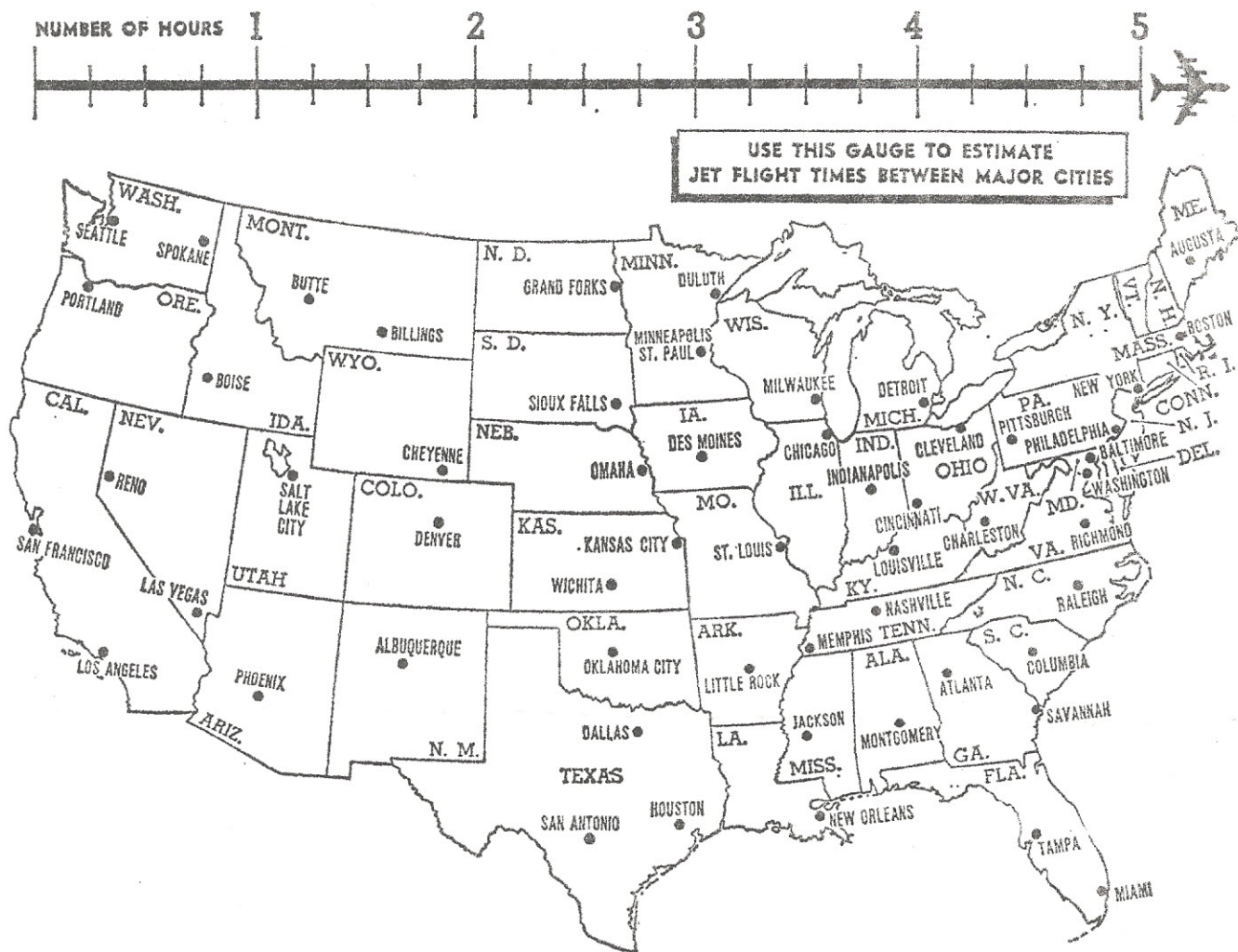


# Transport Central

## JET AGE GAUGE



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## column one

All right; the mass transit bill has been passed. Where do we go from here? Will those billions be spent wisely? Will our battered faith in the wisdom of government be strengthened--or will it be further eroded?

