

Transport Central



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Column One

With this issue, we resume the weekly pattern of publication that will prevail throughout fall, winter and spring. Except for our traditional week off between Christmas and New Year's Day, we will be bringing you TC's unique blend of news and commentary each week until next summer's vacation (vacation???)

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Filling out our report on the "demise" of the Kentucky Railroad Museum, we have this report from Louisville correspondent Harry R. Porter:

"If the Courier-Journal article is considered overblown and gloom-ridden we must be in the rather difficult position of considering Charlie Castner as wearing the rose-colored glasses of over-optimism and handing out peace symbols on the corner. His letter (to Jim Neubauer, quoted last week in TC) contained a number of what I like to call half-statements.

"Admittedly, KRM may not owe anyone dollars, but neither do they have any funds in the bank for improvements, maintenance (nothing there runs), etc. And, attendance for 1970 may be great, but no set admission is charged and a donation box is the only source of 'transient' income. I have seen many a family attend without paying a cent to help the museum.

"The location is unattractive to many, but we haven't had many complaints on that as the site is provided free and with utilities by the Parks Department. (This is the reason for the free admission status--the Department didn't even want KRM to have the donation box at first).

"Louisville Mayor Burke is pretty good on talking, but not too good on follow through (as is the case with most politicians) and with a multitude of items commanding much higher priorities than KRM, governmental help is not too likely.

"Other experiences, including some personal ones, lead me to believe that the Courier-Journal article is closer to the truth than the other point of view. However, I don't think I really care, or that it matters whose point of view is taken, as time will, of course, be the final arbiter."

NON-MOTORBUS SERVICES: NOTES (Continued)

BOSTON MBTA/Massachusetts Bay Transportation Authority CHICAGO CTA/Chicago Transit Authority CLEVELAND CTS/Cleveland Transit System SHRT/City of Shaker Heights Department of Transportation DAYTON CTC/City Transit Company EL PASO EPCL/El Paso City Lines FORT WORTH LS/Leonard's Subway NEW YORK CITY NYCTA/New York City Transit Authority PATH/Port Authority Trans Hudson Corporation SIRT/Staten Island Rapid Transit Railway NEW ORLEANS NOPSI/New Orleans Public Service, Inc. NEWARK PSCT/Public Service Coordinated Transport PHILADELPHIA SEPTA/Southeast Pennsylvania Transportation Authority PATCO/Port Authority Transit Corporation PITTSBURGH PAT/Port Authority Transit SAN FRANCISCO MUNI/San Francisco Municipal Railway SEATTLE STS/Seattle Transit System WASHINGTON USA/United States Government General Services Administration MONTREAL MUCTC/Montreal Urban Community Transit Commission TORONTO TTC/Toronto Transit Commission CALGARY CTS/Calgary Transit System EDMONTON ETS/Edmonton Transportation System THUNDER BAY TBT/Thunder Bay Transit HAMILTON HSR/Hamilton Street Railway KITCHENER KPUC/Kitchener Public Utilities Commission SASKATOON STS/Saskatoon Transit System VANCOUVER BCH&PA/British Columbia Hydro & Power Authority WINNIPEG METRO/Transit Department, Metropolitan Corporation of Greater Winnipeg MEXICO CITY STE/Servicio Transportes Electricos del Distrito Federal STC/Servicio Transportes Colectivos del Distrito Federal TAMPICO SCdeTE Sociedad Cooperativa de Transportes Electricos de Tampico VERA CRUZ TUyS/Transportes Urbanos y Suburbanos S. C. L.

