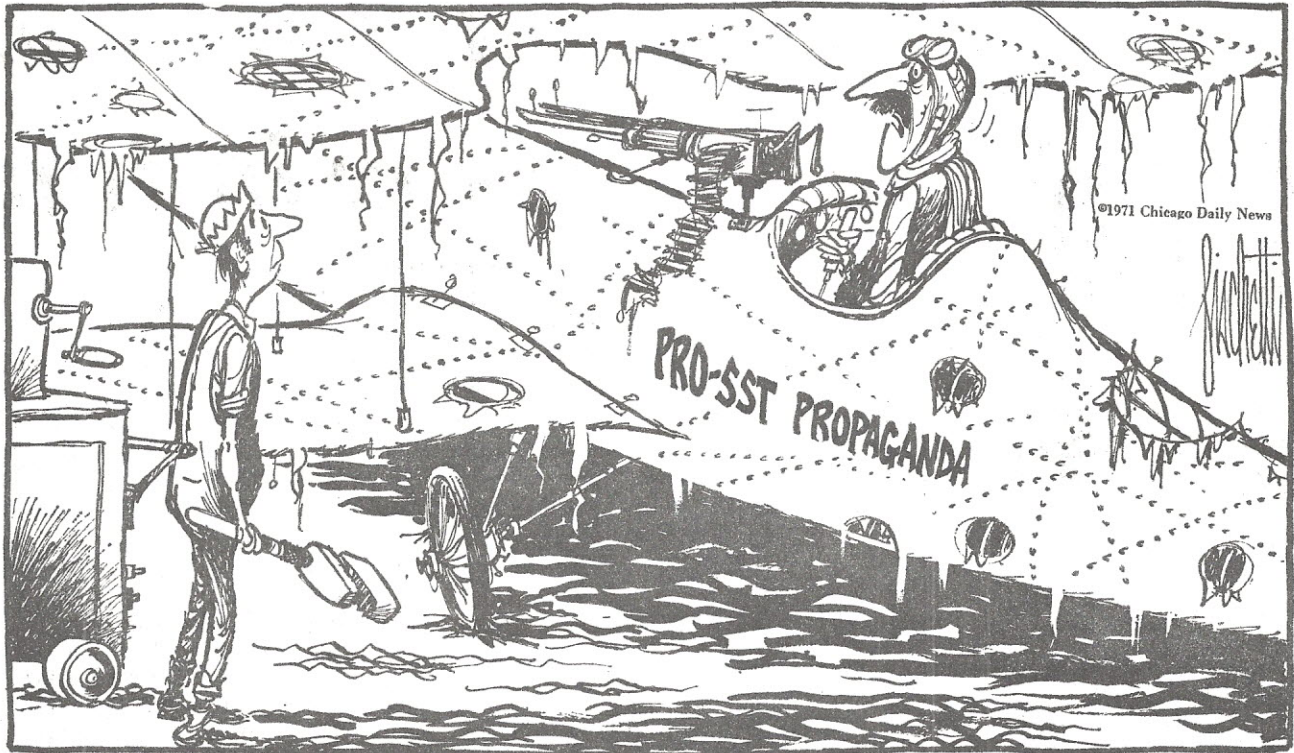


# Transport Central



"The sky's swarming with unfriendlys — gas'er up and I'll be off again"

JOHN FISCHETTI--CHICAGO DAILY NEWS

## A COMMITMENT TO COMMON SENSE

Although the Congress has often been characterized as being in the pocket of special interests, nowhere has the opposite assessment been more apparent than in the March 18 House vote denying further funding for the SST. Seldom in recent memory has that body responded so clearly in the *public* interest; we trust the Senate will act as forthrightly when its turn comes.

All ecological considerations aside (and that would be writing off a considerable amount of justifiable concern) the supersonic transport stands out as a shining example of misplaced priorities. The U.S. has excelled in aerospace research and development; the manifold talents of our technological society would be far better addressed to solving the more mundane problems of movement here on earth than toward creating a newer and shinier toy for the rich.

We first spoke out against the SST eighteen months ago, and we see no reason to change our stand now. At the close of our September 22, 1969 editorial criticizing the project, we alluded to Senator Fulbright's eloquent comment on the SST--"the spending of countless millions for the craft is not a matter of national prestige, but of national vanity." That statement is as true today.