I remember well an article by Felix Reifschneider that appeared more than 18 years ago in the late (and much-lamented) *Mass Transportation*. In it, he propounded the then-revolutionary theory that most of transit's problems might be laid at their own collective doorsteps--a theory that has well stood the testing of time. He cited blind slavishness to homiletic old saws that, for one, transit is a necessity ('tain't necessarily so everywhere; many small and medium cities do or have done quite well without it, thank you), and that it is always cheaper to ride the bus than to drive.

"Not content with kidding ourselves," Mr. Reifschneider continues, "we have also been trying to kid the public. Abandonment of streetcars (and other rail facilities) and substitution of buses has been passed off as 'modernization'. The public is smart enough to know that it is retrenchment, that transit traffic has fallen off so badly that we are unwilling to make the larger investment required for continued rail operation, and that the earnings record for our industry has been so bad that bankers won't lend us the money for any real modernization. The bus, a cheap substitute for railway service, is the best that many cities will support, but why try to pass it off as modernization?"

So here we are in 1970, and the industry is in an even worse bind. How many cities can you name that have lost all their transit service in the years since 1952? But now we have federal money available, and this transfusion will cure everything: right?

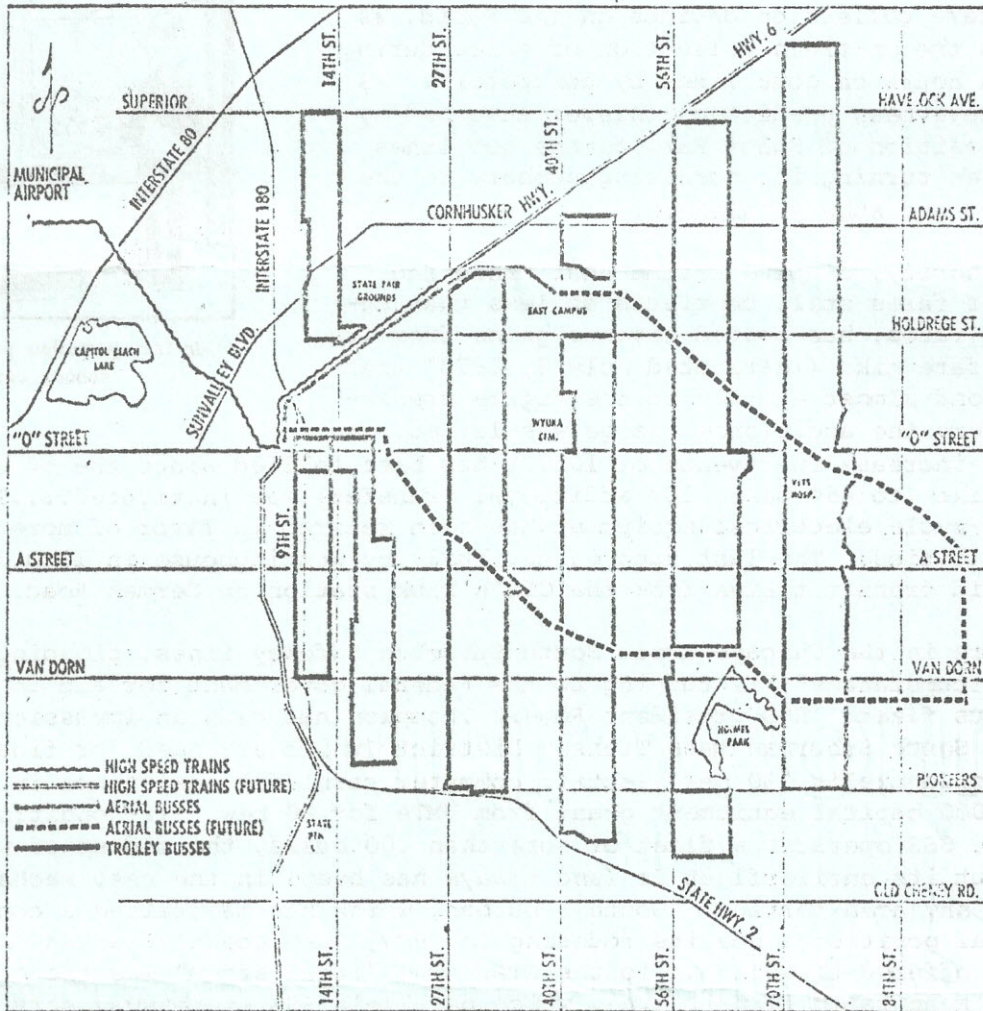
Wrong. Away back in 1952, Felix Reifschneider cited the lack of aggressiveness (directed toward ends other than the procurement of taxpayers' monies) as the chief problem facing the transit industry. He could never be more right in 1970.

