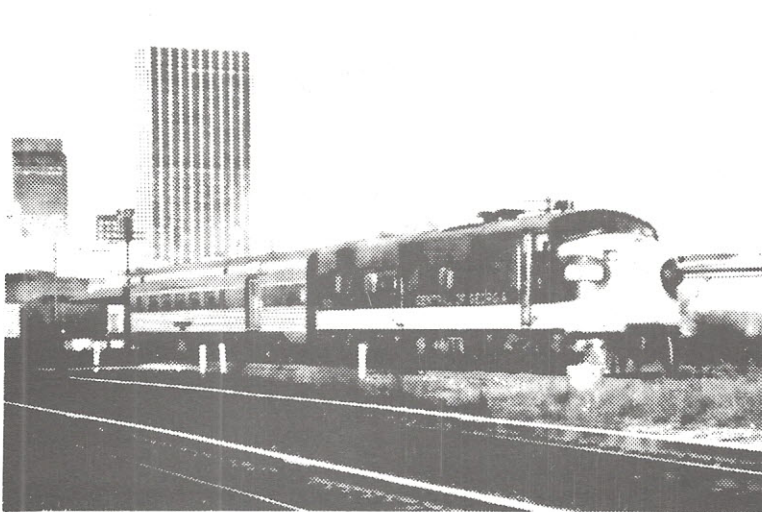
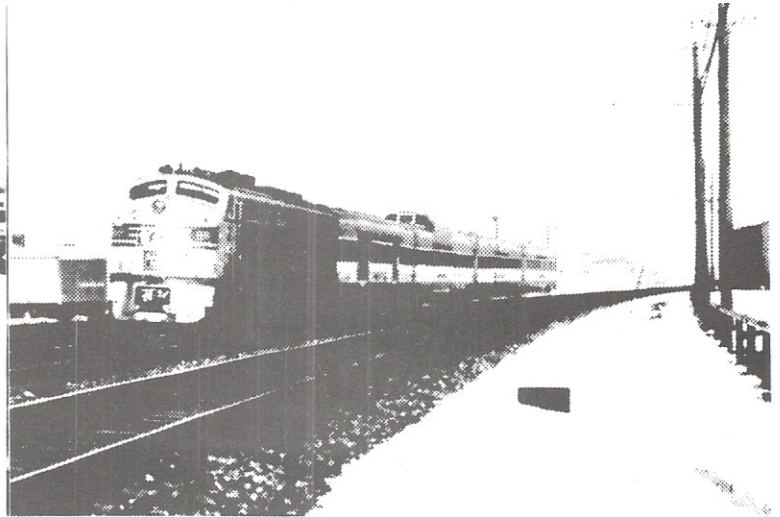
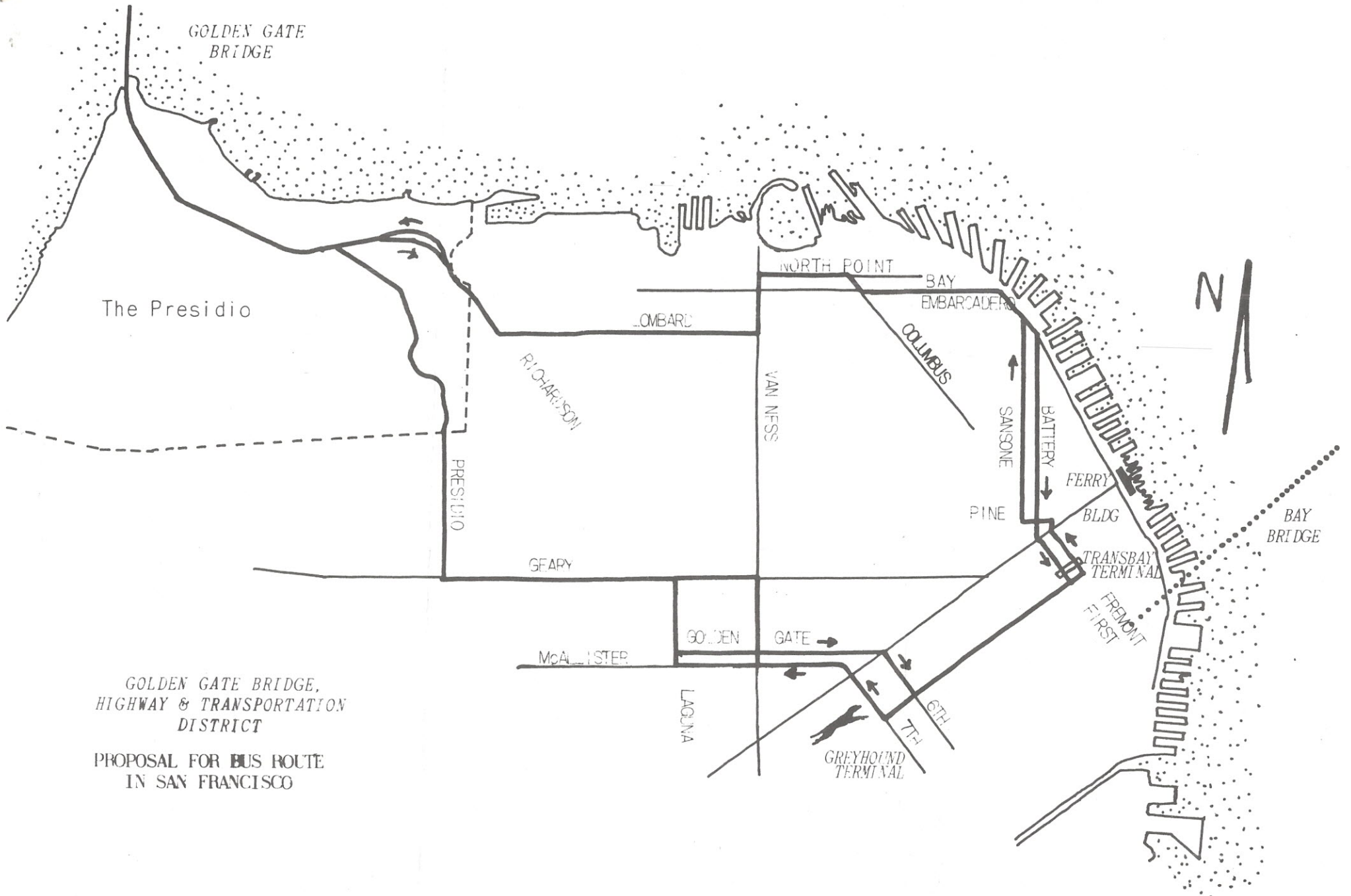


