

NEWSFRONT

ONE MAN'S FAMILY

Two more chapters in the exciting and continuing merger drama of the Rock Island, UP, SP, Milwaukee and North Western were written last week. First, the ICC, "without prejudice", denied the C&NW/Milwaukee Road merger application but allowed that should the parties come up with a new financial deal they may reapply within a year and not be required to undergo a complete new investigation. The other episode starred the Milwaukee, which formally rejected Northwest Industries' offer to sell C&NW. The Milwaukee, in turn, has asked to be included in either SP or UP, but has not yet filed a formal request.

STRIKE-OUT

President Nixon has signed into law legislation passed by Congress last week enforcing the "December agreement" on the International Association of Machinists. The one-year bill (with talks to reopen in September) will increase the shop craft workers' pay by 68¢ per hour retroactive to December 1969. Although the law will prevent a strike for only one year, it will give Congress time to consider the President's proposal to abolish the emergency procedures under the present Railway Labor Act and change the Taft-Hartley Act in order to prevent future walkouts. If approved, the new legislation would use the "final best offer" of both sides in determining a settlement with the aid of an arbitrator. Failing agreement, the President would have the power to impose a binding settlement on both sides.

While Congress has averted one potential strike, the growing walkout of Teamsters has hit the railroads. Piggyback operations in the East and Midwest have been severely curtailed with the appearance of picket lines around major truck-train terminals. Although a national Teamster wage package has been agreed upon, many locals have rejected its terms, demanding more than the 27% increase in benefits in it.

ON THE PASSENGER SIDE

The ICC has allowed Burlington Northern to discontinue 51-52, Chicago-Minneapolis (the Blackhawk), following April 12 runs....SCL has reapplied to drop its 51-52, the Champion, Florence-Augusta...MoPac has been waiting since February 4 for the Texas Railroad Commission to sift through testimony and decide on the fate of the Texas Eagle, 1-2, Texarkana-Laredo...The Milwaukee has applied to drop 1-4, the Pioneer Limited, Chicago-Minneapolis, effective May 5....Senator Philip Hart of Michigan has proposed legislation that would prevent any additional train-offs (including those presently before the Commission) until DOT could determine a network of national services that would be subsidized in order to be maintained....The National Association of Motor Bus Owners has released figures showing bus travel costs less per mile, at 3.34¢; rail costs 3.61¢, air 5.55¢ and auto 11.89¢.

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THE TRAIN-OFF LIST

Our 11th quarterly train-off list in the last issue was, unfortunately, our largest. There was one error: C&NW 125 should read Chicago to Milwaukee. Also, four pairs of trains continue to operate under court injunction: IC 105-106, St. Louis-Carbondale; MP 15-16, St. Louis-Kansas City (a decision on this is expected soon); PC 3-30, New York-St. Louis and PC 50 (Chicago to New York) - 53 (Pittsburgh to Chicago). Beginning with list #12 (out in July) we will show the Burlington Northern.

TIE TALK

John P. Fishwick, currently head of Dereco, has been appointed president of Norfolk & Western, succeeding Herman Pevler, who has retired....With the demise of daily passenger service to San Francisco over SP and WP, Ogden, Utah has lost its last two redcaps. Once 25 daily passenger runs stopped at Union Depot, enough to keep 25 redcaps busy; now only UP's City of Los Angeles calls daily, and three other trains serve the station on a tri-weekly basis....Doubling of traffic and revenue in three years by electrification of the London-Midland line has persuaded British Rail to extend the overhead to Glasgow, enabling schedules to be cut by 1:45 for the 400-mile run. The electrification will cost fifty million pounds and should be completed by 1974....France's SNCF has introduced two high-speed turbo trains on the 144-mile run between Paris and Caen. With one stop at Evreux, the schedule cuts running time by 10 minutes to 1:49. Eight more such trains are scheduled to go into service by the end of the year. One-third of the SNCF system is electrified; the Le Capitole, for example, makes the 234-mile run between Paris and Limoges in 2:40, reaching 125 mph over more than 20% of its run....Tiny Providence & Worcester wants out of the Penn Central. PC now operates the short line under lease with the Providence & Worcester Company, owner of the Rhode Island carrier. The P&W has notified the ICC that it is withdrawing its petition for inclusion of the line into the Penn Central, preferring to go it alone as an independent carrier.

METROPOLITAN REPORT

Regular readers will recall an item in these pages some months ago about an X+ rated movie made aboard a San Francisco Muni Mack bus, more or less without the knowledge of the company or driver. Now, the Municipal Railway has found itself in yet another hassle over sex. A trial is underway wherein a young lady, hitherto "extremely religious and strait-laced", was involved in a cable car accident, after which she became obsessed with a desire for sexual contact. The accident took place in 1964, and has just come to trial; in the interim the young lady remained single and presumably did not suffer too much from her aberration.