If past performance is any guide, the next decade will in fact be worse, rather than better, for the transit-riding public. Oh, to be sure, there will be a great deal of arm-waving, and a lot of money spent to further exotic projects like the SkyBus, but precious little will be done to alleviate the lot of the long-suffering rider that, even today, is transit's bread and butter.

Aggressiveness, the man said. Aggressiveness on the part of management toward recruiting new blood (not old blood warmed over, with the same old, tired ideas that haven't worked in the past and won't in the future); the inmates have had control of the asylum for too long. Aggressiveness on the part of DOT and UMTA, toward seeing that every dollar allocated is spent wisely, and for the benefit of the public, not toward perpetuating the fiefdoms of old. But don't hold your breath, waiting for it to happen.

 metro memo

PIE IN THE SKY -- The latest in a series of elaborate proposals to update the transportation facilities of Lincoln, Nebraska has been outlined before the City/County Planning Commission by consulting engineer Douglas McKnight.



The proposal calls for integrating an electrically-operated trolley bus system with a proposed aerial transportation system in Lincoln. Trolley buses would bring persons from residential areas to points where they could get on the aerial system, called *Highroads*. The elevated structures would be built over abandoned railroad rights-of-way, and would carry electrically-operated buses at speeds of up to 50 mph.

This local system would connect with the high-speed rail system planned to run between Omaha and Lincoln (see map). At the main terminal, on the University of Nebraska East Campus, a line would share right-of-way to downtown and the Lincoln Airport; this would be the initial segment.

A \$90,000 feasibility study is planned for the project, to be conducted by McKnight's Horizontal Automated Transit Systems (HATS), a not-for-profit corporation set up to promote an aerial train system.

URBAN POTPOURRI -- The Chicago Transit Authority, at the prodding of Amalgamated local 308, representing rapid transit workers, is "considering" extension of its Exact Fare plan (first instituted on the Surface system in November 1969) to its L and subway lines. Complicating such a changeover are the multiplicity of turnstyle and other fare collection devices on the Rapid, as well as the on-train collection of fares during certain hours on some lines by conductors. As might have been predicted, thieves thwarted by the imposition of Exact Fare on the bus lines have been turning in increasing numbers to the elevated and subway cashiers.

The Authority, despite claims that "knocking down" of fares still continues at less than desirable rates, has posted revenue gains from its recent fare hike (instituted July 8, 1970) that correspond almost exactly to the figure predicted before the additional charge was levied. An average increase in revenue of 10.13% has been tallied since the 5¢ across-the-board hike (to 45¢ base, 10¢ additional transfer) was instituted: ...The Authority's last 25-cycle electrical equipment has been retired in favor of more modern 60-cycle facilities: The last such units, built by Westinghouse in 1923, provided power for rapid transit trains from the CTA's Fisk station on Cermak Road.

Elsewhere in the Chicago area, South Suburban SafeWay Lines, pleading "dire financial circumstances", is turning to the Federal government for aid in replacing its motor bus fleet. SSS president Robert Thompson has made an impassioned plea to the Chicago South Suburban Mass Transit District (which arranged for financing of the Illinois Central's 130 new electric commuter cars) for assistance in applying for a \$3,500,000 capital equipment grant from UMTA for 80 new, air-conditioned buses. At present, SSS operates a fleet of more than 100 buses, the oldest of which date to 1950, but its entire fleet is (and always has been) in the best mechanical condition of any area carrier. South Suburban, which has maintained a consistently-good financial position since its founding in 1927, has recently fallen on hard times, and has offered to sell out to the CTA. The "final straw" was the completion of the Dan Ryan rapid transit line, which parallels SSS expressway service; the company does not feed the median strip line with any services.