Transport Central

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GOLDEN GATE
BRIDGE

The Presidio

NORTH POINT

BAY
EMBARCADERO

LOMBARD

RICHARDSON

VAN NESS

COLUMBUS

SANSONE

BATTERY

PINE

FERRY

BLDG

TRANSBAY
TERMINAL

FREMONT
FIRST

BAY
BRIDGE

GEARY

GOLDEN

GATE

McALISTER

LAOJNA

6TH

7TH

GREYHOUND
TERMINAL



GOLDEN GATE BRIDGE,
HIGHWAY & TRANSPORTATION
DISTRICT

PROPOSAL FOR BUS ROUTE
IN SAN FRANCISCO

METROPOLITAN REPORT

"ACT TO REVAMP CTA BOARD" trumpeted the banner headline in the Chicago Tribune, but the truth was something less than that. Illinois Governor Richard B. Ogilvie had merely exercised his gubernatorial prerogative and named a successor to the CTA board for neighborhood newspaper publisher Raymond J. Peacock, 81. Peacock's term had expired in 1968, but according to the rules of the game he had continued to serve until a successor had been named.

His successor in the \$15,000-a-year post is investment banker Wallace D. Johnson, 43, who drafted a 1967 plan to resuscitate the bankrupt New Haven Railroad. This proposal was the genesis for Transportation Secretary Volpe's Railpax plan, portions of which have been incorporated into legislation about to clear the Congress. Johnson is a Republican, and lives in an integrated neighborhood on Chicago's South Side. He is Ogilvie's second appointee to the seven-man board (three are named by the governor, four by the mayor; each man's choices must be approved by the other); Chicago Cub great Ernie Banks was tabbed for a seat in 1969. The governor has also let it be known that he will seek to replace former legislator Bernice T. Van der Vries, 80, when her term expires later this year.

Johnson is expected to bring a great deal of transit expertise to a body that has often been attacked as being filled with favored political appointees who merely rubber stamp Authority staff decisions. The CTA board is currently enmeshed in the controversial subsidy issue (the measure is currently stalled in the state Senate), but it is not at its authorized seven-man strength. A mayoral appointee died in office last December; one other has continued to serve past the expiration of his term in August 1967.

