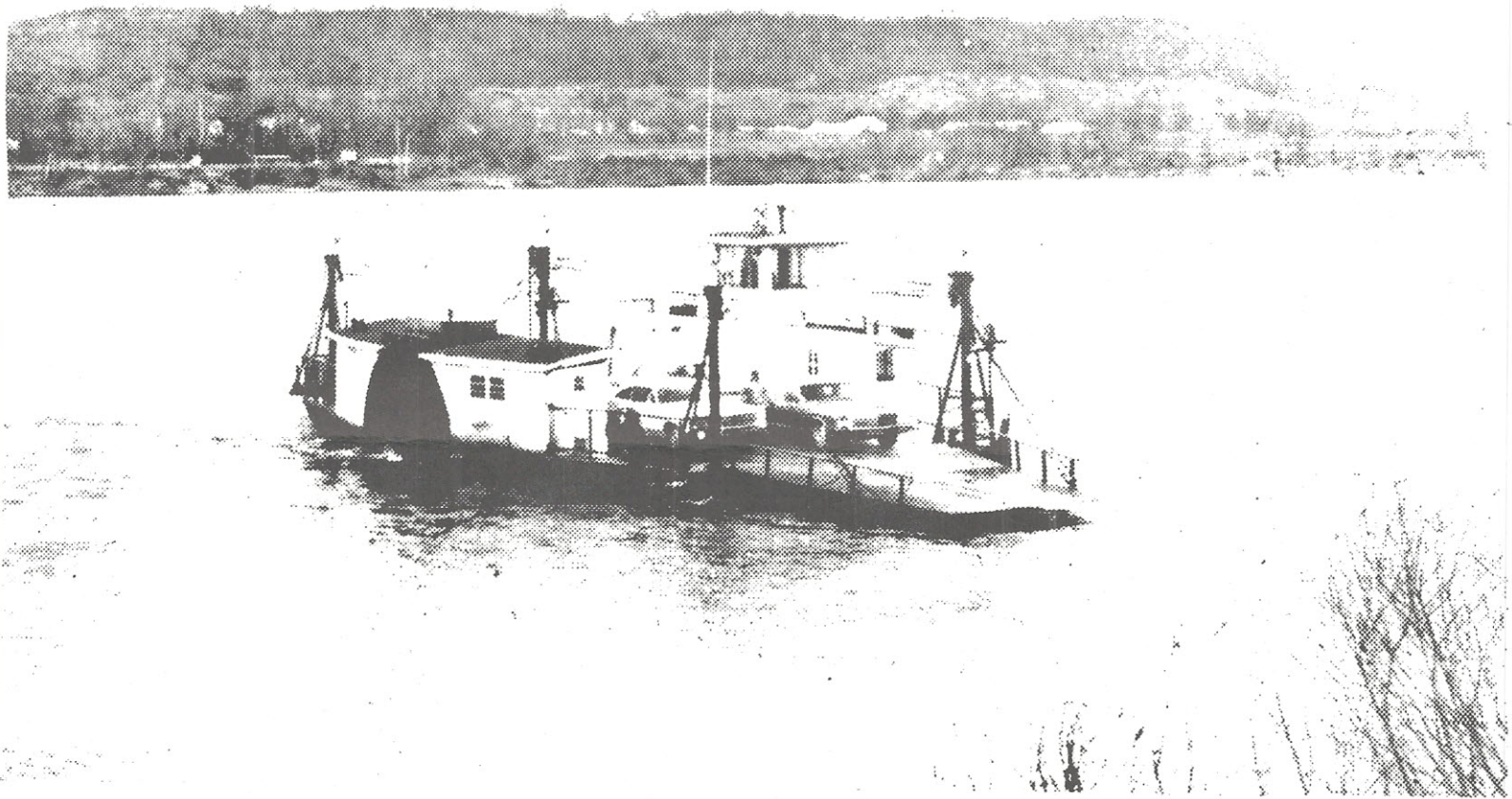


Transport Central



12 January 1970

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Column One

Thirty months and five hundred pages after Transport Central made its shaky debut in July 1967, "Fireside Chat" time has approached once again, wherein the Editor reports on the state of the publication, its problems during the past year and its outlook for the next.

Although once again TC showed a loss for the year, it was (thankfully) a manageable one, and our financial problems are easing. Our renewal rate is very high, for which we thank our loyal readers, and new subscribers are trickling in on a fairly regular basis. In short, financing Transport Central in 1970 should be less of a burden on its backers, though the turning of the profit corner is still a long way ahead.

