

Transport Central

The happy medium: the new TC-31.

TC-31 is the new medium-size coach that makes both operators and passengers happy.

First, it has a fresh, modern look that's different from any other 30-35 passenger bus. That's because it was specially designed to be a medium-size bus. Not a cut-down version of a big bus.

What's more, since TC-31 is a happy medium between big buses and small buses, it gives you advantages of both.

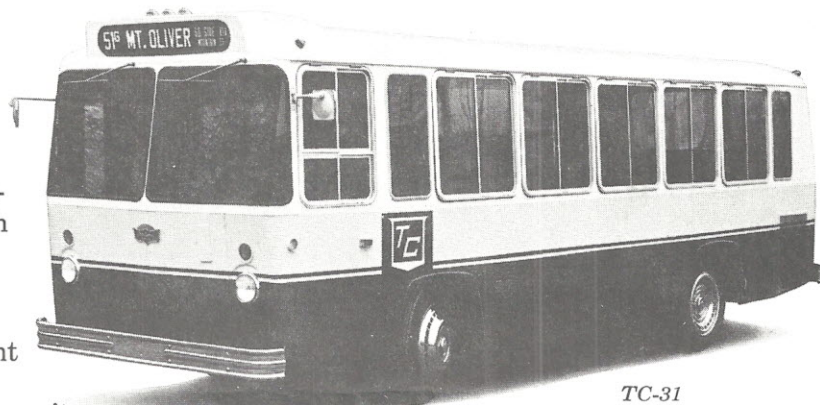
Like a small bus, it's very maneuverable and low in cost. Yet, it's as easy to maintain as a big bus. As mechanically strong, too, so it takes stop-and-go driving in stride. And like a big bus, it offers optional air suspension and 2 cycle diesel power.

And maybe most important, the TC-31 pampers people. Gives them a

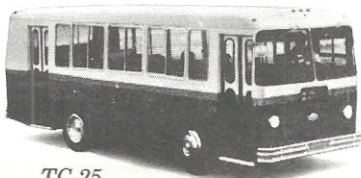
smooth, comfortable ride. A bright, pleasant interior, made brighter by lots of big windows. Straight-thru passenger flow and improved passenger safety are assured by locating the rear exit door behind the rear wheel.

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TC-31



TC-25



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column one

Judging by the number of comments that have crossed this desk in recent weeks, it appears our readers seem to share the opinion that Transport Central is unalterably opposed to public subsidies for urban transit. Evidently, our comments on the signing of the transit aid bill last year and subsequent comments have created the erroneous impression that we expect transit to pay its own way, rather than depending on the public purse.

This reporter, to be sure, has had mixed emotions about the value of public aid to transit; too often it serves to lock in the basic inadequacies of the system that created the need for additional funds in the first place, and to grant transit its time at the public trough might well tend to perpetuate the problem rather than solve it.

But there is another side to the question; one that has not received its fair share of spotlight time. I was reminded of it just last week, in a lengthy telephone conversation with one of TC's readers who is associated with the planning department of a major public carrier.

The discussion inevitably got around to the question of federal funding for the property in question, and my reiteration of the point stressed above--that I was not at all sure that public funds were going to be spent wisely in this particular case.

His response drew me up short, for in the morass of political wheeling and dealing that usually surrounds any big city carrier, certain aspects tend to be overshadowed by the smoke of oratory. He asked me if I had really ever considered the needs of the company, over and above the flashy ones like space-age rapid transit lines and equipment created by the publicists to "sell" the idea of massive public funding for a moribund industry.

I had to admit that I, too, had been taken in by the hyperbole of the PR men, and had not stopped to reflect on the state of the company right here in 1971--the buses that are falling apart, the rapid transit stations and structures that are crumbling and a thousand other things that need attention NOW, but are far too mundane to capture the public eye.

He patiently explained that, apart from the huge rapid transit projects on the calendar that are not of the highest priority (except to civic officials intent on polishing the city's progressive image), substantial infusions of public funds are needed just to update the present equipment fleet to the 1971 era.