INCIDENTAL INTELLIGENCE -- *Transport Central* readers interested in knowing the "full story" behind the passage of the recent mass transit bill, are directed toward the *National Journal's* "Urban Affairs" Intelligence File, available from the company for \$8.00 each. Address the *National Journal*, 1730 M Street, Washington, DC 20036....If commuters between suburbs and cities could be transported aboard available small aircraft instead of autos, air pollution from transportation could be reduced to one-eighth its current level, a Department of Transportation study has revealed.

The study was conducted in the urban portions of Connecticut, New Jersey and New York. Travel was between such areas as New Haven, Newark, White Plains and downtown Manhattan. The 40 tons of pollutants daily released by autos in the three-state urban region could be reduced to five tons, the report says. The researchers add that another study shows 30 per cent of commuting residents would use an air service if it were available.



"Our transportation problems are over-- nobody can move!"

 railway report

L&N COMMENT -- "We need relief from restrictive legislation," says the president of the L&N. "Something also should be done about discrimination against the industry."

William H. Kendall has been grumbling for years that the Federal Government provides ammunition to his competitors by subsidizing highways, airports, and locks and dams for larger towboats. "We pay our own way on our own tracks; it gets to be a discouraging situation."

As for passengers: "The people deserted us--we didn't desert them," he contends. Kendall says the L&N spent millions in the last decade to modernize equipment. "We offered economy fares for families, weekend travel, and high-class service, but it's apparent that the public did not respond to our investment and promotion."

In 1946, L&N passenger miles totalled 1,300,000,000 in the 13 states it served. In 1966 they totalled 203,000,000, a drop of 85 per cent.

Kendall attributes the slump to increased use of the highways and airplanes--and to the government. "When rail passenger business is placed on a graph with highway expenditures, it can be seen that since 1952 passenger business has gone down in direct proportion to the increase in highway spending. And, unlike other industries, we can't pack up and move out of town when business is bad."

Contributor Harry Porter, who sent along the Louisville Courier-Journal & Times article from which the above is excerpted, says the 1953 ad above seems to substantiate Mr. Kendall's claim. Many such advertisements appeared in local on-line papers during the early 1950's, when L&N's first train-off round eliminated about 99% of the road's branch line trains.

TO NEW ORLEANS AND  
MISSISSIPPI GULF COAST

FINE TRAINS DAILY

Enjoy the scenery . . .  
and travel safely!

- RELAX . . . in friendly lounge cars.
- DINE . . . in L&N's diners . . . famous for good food.
- REST . . . in the comfortable, de luxe, reclining-seat coaches.
- SLEEP . . . in streamlined Bedroom-Roomette-Section sleepers.

The direct, scenic route to the Southwest and Far West via Mobile (Bellingrath Gardens), the Mississippi Gulf Coast and New Orleans. Connects in New Orleans with Southern Pacific's fast Pullman-coach streamliner "Sunset Limited" and other fine trains. Free stopovers en route.

At your request, your L&N Ticket Agent will have a Hertz Driv-Ur-Self car awaiting your arrival.

*The Humming Bird*

*The Pan-American*

Leaves 10:05 PM

Leaves 11:25 AM

CITY TICKET OFFICE  
110 Starks Building  
WAbash 5325

UNION STATION  
Tenth & Broadway  
JACKSON 2241



LOUISVILLE & NASHVILLE RAILROAD

**MOVING ALONG** -- Aerotrain Systems is soon to sign a contract with the French government for the construction of an air-cushioned vehicle line connecting Orly Airport (south of Paris) and the new Roissy International Airport now under construction to the north of the City of Light. An estimated six million airline passengers would ride the new line in its first year of operation, making it possible for the two jetports to integrate their schedules.