There were some good issues in 1969 (and far too many bad ones), but with the change back to bi-weekly publication we seem better able to cope with the myriad problems that prevented the editors from offering a journal more nearly in line with that our readers have a right to expect. Though done regretfully, the halving of our publication frequency also saved us a bundle in postal charges, and made the future prognosis that much better.

At times, the technical quality of the publication was also not up to snuff, for which we apologize. The addition of photographs has created a number of problems that will take time to solve and we beg your indulgence if at times TC does not resemble Life or Look in pictorial quality. As our more sharp-eyed readers may have noticed, we have been experimenting with a variety of type faces this past year in an attempt to improve the readability of the publication, and we will soon "settle down" to a more unified "image".

As we begin the decade of the Seventies, we thought it appropriate to include a number of new features as part of our continuing efforts to improve the editorial quality of Transport Central. Each January, for example, we will attempt to sum up the happenings of the past year—not all of them, by any means—in words and pictures for sort of a rough look backwards at the twelve months just gone by.

Since TC is primarily an interpretive publication, rather than a straight newsletter (we could not hope to compete with the general and specialized press in terms of hard news), we will editorialize more (hopefully on a reasoned basis) apart from our news reportage. One of the best examples of such writing to cross this desk in recent months is Paul Weyrich's excellent piece on UMTA elsewhere in these pages.

We thank you for your support.

Ken Hayes

It would seem that most TC staffers lean toward the art (or science, if you will) of prediction. This editor yields to the inevitable and throws his hat into the assumptive ring with these transit trends for 1970:

The trend toward public ownership of large city systems will continue, not due to any impetus on the part of any group, but due largely to the lack of opposition and endeavor on the part of the present ownership. I foresee at least two but no more than five such systems being converted to public ownership by the end of the next year.

The general level of fares and patronage will continue as in years past: up and down, respectively. In several cities I foresee ridership holding about the same or even rising modestly; this latter occurrence in Oakland, and possibly in Minneapolis, Charleston and Gary, all barring strike shutdowns and fare increases.

No new help is in sight from the Federal government, no matter what is promised. Private carriers will continue to be shut out of major relief programs on all levels. However, in some of the smaller cities, where city-company relations are good, local concessions in the form of operating aids (such as traffic and street improvements) may come about. I think that Dayton points the way in this.

Equipment will not improve in the coming year; the same noisy and smelly vehicles will continue operating on our streets and little research will be done to alleviate the situation.

Rapid transit will come closer to reality in the San Francisco bay area with the prototype car tests on the BARTD system, but don't look for the beginning of service until mid-1971, however. New rapid transit proposals will gain little headway in Atlanta, Minneapolis, Los Angeles and Milwaukee. Politics may interfere with the D.C. system. No improvement is in sight in New York City on either the Transit Authority or Long Island systems—and watch for a politically-oriented strike on the latter.

All in all, a lot of people are going to be talking about transit—and that is all it will be: talk. You will hear a lot of "we've got to do something". But you will see very few who actually are. And fewer still who are actually even trying.

THE COVER: Most passenger/auto ferries have followed the interurbans into oblivion as bridges are built to replace them. This one still operates in 1970 over the Ohio River between Vevay, Indiana and Ghent, Kentucky. (RRK)

