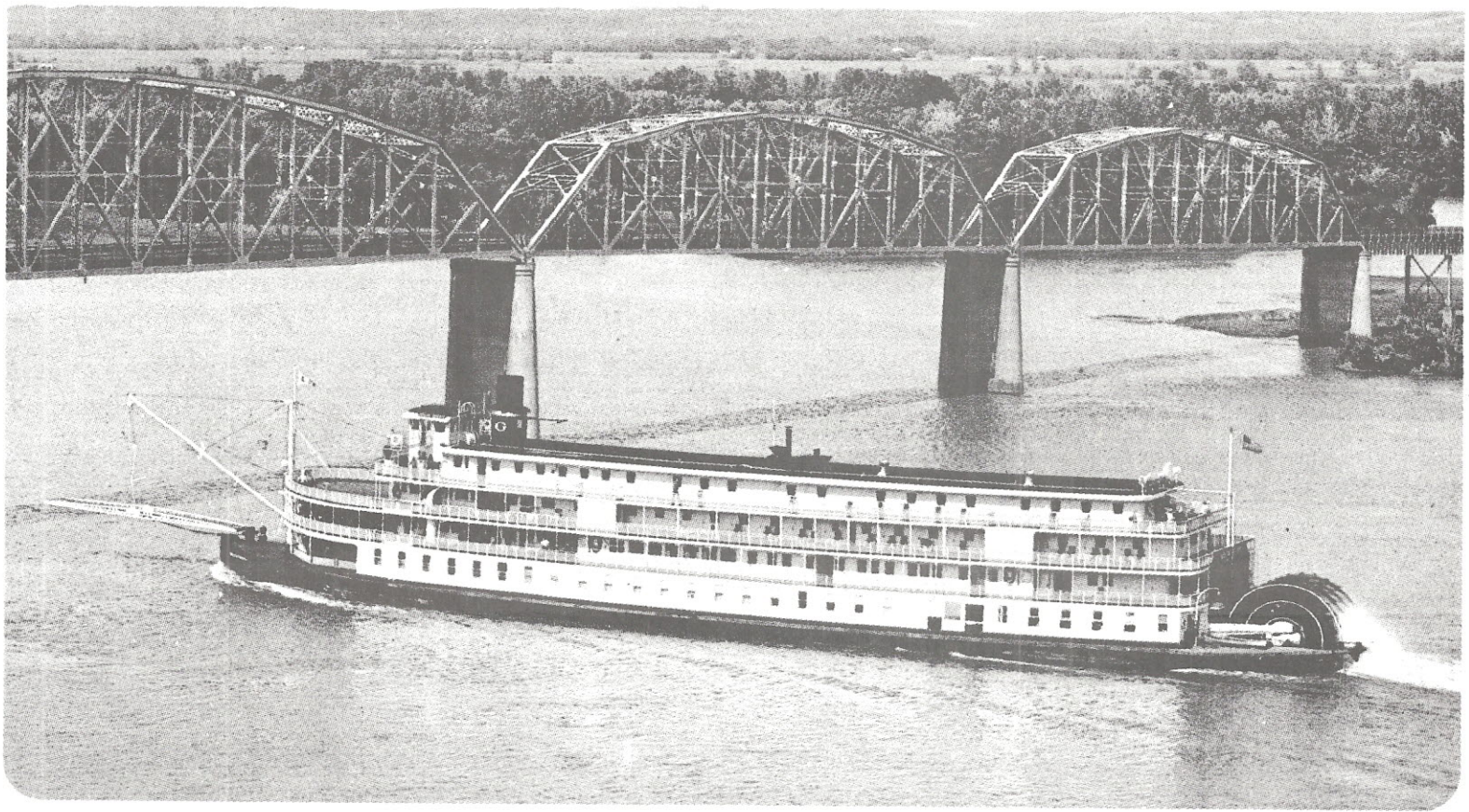


Transport Central



THE DELTA QUEEN

9 NOVEMBER 1970

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Paul Weyrich

It was around 1806; Zebulon Montgomery Pike stood near Pueblo, Colorado, gazing at the ever attractive Rockies. "I think," said Pike, "I'll stroll over to the mountains and be back by suppertime. Three months later, he returned, having conquered what is now known in his honor as Pike's Peak.