New York's Mayor John Lindsay has released a study asserting that each passenger on the Staten Island ferry costs the city 43¢ at the present nickel fare. Increased costs are expected to drive this figure upward to 47¢ per rider next year; the study recommends that the ferry tariff be raised to 25¢....The Penn Central, honoring an agreement with Governor Rockefeller, has stepped up its maintenance program for Harlem Division commuter equipment by 40%. Each of the line's 670 commuter cars is now scrubbed, weather permitting, at least twice a week.

Plans are afoot for some 24 minibuses to begin scurrying about the central business district of Los Angeles by Thanksgiving, should the various agencies involved agree. SCRTD would operate the 5½-mile route on a three-minute headway during business hours at a 10¢ fare....Though motorists may softly curse, buses using the San Francisco-Oakland Bay Bridge whisk through a specially-assigned tollgate on the bridge plaza without stopping. The new plan, which has been pronounced a huge success, especially during rush hours, calls for AC Transit and Greyhound buses to pay their tolls monthly on an honor basis, so that their daily trips may be speeded. Buses now operate through the plaza at the rate of one every 11 seconds during peak periods. AC Transit and Greyhound buses formerly operated over exclusive bus lanes on the lower deck of the bridge (where Key System rails once reposed), but the bridge was subsequently redesigned for one-way traffic on each deck.

RAILWAY REPORT

The U.S. Post Office has instituted an economy move wherein first class mail (not Air Mail) moving a distance of less than 750 miles will be removed from space available air service to 100% surface transportation. Mail to points within 250 miles of sectional centers will be handled via truck, 250-770 miles by rail where service is available. The move is being assailed by the Air Transport Association, which has asked the government to reconsider the change.

Penn Central has filed its weekly train-off petition on 22 Boston-Providence only locals. 17 are to be discontinued entirely, five are to be reduced to weekdays only; a precise listing of the particulars next week.Hearings on PC's request to discontinue 34 East-West trains have begun. While witnesses from the public and Congress, along with editorial support, have presented strong opposition, PC told the ICC examiner that the 34 trains each average only 40 passengers per trip and annual losses range from \$102,000 (Broadway) to \$957,000 (63-64, Buffalo-Chicago).... All is not bad news on the PC, however. The road reports that the new Capitol Beltway station has sold more than 1500 tickets during its first 30 days of operation, and PC has increased the number of trains tarrying there from 7 to 13. Greyhound has also begun to operate from the stop.

Burlington Northern is looking into a possible purchase of the Missouri-Kansas-Texas Railroad. The move was expected since CB&Q had been considering such a move to connect its Texas subsidiary with the Midwest, but the Northern Lines merger took precedence, and such a proposal might have periled the successful conclusion of the marriage....Union Pacific has discontinued sleeper service on its City of Denver; since April 26 a slower schedule allows passengers desiring sleeper service to use either the City of Portland or City of Los Angeles sleepers between Chicago and North Platte.

The N&W has begun a new version of the "Cannonball Express", providing second morning freight delivery between St. Louis and New York....A Denver businessman has optioned the original 12-car Denver Zephyr to use as "an express commuter service in the metropolitan area". The train was last used as the Texas Zephyr between Denver and Dallas, and was subsequently sold to a Denver scrap dealer who optioned it to the group.... Colorado and New Mexico have reached a tentative agreement with the Rio Grande for purchase of 65 miles of narrow-gauge track between Antonito, Colo., and Chama, N.M. The road refused to grant an option for 106 more miles between Chama and Durango; that line will be taken up this month. The states plan to operate the line as a tourist attraction....The B&O has begun a \$250,000 rehabilitation of all its coaches, sleepers and dining cars....The ICC has permitted Rock Island to drop 7-10, Chicago-Council Bluffs, effective May 31, but will hold hearings anyway....The state of Wisconsin is busily six-laning U.S. 41 between the Illinois border and the end of the freeway south of Milwaukee. If those millions had been spent on maintaining good rail service between Chicago and the Cream City, perhaps the widening might not have been necessary....Labor reports that, while U.S. trains are being dropped right and left "because people no longer like to ride them", a recent survey showed that American (and Canadian) patronage of European railway services is now at an all-time high.

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CORRESPONDENT COMMENT.

At a meeting of the City's Interdepartmental Staff Committee on Traffic and Transportation, on which I sit as representative of the San Francisco Redevelopment Agency, the staff of the Golden Gate Bridge, Highway and Transportation District presented a remarkably forward-thinking proposal in connection with its planned takeover of the present Greyhound suburban service to Marin County.