U. S. TRAIN-OFF LISTING -- 01 OCTOBER THRU 31 DECEMBER 1969

ROAD	TRAINS	BETWEEN	ACTION
ATSF	1-2 23-24 190/191-201/200 211-212	BARSTOW-RICHMOND (SAN FRANCISCO) CHICAGO-BARSTOW DENVER-LA JUNTA KANSAS CITY-TULSA	DENIED 1 YEAR
A&WP/WRA	37-38	ATLANTA-MONTGOMERY	
B&O	7-10	CHICAGO-AKRON	
C&NW	153-216	GREEN BAY-ASHLAND	NOTE 1
CB&Q	3-4 15-16 35-36 51-52	CHICAGO (GALESBURG)-LINCOLN OMAHA-KANSAS CITY OMAHA-KANSAS CITY CHICAGO-MINNEAPOLIS	8 MONTHS
CSS&SB	3-10-16-27-34-40 (319-320-328) 4-211-214-219 (501-529-534) 105-125-128-131 (406-409-413-416) 237 33 (31) 21	CHICAGO-SOUTH BEND CHICAGO-SOUTH BEND (NOTE 2) CHICAGO-MICHIGAN CITY SHOPS CHICAGO-MICHIGAN CITY SHOPS (NOTE 2) CHICAGO-GARY CHICAGO-GARY (NOTE 2) GARY-MICHIGAN CITY SHOPS MICHIGAN CITY-SOUTH BEND (NOTE 2) GARY-SOUTH BEND	
D&RGW	17-18	DENVER-SALT LAKE CITY	TO 02/14/70
EL	5-6	CHICAGO-HOBOKEN	OK'd
GN	3-4 7-8 27-28 357-358	ST. PAUL-FARGO ST. PAUL-GRAND FORKS REROUTE VIA ST. CLOUD VANCOUVER-BLAINE, WASH.	OFF
IC	3-4 21-22 105-106	CHICAGO-MEMPHIS CHICAGO-SPRINGFIELD ST. LOUIS-CARBONDALE, ILL.	OFF
KCS	1-2	KANSAS CITY-NEW ORLEANS	OFF
L&N	3-4 3-4 5-10 9/15-16/8	CHICAGO-DANVILLE EVANSVILLE-ATLANTA ST. LOUIS-EVANSVILLE LOUISVILLE-MONTGOMERY	6 MONTHS 6 MONTHS CONSOLIDATED
MILW	2-3 111-112 117-118	CHICAGO-MINNEAPOLIS CHICAGO-SAVANNA, ILL. CHICAGO-MADISON	NOTE 3
MP	1-2 14-17 15-16 21-22	TEXARKANA-LAREDO ST. LOUIS-KANSAS CITY ST. LOUIS-KANSAS CITY NEW ORLEANS-MARSHALL, TEX.	OFF DENIED OFF
N&W	121-124	CHICAGO-ST. LOUIS	
NP	1-2	ST. PAUL-SEATTLE	1 YEAR
PC	24-33 50 53 303-304 354 574-575	PHILADELPHIA-PITTSBURGH CHICAGO TO NEW YORK PITTSBURGH TO CHICAGO CHICAGO-CINCINNATI CHICAGO TO DETROIT BUFFALO-HARRISBURG	DENIED OFF OFF 1 YEAR OFF
PRSL	758-769 1001-1025	GLASSBORO-MILLVILLE, N.J. PHILADELPHIA-ATLANTIC CITY (WEEKENDS)	OFF (09/30) OFF (09/28)
RF&P/SCL	85-86	WASHINGTON-JACKSONVILLE	
SCL	33-34 93-94	RICHMOND-ATLANTA JACKSONVILLE-ST. PETERSBURG	OFF DENIED
SOU	3-4 3-4	ATLANTA-SOMERSET, KY. CINCINNATI-SOMERSET, KY.	OFF
SP	101-102	OGDEN-OAKLAND (TRI-WEEKLY)	TO 02/14/70
UP	5-6 103/105/111-104/106/112	OMAHA-LOS ANGELES OMAHA-GREEN RIVER, WYO.	OFF CONSOL (09/07)
WP	17-18	SALT LAKE CITY-OAKLAND	TO 02/14/70

(NOTE 1 - Wisconsin PSC allowed Thanksgiving and Easter holiday bus substitution. NOTE 2 -- Parentheses indicate SSH only runs. NOTE 3 --- ICC ordered to run 1 year; allowed holiday operation discontinued.)

Paul Weyrich

A funny thing happened to the Urban Mass Transportation Administration on the way to Congress in 1969. Contrary to happenings in earlier years, the research, development and demonstration budget was considerably cut, while appropriations for capital grants were close to the amount DOT had requested from the Congress.

Not only that, but just before the long Congressional session halted, a multi-billion dollar authorizing bill was introduced in the Senate with the support of liberal Democrats and conservative Republicans on the Banking and Currency Committee. Admittedly, the bill faces rough going in the Congress in 1970, but urban transit has taken a huge leap forward with the introduction of this kind of substantive legislation.

On top of everything else, UMTA was granted an unprecedented 70 new positions by an economy-minded Congress to help pave the way for an increased federal role in public transportation.

Just a couple of years ago, UMTA was a mini-agency with a handful of people, little Departmental support, and drop-in-the-bucket appropriations of \$125 million. The situation is vastly different now. While a great deal still needs to be done, there is little doubt that UMTA has come into its own, and if not in 1970 itself surely by 1972 a great deal of public money is going to be available for urban transit systems in America. It won't be the kind of money that has been poured into highways—or airlines—but compared with that which was available only half a decade ago, it will mean a huge boost to a sagging industry.