When Pike first got the idea of walking toward what he thought were nearby mountains, he was standing very near the site of the Department of Transportation's present Pueblo test track. And so today Pike's Peak provides an impressive background for what the Department hopes will be the proving ground for a new era in ground transportation.

Were it not for the mountains in the background, the test track area would appear somewhat bleak. Cattle graze on the sparse foliage, and from the air the land appears dust colored and flat.

On the ground it is another matter; this reporter has flown over the site in a plane and two helicopters, and covered a good part of the land surface by Korean War jeep supplied by the nearby Pueblo Army Ordnance Depot. The terrain is fairly rough, with signs of erosion and occasional heavy rains frequently in evidence.

DOT officials believe the area is ideal for constructing their various test facilities. Pueblo can get extremely hot in summer and bitterly cold in winter; rains and snows can be heavy. On the other hand, most of the year the weather is very pleasant. On one of our three trips there this year, the January temperatures reached the lower 70's during the early afternoon.

The work has begun on the site now, and the first stretch of track will be used to test the LIM vehicle at high speeds. By the time the full test track operation gets underway, three or possibly even four tracks will be constructed. One will be a cement guideway to accommodate the Tracked Air Cushion Vehicle (TACV). Another may test rail rapid transit cars and even commuter equipment.

Pueblo is a moderate-sized American city (population 100,000) which for years has been dominated by the Colorado Fuel and Iron steel plant which sometimes blackens the otherwise delightfully-pure area. The city also has a high percentage of Spanish-Americans with a less-than-desirable standard of living.

Next to her neighbor to the north, Colorado Springs, which enjoys the prestige of the Air Force Academy as well as economic superiority, Pueblo has always had an inferiority complex of sorts; the area was thought to be a little on the decline.

Some real estate developments (Pueblo West and Colorado City) and now the Test Track have completely changed the atmosphere in Pueblo; it is now optimistic. Because the Test Track, while unlike some government installations that employ thousands will bring fame and prestige and possibly other industry rather than hundreds

of factory workers to the community, Pueblo is excited about the whole affair.

Some Federal officials, in praising the leadership in Pueblo, say they have never seen a community respond the way Pueblo did when it was seeking the test facility. Other lifelong residents there speak of a change of attitude on the part of the populace as a whole.

Because UMTA's Carlos Villareal, with the blessings of Secretary Volpe, determined that rail rapid and commuter cars ought to be tested somewhere, and finally that Pueblo ought to be the place, the Test Track will have the best of both worlds.

On the practical, readily adaptable level, UMTA's staff will try to improve the terrible situation regarding America's rail car building industry. On the more exciting but less immediate level, FRA crews will be looking at tomorrow's technology.

Were one or the other element missing, the test track would probably not hold the promise it does to Pueblo. Local leaders confess they are delighted that their city has a chance to be highlighted in the Sunday magazine section of the *London Times* because of the tests of exotic new equipment. On the other hand, one Chamber of Commerce man said if the Test Track brings in new industry in the near future, it might well be UMTA's involvement which would do it.

For Pueblo, the Test Track is a sign of a brighter future. For DOT, it is at last a place to put theory into practice. For America, it offers some hope that our greatest technology might at last be applied to the increasingly difficult task of getting from here to there.

[Editor's Note: National Editor/East Paul Weyrich is a Washington-based former newspaperman currently assisting in transportation staff work for the U.S. Senate. His factual and analytical columns appear regularly in the pages of Transport Central.]