B&A/Boston & Albany (PC) B&M/Boston & Maine B&O/Baltimore & Ohio CB&Q/Chicago Burlington & Quincy (BN) CN/Canadian National CNJ/Central Railroad of New Jersey C&NW/Chicago & North Western CSS&SB/Chicago South Shore & South Bend CP/Canadian Pacific Railway EL/Erie-Lackawanna GM&O/Gulf Mobile & Ohio GO/Government of Ontario Transit GTW/Grant Trunk Western IC/Illinois Central LI/Long Island Railroad MILW/Chicago Milwaukee St Paul & Pacific NH/New Haven (PC) NJ&NY/New Jersey & New York N&W/Norfolk & Western NY&LB/New York & Long Branch PC/Penn Central P&LE/Pittsburgh & Lake Erie PRSL/Pennsylvania-Reading Seashore Lines RDG/Reading Railroad RI/Chicago Rock Island & Pacific SP/Southern Pacific

Of the transit firms listed above, only the Dayton City Transit Company, El Paso City Lines, Leonard's Subway, New Orleans Public Service, Public Service Coordinated Transport and the Tampico and Vera Cruz properties are not publicly owned. A number of the privately-owned properties are subsidized in one form or another by various public agencies, as are some of the steam road commuter operations above.

This is the fourth annual listing of such properties in Transport Central. Major changes occurring since last year were the amalgamation of the Philadelphia Suburban Transportation Company (Red Arrow lines) into the Southeast Pennsylvania Transportation Authority, and the abandonment of trolley coach services in Cornwall and Halifax. Also, the formerly-separate (though recently through-routed) Ft. William Transit and Port Arthur Public Utilities Commission trolley coach systems were combined (along with their respective cities); the operating organization is unofficially known as Thunder Bay Transit, after the name of the new municipal confederation. Another change resulted in the renaming of the Montreal Transportation Commission to the Montreal Urban Community Transit Commission.

Expected changes by this time in 1971 include the abandonment of the remaining trolley coach line in Winnipeg, and a possible similar discontinuance in Boston.

URBAN/SUBURBAN NON-MOTORBUS TRANSPORT SERVICES IN NORTH AMERICA -- SEPTEMBER 1970

	<i>SURFACE RAIL</i>	<i>LIMITED TRAM</i>	<i>TROLLEY COACH</i>	<i>RAPID TRANSIT</i>	<i>SUBURBAN RAIL</i>
BALTIMORE BOSTON CHICAGO	MBTA	MBTA	MBTA CTA	MBTA CTA	B&O/PC PC (B&A) /MBTA (B&M-PC) CB&Q/MILW/C&NW/RI/ CSS&SB/GM&O/IC/PC/ N&W EL
CLEVELAND DAYTON DETROIT EL PASO FORT WORTH MILWAUKEE NEW YORK CITY	EPCL	SHRT	CTC	CTS LS NYCTA PATH SIRT	GTW/PC MILW CNJ/EL (NJ&NY) /PC/ NY&LB (PC-CNJ) /LI
NEW ORLEANS NEWARK PHILADELPHIA	NOPSI SEPTA	PSCT SEPTA	SEPTA	SEPTA PATCO	PC/PRSL/RDG
PITTSBURGH SAN FRANCISCO SEATTLE WASHINGTON MONTREAL TORONTO CALGARY EDMONTON THUNDER BAY HAMILTON KITCHENER SASKATOON VANCOUVER WINNIPEG MEXICO CITY TAMPICO VERA CRUZ	PAT MUNI+ TTC STE SCdeTE TUyS	PAT MUNI TTC STE SCdeTE	MUNI STS TTC CTS ETS TBT HSR KPUC STS BCH&PA METRO STE	STS# USA MUCTC TTC STC	B&O/P&LE SP B&O/PC CN/CP CN/GO

NOTES:

+ Also includes cable car operation

Monorail

Limited Tram services utilize low-level equipment (single or multiple unit) operating at higher than normal street-running speeds on a private right-of-way that is at least partially grade-separated.