Much of the credit for the change in outlook should go to two men: Transportation Secretary Volpe and Urban Mass Transportation Administrator Carlos Villareal. Both men have produced pleasant surprises in Washington. Quite truthfully, Volpe was not my choice for Secretary of Transportation (and this is not to imply that I had a choice), mainly, I suppose, because of his highway background and his former geographical location. He has, however, proved to be a man of untiring energy who has sold a great many doubters on the merits of a Republican Administration's efforts in the field of public transit.

Volpe freely admits to having his eyes opened upon taking the Transportation position in President Nixon's cabinet. "In some ways I have been converted to viewpoints I opposed in former times", he said recently.

In a candid conversation we had recently, the former governor and highway administrator said he had spent more time on UMTA than any other single part of the Department since coming to Washington. That is a remarkable admission because UMTA has now less than 60 employees compared with thousands in established agencies such as the Federal Aviation Administration.

Volpe has a preacher's fervor about the subject, and while he would be the first to admit that he does not have a good first hand working knowledge of all facets of the industry, he can speak in broad policy terms in such a way as to inspire his associates to work longer and harder for the cause.

One of these associates is Villareal, who we predicted in this publication last year would turn out to be a good Administrator, despite his lack

of identification with the industry prior to coming to Washington. This prediction, I think, very objectively speaking has come true.

It is true that UMTA still needs much reorienting. It is also true that not all of the sometimes obscure and nearly always fuzzy-minded thinking on transit matters has been replaced by cold hard common sense. Yet, much of the work remains simply because Villareal and Volpe have had to devote so much of their time developing legislation and patching up problems on Capitol Hill. Villareal is a hard worker. Those who have received his calls on Saturday afternoons and Sunday nights know he takes UMTA seriously.

When he momentarily stops puffing on his pipe and looks you in the eye and says "we're making progress", you can believe it. Villareal has begun to rely more on a few competent members of his staff, but the ultimate judgments are his. And he is tough. Beneath the warm smile and friendly handshake is a man, self disciplined and forceful, who truly believes that he will do what is right despite the opposition and criticism. He has rushed in where the proverbial angels (and some of his predecessors, for that matter) have feared to tread.

All of this is not to say that the industry, the Congress and all observers are perfectly happy with what is going on at UMTA. The agency suffers from a lack of skillful people and some who do have good ideas continue to be ignored. Congress is displeased with the fruits of R&D and has seen little to be cheery about since the change of Administrations. (In fairness, Villareal has just brought aboard a new director of research who is completely an unknown quantity). There further seems to be too much of a preoccupation on the part of both the Secretary and the Administrator with innovation for the sake of innovation while some of the practical items continue to suffer.

Nevertheless, great strides have been made. Congress and the White House are now genuinely interested in mass transit. The fight today is over how to finance, not about whether there should be a program. That is a fundamental change during the past year and once again it bears repeating that Volpe and Villareal deserve a great deal of credit in this regard.

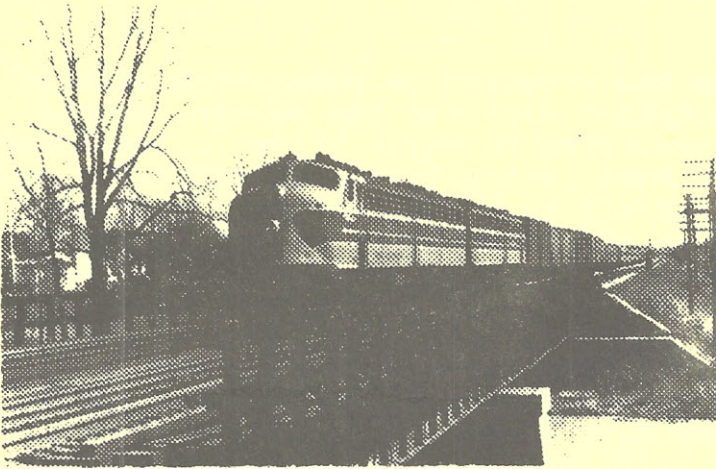
UMTA is now insisting that some bread-and-butter actions be taken, and indeed its activity in prodding the industry about pollution from buses is superb. If the transit industry as a whole will wake up to the fact that the 70's are here, and public transit is entering a new era many of its ideas will receive favorable attention from V & V. But if the industry continues to insist that it is still 1930, then the field will be left open to the new technology and phony consultants crowd to create a sphere of influence around the Secretary and Administrator.

For the first time, in Secretary Volpe DOT has a real advocate for UMTA. For the first time, in Administrator Villareal UMTA has a man of iron will and good instincts.

As we begin this decade, then, a great deal of where we go from here will depend on how successfully the advocates of true transit progress get through to DOT. Let the past be NOT the guide. Arise, transit industry: you have only decadence to lose.