A NOTE FROM THE STAFF

Regular readers of TC will no doubt note that the November 2 issue of this publication (included in this mailing) is a week late in reaching its subscribers. The delay, for which we humbly apologize, was caused by an equipment breakdown that necessitated a temporary cutback in operations and the elimination of certain pictorial matter. The content remains unchanged, however, and the staff decided to combine two issues in one mailing to return to our regular delivery schedule. We trust that this temporary equipment lapse will not inconvenience any of our readers; we should be back to normal in about a week.

--THE STAFF

THE COVER

It has been a week now since the *Delta Queen* tied up for good (see Nautical Notes elsewhere in this issue). In response to our request, reader Tom Van Degrift located an old postcard view of the gallant ship, which is reproduced this week.

STREETCAR OPERATIONS IN THE UNITED STATES AND CANADA

BOSTON/Massachusetts Bay Transportation Authority

CLEVELAND CIRCLE-NORTH STATION*	MATTAPAN-ASHMONT*
BOSTON COLLEGE-GOVERNMENT CENTER*	RIVERSIDE*
HUNTINGTON-ARBORWAY*	WATERTOWN*#

CLEVELAND/City of Shaker Heights Department of Transportation

SHAKER BOULEVARD*	VAN AKEN BOULEVARD*
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EL PASO/El Paso City Lines

EL PASO-JUAREZ+

FORT WORTH/Leonard's Subway

LEONARD'S SUBWAY*

NEW ORLEANS/New Orleans Public Service

ST. CHARLES*

NEWARK/Public Service Coordinated Transport

7 CITY SUBWAY*

PHILADELPHIA/Southeast Pennsylvania Transportation Authority

6 OGONTZ	23 11TH/12TH-GERMANTOWN	53 WAYNE-ERIE
10 LANCASTER*	34 BALTIMORE*	56 ERIE-TORRESDALE
11 WOODLAND*	36 ELMWOOD*	60 ALLEGHENY
13 CHESTER*	47 8TH/9TH-OLNEY#	62 YEADON
15 GIRARD#	50 4TH/5TH-LAWNDALE	

PHILADELPHIA/SEPTA Red Arrow Division

SHARON HILL*	MEDIA*
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PITTSBURGH/Port Authority Transit

35 LIBRARY*	42/38 MT. LEBANON*	49 BELTZHOVER
36 DRAKE*	44 KNOXVILLE*	53 CARRICK*
37 CASTLE SHANNON*		

SAN FRANCISCO/San Francisco Municipal Railway

J CHURCH*	L TARAVAL*	N JUDAH*
K INGLESIDE*	M OCEAN*	

TORONTO/Toronto Transit Commission

BATHURST	LONG BRANCH
CARLTON	ROGERS ROAD
DUNDAS	ST. CLAIR
KING	EARLSCOURT
KINGSTON ROAD	QUEEN*

NOTES: Lines listed above are regularly-operated named services, and do not necessarily include certain turnback services. Only those routes utilizing low-level streetcar-type equipment are included. *- Includes limited-tram operation (on private right-of-way; subway or reserved strip). #- "Temporarily" abandoned service; all or major portion of route intact. +- Temporarily out of service.

NAUTICAL NOTES

LONG LIVE THE QUEEN -- The nation's last overnight passenger steamboat, Greene Lines' *Delta Queen*, has finished what will probably be her last cruise. Cutting away from her fireboat escort, and letting loose a final mighty blast on her horn, the 44-year old sternwheeler pulled in to the Poydras Street wharf in New Orleans a bit past 3 PM November 2, yet another victim of "progress". Then, with jazz bands playing, and dignitaries waiting to pay their respects, the 189 last cruise passengers (from 20 states) filed off the boat and said good-by.

The owners of the *Delta Queen* had appealed for exemption from the strict fire safety requirements of the 1966 Safety at Sea Act, but Congressional extensions have not been renewed. The law prohibits wooden superstructures like the *Delta Queen's* on all overnight boats carrying 50 or more passengers. The last extension expired on November 2, and manifold efforts by Congressmen and enthusiasts alike failed to earn the ship a permanent exemption in the last Congress.