Rapid Transit services utilize high-level equipment (single or multiple unit) on grade-separated private right-of-way, elevated, surface or subway.

newsfront

M E T R O M E M O

This being an election year, the politicking has already begun over the fate of the Chicago Transit Authority. Illinois Republicans, anxious to place the blame for the recent fare hike on the opposition, are now proposing a "super-CTA" made up of all area carriers, bus and rail, and financed by the customary (in Illinois at least) 5¢ per \$100 assessed valuation property tax. More than likely, lease agreements with the various private carriers would be made, with the present managements continuing in that function (*Ed. Note: The inmates would thus be in control of the asylum; most of the troubles currently facing the almost-moribund carriers in the Chicago area can be laid at their own doorstep*). This proposal echoes that made by North Western president Larry S. Provo some weeks back and, Republican leaders say, would result in much-improved local transportation through the imposition of modern and efficient service coordination and management practices. It would also, not quite coincidentally, dilute Chicago (read Mayor Daley) control of the area's transit network.

On the other hand, the Democrats, also pointing the finger at their opposition, have, through their direct control of the Authority, threatened to raise the fare again (probably at the end of the year) to make crystal clear just who is responsible for the deplorable fiscal condition of the transit system. Believing that the long-suffering straphanger will thus revolt and "throw the rascals out" since the "unfeeling" G.O.P. has run roughshod on Chicago once again, the Daley machine can then come up with some hitherto-hidden cash and bail out the CTA.

Elsewhere on the CTA front, the looting of exact fare receipts originally uncovered by the Chicago Sun-Times and reporter Fletcher Wilson once again gained front page exposure. At the regular monthly CTA board meeting September 3, new director Wallace D. Johnson brought up the matter (taking the admirable position that such matters ought to be given a thorough public airing) and queried the staff as to the extent of thievery and measures taken to stop it. Since the new fare system does not permit an accurate count of ridership (half of the new fare boxes are non-registering units), no one can really be certain of how much was taken nor, in fact, by what percentage riding decreased when the fare hike took effect. Board chairman George DeMent did estimate, however, that current "knocking down" and other forms of thievery are down to \$100 to \$200 per day in lost revenue.

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A flap is brewing over that Illinois Central suburban fare hike. U.S. Representative Abner Mikva (D-Ill) has charged three independent utilities experts with conflict of interest. He said that the three, working under the firm name of Consolidated Management Company, testified "independently" for the road despite the fact that their firm had been previously retained by the road in another capacity. The rate case is being reheard by the Illinois Commerce Commission (a highly unusual circumstance), and the amount of the increase charged IC passengers is currently being held in escrow; should the hike be rescinded (a not unlikely possibility), the increase would be rebated. The railroad has established a zone plan for its fare structure that resulted in some rates being hiked as much as 105%. Rep. Mikva hails from a South Side Chicago district served by the railroad, second busiest commuter carrier in the U.S.

TIMES ARE TOUGH ALL OVER: Two Chicago-area carriers have instituted or shortly will severe cutbacks in service as a prelude to possible abandonment. United Motor Coach (northwest suburbs) finally put into effect August 30 a retrenchment plan that eliminates most local runs within Desplaines and Park (except for one or two rush hour trips) and drastically curtails through services. United now has virtually no service after 7:00 PM, and informed observers believe the company will petition for total abandonment of all services early next year if conditions do not improve.

To the southeast, Chromally/ATC property Chicago & Calumet District Transit Company has announced that it will end all local service in the Hammond area November 1, after curtailing it next weekend. For the moment, interurban Chicago-Gary operations will not be affected. At the same time, neighbor Gary Transit, also in a bind, has set December 31 as its abandonment date; the Gary city council has voted a contingency fund of \$75,000 to be used to provide some service if GT fails.