22 MARCH 1971

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## ads infinitum

*[This section is open to everyone; TC subscribers may place one ad each year at no charge. The regular rate is 10¢ per word, with a \$1.00 minimum per order.]*

### PUBLICATIONS

#### THE OFFICIAL MAP AND TIMETABLE OF MOTOR BUS SCHEDULES COVERING THE STATE OF ILLINOIS

--A 15-page offset reproduction of a March 12, 1929 guide to motor carriers in the Prairie State, originally published in 32 half-size pages by Russell's Guide Co. Most of the suburban and intercity carriers within Illinois are listed, from the Egyptian Transportation System in the southern portion of the state to tiny Nash Motor Bus in the north. Such long-gone companies as Yelloway, Pickwick-Greyhound, Metropolitan Motor Coach, Western Motor Coach, Blackhawk Motor Transit and Roadway Lines help to fill out the Guide. \$2.00, plus 30¢ postage from the CopyShop.

#### THE COPYSHOP'S 1971 SLIDE LIST

--An updated listing of 4,000+ 35mm slides of transportation subjects; air, rail and bus. Duplicate transparencies are available, custom-crafted by a New York firm specializing in high-quality reproduction for scientific, medical and technical purposes--these are decidedly not mere Kodak dupes, but fine copies almost impossible to tell from the originals. The revised listing now consists of 30 pages, including the latest supplements. For the print collector, the catalog now also offers two sizes (2R and 3R) of good-quality reproductions of all material included in the listings. The catalog itself is FREE from the CopyShop.

#### THE TROLLEY COACH IN CHICAGO: 1930-1970

--Just four copies are left of this revised compendium of articles, maps, charts, rosters and other historical material on one of the largest twin-wire systems in the U.S. The second edition contains 34 pages; \$2.50 + 30¢ postage.

#### ILLINOIS CERTIFICATED MOTOR CARRIERS -- APRIL 18, 1957

--A five-page listing of all regular-route motor bus carriers in Illinois certificated by the Illinois Commerce Commission; from an official April 1957 Commission report, with office and garage addresses and Ill. C. C. numbers. Updated with current status of all carriers listed. 50¢ + 10¢ postage from the CopyShop.

*[All of the above are available from the CopyShop, 416 N. State, Chicago IL 60610]*

WANTED TO BUY -- 35mm slide originals of transportation subjects; highest prices paid. Send general or specific list and sample (which will be returned undamaged and promptly after inspection) to the CopyShop, 416 N. State, Chicago IL 60610.

EXTRA MOVE -- Sunday, April 25, 1971 -- A trolley coach tour of Hamilton, Ontario, using CCF-Brill T-48A #721 of the Hamilton Street Railway. The five-hour excursion will begin at 10:40 AM at Barton-Hughson in downtown Hamilton. Details available from Steve Munro, 447 Roehampton Avenue, Toronto 315, Ontario.



## airline action

### SHOT FROM THE SKIES

△ Quite unexpectedly, the full House of Representatives, voting on a motion by Illinois Rep. Sidney Yates (who ironically represents Transport Central's district in Chicago) added yet another page to the checkered career of the United States supersonic transport by killing its appropriation 215 to 204. The action sent to the Senate an appropriations bill for the Transportation Department with no money in it for the SST. The House last year had voted to continue funding the controversial plane, while the Senate denied it funds. A compromise was reached late in the session that continued appropriations on a holdover basis until the reconstituted Congress could vote on the full measure in March.

That vote has now been taken in one House; the Senate will decide on Wednesday, March 24 on whether or not to reverse its earlier stand, although the Senate Appropriations Committee has already voted the bill out to the full body. Various tallies by anti- and pro-SST forces show different outcomes in the senior chamber; most observers rate the matter a tossup, with three presently uncommitted Senators (Humphrey of Minnesota, Montoya of New Mexico and Cooper of Kentucky) as holding the key.

Senator William Proxmire of Wisconsin has been the leading opponent of the plane, attacking it largely on environmental grounds, and in the belief that higher priority items ought to come first as far as funding is concerned. It was Proxmire who successfully argued that the incoming Congress in 1971 ought to have the say on the craft, rather than the lame-duck session sitting late last year. He was proven right by the freshmen members of the House; two-thirds of the 1970 electees voted against the SST, enough to tip the balance.