On to more prosaic items: In Kentucky, Lexington Transit has asked for the elimination of its token rate (2/55¢); adult fare would remain at 30¢....Kelly Transportation of Cape Girardeau, Missouri, has been granted a franchise to provide transit service in Paducah; American Transit bowed out there September 5, 1969....Peoria's interim City manager has urged an election before June 1 to decide the fate of bus service in the

Illinois city. If the referendum were successful, a transit district would be activated which would explore ways of keeping bus service operating until a permanent plan could be devised....The mass transit board of trustees of Joliet has voted to consider the possible termination of Joliet City Lines' franchise; area riders have been without bus service since drivers walked out March 1....Riders on New Jersey's Public Service bus lines will have to ante up an extra nickel or dime (depending on the amount of the former fare) beginning April 19....A grade-separated rapid transit system operating on its own right-of-way may be in the offing for the St. Louis area. The report of the Rapid Transit Feasibility Study commissioned by Bi-State Transit indicated that such a system would have many advantages (including economies in operating costs) over an expanded all-bus network.

BARTD, the Oakland and San Francisco airports, AC Transit, the Oakland Coliseum and Alameda County have applied to DCT for a \$60,000 grant to study the possibility of connecting the BART system to the two airports and the Coliseum. Cost of the San Francisco extension alone would be \$90 to \$140 million....A direct route for the future Second Avenue subway through lower Manhattan and a connecting Lower East Side loop have been approved by the city's Board of Estimate, ending a long-standing controversy. South of 34th Street, a two-track line will run under Second Avenue and connecting streets, including Water Street, directly to a terminus at Broad Street. Under the compromise plan, a loop will extend eastward from Second Avenue along Houston Street to Avenue C and from there northward to link up with the 14th Street crosstown line. At the same time, the board approved modifications to the "superexpress" Queens subway route (see map) offering non-stop service between Forest Hills and Queens Plaza.



The New York Times March 19, 1970
 Broken line shows proposed route of high-speed Queens subway with nonstop service between Forest Hills and Queens Plaza. Inset shows tie-in to existing system in Forest Hills.

COGENT COMMENT

From a Chicago Today editorial on the need for financial aid to the hard-pressed CTA: "Step 1, however, is to get rid of the overall CTA syndrome—the fatalistic idea that nothing can really be done to stop the fare spiral. Something can be done if those concerned will stop waiting for someone else to act and start moving."

From a Philadelphia Inquirer editorial on PC commuter service hearings: "...the Penn Central has been running 50 to 1 ahead of the Reading in the number of complaints against its commuter trains. The Fenn Central is only 3 to 2 ahead of the Reading in total daily commuters—75,000 against 50,000."

TRANSIT LINES

Elsewhere in the New York area, emergency improvements are planned for Penn Central's Westchester commuter lines, including the purchase of 50 new cars and the renovation and painting of almost all stations. A test train of 100 mph cars was borrowed from the Long Island for a demonstration run from New York to North White Plains....The home town of the famed Beatles, Liverpool, is learning to live with the noise of subway construction. A 67-year old plan has finally been implemented and trains will be rolling along the first two-mile section by 1975... National City Management will run the new public system in Schenectady after Schenectady Transit ceases operation.

JET JOTTINGS

Eastern is instituting a new reserved-seat service between Newark and Washington to replace the no-reservation shuttle flights being canceled April 26. Five daily round trips will be offered instead of the 8 shuttle runs now in service....In the wake of the PATCO "sick-out", it is interesting to note that many air services were curtailed in markets such as Chicago-New York, that are now overserved (TWA, United and American offer the equivalent of a twenty-minute headway during business hours between the two cities, often with a load factor of 40 per cent or less. The flow of interstate commerce was not hindered by the cutbacks to a more realistic service level, and load factors were much higher....An arbitration panel has ruled that manning United Air Lines Boeing 737 jets with three pilots instead of two constitutes "a meaningful addition to safety". The ruling is the second in a long dispute between UAL and ALPA over whether the short-to-medium range plane can safely be flown with two pilots. Staffer Paul Kutta reports that the third pilot will be called "fireman"....Direct flights from Chicago to Paris will be re-inaugurated by TWA April 26. The flights operated last summer but ended in October. The airline is hoping for an increase in the use of O'Hare as a "gateway" for international air traffic that will permit the continuation of the run on a year-round basis, as congestion is increasing at Kennedy Airport in New York, the prime "jumping-off" point for transatlantic travelers.

MARITIME MEMO

The \$800,000 hydrofoil Sun Arrow has left San Juan, Puerto Rico for Italy on the deck of the freighter Callao; it will be sold for scrap in a Messina shipyard. The hydrofoil first suffered about 50% damage in March when it ran aground on a reef off Puerto Rico. A 150-ton crane used to hoist the craft onto the Callao's deck then fell on it, completing the damage....The Eppleton Hall, a restored sidewheeler tug, successfully churned into San Francisco Bay last month to complete a six-month voyage from England. The 105-footer, the last of its kind, was found beached on a mudflat near Newcastle, and is to be presented to the San Francisco Maritime Museum. A crew of ten sailed the 56-year old, twin-engined tug, which resembles those used as blockade runners during the Civil War....The French Line, proud master of the Normandy, the Liberté, Ile de France, the France and others, has diversified into the shrimp, hotel and cruise fields. A Japanese group is constructing a pilot Shrimp farming operation on the Brittany coast, the firm operates hotels on the island of Corsica and in the French Alps, and the France operated 134 cruise days last year, with more on tap in 1970.