They proposed a base twenty-minute headway in both directions along the loop route shown on the enclosed map, with additional service in peak hours along the northeast side of the loop to serve the financial district, where most of their expected 6,600 daily commuters are destined (present Greyhound loading is 3,800 passengers per day). There would also be service nights and weekends, so as to provide an attractive alternative to driving. The delivery in Marin County would be very much closer to a door-to-door basis than the present Greyhound routes, which mostly do no more than follow the old Northwestern Pacific electric lines.

Pending approval of this service by the city, the District will soon advertise for bids for about 130 low-emission buses. It appears likely that these would have gas turbine engines. Service is expected to start about a year from now. The District may lease some of the present GM buses from Greyhound to begin service.

The Golden Gate Bridge is also very much in the ferry business. During the recent strike of Harbor Tours, the Bridge operated the ferry to Tiburon, a very popular service which it otherwise subsidizes. Ferry service to Sausalito is also imminent. The Golden Gate Bridge District apparently remains committed to eventual construction of rapid transit facilities, presumably in connection with BART.

—ANTHONY PERLES

THE COVER

(Top left) A Bee Line (Danville, Ill.) GMC TGH-2708 and TGH-3102 await their next assignment at the garage; Bee Line transit service will end this month. (Top right) The California Zephyr rounds a curve enroute to Denver. (Bottom left) One of the very last runs of Central of Georgia's Man O'War leaves Atlanta enroute to Columbus, Ga. (Bottom right) A venerable "Silversides" joins a new suburban "Fishbowl" and a Mack at the Greyhound commuter coach yard in San Francisco. 'Hound service may soon be replaced by a public operation (above).

AIR/LINES

Northwest stockholders have approved a consolidation with Northeast. ...Pacific Southwest has canceled an agreement to buy Air California. ...The CAB has suspended TWA's surcharge on 747 long-hauls, and is currently considering similar surcharges by American and United.... Pan Am had a 79% increase in traffic since introduction of the jumbo 747s. During the first four months of 1969, the international carrier moved 95,000 passengers on conventional 707s, compared to 169,000 during a similar 1970 period. Additional praise for the giant birds is coming in from pilots who are enthusiastic about its handling abilities, likening the 707 to a truck as compared to the 747.

The Export-Import Bank has approved a loan to Braathens South American and Far East Airtransport of Oslo for the purchase of a Boeing twin-engine 737....Air France has confirmed the purchase of four 727-200 trijets....Discussion is still in progress about a second airport for the Twin Cities; Northwest says it will not move to the proposed Ham Lake site north of the urban complex....Condor Airlines of North Platte, Neb., will stay in operation until it is sold. The level 3 carrier began service on February 16 with non-stop flights between Denver and Omaha....National Utilities seeks to purchase Executive Airlines, which operates in New England and Florida....March 28 saw the first service by Japan Air Lines between Tokyo and Moscow on its new trans-Siberian route, using Super DC-8s. Air France will begin service over the same route this year; no U.S. flag carriers have yet applied for the route.

Air West lost \$20,000,000 in 1969....Lufthansa begins Chicago-Frankfurt service May 31....Pan Am has placed a 747 in service between New York and Paris; next service for the jumbos will be San Francisco-Hong Kong....American seeks to delay service to Hawaii and American Samoa for 90 days, pending settlement of the issue of over-water operation with the Allied Pilots Association....Air Jamaica becomes the 13th international carrier to serve O'Hare Airport June 1, beginning direct service to Nassau, Montego Bay and Kingston....Crews of United Air Lines will be able to park their jets unassisted at 12 airports beginning this year, using a new system of light alignment....Prince Charles has assailed the SST as represented by the Anglo-French Concorde, charging that it threatens noise pollution....American Airlines plans to operate 90 runs weekly between New York, other cities and San Juan; AA is in the process of acquiring Trans Caribbean Airways....Delta will increase its quota of Midway Airport flights from two to eight June 15, adding service to several Carolina points....Frontier, faced with heavy losses, is to lay off more than 200 employees, and institute other cutbacks.

LAST WORDS

The Port of New York Authority has awarded an \$8,400,000 contract to Hawker Siddeley Canada Ltd. of Toronto, to build 46 air-conditioned rapid transit cars for the Port Authority Trans Hudson system. The units are slated for 1971-72 delivery, and will increase the PATH fleet to 298. Now PATH will be able to operate eight-car trains instead of six, increasing rush-hour capacity.