The next test, as noted, will come in the full Senate. Should the bill providing funding fail to pass, the Nixon Administration has noted it will attempt to continue the project "in other ways."

Elsewhere on the SST front, what is apparently a growing swell of public opinion against the plane has begun to make itself felt in state legislatures as well as Congress. A bill is currently pending in Albany, for example, to ban the SST from the state of New York; its chances are rated good. Now, in Illinois, the General Assembly's House branch has overwhelmingly approved a bill setting stiff noise standards for operation of supersonic transport from all state airports. The bill sets noise limits for takeoffs and landings that are the same as federal criteria for subsonic jets. The bill now goes to the state Senate.

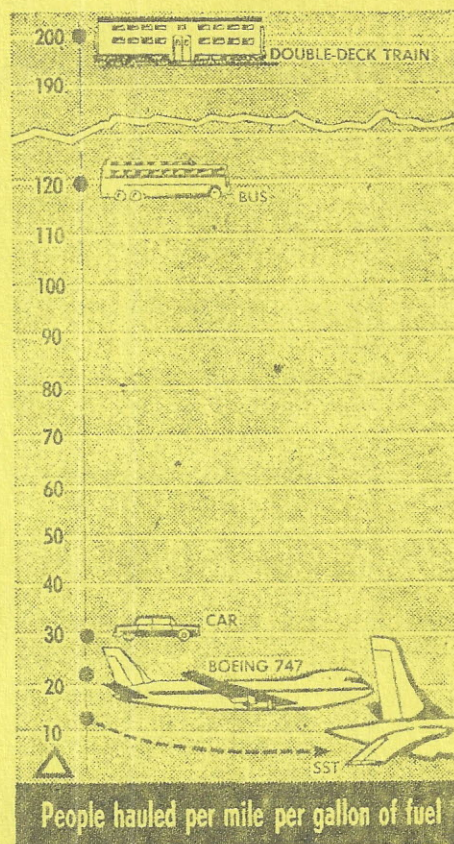
Continuing the twisted saga, the Chicago *Sun-Times* reports that the government of the USSR has made an exclusive agreement with a Louisiana aircraft dealer to sell the Tu-144 in the Western Hemisphere (the Russian SST will go into commercial service on Aeroflot this autumn). The agreement, with the Berry Aviation Company of Berwick, La., represents a major aircraft marketing breakthrough for the Soviets, who are making strong attempts to get a portion of the commercial aircraft market now dominated by the United States. The Berry firm said the asking price for the Tu-144 would be comparable to the Concorde, which is priced at around \$24,000,000. The company also will handle Western Hemisphere sales of the 26-passenger Yak-40 commuter aircraft; its price is lower than the tab on a comparable plane built in the West. "Liberal" terms will be available for both.

EQUIPMENT REGISTER

Δ Delta Air Lines, concerned over delays in the delivery of TriStar airbuses from Lockheed, has ordered five DC-10 aircraft from competitor McDonnell Douglas Corporation. Delta had ordered 24 airbuses from Lockheed for delivery beginning in November and continuing through 1975. The planes cost about \$15,000,000 each.

Delta is the first Lockheed customer to turn to another company for planes since the TriStar project was threatened by the financial collapse of Rolls-Royce. The British company was scheduled to develop engines for the airbus, but was forced into bankruptcy by massive cost overruns on the project.

There had been speculation that Lockheed's airbus customers might pull out of the project. The other two major buyers are Eastern (37 TriStars on order) and TWA (33). If Lockheed's troubles are only temporary, however, the delays might prove to be a blessing in disguise to both carriers, according to some economists. Both Eastern and Trans World Airlines are not in good enough financial shape to pay for the airbuses without strain.



FLIGHT FINANCES

Δ Lockheed has rejected the British government's plan for financing further development of Rolls-Royce jet engines, and has made a counteroffer. The British proposal Lockheed rejected involves a British offer to pay the first \$144,000,000 of further costs to build the RB-211 engine. The British ask that Lockheed pay any remaining costs and are demanding that, in case the L-1011 program is cancelled, the \$144,000,000 be repaid. The British offer also requests that the price per engine be raised from \$840,000 to \$1,200,000.

