spending of \$10 billion over the next 12 years. He says it will "give state and local governments the assurance of federal commitment necessary both to carry out long-range planning and to raise their share of the costs."

But it won't. His plan calls for the money to come from congressional appropriations of general tax revenues. President Nixon doesn't have a transit program, only hopes and promises. Even the housing program passed by Congress has been funded at only one-third the level authorized.

WHAT I favor, and Secretary of Transportation John Volpe favors, and most mayors think is necessary is a solidly-based program financed by a trust fund. The money would come from continuing part of the excise tax on new cars, and possibly also from gasoline and tire taxes as the interstate highway program is completed.

This would give local and state governments the assurance they need to plan and put up their own money for transit systems.

President Nixon's compromise plan is a halfway program as far as most mayors are concerned. They just aren't going to commit their cities to transit programs that could collapse if Congress some year decided not to approve full funding.

Public transportation costs money, and we have a lot of catching up to do. But it's a good investment for all of us. One set of commuter rail tracks can carry as many people as 20 lanes of highways. Good public transportation systems will get people to work and off welfare. They will save each of us time and money, and will make business and industry operate more efficiently.

Despite our dramatic Apollo 11 flight to the moon, we're behind here on earth. We just don't match up to Moscow, London, Paris or Toronto when it comes to moving people.

Congress should take the ball President Nixon has dropped and run with it. Congress should draw up a public transportation program that has a solid financial base and enough resources to break the cycle of more freeways and more traffic jams. Good public transportation could change our cities, and be the pathways to the cities of tomorrow.

—Hubert H. Humphrey

Newsfront

Add One More

This week, the Chicago Transit Authority added itself to the growing list of Exact Fare properties; very few large cities are now without this crime deterrent. Actually, only a small percentage of CTA buses must currently be boarded with exact fare or token; a shortage of new fare box equipment prevented a total changeover November 9. At press time, some 28 routes (all of the complement of Kedzie and Archer depots) require exact fare; the remaining 80-odd lines will be changed over by garages as deliveries from Duncan and Keene permit. No plans have been made to convert the Rapid Transit system to the plan, although agents will not sell tokens at any station.

Some 9,000,000 tokens have been brought out of retirement as an aid to riders. They are being sold in packets of 10 (\$4.00) and rolls of 60 (\$24.00), offering no reduction over the base 40¢ adult fare. Children's tokens are also being used (they have been a part of the fare plan for some time) at the regular 20¢ rate, but there are not and will not be any 30¢ shuttle tokens available. As in other cities, overpayments can be made, and refunds can be obtained from CTA headquarters in the Merchandise Mart 5 to 60 days later.

The Chicago media gave more than adequate coverage to the change, and as a result, complaints and delays were few and far between as the system received its first real test in the Monday morning rush. The clear majority of riders had either 40¢ or a token (a transfer still costs 5¢ extra, regardless of whether cash or a token is presented) ready even though most routes had not yet been converted. The most conspicuous (and numerous) presenters of \$1 and \$5 bills were newspaper and television reporters, assigned to record just what would happen if they did.

Exit A Landmark

The train left late, as it had often done in the past, but this time it was excusable—it was to be the last departure ever from Grand Central, and the press was there in force. Most "last runs" usually involve "name" trains of one sort or another; though C&O #8 has a name (Pere Marquette) it is just a Chicago-Grand Rapids local and on this evening, like most other nights, #8's consist was a mere handful of cars, hardly a "varnish" run. This Saturday evening, however, the lowly local was to close a handsome old depot, and bring to an end an era that began with the depot's dedication in 1889.

And so, at a few minutes past six, C&O #8, having posed for myriad pictures, slipped quietly from the grimy depot. Its crew and passengers had been interviewed by a seemingly endless stream of reporters, who were now left behind, and the chill night air was now left to blanket the ancient trainshed. Exit a landmark.

Building In Buffalo

A recommended location has been announced for a downtown central bus terminal and transportation center for the city of Buffalo by Tallamy Associates of Washington. The proposed site, bounded by Ellicott, Clinton, Oak and North Division streets, is immediately adjacent to the Elm-Oak Expressway presently under design and is bordered on the south by the Church Street-Division Street arterial now under construction. The Eagle Ramp parking garage is on the west side, and the Erie County Library lies to the north.