Representative Edward A. Garmatz (D-Md), chairman of the House Merchant Marine and Fisheries, was the principal villain of the piece, adamantly insisting that the *Delta Queen* was hazardous. He was unmoved by the owners' argument that they had made many safety improvements, that the boat could be grounded in less than five minutes from any point on the rivers on which it operated, and that the law was intended to cover only seagoing vessels. An amendment to save the *Delta Queen* was attached to the Maritime Bill of 1970 in the Senate, but Rep. Garmatz had it killed in the joint Senate-House Conference Committee late in September. A last attempt to save the boat will be made when the lame-duck Congress reconvenes later this month, but it is not expected to be successful.

The *Delta Queen* began its last river voyage in the midst of a chill drizzle on October 22; crowds waved from every landing where the boat docked, and from many points along her river jaunt down the 2,000 miles of Mississippi. At Vicksburg, the members of the Dixie Showboat Players performed an old-fashioned melodrama for passengers and crew, then sang "Auld Lang Syne" until they choked up and had to stop.

The boat will remain tied up in New Orleans until her owners get the final word on any reprieve. If the gallant steamer loses, her fate is uncertain. Overseas National Airways, parent of Greene Line Steamers, Inc., is not believed to be interested in operating the boat as a daytime excursion vessel, as has been suggested. The *Delta Queen* may be turned into a floating restaurant, or sold abroad.

Comment from this quarter: Now yet another bit of Americana goes by the boards, in the name of progress. The lovers of nostalgia have lost yet another round in their continuing battle to preserve just a few links with the past, and generations of children will grow up without a first-hand glimpse of the world of Mark Twain's own river. The law that grounded the *Delta Queen* is undoubtedly just, as most laws are in their intent, but once again we have failed to temper justice with mercy. Long live the *Delta Queen*!

RAILWAY REPORT

PENN CENTRAL POTPOURRI -- On November 4, the Penn Central Company, parent of the financially-disgraced Penn Central Railroad, reported a net loss of \$194,500,000 for

the first nine months of 1970, compared with a net income of \$17,600,000 for the corresponding period of 1969. The report also showed a net loss for the third quarter of \$70,400,000, compared with a net loss of \$8,900,000 for the same 1969 period. On the railroad itself, the picture was anything but brighter. The PC lost \$233.7 million in the first nine months of 1970, as compared with a net loss of \$49 million in the same 1969 period. The third-quarter loss was \$84.3 million in 1970, as compared to \$28,000,000 in 1969.

A comment on Providence-Boston proposed train discontinuances (held up by the ICC) from reader Robert Campbell: Virtually no cars would be saved because all would be needed for the rush hour schedule to be retained. The decreased rush hour patronage on rush hour trains might allow 2 cars to be cut. Reader Campbell has noted 13 coaches on Train 502, 11 on 504. Most non-rush trains are RDC-operated; most of the peak hour trains out of South Station are locomotive-hauled....As of September 21, the PC reinstated through New Haven-Springfield service; a transfer at midpoint to an RDC run had been required prior to that date.

RAILPAX REPORT -- An excellent and lengthy report in the *Wall Street Journal* on Election Day has much to say about the recently-passed "Railpax" bill, beginning with an interesting comment: "The National Railroad Passenger Corporation is supposed to save the trains, but it will begin by looking as if it is trying to wipe them out."

..."Transportation Department planners, who are laying the groundwork for the train network that the new corporation will operate, are hopeful that a viable system can be developed. But the basic system that Secretary Volpe will outline for the corporation to start out with will be pared considerably from even the slimmed-down network that currently exists.