Δ In the wake of the House's vote to kill the SST (which company officials regard as "unfortunate" though symptomatic of the controversy surrounding the aircraft) Boeing plans to shift one-third of its output away from the area of military and commercial aircraft production through diversification in the next ten years. A two-month survey by a top-level management team said the strongest areas for diversification are surface transportation (*Editor's Note: Hear! Hear!*) and community development.

In the last ten years Boeing moved from 70 per cent military production to a point where 80 per cent of the orders backlog involve commercial aircraft production, 10 per cent military and 10 per cent space-oriented.

Δ Operating an SST will be costly. A single craft will be a prodigious user of fuel, consuming about 80,000,000 gallons in the course of a year's operation; only 13.6 passengers can be carried one mile for each gallon of fuel consumed (see chart above). A train or bus uses far less fuel per passenger mile.

TAKEOFFS AND LANDINGS

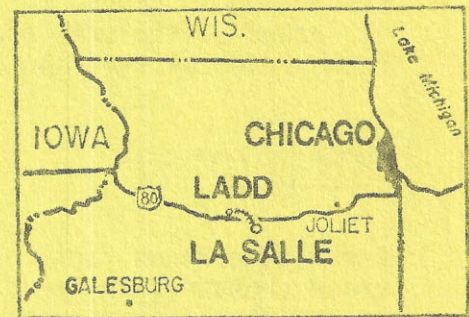
A Finnair's Saturday nonstop Helsinki flights leaving from New York's Kennedy International Airport will begin June 12, and offer direct connections to both Leningrad and Moscow....A new airline, United Irish Airways, has announced plans to inaugurate supplemental air service between the United States, Ireland and the United Kingdom. Operations are scheduled to begin in the spring of 1972, subject to government approval, with jet equipment....Continental Airlines has begun its round-trip 747 jet service between Chicago and Denver with two trips daily, and has also inaugurated twice-weekly service between Denver and Los Angeles.

STRIKE SAGA

A Mohawk Airlines and the Air Line Pilots Association agreed March 19 to submit their five-month contract dispute to binding arbitration if they cannot settle it on their own by March 25. Mohawk spokesmen said this would mean the airline, the fourth largest regional carrier in the country, could be back into partial service by April 14. The airline, which serves mainly the Northeast, has been shut down by a strike since November 12.

 **railway report**THE GREAT TRAIN ROBBERY

A "The Big Boxcar Caper", they were calling it, or "Rustlers Ride the Rails". As if the Penn Central hadn't enough trouble, it turns out that no less than 277 of its box cars were "diverted" to a tiny railroad in Illinois for nefarious purposes, in an operation highly reminiscent of the Wild West of yesteryear.



As the story began to be pieced together, it developed that an innocent-looking repair shop in LaSalle, Illinois, nominally the property of the 13-mile LaSalle & Bureau County Railroad, was the scene of a wholesale "rebranding" operation for scores of freight cars from PC. At least 277 boxcars of varying sizes and shapes were set out at the PC/LS&BC interchange in LaSalle, apparently never to return to their owner. In the tiny shop of the LS&BC, workmen busily restenciled "LS&BC" on the cars, renumbered them, and then dispatched the cars on lease to various other railroads.

LS&BC officials deny any knowledge of the scheme, saying only that a firm known as the Magna Earth Enterprises leased the shop from the road, saying that they had a contract to refurbish the equipment from the PC and sell or lease it to other railroads. Magna Earth is a wholly-owned subsidiary of Diversified Properties of Wayne, N.J., which regularly buys cars from the PC, but the 277 in question were evidently not in any such group.

FBI agents are trying to piece the story together to determine if any wrongdoing is involved, while Diversified says the whole matter is merely a "bookkeeping error", which can easily be straightened out. Meanwhile, PC crews rounded up at least 100 of their cars presently on the LS&BC, and were looking for more.

## THE WEDDING IS OFF

A The proposed merger of the Chesapeake & Ohio and Norfolk & Western railroads has been called off, the presidents of both carriers announced March 18. The merger, first proposed in 1965, would have created the world's largest privately owned railway (in terms of miles of track), a system with gross revenues of nearly \$2,000,000,000 annually, and with 27,000 miles of track in 21 states. The system would have extended from the eastern seaboard to the Missouri River, and from Canada to North Carolina.