(National Editor/East Paul Weyrich is a former newspaperman now assisting in transportation staff work for the United States Senate. Washington-based, Mr. Weyrich is a regular contributor to these pages.)

Newsfront



EL's LAKE CITIES made its last runs January 4-5. It is pictured here at Huntington, Ind., in 1967.

N & W will petition to increase commuter fares 25 to 30% on its single Chicago-Orland Park round trip very soon. The village of Orland Park has sent written support of the proposal to the Illinois Commerce Commission based on the road's willingness to refurbish 8 lightweight A/C coaches which would replace the present equipment, upon approval of the fare increase. The train carries 700 to 800 commuters on its five-day-a-week run, but loses approximately \$130,000 annually on the service.

The ICC has ordered the Western Pacific and Southern Pacific to run their respective portions of the California Zephyr and City of San Francisco, as present, until February 14 (same date as Rio Grande's portion of the CZ) pending Congressional action on several passenger train bills now being considered. The Commission stated that it may order the trains to run for another year on the present schedules or allow alternate or coordinated tri-weekly operations after February 14.

That GM&O announcement of discontinuance of diner-lounge service south of Springfield on The Limited was only temporary. The service reduction was due to a fire in one of the diners causing a temporary shortage of equipment.

Southern 3-4, the Royal Palm, Atlanta-Dalton (Ga.) were off as of January 1, 1970....L&N was ordered to run 3-4, Evansville-Atlanta, and 5-10, Evansville-St. Louis, for another six months (to 06/13/70)....Mo-Pac (T&P) was allowed to discontinue 21-22, Texas Eagle, Marshall (TX)-New Orleans following termination of the December 17 runs....Penn Central marks up the first train-off petition of the new decade: 65-66, Chicago-Cincinnati for February 1, 1970....The same carrier also received a contract to haul three mail storage cars on Empire service, 71-74, New York-Buffalo; they are the first mail cars reassigned since all New York mail cars were removed November 15, 1969....Milwaukee Road has asked for ICC authority under Section 13a(2) to discontinue 111-112, Chicago-Savanna, Ill., following a second refusal from the Illinois Commerce Commission....B&O train 7 (Diplomat) and 10 (Gateway) made their last runs between Chicago and Akron January 10 and 11 respectively, following ICC approval to discontinue same....Atlanta & West Point-Western Railway of Alabama trains 37-38, formerly the Crescent, made their last runs January 6-7 between Atlanta and Montgomery....Santa Fe must run 23-24, Chicago-Los Angeles and 1-2 San Francisco Chief, Chicago-San Francisco, until at Least May 5 pending ICC investigation....Norfolk & Western received permission to discontinue 121-124, Blue Bird, St. Louis-Decatur, but must continue operating the Chicago-Decatur portion.

Greyhound has offered to buy SP's 1.6% stock interest in the diversified bus operation; the offer is part of a plan to purchase all outstanding shares still owned by U.S. railroads.

ONCE OVER QUICKLY

Enough cars from Budd are now on the property to permit the setting of January 30 as the latest "definite" date for the opening of the Kennedy rapid line in Chicago, according to Mayor Daley....Since the CTA began to institute its Exact Fare policy (which is virtually complete), bus robberies have dropped off to almost nothing, but the frustrated brigands have now taken after cab drivers; one of our more acutely observant reader's prediction has come true....GM's TurboCruiser III is being tested on New York's TA....A Continental Trailways Silver Eagle, similarly powered, has gone into experimental service on a cross-country run....Rising subway violence is plaguing Philadelphia's SEPTA system....New York's subway fare abruptly rose to 30¢ from its former 20¢ level January 4, prompting a huge outcry from riders of TA subway and bus lines....Reader Doug Traxler reports that a \$2,500,000 subsidy would be needed to keep Milwaukee's Transport Corporation buses operating at present service levels and fares for 1970-71....The Supreme Court has left standing a lower court decision that cities can use their zoning powers to bar the use or sale of railroad-owned urban property for high-rise building construction. The lower court decision concerns two downtown St. Paul blocks owned by a North Western Railway subsidiary. When C&NW moved to sell the property for high-rise construction, the city stepped in, barring any building above the level of an adjacent park.