The 180 mph guideway line would skirt the eastern edge of Paris, and the trains would make one stop midway at Joinville to put down or pick up passengers to and from the city, arriving at Joinville by way of the new Express Metro line, which would have baggage-handling facilities. Double-tracked throughout, the line is to be 35 miles in length, would require 36 months for its construction, and cost more than \$84,000,000. An experimental counterpart of the proposed new line is in operation above a field of daisies south of Paris; 11 miles in length, it cost only \$30,000,000 to construct and has satisfactorily operated for some time in experimental service. It will eventually be extended at both ends to link Paris and Orleans.

**LOSING A LEG** -- The Chicago & North Western has agreed to sell its half of the Alton & Southern, a St. Louis-area switching road, to Southern Pacific-controlled St. Louis-Southwestern (Cotton Belt) for \$8,000,000. C&NW and Missouri Pacific jointly purchased the line from the Aluminum Company of America for \$16,000,000 in 1968; SP declined to join in the purchase at that time. The MoPac will continue its ownership of the half not sold to SP.

**TIE TALK** -- Witnesses opposed to the Illinois Central's plan to drop its crack *Panama Limited* varnish run (5-6, Chicago-New Orleans), had ample evidence of bad service last Thursday. Business and civic leaders from Champaign and Urbana on their way to Chicago to testify before the Illinois Commerce Commission were delayed two hours by the late arrival of the *Panama*... England's British Rail cancelled plans to run a special train from Manchester to London, complete with go-go dancers and bars, and non-stop rock music--only two persons bought tickets... On a more somber note, the Illinois Central's last Carbondale-St. Louis connecting trains (105-106) made their final runs October 22. Gulf Transport (a subsidiary of the Gulf, Mobile & Ohio) operates the replacement bus service--in much less time.



## airline action

**CUTTING THE TARIFF** -- The Pentagon is trying to arrange fare reductions for American servicemen traveling from Vietnam to the United States under a new, liberalized leave policy. In addition to saving the servicemen money, the plan would alleviate space problems on military aircraft.

Cut-rate fares for military personnel are being sought on regularly-scheduled commercial flights to and from the United States; the present one-way economy fare between Saigon and the West Coast is \$510. Exact details of the proposed fare decreases the Pentagon is attempting to arrange have not been announced.

At the same time, Defense Department spokesmen said efforts were also being made to "develop an appropriately-sponsored and supervised charter flight service that will afford inexpensive round-trip fares for servicemen." At present, air transportation for servicemen on "R&R" is provided to and from Hong Kong, Bangkok, Hawaii and other area points free; Stateside leave must be paid for by the soldier.

THE HOME SERVICE -- Aeroflot, the Soviet flag carrier, has been upgrading its services on its international runs. Its sleek Il-62 jets ferry international passengers in physical luxury comparable to the Boeing 707s used by most Western carriers.

Service at home is another matter, however. Aeroflot has far more runs among the 8,600,000 square miles of the USSR, and its domestic patrons are a bit less enthusiastic about the service, according to a *New York Times* Sunday article. For example, Aeroflot travelers within the Soviet Union complain that 15-year old Tu-104 and even older propeller craft are still in regular service on important routes such as Moscow-Tashkent and Kiev Leningrad.

Gripes go further than that. Unreliable schedules head the list, along with poor inter-airport communications that result in the sending of planes aloft without any knowledge of conditions on the terminal end. Then too, refreshments on most short flights consist of caramels distributed before every take-off and landing to prevent ear-popping due to improper cabin pressurization.

Other travelers tell of waiting six hours for a flight to arrive in Moscow from Leningrad (normally a 90-minute trip) with no word available on whether the flight had even left, whether the Leningrad airport was even open, or where the flight would dock assuming it eventually reached the vast Sheremetyevo Airport complex in Moscow, center of the USSR's airline network.