The consultants stressed that at this location, the transportation center can be moved ahead independently of the planning and construction of other projects in the downtown area. They estimated that the transportation center could be designed and constructed to be available for use within three years. The next step in its advancement is to prepare a preliminary design and cost estimate and to examine the project's financial feasibility.

The concept of the transportation center calls for a building which can fulfill many functions. It would serve as a centralized bus terminal for the intercity bus companies and also provide space for buses serving Buffalo and the suburban communities. Provision would be made for a connection with the proposed mass transit line between Buffalo and the Town of Amherst. The building would contain space for future expansion and would possess the flexibility to accommodate other modes of transportation, such as rail and helicopter, as well as new modes that may evolve in the future.

The recommended location is two short blocks east of Main Street, and is within walking distance of the downtown banking, business and retail establishments. The various forms of transit that converge at the center will bring passengers directly to the heart of the business district and provide for convenient indoor transfer to other means of travel.

A preliminary estimate by the consultants has placed the cost of the building at approximately \$8,200,000. Revenue-producing commercial space would be available in the passenger concourse area to provide services to the building's patrons.

Cogent Comment

(Senator Gordon Allott, before the International Conference on Transportation at Pittsburgh)

"...In the experiences of the past year there are lessons for the transit industry, for governments, and most particularly for those responsible for administering the Urban Mass Transportation program.

"...First of all, the industry must emulate the successful. San Diego, on one hand, or even the privately-owned mini-bus flexible operation of the Flash Transit Company of Racine, Wisconsin on the other, have operated excellent bus systems for cities of their size. Of course, there are many other examples of good systems too numerous to mention. Most, however, are in trouble. So, while not every tool of operation is interchangeable between cities, some experiences in one city can be beneficial to other cities, and all transit lines should take heed.

"The Cleveland airport extension, and the South Jersey line are running and are popular. They proved both technically and operationally feasible. Other cities whose plans may include grandiose schemes and which may be contemplating the use of vehicles not yet even perfected should take note.

"The bond issues of 1968 proved that where transit is important to an area, the people will vote to improve it. But where people are not convinced of the soundness of massive public expenditures, voters are somewhat reluctant. Accordingly, areas planning brand new systems might well take a lesson from Toronto and Montreal, whose subway systems are so often admired by Americans. Toronto began with 4 miles—it now has 21. Montreal began with a little more than 16. Both of these cities have scored fantastic transit successes. Yet they did not try to start with 99-mile systems costing \$3 billion. Once there is one rapid transit line in operation, other areas will fight to become attached to the system.

"Obviously, as far as the industry as a whole is concerned, greater emphasis must be placed on finding means of cutting down on construction costs. The economy has a great deal to do with their escalation, and that is our responsibility in Washington. But industry too must make a contribution, or it will find itself without a market.

"Communities and transit authorities planning systems should look with increasing favor on the use of existing rail private rights-of-way for transit operations. In many cases, unless rail rights-of-way or highway median strips are used for transit, there will be no rapid service at all.

"Both the industry and the government must work toward helping to solve the practical problems facing transit operators. Before we concern ourselves with exotic schemes, the federal government would do well to find out why the maintenance of buses built in the late 1960's is often more costly and difficult than the maintenance of buses built in the late 1950's. We should find ways to help perfect car-couplers in Cleveland or maybe even non-leakable windows on Long Island. Too often we have been so busy solving the next century's problems, we have neglected those of the present. Until we can make our present transportation facilities work efficiently, the re-invention of the wheel must have a lower priority."

(Federal Highway Administrator F. C. Turner, before the American Association of Highway Officials 55th Annual Meeting in Philadelphia, October 28, 1969)

"...I though it would be appropriate to discuss...some of the current day mythology that has arisen regarding the nation's highway program—myths that have no relationship to reality, but nevertheless are being talked and written about to attract the attention of some of the public who would rather believe in fancy than facts.