Financial difficulties are once again hindering plans of Peoria City Lines (not an NCL property) to continue service. The company is to receive 35 new buses via a DOT grant, acceptance of which hinges on the company's ability to meet certain insurance payments past due. A local bank has withheld funds needed by the company to meet that obligation and that of its share for the new equipment....A loan to the Suburban Transit System of Oak Lawn (a southwest Chicago suburb) by the Small Business Administration to cover losses to its physical plant sustained in the April 1967 tornado has been criticized by the new director of the SBA. James J. Betinis, STS president, is alleged to have underworld connections, and although repayments have been made on schedule, SBA Director Hilary Sandoval is pressing for immediate restitution....National city transit patronage in September of last year was down 0.25% over the same month in 1968.

747 service will begin on Pan Am (New York-London) January 21; on TWA (New York-Los Angeles) in mid-February; and on American (New York-Los Angeles) on March 2. American will use a leased Pan Am jet for its transcontinental runs....Chalk up the end of another era: United has announced that it is phasing out its all-male, all-first class Executive flights between Chicago and Newark after runs of January 14. A solid success when they were first instituted in 1953, the posh runs have seen patronage dwindle to 40% occupancy in recent months, largely because the "new breed" of executives are young men, who, in the words of the airline, "prefer sophisticated women as traveling companions". Henceforth, the two runs will drop the cigars and gifts (and the \$3 surcharge) and become ordinary co-ed schedules....The CAB is reconsidering its regulations banning the uses by level III carriers of any plane heavier than 12,500 lbs; a decision is expected soon.

NEWSFRONT: The Year In Review

In this, the 100th anniversary year of transcontinental railroading, there was little cheer in the "festivities" honoring that milestone at Promontory Point. U.S. railroads were as a group a sorry picture of an industry beset by strikes and threats of strikes and "poor-mouth" appeals for freight rate increases. With the UTU, Signalmen and shopcraft unions providing a rebellious spirit, the railroads received a permanent 3-10% increase in rates followed but a few months later by an across-the-board 6% increase in all rates. Even this was not enough for the Eastern roads as losses continued to be reported, and the New England carriers have asked for a rate arbitrary for shipments on their lines; other Eastern roads (led by Penn Central) are urging all railroads to request another general increase in rates.

1969 marked the end of several familiar railroad industry names, and the forecast for more "name-dropping" in the first few years of the coming decade. New Haven, Tennessee Central, Piedmont & Northern, New Orleans & Northeastern, Georgia & Florida, Savannah & Atlanta, Wrightsville & Tennile, Tennessee Alabama & Georgia, Midland Continental, Kansas Oklahoma & Gulf and part of Chicago & Eastern Illinois all disappeared or soon will through purchase, dissolution of subsidiaries or abandonment. Prospective mergers now underway would enlarge or eliminate more names from the all-time list of U.S. railroads including UP and Rock Island; Burlington; Great Northern; Northern Pacific, Fort Worth & Denver, Colorado & Southern and Spokane, Portland & Seattle; C&O-B&O N&W, EL, B&M, WMD, Reading & CNJ; IC and G&O, L&N and Monon, CNW and Milwaukee and several smaller roads. The L&N now serves Chicago and several other roads would serve new areas with new names should all these mergers be approved.

And 1969 marked another poor year for passenger trains as another 80 or so pairs were discontinued. Since July, the ICC has become increasingly tougher in its outlook; in fact, no train-off petition has gone through without hearings since the Rock Island was allowed to discontinue the PLAINSMAN last summer without proceedings being instituted. If the ICC has become tougher to deal with, the public has gotten outraged in several instances, bringing to bear a new weapon, the injunction, as a means of appeal of Commission authorizations to discontinue trains. Such moves kept Burlington's Billings train running 7 months beyond its discontinuance date, and Penn Central's New York-St. Louis train continues to operate almost 9 months after such permission. The delaying action of the public and ICC denials of discontinuance of the remaining trains has focused attention on the need for continued train service in Congress and several draft proposals are being considered. Included among them are tougher train-off legislation, subsidies and a federal pool of equipment for a specified network of services that would be maintained. Regardless, name trains that died this past year included the SILVER COMET, SOUTHERN BELLE and POWHATAN ARROW. The LAKE CITIES, AFTERNOON HIAWATHA, CALIFORNIA ZEPHYR, SAN FRANCISCO CHIEF, CITY OF SAN FRANCISCO, MAINSTREETER, JAMES WHITCOMB RILEY, BLUE BIRD, SUNSET LIMITED, CASCADE and ROYAL PALM were among some of the more familiar name trains that were petitioned during 1969.

All in all, 1969 was not a year the railroads would like to remember. Even the beginning of a subsidy act in Canada, introduction of the TurboTrains and MetroLiners, and new equipment for commuters in San Francisco, Chicago, New York City, Philadelphia and Montreal failed to stem the general decline in the physical plant of the carriers. The railroads again showed their lack of unity and technical acumen in the introduction of this new equipment by the variety and failure of these new "showcases".