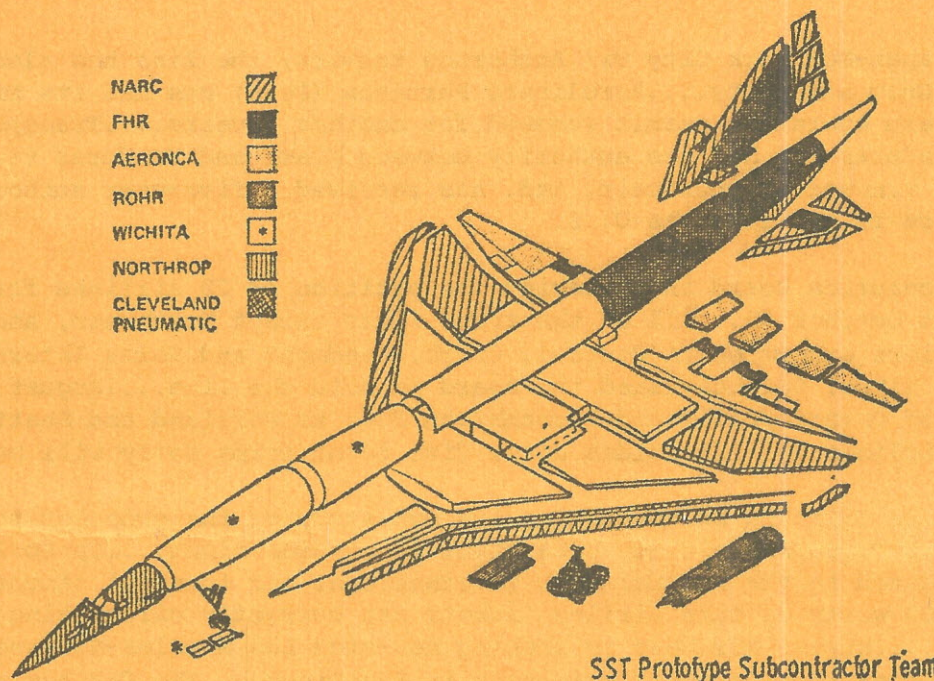
Further complicating the matter is the lack of any regional transit planning in Lake and Porter counties, despite the existence of a commission set up for the purpose. Thus far, the only moves taken toward obtaining federal aid in northwest Indiana have been in the area of new equipment for the South Shore Line to replace that interurban's fast-crumbling fleet, and even this plan is stalled somewhere along the line.

Elsewhere, yet another Chromalloy/ATC property has folded its tent. Austin Transit, more or less comprehensively serving that Texas city, balked at the city's awarding of rights to a carrier formerly limited to University of Texas intra-campus service to other areas of the city (Austin Transit had an "exclusive" franchise contract with the city) and pulled out completely some weeks ago. ATC buses have already been moved to other properties; two are currently on lease to city-owned Madison Bus Company for charter service.

Contrary to other published reports, trolley coach operation is still a fact in Seattle. It is now primarily rush-hour service (except on Queen Anne Hill lines), and even this token service is supplemented by motor bus operation. All trolley coach operation has been moved from the Jefferson garage to the Atlantic garage south of the downtown area; the latter is a motor bus operating depot, but was only used to service the electric fleet in recent years.

BRIEFS: A new air-conditioned express bus service between the Bronx and Manhattan has been inaugurated. Operated by the New York Bus Service at a \$1 one-way fare, the line operates on weekdays between the Parkchester section of the Bronx and midtown Manhattan....The first 12 of 50 second-hand coaches refurbished by the state of New York for the Penn Central have gone into service on the line to Brewster....The TA has announced that it does not plan to construct a station at 42nd Street on the new Second Avenue subway, and that there will probably only be three stations on the line north of 57th (at 86th, 106th and 125th) in Manhattan....Arthur and George Bernacchia of Yonkers have petitioned the Interstate Commerce Commission for permission to acquire control of the West Fordham Transportation Company of Mount Vernon, N.Y., and to operate temporarily under West Fordham rights.

Canadian Coach reports that Toronto's deal with Halifax for electrical gear from their now-retired trolley coach fleet (TC 13 JUL 70) has apparently fallen through; now TTC is looking in the direction of Winnipeg for equipment to replace that currently on Marmon-Herrington units scheduled for rebodging. The TTC is also obtaining equipment from the also-abandoned Cornwall system....GO Transit has purchased five Ford Econolines for Pickering area pick-up service; if the program is successful, the operation will be contracted out to private carriers in the area.