"One of the prevalent myths says that highway officials, susceptible to the blandishments of some unseen and selfish 'highway lobby' are striving to pave over the whole United States, particularly our cities, just to permit the 'lobby' to sell more materials, or equipment or provide itself with jobs in perpetuity.

"The truth is that most of the investment in highways during the last half-century or so has been made not so much for new routes but for improving the existing system...The improvements have been in response to the swelling volume of vehicles and the increase in their individual utilization and to the insistent demands of the motoring public for better accommodations. This is the true 'highway lobby'..."

"Another myth often repeated...is that because of congestion, modern roads, particularly our urban freeways, are moving traffic even slower today than during pre-freeway days...Prior to the construction of freeways in Los Angeles, for example, it took 30 minutes to cover 10 miles on conventional streets. After freeways were built, in the same length of time it has become possible to cover 25 miles on the Santa Ana Freeway, 20 miles on the San Bernardino Freeway, 25 miles on the Hollywood and Ventura Freeway, and 20 miles on the Harbor Freeway, an increase in travel speed of 2 to 2½ times the possible pre-freeway speed.

"You have all heard the often-repeated myth that urban highway construction and improvements

take land from the ratable rolls, reduce taxation revenues, and thus compel the remaining taxpayers to make up for the loss by having to shoulder an added tax load. Actually, we have hundreds of studies which show that while there may be a brief loss in ratables in some instances, in the overwhelming majority of cases the highways bring with them substantial economic benefits.

"Another myth bandied about...is the one which claims that freeways use up tremendous amounts of scarce urban land needed for other purposes. The fact is that urban freeways presently planned will require less than 3 per cent of the land in the cities and if we didn't build the freeway types of highway, several times as much land area would be required for moving the same traffic volume by conventional street systems.

"Perhaps the biggest myth...is that highway people want to prevent any other mode of transportation from being made available, just because they are so selfishly jealous of the automobile that they don't want any competition. The real truth is that no group is more aware of the limitations in highway transportation than are the highway people themselves and no group is more willing than the hard-pressed highway administration to share with others some of the heavy burden of transportation in this country.

"We in the Federal Highway Administration welcome with open arms the contribution which any mode of transportation can make toward moving people and goods efficiently. That is why we support enactment of the pending Public Transportation Assistance Bill of 1969 which would provide \$10 billion over the next 12 years to cities for additional mass transit facilities. Please note that this bill would permit both (or either) rail and bus types of mass transit.

"One of the biggest and most often repeated myths is that rail mass transit can substitute effectively for highway transportation in an either-or, or local choice basis. In some larger cities, it can surely augment highway transportation of people but what about the movement of goods, none of which can be moved by a rail line? To talk about rail transit as the single, simple panacea for all the nation's transportation problems in every urban area simply does not jibe with reality.

" Mass public transit, whether by bus or rail or both, must play an increasing role in urban transportation but there is nothing in the foreseeable future that will eliminate or greatly reduce the need for more freeways and other traffic arteries in our growing urban areas. These must be provided, with much greater emphasis placed on increased use of buses moving on the highway system to accommodate the increasing number of persons traveling into or out of the downtown business areas in rush hours—or alternatively we must radically revise our present concepts of the working hours and days to spread peak demand over considerable longer spans of time—both day and night and perhaps on weekends as well."

Merger Memo

Rich Northwest Orient and financially-troubled Northeast Airlines have agreed in principle on a plan to merge. Northwest's routes stretch across the northern U.S., linking the East Coast and the Midwest to the Pacific Northwest, stretching to the Far East via Seattle and Alaska. Northeast, which once belonged to Howard Hughes, and is currently owned by Storer Broadcasting (operator of stations in Cleveland, Toledo, Detroit, Boston, Miami, Milwaukee, New York, Atlanta and Los Angeles) principally serves the Eastern Seaboard, linking it to Florida. It is also saddled with a money-losing local New England route pattern, and recently was awarded a Miami-Los Angeles run. NE posted a \$8.7 million loss (on revenues of \$95.9 million) for the first nine months of 1969. NWAL, the nation's most profitable air line, had a net income of \$40 million for the same period. Under the proposed marriage, which must be approved by NE and NWAL directors and stockholders and the Civil Aeronautics Board, Northwest or a subsidiary would be the surviving corporation. Late in 1968, Northwest made an unsuccessful bid for Air West; Northeast, with its losses providing an ideal tax shelter for a financially over-healthy carrier, has long been considered a prime candidate for a merger.