"Something over half of the 360 intercity (over 75 miles) trains still running will be called for in the basic system. And that 360 figure is itself down more than 130 trains from a year ago, reflecting a parade of railroad please to drop money losing trains, and ICC backing for many of the requests.

"The reduction in trains to be run by the corporation will make what the ICC has been doing in approving discontinuances look like a picnic," says a Transportation Department spokesman.

"Service between cities...would be along routes with substantially reduced mileage. For example, three different routes are being used for long-haul Chicago-San Francisco passenger trains: 2,440, 2,263 and 2,557 miles long, respectively. Mr. Volpe could list as alternative routes to these a fourth that has been used but isn't being used today, and a new fifth, shorter route of a little over 2,000 miles, which his planners think makes more economic sense.

"However, while the number of intercity trains in the new system will be reduced, service for the most part will actually be better, Department planners insist. To begin with, they say, much of the train-elimination process will mean dropping redundant trains that at most currently offer only flexibility in departure and arrival times for travel between two cities, but involve more trains than are deemed necessary for the level of total patronage. Both long-distance and medium-haul service between big cities will still be generally available.

"...The aim is to improve service by methods including using better equipment; adding sleepers, dining cars and other features that frequently are lacking; running trains faster; using shorter routes that mean quicker trips; coordinating schedules

for good connections between trains and tailoring departures and arrivals more to the pattern of passenger demand.

"In many populous medium-distance markets, the number of trains running will be increased rather than decreased as of the system's May 1, 1971 beginning date.

"In total, more than 90% of the 122,000,000 persons who live in metropolitan areas with 50,000 or more population and who currently have intercity passenger-train service will still have train service, although persons living in many small towns may have to drive 10 to 20 miles to a train station, planners say."

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

TRIMMING THE FAT -- The CAB has given American, United and TWA clearance to work out an agreement on flight schedule cutbacks that would be more limited, specific and not as long in duration as the one they had proposed, saying that any pact must be worked out under Board surveillance. The three majors' original plan, rejected by the CAB, would have left the carriers free to reduce jointly the number of runs offered between 15 city-pairs, including New York-Los Angeles, Chicago-Phoenix and Washington San Francisco, markets in which they currently compete and which have an overabundance of seats available.

The type of new agreement that the Board indicated it would accept ought to last for six months, rather than the two years specified in the original proposal. It should be confined to large markets, such as New York-Los Angeles, in which the percentage of available seats filled has been especially low, and where a reduction in service would not have a serious adverse effect on the travelling public.

EQUIPMENT REGISTER -- Great Britain's Conservative government must decide soon which of two aviation projects to back: the shoring-up of Rolls-Royce, the prestigious but financially-ailing aircraft-engine specialist (locked in competition with GE and Pratt & Whitney of the U.S.), or the airbus, itself a two-pronged dilemma. Private capital is being sought to bail out Rolls-Royce, but the Tory government must itself make a choice between the all-British airbus (a BAC venture), or the European airbus, in which Hawker-Siddeley is a participant; the market is simply not big enough for both. Late in October, three European governments (France, Holland and W. Germany) invited Britain to return to the European airbus project, which the former Labour government abandoned in 1968; a decision is expected soon whether to go with the Hawker-Siddeley affiliates, or with British Aviation...United president George Keck has told a travel agent's convention that SSTs will not displace the jumbo jets as prime transcontinental air vehicles during the 1970s. SST capacity, he said, is smaller than the jumbos, and their economics are as yet not firm, and at this point hardly promising. UAL has options for six Concorde and six Boeing SSTs...The Concorde, by the way, has successfully been flown at twice the speed of sound. On November 4, French prototype 001 flew for the first time at Mach 2; the production version is scheduled out for North Atlantic traffic at about Mach 2.2 (1,450 mph).