C&O president Gregory S. Devine and N&W president John B. Fishwick, in a joint statement, said they would recommend to their directors that the merger plan be dropped. "This decision is deemed to be in the best interests of both companies in view of drastic changes of the Eastern railroad picture since the plan of the merger was entered into in 1965," the statement said.

The financially-disgraced Penn Central had petitioned the Interstate Commerce Commission to reject the merger or stay it indefinitely, saying it would be unable to compete with the new system. Had the merger gone through, the Penn Central and N&W-C&O/B&O systems would have controlled all rail traffic in the Northeast and west to Chicago.

The proposed merger was approved two years ago by an examiner for the Interstate Commerce Commission, but the full Commission delayed the marriage last June, contending it needed more data before making a decision. The ICC at the time said it lacked sufficient information on what effect the merger would have on the traffic carried by the Penn Central.

## CROSSING COMMENT

One little-known fact, especially to urbanites, is that of the 225,000 railroad grade crossings in the U.S., 180,000 are without automatic protection. As a result, the ratio of death to injury in grade crossing accidents is second only to aviation accidents and approximately 15 times greater than highway accidents in general. Why hasn't something been done about it? Well, up to now the only excuse for the lack of adequate protection at grade crossings has been the high cost of buried cable electrical systems now in use.

To remedy this situation, the U.S. Department of Transportation at Cambridge, reflecting government's increasing concern for its citizens, is conducting exploratory research into a highly reliable economical microwave system to protect unguarded railroad grade crossings. This system, which can operate in all types of weather, would transmit a continuous microwave signal from up track to grade crossing. When a train triggers a sensor the microwave signal is turned off and the grade crossing warnings--flashing lights or gates--are activated. The system will also be capable of indicating to motorists the length of the train and suggest, thru a signal, that he consider an alternate route, be flexible enough to allow for varying speeds of trains, and give the motorist a consistent 25 to 30 second warning regardless of the train's velocity. In addition, altho this represents only one system for a much-too-long-ignored condition, it also opens up an area where aerospace and defense engineering know-how could effectively be put to use.

*(ELECTRONIC WORLD, March 1971)*

RAILPAX REACTION

BY STEPHEN M. AUG  
NEW YORK TIMES SPECIAL

WASHINGTON — Lawyers for the railroad industry and the new National Railroad Passenger Corp. [Railpax] were reported still far apart in efforts to negotiate agreements under which the corporation would take over virtually all the nation's rail passenger service by May 1.

The corporation created late last year by Congress, is to acquire rolling stock—some new, some already used by the railroads—and begin running trains under contract with the railroads.

But there are questions as to whether the corporation will be able to meet the May 1 deadline. Differences between the corporation and the rail industry range from the length of contracts to the source of payment for rail employes being furloughed.

THE CORPORATION expects to make public early next week its choice of routes over which passenger trains

will operate after May 1. Some observers contend that once the routes are known, some of the negotiations should be made easier.

Sources close to the negotiations list the principal remaining areas of dispute. They are as follows:

**THE DURATION** of contracts under which the railroads will operate passenger trains for Railpax.

The corporation originally had wanted the contracts to run 100 years, but it is understood now to be seeking contracts of perhaps 20 or 30 years. The railroads want 3-year or 4-year contracts, in effect a trial period after which new permanent contracts could be negotiated.

**PAYMENTS** to surplus employes.

Large numbers of workers now employed in connection with passenger operations likely will be laid off, because the Railpax system will be smaller than the rail passenger network now op-

erated. The railroads believe Railpax should pay severance. Railpax contends that the workers are employed by the railroads, and therefore the railroads should make the payments.

**PAYMENTS** TO the railroads for operating the trains on behalf Railpax.

Railpax reportedly has felt that because the railroads no longer will be burdened by the heavy deficits they claim result from passenger operations, the railroads should operate the trains free of charge — beyond crew charges and other direct costs.

The matter of payments to join the corporation is not fully settled. Railroads may buy their way in, according to the legislation, by paying in cash or in used passenger equipment, or a combination of both. But there are some reports that Railpax will lease passenger equipment, rather than purchase it. That could increase the cash burden for the railroads.

**TO SOME** financially hard-hit railroads — particularly Penn Central — the cost of labor is an especially tough issue. Penn Central is said to have indicated that if Railpax requires railroads to pay off their furloughed employes, then the railroad should at least be able to obtain a federally-guaranteed loan to make the payments.