Takeoff

On Tuesday, Pratt & Whitney announced that its JT-9-3 engine was finally ready for delivery to Boeing for its 747. The engines had failed in tests to deliver promised thrust power at takeoff, and their fuel consumption was higher than expected. These problems caused a 60-day delay in delivery of the new 747s, and upset many a line's promotional program. Though the modified engine is now ready, it must yet be certified, and in the interim some 90 unmodified units are at the Boeing plant for insertion into the initial production run of 747s. Pan Am and TWA will get these planes and use them in revenue service until such time as they can be returned to Boeing for refitting with the modified units. Pratt & Whitney will pay all costs of such retrofitting....The Soviet version of the SST, the TU-144, is getting the hard-sell pitch. Russian promoters are pulling out all of the stops in an attempt to sell the plane to non-Communist nations, including the U.S. Aeroflot officials have already touted the giant craft at one New York trade meeting, and will do the same later this month at another gathering. The TU-144 is expected to be ready for revenue service in 1973.

Rates/Routes

Louisville received additional air service late in October with two new daily flights via American Airlines to Los Angeles (one via Memphis, one via Dallas), and one flight to San Francisco via Memphis and Dallas. TWA also began new service to San Francisco (one flight via St. Louis) and to Pittsburgh (one flight daily) from Standiford Field....Alaska Airlines has filed for authority to operate eleven round-trip flights (in the period extending from next June to September) between Anchorage and Khabarovsk, Siberia. The carrier would haul passengers over the 3,800 mile run to Khabarovsk, where they would transfer to Aeroflot for continuation of their Intourist tours. At present, Siberia-bound travelers from the U.S. must travel via Europe and Moscow in order to reach that area; this service, already agreed on in principle by the Soviet Union, would be the first direct run between Alaska and the Siberian mainland....The full CAB board will review an examiner's decision awarding new services between various California points (satellite airports in the Los Angeles and San Francisco areas) and Seattle/Tacoma and Portland for five carriers: Air West, Continental, Northwest, United and Eastern. The examiner's awards will be stayed pending the outcome of the board hearing....Air Canada is considering the assignment of a daily combination cargo and passenger run to Toronto and Montreal from O'Hare using a DC-8. At present, the line links Chicago with Canada using DC-9s....The world's major airlines, all IATA members, will meet in Caracas, Venezuela, November 18 in a final attempt to stem the tide of rate-cutting that turned the industry topsy-turvy in recent weeks. Delegates from 42 airlines failed to reach an agreement in Lausanne, Switzerland, last month, collapsing the Atlantic fare agreement reached in Dallas last February. Alitalia sparked a rate revolution in October by slashing its New York-Rome tariff by 30 per cent; other transatlantic carriers followed suit.