JET JOTTINGS -- The CAB has given Eastern unrestricted nonstop authority between Minneapolis/St. Paul/Milwaukee and Atlanta, Tampa and Miami. Northwest has the only current unrestricted authority in those markets...The Great Seat War heats up: Now American is planning to offer coach passengers four-across seating on coach flights, unless the CAB rules otherwise. Coach passengers on standard jets were originally

seated in a six-across configuration; then United and TWA went down to 3 and 2 in an effort to distinguish otherwise-similar flights from one another. Since loadings are anything but high anyway, American has now decided to go them one better. Where this all might lead is anybody's guess....No sooner had American decided to gobble up Western than Continental decided to get into the act, too. Robert Six's airline, once mentioned as a possible suitor to profitable Western, has submitted a new offer to the latter carrier, which Six felt was "more advantageous" to WA stockholders....The FAA has made final its previously-proposed rule that bars a person from acting as pilot or crew member of any civil aircraft within eight hours of partaking any alcoholic beverages. The major airlines already have even stricter regulations; this step was taken to curtail drinking by private pilots, and takes effect Dec. 5.

M E T R O M E M O

RIDERSHIP -- Reader Robert Campbell submits this data regarding the average number of transit patrons carried per month for two periods, the first ending December 31, 1965, the second March 31, 1970:

Increasing over 10%: Fresno, Bradenton/Sarasota, Miami (Dade), Tallahassee, Albany (Ga), Springfield (Ill), M&B/B&W (Boston), Buffalo (NFT), El Paso, Houston.

Increasing 0-10%: Anniston, Bakersfield, Washington (DC/WV&M), Atlantic City, Asheville, Durham, Dallas, Waco, Richmond.

Decreasing 0-10%: Hartford/New Britain, Detroit, Charlotte, Wilkes-Barre, Lynchburg.

Decreasing 33%+: Phoenix, Colorado Springs, Wilmington, Lakeland (Fla), Panama City (Fla), Rockford, Gary, Quad Cities, Flint, Biloxi/Gulfport, Hattiesburg, St. Joseph (Mo), Lincoln, Akron, Canton, Toledo, Youngstown, Reading, Knoxville, Amarillo, Lubbock, Salt Lake City, Spokane, Okla. City.

Reader Campbell is embarking on a project to compile an all-time listing of street/electric railways and motorbus lines offering scheduled service, and is interested in determining if any *Transport Central* readers have begun similar projects. The project, he says, seems overwhelming, with an estimated 30,000 entries. Mr. Campbell may be reached at 251 St. Paul Street, Brookline MA 02146.

TRANSIT LINES -- The California referendum on permitting highway funds to be diverted toward mass transit purposes has failed....Transit service has returned to Tuscaloosa (Ala) following the end of a black boycott of Tuscaloosa Transit....Wausau, Wisconsin transit service (Wausau Transit Lines) is soon to be municipalized; the city is to purchase six "New Look" coaches.....A \$55,000,000 deficit is predicted this year for Boston's MBTA; revenues are off \$4,000,000 from last year. MBTA has inaugurated a circular local bus route in the downtown Boston area, running via Copley-Charles-Bowdoin-Haymarket-South Station-Copley (both directions) on a 30 minute headway....CTS Cleveland area fares go up to 45¢ adult base rate November 15; the Rapid to the airport now has a 25¢ surcharge beyond Brookpark station, and the Express/Rapid fare elsewhere is now 50¢....The Kent State University area now has a "dial-a-bus" service on one southwest Kent route....The same university's Campus Bus Service has recently acquired at least three GMC TDH-5303 coaches from Birmingham (Ala) Transit....The Shaker Heights Rapid has announced the results of its recent (to 50¢) fare hike: Revenue is up 25%, wages are up 10%, profit is up 6%, and riding is down 6%. The Department is currently in the process of expanding parking lots and modernizing waiting shelters....The Greater Peoria Mass Transit District is soliciting bids for 33 new buses; a DOT grant of \$746,666 has come through....New York's MTA lease of the PC Hudson and Harlem division commuter lines has been approved by a Federal judge.