By one estimate, such payments could cost Penn Central \$30 million over three years, but the railroad has not confirmed this figure.

The legislation that set up the corporation provides it with \$40 million in cash to organize and begin operations. In addition, it has authority for federal guarantees of another \$100 million in loans to purchase equipment.

**AUTHORITY** to obtain federal guarantees for another \$200 million also is available to help some railroads buy their way into the corporation.

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## metro memo

### BILLIONS FOR BUSES (CONTINUED)

A President Nixon proposed late last week that \$2,566,000,000 be given to states to help solve their transportation problems. Twenty per cent of the funds would go toward strengthening mass transit systems in the cities.

In a message to Congress on his special revenue-sharing plan, the President proposed that \$2,041,000,000 during the first year be spent for the planning, construction, acquisition, improvement, operation and maintenance of the broad spectrum of transportation systems and services, including highway, aviation and mass transit. He said the remaining \$525,000,000 during the first full year would be used to provide fast relief for many of the nation's mass transit systems which now suffer from inadequate equipment, allowing them to undertake the essential work of modernization without further delay.

All of the funds that would be included in the new program would come from 23 existing federal grant-in-aid programs which are grouped under five major headings: urban mass transit grants (\$525,000,000); airport grants (\$220,000,000); highway safety grants (\$130,000,000); federal aid for highways, except for the Interstate system (\$1,625,000,000) and highway beautification grants (\$66,000,000).

Every state would be guaranteed a minimum allocation of \$250,000. Under the general transportation element in the message, money would be distributed in the following manner: Ten per cent would be allocated at the discretion of the Secretary; the remaining 90 per cent of the general element would be allocated to the 50 states, Puerto Rico and the District of Columbia.

### DIAL-A-BUS (CONTINUED)

▲ Middletown (Ohio) city commissioners have contracted with the Ford Motor Company to devise a dial-a-bus plan in cooperation with the Ortman-Stewart Transit Company, which services the city of 45,000. Ortman-Stewart, like transit firms in other Ohio cities, has been losing money steadily since 1968, and has been unable to buy any new buses since 1967.

Dial-A-Bus will divide the city into zones and use air-conditioned, 12-passenger minibuses. The system, designed by Ford, is currently being tested through the use of computer simulations. Existing fixed routes would be maintained by the bus company, but would be backed up by the minibuses to increase the frequency of service. Eventually, the minibuses would be used exclusively.

Ortman-Stewart, which receives no subsidy from the city, reported net losses of \$8,000 in 1968 and \$6,000 in 1969. New buses cost a minimum of \$15,000 each as opposed to \$7,000 for the minibuses; Ortman-Stewart currently uses 31-passenger standard transit coaches, offering service at a 30¢ fare.

### METROPOLITAN MISCELLANY

▲ El Paso is considering a monorail to link that city with Juarez on the Mexican side of the border....John J. Gilhooley (formerly of the New York City Transit Authority) and his Urban Industries, Inc., have withdrawn their offer to buy Public Service Coordinated Transport from Public Service Electric & Gas Company, the line's corporate parent. The reasons given were PS' poor operating results in 1970 as well as poor prospects for the year ahead. Public Service, the largest bus carrier in New Jersey, had a net loss of over \$3,000,000 in 1970, coupled with two 5¢ fare increases since last April.

▲ At latest report, Dayton City Transit Western Flyer coach #900 was still at Hillcrest Shops in Toronto being electrically assembled by TTC forces. The unit has motors and control equipment from one of the two Winnipeg trolley coach units purchased last year by WFC....Rumor has it that the Rogers Road streetcar line in Toronto will be converted to trolley coach operation on completion of the Yonge Subway extension a few years hence. That extension will release a number of TC units currently in use on the 97 YONGE route, which will itself be converted to motor buses at that time; some of the surplus trolley coaches will enable TTC to convert the east end of the St. Clair rail route to twin-wire operation.

▲ Bus service in Bay City, Michigan was discontinued earlier this month after a plea for subsidy or outright purchase by the city of the Bay City Commuter Service was denied. BCCS had operated five small vans on shuttle routes to and from downtown since the Balcer Brothers Motor Coach Company stopped running its standard city buses in 1957. Patronage on the successor company had dwindled to less than 20,000 per month, and revenue was insufficient to replace the aging fleet.