Aeroflot officials refuse to concede the poor service and performance record of their airline. Their international advertising constantly emphasizes the speed and efficiency of international passenger freight operations; the line claims it carries nearly thirty per cent of the world's passenger and cargo traffic.

Aeroflot's chief domestic advantage lies in the line's extremely low fares. The Moscow-Kiev flight costs only \$15 (domestic flights offer one-class service only); the considerably longer Kiev-Leningrad run costs \$30, half the tariff on a comparable U.S. run.

JET JOTTINGS -- The Lockheed TriStar, a huge jet for short, medium-range and trans-continental flights, made its maiden flight Sunday. According to Lockheed, the 3-engined craft is less an air polluter than any other large plane built. It is 75 feet long, 55 feet high and has a wingspan of 155 feet. It can carry 345 passengers....The exotic island of Bali has become Pan American World Airways 19th port-of-call in the Pacific; weekly service from Los Angeles by way of Honolulu, Fiji and Sydney was inaugurated late in October.

EQUIPMENT REGISTER -- From reader Jim Beeler comes a rundown of the growing fleet of United Air Lines, as of October 25, 1970:

## BOEING-BUILT CRAFT:

B-720	29
B-737	74
B-727	86
B-727-QC	36
B-727-222	28
B-747	6

## MCDONNELL-DOUGLAS CRAFT:

DC-8	59
DC-8-61	30
DC-8-62	10
DC-8-F	15

United will also receive 5 McDonnell-Douglas DC-10s (a counterpart of the Boeing 747) in 1971. The first delivery is scheduled for July; the first United DC-10 will go into service in September.



## nautical notes

FALLEN FERRY -- The Ravenswood (WVa) ferry has been repossessed, leaving 60 miles of the Ohio River without a way for motorists to cross. According to Earl Naylor, who restarted the once-defunct ferry in April 1969, he simply "could not make ends meet." As a result, he explained, the owner from whom he purchased the *Cindy Kay* on a time-payment plan had the old craft towed away.

## ads infinitum

### EXTRA MOVES

A San Francisco Municipal Railway trolley coach excursion will be operated on Saturday, December 5, 1970, departing from Presidio Trolley Coach Division (at Presidio-Sutter) at 10:00 AM, returning there at 6:00 PM. Half of the trip will be operated on Twin Coach #570 (newly-repainted in the Muni red, yellow and white colors); the other portion will be on a St. Louis TC-48. The fare will be \$5.00; tickets and information are available from the Western Transit Society, c/o G.L. Squier, 189 Crestwood Drive, Daly City, California 94015.

### FOR SALE

OLD RAILROAD TIMETABLES....RULE BOOKS....OFFICIAL GUIDES, 1900-1969, PUBLIC AND EMPLOYEES. Complete list for large, stamped, self-addressed envelope. Write the Barnacle Wharf Trading Company, Box 692-34, Newark, Ohio 43055.

### ADVERTISING IN TRANSPORT CENTRAL

*ADS INFINITUM is open to everyone; Transport Central subscribers may place one ad each year at no charge. The regular rate is 10¢ per word (\$1.00 minimum), payable in advance. Details on forthcoming excursions operated by regular organizations will be included in our "Extra Moves" section at no charge to the sponsoring group; privately-operated charters may be advertised at the regular rate. Publications on receipt of sample copy will be reviewed and advertised gratis. Transport Central reserves the right to edit all advertising copy, and to reject or otherwise modify any copy in questionable or objectionable taste. Address all correspondence to Advertising Department, Transport Central, 416 North State Street, Chicago, Illinois 60610, or telephone 312 828-0991. Closing date for ad copy is Thursday of the week preceding issue date.*

### E C L E C T I C A

Because of delays resulting from equipment failure that also slowed down the publication of *Transport Central* in the past several weeks, we regret that the re-printing of *THE TROLLEY COACH IN CHICAGO: 1930-1970* has been delayed for approximately ten days, with a scheduled availability just after Thanksgiving. We trust that this delay will not inconvenience any of the many subscribers who have ordered copies of this surprisingly popular publication. We apologize for the delay, and hope to have the booklet in the mail just as soon as possible.