On the airline scene, a number of controversies sparked the year. One of the most drawn-out regulatory cases of recent times was finally brought to a close when President Nixon announced his transpacific route awards, giving a lucrative Far East route to Eastern. That carrier had been left at the gate when Lyndon Johnson had certified Continental for the route. The new Chief Executive exercised his prerogative and rescinded the awards, noting that his predecessor had friends within Eastern's power structure and could thus possibly stand accused of "cronyism". Critics of Mr. Nixon were quick to point out that he had friends at Eastern, but the grants stood. The long-

fought case had held up awards of additional service to Hawaii from the mainland; now additional carriers (Western and Braniff among them) could fly the lucrative runs. The winding-up of the transpacific docket also certified TWA as a truly 'round the world carrier, competing with Pan Am for that slice of the international travel market. Domestically, it was a year of increasing air service to all parts of the country; a "plane-on" list would require many pages. Only Frontier, of the national and regional carriers, bucked the trend by asking for discontinuance of service to seven small towns on its system, though at year's end Northeast had asked for similar abandonments in New England. On the level III side, Chicago-based Commuter Airlines, hard-pressed financially because of expansion promoted too fast by president Paul Delman, sacked its chief executive and cut back its system to four lines radiating from Chicago.

Elsewhere on the air front, zillionaire Howard Hughes, once head of TWA, got back in the air game by taking control of shaky Air West. Delta became the last carrier of the majors to use prop craft at busy O'Hare, phasing them out early in the year. Portending the future, three extra-large birds took to the air for the first time, the Anglo-French Concorde, the Soviet Tu-144 and Boeing's 747, further threatening to compound the jams at and around the world's airports. To assist in alleviating some of that crush, the FAA instituted a quota system for aircraft movements at five U.S. fields hardest hit: JFK, LaGuardia and Newark in New York, Washington National and the world's busiest, O'Hare. Not unexpectedly, private pilots hit back at the regulations, claiming discrimination.

Further, more planes than one can count made unscheduled side trips to Jose Marti airport in Havana, and one was even hijacked over Fresno by a Marine and ordered flown to Rome. Legitimate overflights of Siberia by Japan Air Lines were authorized on a joint JAL-Aeroflot route by the Soviet government; Aeroflot also planned further expansion of its services. Houston's long-awaited Intercontinental Airport opened its doors at mid-year, and the furor over sites for Chicago's third jetport (whether in the lake or elsewhere inland) continued unabated. Rounding out a busy air year, a fight over transatlantic fares sparked by Alitalia resulted in substantially lower tariffs for all travelers. Stewardesses could now pursue their profession even after a side trip to the altar and deficit-ridden Northeast agreed to marry wealthy Northwest Orient Airlines.

Transit-wise, the year got off to a good start with the premiere of the successful Lindenwold high-speed line in the Philadelphia area, while later in the year the Chicago Transit Authority extended one rapid transit line (Englewood) to a new terminal, and opened the brand-new Dan Ryan median strip route. On the other side of the ledger, the older segment of New York's historic Myrtle Avenue L was abandoned, but Mexico City opened the first segment of an entirely-new rapid transit system, and BART construction continued in San Francisco.

New transit authorities or similar public systems made their debuts in Kansas City, Madison and Portland, and transit service all but disappeared in Lorain-Elyria, Pensacola, Paducah, Fargo and Springfield, Ohio, while Akron got a small measure of service back after a protracted strike. Steam and turbine buses were made much of during 1969, and General Motors unveiled a "baby" fish-bowl "New Look" bus. The historic Angel's Flight Railway in Los Angeles closed down for a "brief" period, fares went up almost everywhere, and an obscene movie was made aboard a Muni bus.