Jet Jottings

President Nixon has asked Congress to authorize an additional 1,000 air traffic controllers in the current fiscal year ending next June 30....Pan American and several of the domestic carriers have been furloughing employees as an economy move in a season of disappointing traffic and poor financial showings....In the wake of a successful suit by the state of New Jersey against major air carriers for pollution, Illinois will seek a similar injunction against all 27 airlines serving the state....Delta is undertaking a \$2 million project at Standiford Field in Louisville to make it ready for the jumbo jets....As expected, the Chicago Plan Commission approved that multi-million dollar expansion plan at O'Hare Field....The head of the Federal Aviation Administration came out in favor of the proposed Lake Michigan jetport, "strictly in terms of aviation"....Air California has rejected Pacific Southwest Airlines' (the maverick intrastate California carrier) plan to acquire it; AC is a commuter (level III) line....The FAA has set noise standards for jumbo jets that it reasons are to eventually cut in half noise around airports; the regulations apply to the Boeing 747, the Lockheed L-1011 and the DC-10....Universal Airlines, a charter carrier based in Detroit, has become the first supplemental line to sponsor a network program. The firm has contracted for 26 weeks of ABC-TV's "Issues and Answers"....The "majors" have changed their mutual aid pact for assistance to struck carriers to provide for higher payments to a line grounded by a labor walkout. Previous agreements provided for a flat 25% of normal operating revenues to be paid the struck carrier; the new pact calls for a sliding scale beginning at 50%....The FAA plans to publish at the end of the year rules banning overland flights by supersonic transports at supersonic speeds....Equipment Register: Lufthansa, two 727s ordered; Universal, two 747Cs leased from Boeing for 13 years....Nine carriers, American, Braniff, Continental, Delta, Eastern, Northwest, Pan Am, TWA and United have announced that they will not contribute further to the development of a U.S. SST. The airlines have already kicked in more than \$51,000,000 toward the development costs of the controversial craft.

Canadian Comment

It is now definite that the Yonge subway in Toronto will be extended as far northward as Finch Avenue. The status of the section beyond Sheppard was uncertain as to its completion with the main portion of the line north of Eglinton; the Metro Executive has now approved the full route. Completion of the Eglinton-Sheppard leg is due in 1972; the Sheppard-Finch segment for 1973 or 1974....Sabina Enterprises is the name of the new private operator of local transit service in the Coquitlam-Port Coquitlam-Port Moody area east of Vancouver. Bus service in the area had been provided by Columbia Stage Lines until May 23, when unsuccessful appeals for subsidies resulted in its cessation. SE uses six former BC Hydro buses....City transit service in Nanaimo will be municipally operated later this month; voters approved a city takeover of Nanaimo Transit operations....Halifax Transit Corporation will take over all transit service in that Nova Scotia area January 1, eliminating all trolley coach operations of the former Nova Scotia Light & Power Company. At one time NSL&P ran only electric coaches; in recent years some motor buses were added to the fleet. Halifax trolley coach operations date back to March, 1949....A Toronto attorney, John Medcof, is thinking of starting his own rail commuter service between Toronto and Barrie, some 63 miles away. He made a trial run recently with a 12-car train chartered from CN; every seat was sold. Medcof tested the commuter run in the face of a study by the provincial government showing there was insufficient demand for such passenger service. He rented the train, guaranteed CN \$1,600 for it, and sold 860 tickets two days in advance of the run; some riders had to be turned away. The commuter run turned a profit of more than \$1,000 so Medcof is now considering the possibility of initiating regular service between the two cities, using rented CN equipment.

Chessie Chatter

The six remaining C&O/B&O trains serving the Windy City (see Grand Central story elsewhere in this issue), two of which are petitioned, handle less than 300 passengers each day and will put very little pressure on North Western Station. Railroad offices will remain at Grand Central until suitable space can be found elsewhere....C&O/B&O's new timetable reflects certain schedule variations to coordinate with North Western's commuter operations, but otherwise remains the same. Like other roads serving St. Louis, dining service has been "short-turned" at Vincennes, Indiana on the George Washington, to save the extra terminal charges on such equipment (and drop one of the cars completely). "Blue and Yellow" day fares have been dropped in favor of a one-way fare that is higher than the former Blue fare....A new promotion called "Auto-Trans" has been initiated by C&O/B&O in conjunction with SP. The service caters to family household moves between New York/Philadelphia/Baltimore/Washington and Los Angeles/San Francisco using freight train service all the way. Household movers can be contracted through C&O/B&O to non-SP points. Cars are delivered, washed, through rental car facilities.

Wedding Bells

Oral testimony and briefs were taken by the ICC last week on the proposed C&O-N&W merger that will also contain B&O, Western Maryland, E-L, D&H, CNJ, Reading and, hopefully, B&M. The combined system will total 27,500 track miles worth nearly \$6½ billion. Penn Central and the state of New York are the main opponents; the former asking the Commission to wait until PC is ready to compete; and the latter afraid of the monopoly the merger would allow on coal traffic within the state.