SST Prototype Subcontractor Team

A I R L I N E A C T I O N

NOTES ON A HORDE OF HIJACKINGS: The 247th, 248th, 249th, and 250th hijackings tallied since 1930 took place on a terror-filled September 6. Involved were an El Al 707 (enroute from Amsterdam to New York, and the only foiled attempt, landing safely at Heathrow in London); a Swissair DC-8 (enroute from Zurich to New York); a TWA 707 (enroute from Brussels to New York); and a Pan American 747 (also bound for New York from Amsterdam). The Swissair and TWA planes at this writing are still held under tight terrorist security at a small military airfield near Amman, Jordan; the Pan Am 747 was initially flown to Beirut, Lebanon (add another airport to those now 747-rated by "default"), but when the terrorists discovered the field was surrounded by the Lebanese army they hurriedly took off for Cairo. After a hair-raising emergency evacuation while the giant craft was still taxiing to a stop, the plane was blown up. The \$23,000,000 plane now will enter the record books as the first of 60 747s now in service to be "retired", albeit prematurely.

It's Hughes Air West now; the carrier is owned by Hughes Air Corporation...On September 14, United begins non-stop services between New York-Milwaukee and New York-Twin Cities. UAL will operate 4 flights each way each day, three to and from La Guardia, one via JFK International to connect with overseas services...U.S. Steel was denied permission to acquire Johnson Flying Service, a charter carrier...National is now offering "seat-and-a-half" service in its economy sections; passengers may have an additional half-seat in three-abreast groupings when the flight is not fully occupied...United plans to introduce five-across seating on some of its longer routes September 14; the carrier previously used six-across coach-class seating configurations on all flights. The new setup will be used on Super DC-8 flights between Hawaii and the mainland and on New York/Chicago-Los Angeles runs.

INTERNATIONAL REPORT: A CAB examiner has recommended that authority for Aerovias Quisqueyana to provide Dominican Republic-San Juan service be extended; AQ is based in Santo Domingo...Actions of the CAB ratified by President Nixon include the cancellation of operating authority of Aerovias Ecuatorianas between Ecuador and Miami; the line has been in bankruptcy and non-operating since 1969...Japan Air Lines may

now operate Japan-New York City via Anchorage service; the line has also been granted Japan-Saipan-Guam authority....Aerolineas Peruanas (Peru) has had its Miami/Washington/Los Angeles-Peru operating permit renewed for another 5 years....Transportes Aereos Nacionales of Honduras has had its authority between Miami and Honduras via Belize, British Honduras renewed....Quebecair, Ltd. has received a five-year authority to operate charter service to and from the U. S.

The Civil Aeronautics Board is reviewing the petition of 20 airlines for fare increases to take effect October 15. All of the trunk lines except Northwest, and all level II regional carriers except North Central, Clark, Piedmont and Texas International have filed for the hikes; DOT has asked the Board to hold the line....August 29 saw the inauguration of Ontario/Hollywood-Burbank/San Jose to Portland and Seattle service by Continental Airlines 727-200 Golden Jets; five round trips daily will be operated.

Now the state of Illinois is conducting its own study of the proposed third Chicago jet port; some \$2,000,000 has already been spent in studies alone....Up to 2,000 passengers can be accommodated in the new Calcutta international air terminal simultaneously....Almost \$6,000,000 worth of fake airline tickets are currently circulating around the South Pacific....Hughes Air West is seeking non-stop Los Angeles-Spokane and Los Angeles-Boise service; service would originate in San Diego....The CAB has rejected an international agreement to increase North Atlantic air fares by \$5.00 each way. The IATA boost was scheduled to take effect September 8, but Pan Am and TWA would thus be unable to hike their fares in line with the other carriers.