TRANSPORT CENTRAL'S "BRICKBAT" AWARDS FOR 1969

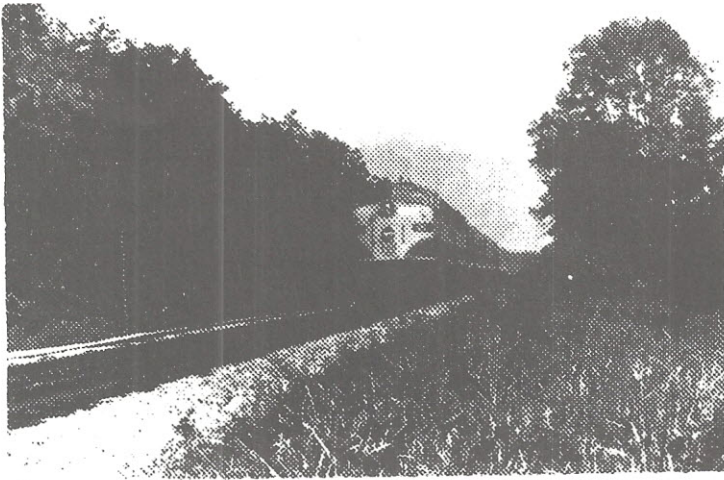
CLOUDY CRYSTAL BALL AWARD -- To Commissioner Pikarsky and Mayor Daley for announcing no less than 10 "definite" dates for the opening of the Kennedy rapid transit line.

GOOD NEIGHBOR AWARD -- To the Burlington Railroad for abruptly cancelling their train in mid-run and stranding its passengers in Beautiful Downtown Hemingford, Nebraska.

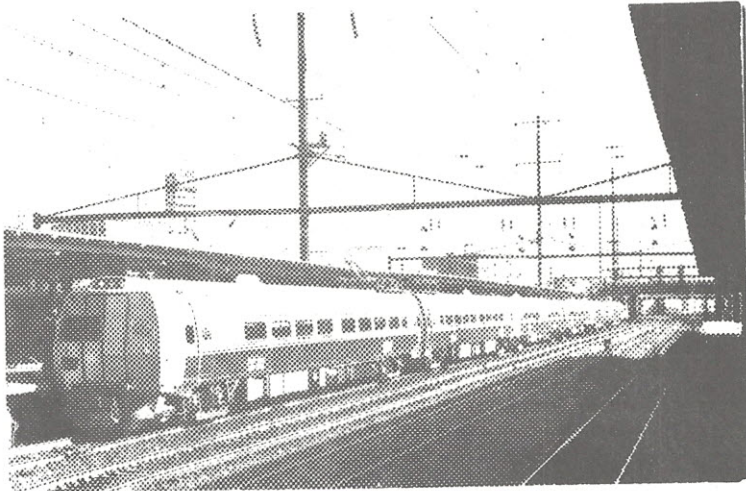
FIRST THINGS FIRST AWARD -- To President Nixon for placing the supersonic transport program ahead of such non-prestigious items as food for the hungry.

BE PREPARED AWARD -- To the Budd Company for service above and beyond the call of duty in arranging for on-time delivery of its equipment orders.

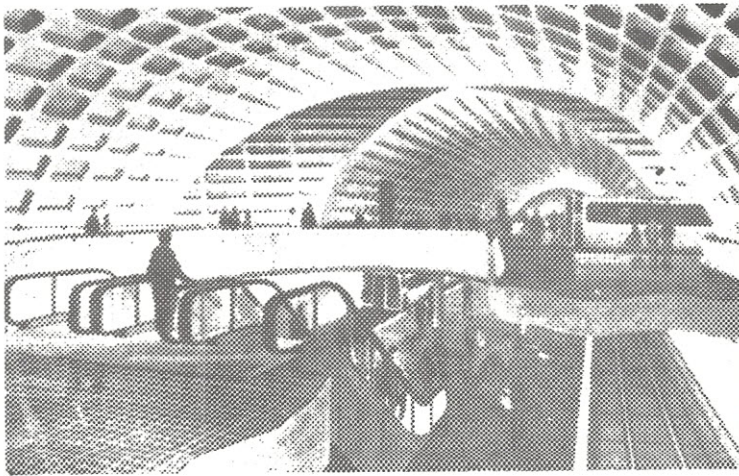
BEST PERFORMANCE BY AN ACTOR AWARD -- To Governor Rockefeller for proclaiming with a straight face that the Long Island would have the world's finest commuter service by October 7.



Kansas City Southern went all-freight in 1969 (l, KCS #10), but the Danville Flyer (r) ran on. (KIO)



Two brand-new units, the MetroLiner (l, at Trenton), and Boeing's 747 made their debuts in 1969. (JPH-ED)



Ground was broken for Washington's Metro (l), and CTA's Dan Ryan median strip line (r) opened. (RRK)



The Toronto Transit Commission rates Transport Central's 1969 Transportation Progress Award for creative thinking in seeking to dispel the all-too-common myth that the trolley coach is an obsolete vehicle for any application. By deciding to refurbish its existing fleet, TTC has done its part in reducing air pollution, made efficient use of existing equipment, and maintained its image as operator of one of the most modern and aesthetically-pleasing transit systems in North America. (RRK)