Boston & Maine Industries, parent of the B&M Corporation and railway, has been "sold" to United Continental Development Corporation, a Beverly Hills-based land development company, in a transaction whereby B&M "purchased" UCD for 600,000 shares of B&M stock plus voting rights and an option to buy another 400,000 shares based on UCD's earnings for the next four years. The deal gives UCD's former owners 48% stock ownership in B&M, therefore control of UCD again. How's that again?

Because UP has formed a holding company parent (Union Pacific Company), the ICC has reopened the Rock Island merger case to include financial data of the new parent since its creation. The move answers Northwest Industries' appeal, and places the two opposing sides (UP and CNW) on a more equitable level in the ICC's final decision in the case (Northwest Industries has already supplied its financial data to the Commission). The original merger proposal was filed over six years ago.

Santa Fe Industries and Dresser Industries (an industrial equipment manufacturer) have called off merger talks. SFI is still looking for its first non-transportation acquisition....Missouri Pacific (et al) has taken over the Dodson (Mo.) end of the Kansas City Public Service Freight Operation Company, which is the private right-of-way portion of the former KCPS Country Club line. The remainder of the line will be scrapped.

CN Lines

Another attractive CN timetable with a fine photograph of the Super Continental and purple band comprises the cover dated October 26, 1969. Inside are more signs of the deterioration of service since CN's 1967 peak. 44-45, Toronto-Brockville, were combined with the Bonaventure (thence to Ottawa)....RDC trains 673-674, Toronto-North Bay, were reduced to Saturday-Sunday only....The Panorama is down to two sleepers and two coaches plus cafe, diner and a lounge (!)....The Montreal-Dolbeau sleeper was dropped....9-10, Jasper-Prince George is now tri-weekly like the Prince Rupert end of the route....The Halifax-Yarmouth and the Charlotte-town-Moncton mixed trains were dropped....The Montreal to Hervey (Que.) run (#70 before 10/26) was also dropped....Also discontinued were 35, 39 (prior to 10/26) and 8, Montreal-Ottawa.

L C L

Milwaukee Road 111-112, Chicago-Savanna, will be investigated by the Illinois Commission... GN 357-358, Vancouver-Blaine (Wash.) are off....NP 1-2, Mainstreeter, St. Paul-Seattle must run another year (to 11/13/70) because the railroad "deliberately downgraded" the service (the SlumberCoach service was withdrawn for a year, then reinstated, then the through-routing was broken; schedules were changed to weaken connections; stations were closed at train time; and freights were permitted to pass the train, etc.) according to ICC findings....The New York PSC has ordered PC to reinstate stops at Westfield and Dunkirk pending hearings; perhaps the PSC knows that should PC be allowed to drop the stops 98 and 63 could be dropped between Buffalo and Elkhart, using Ohio's easy train-off rules....IC 105-106, St. Louis-Carbondale, were allowed off by ICC, but a 20-day injunction appeal has temporarily stayed IC's last train service from St. Louis (just a few years ago there were six pairs daily); the same carrier has asked for discontinuance of 3-4, the Mid-American, Chicago-Memphis....UP coach-only locals 5-6, Los Angeles, were discontinued November 1....The Florida PSC has denied SCL's petition to discontinue 93-94, the South Wind-City of Miami, Jacksonville-St. Petersburg....N&W's famed Wabash Cannonball will not be converted to a charter bus, says ICC in denying road's appeal....L&N's appeal of the ICC's similar decision on 11-12, the Gulf Wind, Flomaton-Chattahoochee, was also denied....The SP is reported to have dropped the "extra fare" on the Sunset which, of course,

will merely raise the deficit....Kansas City Southern is now freight-only as 1-2, the Southern Belle, Kansas City-New Orleans (and related KCS bus service) were discontinued November 3.... Mopac was given permission to discontinue 14-17, St. Louis-Kansas City, but 15-16 between the same points must remain as the final rail service across Missouri....Burlington has petitioned 51-52, the Blackhawk, Chicago-Minneapolis, for December....The Q is also charging an extra fare for the first time—on the Denver and California Zephyrs.