The CAB has proposed new rules that would severely restrict the charter operations of the supplemental carriers. Groups would be prohibited from chartering air service if they 1) have more than 20,000 members; 2) have more than one type of membership; and 3) elect officers less often than two years. Under the proposed rules change, organizations would be limited to only 2,000 seats per year on a charter basis.

The same body, giving up hope of ever eliminating subsidies to airlines in the U.S., now plans to substantially increase aid to level II and III carriers. CAB member Robert T. Murphy has disclosed that airlines will need some \$58,000,000 in assistance in 1970, an increase of \$28,000,000 over the \$30,000,000 budget request. Nine local service (level II) lines and the four Alaskan carriers needed financial aid in 1969.

Shaky conglomerate Ling-Temco-Vought has announced plans to sell its controlling interest in Braniff if price and buyer are right; LTV is under orders to pare its holdings by the Justice Department. Braniff, feeling the financial pinch, operates the JetRail monorail parking lot-terminal service at Dallas' Love Field....The long-delayed "People Mover" (SkyBus) at the Tampa International Airport is now undergoing tests prior to its scheduled opening December 15. A similar installation is to go into service at Seattle's new airport next year.

Delays in takeoffs and landings at John F. Kennedy International airport in New York are having a salutary effect on international traffic at Miami International. Traffic has been steadily increasing on the BOAC and National Miami-London run....State-owned British European Airways has reported a record \$15,600,000 profit for its fiscal year ended March 31. The airline carried 8,500,000 passengers in the same twelve months....Mohawk is planning to lease three BAC-111 jets from Braniff this fall. The craft will be used to add 34 jet departures to Braniff's autumn schedule, beginning October 1....Supplemental carrier World Airways, citing "uncertain prospects" has withdrawn its order for three Boeing 747C aircraft; the line's present fleet consists of nine 707s and six 727 jet craft.

RAILWAY REPORT

The Interstate Commerce has given its blessing to the 10% fare hike requested by major U.S. rails; the boost went into effect September 1 on PC, B&O/C&O, D&H, N&W, ATSF, BN, C&NW, MILW, RI, D&RGW, GM&O, L&N, MP, NWP, SD&AE, SL-SW, SP, T&P and UP....At the same time, the Santa Fe put a new "one class" tariff into effect on its passenger runs; all that is needed to secure "Pullman" space on a coach-class ticket is the payment of the space charge itself. A first-class ticket, as such, is no longer required.

Like ripples in a pond, the effects of the Penn Central's financial disgrace are spreading in ever-widening circles. Now, the PC bankruptcy has put a serious crimp in the activities of the Association of American Railroads, forcing that group to severely limit its activities. PC was the biggest contributor to the AAR.

TRAIN-OFFS: The ICC has permitted the demise of BN 39/54, *Gopher* and *Badger*, respectively, St. Paul-Duluth (via a bus connection from Superior), but will hold hearings anyway. *Gopher* and *Badger* counterpart trains 40/53 will continue for the present.... Yet another name train has gone by the boards: The Milwaukee's plush *Pioneer Limited*, overnight 1/4, Chicago-Twin Cities, an institution since 1927, made its last runs on Labor Day. The streamliners, begun with great fanfare 43 years ago, utilized the latest rail improvements, including roller bearing wheels and friction buffers for a smoother, quieter ride.

The decision to sell the Chicago & North Western Railway to its employees is "imminent", according to railway spokesmen; a decision is expected by September 15. All 14,000 C&NW employees would have the option of buying shares in the North Western Employees Transportation Corporation. NETCO would buy the road, subject to Interstate Commerce Commission approval, for \$30,000,000 in notes, which would come due over a 20-year period. The new company would also assume the long-term debt (\$340,000,000) of the road, now owned by parent Northwest Industries. Merger with and sale to the Milwaukee Road have both fallen by the wayside.

The South Shore Line, owned by C&O/B&O, but not the recipient of any revenue from the parent road (CSS&SB freight revenues go in the other direction), is once again making noises about dropping all passenger services, this time by the end of the year. As mentioned above, foot-dragging on the part of local governmental officials has stalled purchase of 34 new cars on the road's behalf, and South Shore's superannuated fleet is rapidly wearing out; if next winter is as severe as those recently past, service will once again come to a standstill. Ridership is off 14% this year, and the road expects to lose some \$400,000 in 1970. On the other hand, freight operations are up a million dollars over last year--but not a penny of that revenue is earmarked for upgrading of passenger services. C&O/B&O purchased the line as a good investment several years ago, and its business acumen has paid off handsomely; the line's excellent cargo business as bridge carrier and source of traffic itself has returned handsome dividends to C&O/B&O Cleveland headquarters. On the passenger side, the railway is filing for a fare hike of up to 31%; losses on passenger operations last year totalled \$950,511.

General Electric was the apparent low bidder on a contract to build 144 commuter rail cars for the New Haven region of the Penn Central. The bid totalled \$61,900,000, a figure much higher than the two state authorities (New York and Connecticut) which will help pay for them had estimated. MTA (New York) and CTA (Connecticut) authorities are weighing the possibility of scaling down the order in order to stay within budgetary limitations. GE has not built any complete cars for any carrier as yet, but presumably would set up a plant at Erie or elsewhere if it were awarded the contract.



The occupancy rate of the MetroLiners is approximately 70 per cent, as compared with 50 per cent on other New York-Washington trains and 40 per cent on planes. The initial MetroLiners were about 85 per cent filled, but this rate has dropped as patronage spread over other trains. As the deomnstration program begins (in the very near future, if the bankruptcy court approves) a total of \$67,000,000 in Penn Central money has been spent on the high-speed service; the federal government has thus far invested \$2,000,000 toward the purchase of the car equipment and \$3,000,000 for upgrading of the physical plant.

The Illinois Central has socked tenants with hefty rent increases on property it owns along its right-of-way between Chicago and New Orleans. The move has angered, among others, Carbondale merchants and Southern Illinois University trustees; the annual rent on an SIU-owned parking lot in downtown Carbondale went from \$600 to \$29,750, an increase of almost 4,000%. The lot brings in about \$2700 each year in parking revenue. The railroad claims the increases are long overdue (some have been in effect for many years) and more accurately reflect the value of the land.

NAUTICAL NOTES

In the peak season, from Easter to mid-October, the long established Cologne-Düsseldorf German Rhine Shipping Company has a fleet of 24 liners carrying 2,600,000 passengers a year on regular runs on the Rhine. By way of contrast, on the Mississippi only a few short excursion lines remain in operation, and there is only one long-haul overnight luxury passenger service (the *Delta Queen*), operating between Cincinnati, St. Louis, Memphis and New Orleans--and its days are numbered.

BUS BRIEFS

Greyhound is spending some \$50,000,000 for 780 new MC-7 coaches during the next 18 months. By 1971, the Pembina-built units will make up about 25 per cent of the 'Hound's total fleet....On September 10, Greyhound will open up a new \$700,000 bus center in Hartford, Connecticut; a \$750,000 station is in the cards for Raleigh, N.C.....DOT plans to use the financial muscle of the \$5 billion Highway Trust Fund to boost commuting by bus. In the future, allocations for urban highway construction will depend on provisions for exclusive bus lanes and other preferential treatment.

THE COVER: One of the few properties in the U.S. to still operate trolley coaches (page 3) is the Chicago Transit Authority, with a fleet of just over 300. Marmon-Herrington #9501 is pictured here at Navy Pier on a warm summer evening in 1970.

ads in finitum

TRANSPORTATION TOKENS: 100 different, \$10.50; 200 different, \$22.95; 300 different, \$42.00. All sent postpaid in kraft coin envelopes; checks or money orders accepted. Ken Hayes, 2589 Darwin Street, Hayward, California 94545.