Long Hauls

Bethlehem Steel, Hawker-Siddeley Canada and the Budd Company have signed a licensing agreement with the British Railway Board for all research and technology data made by the BRB's Advanced Passenger Train design study now underway in the United Kingdom....A presidential emergency board has recommended that the railroad shopcraft unions accept the carriers' 5% wage increase offer; though expected to reject the recommendation, union and management are again in bargaining talks....The Parke-Benet Galleries auction of the original Denver Zephyr train was a flop; the two Denver owners hoped for a \$70,000 bid, received an anonymous \$25,000 offer (the consist has a scrap value of \$30,000), and decided to hold on to it a while longer....Penn Central has been told to divest itself of its interest in Executive Jet Aviation; EJA conducts flying services for businessmen....LABOR newsletter reports that, while the number of employees on the railroads is decreasing, the number of bosses is increasing....General Motors has outbid French interests and will supply Iran with 59 locomotives for \$4.2 million....Rio Grande's Silverton train set a new record in passengers hauled in the summer season just past. 97,000 were carried on the famed narrow-gauge line in Colorado, up 6,000 from 1968.

Metro Report

A strike of drivers in Minneapolis-St. Paul is set for November 17, one day after the adult base fare goes up to 30¢ from a quarter....As the Metropolitan Transit Commission of the Twin Cities prepares to purchase the privately-owned Twin City Lines, five suburban carriers have also asked to be taken under the public ownership umbrella; attorneys for Richfield Bus Company, Dickenson Lines, Bloomington Bus Company, Medicine Lake Bus Company and North Hennepin Transit stated that, as is common in such cases, the private carriers would be unable to provide the necessary standards of service demanded by the commission if they were to remain under private control. The commission has asked the carriers to submit sale offers; another area carrier, South and West St. Paul Transit, has already begun negotiations with it for purchase. If the Commission is successful in acquiring the six companies and Twin City Lines (which in all probability should happen sometime in 1970), it will have almost all area local transit under its control. The suburban carriers are all intending to remain in the school and charter bus field.

Enter The T. A.

The Municipal Railway of San Francisco has begun a permanent program of hiring transportation assistants, whose prime function is to prevent the occurrences of minor crimes aboard Muni vehicles, as well as to curtail vandalism. Many TA's are blacks, or members of other minority groups, well acquainted with the areas they are assigned to, and are thus able to maintain a close rapport with the people who actually ride Muni vehicles. Since the program began, proud Muni officials are able to report that purse snatchings, assaults, robberies and window smashings aboard transit vehicles have been cut in half. TA's must pass a civil service exam, are paid \$2.50 an hour, and are eligible to become drivers after serving a probationary period of six months. The program has the full support of the unions and city fathers.

Last Words

Pets flying on Eastern Airlines planes may no longer accompany their owners, but must be confined to the baggage compartment, presaging a trend among U.S. carriers....Rumors persist that the flagship SS United States will be mothballed at the end of the year, when its annual government subsidy of \$12 million runs out. The vessel loses nearly \$5 million a year....The New York City Transit Authority will test two battery-powered buses on a crosstown Manhattan route in the near future. Batteries will be charged at simple terminals on each end of the line....Seattle voters in last week's election rejected a transit subsidy tax measure....The Washington Metropolitan Area Transit Authority will break ground December 9 for a 98-mile rail subway system to serve the Nation's Capital and its suburbs. The intransigence of Kentucky's Representative William Natcher was responsible for the long delay in groundbreaking; the Democratic Congressman held up appropriations until he received assurances that a scheduled freeway program (which had stirred up much controversy) would be completed....The Ford Motor Company, though continuing to experiment in the field, says a pollution-lessening electric car is far in the future, as far as mass production is concerned....The Newark area services of Public Service Coordinated Transport will go to exact fare in December....The Southeastern Michigan Transportation Authority is soon expected to assume operation of all DSR surface lines outside of the city of Detroit. SEMTA would manage the services, and DSR would operate them under a contract with the Authority. This would be SEMTA's first venture into actual operation; the Authority will eventually take over all transit services in the Detroit metropolitan area.