I must agree--most cities need massive transfusions of new equipment in order just to keep pace with their present needs--never mind 1985. So this, then, is a reaffirmation of TC's credo that transit is a public service and community responsibility, and must be subsidized to whatever extent is necessary to maintain the economic health of the metropolitan area. If this requires massive local, state and federal funding, it is still a cheap price to pay as measured against the alternatives of bigger and better roads--and congestion.

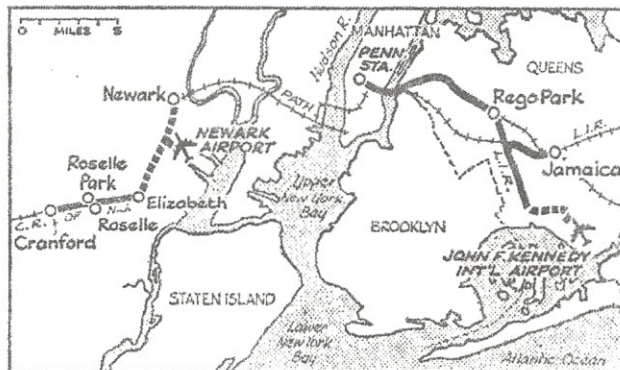
--RICHARD R. KUNZ



metro memo

EASING THE GROUND SQUEEZE

¶ Governors Rockefeller of New York and Cahill of New Jersey have jointly announced that the Port of New York Authority will "finance and construct" direct, high-speed rail links from midtown Manhattan to Kennedy International Airport, and from Newark to Newark Airport. In addition, the Port Authority will extend the Newark Airport rail line south to Elizabeth and west into suburban Union County to provide better commuter service to Newark and New York. Total cost: \$410,000,000.



The New York Times

Solid lines show existing tracks. The dotted portions represent new tracks to be built by the Port Authority.

The Kennedy link would provide air travelers with direct 16-minute service from Penn Station in Manhattan to the airport, most of it over existing (some unused) tracks of the Long Island Railroad, with an extension into a new terminal at the airport. The Newark link would connect at Pennsylvania Station in Newark with existing Port Authority Trans Hudson (PATH) lines to mid- and downtown Manhattan.

The Newark line would be extended to Cranford, N.J., a decision that represents a substantial victory for Governor Cahill, who campaigned in 1969 on the promise to "make the Port Authority more responsive to mass transit needs, and to insure for New Jersey a larger share of Port Authority projects."

Under the plan agreed upon by the two Governors, the link to Kennedy International would use the main line of the Long Island from Penn Station as far as Rego Park, Queens, and then the Rockaway Beach branch of the LIR, which has been abandoned for almost twenty years (a portion is now the Rockaway line of the New York City Transit Authority subway system). A branch line would connect LIR Jamaica hub with the new Airport link.

In New Jersey, a new railroad would connect the airport to existing rail facilities in the city of Newark, and extend southward to Elizabeth. At Elizabeth, the new line would extend westward along the main line of the CNJ to Cranford. It would include "appropriate mass transportation terminal facilities within the airport, construction and improvement of stations in Newark, Elizabeth, Roselle Park and at Cranford." No schedule was outlined in the governors' statement. *NYT*

URBAN POTPOURRI

¶ New York MTA chairman Dr. William Ronan has said that the fare subsidy bills now before the State Legislature could not, of themselves, guarantee the 30-cent fare for any length of time. He noted that the package of bills, which includes tolls on East River bridges, would yield about \$158,000,000 for mass transit uses. But he said that the Transit Authority faced a \$147,500,000 deficit in fiscal 1972 with no provision for wage and benefit increases or continuing inflation. He further said that failure of the legislature to pass the bills would mean a fare increase of up to 20 cents by January 1, 1972. *NYT*

¶ UMTA has made a grant of \$15,933,334 to PATH for completion of the Journal Sq. Transportation Center in Jersey City. The two-thirds grant will be supplemented by PATH, bringing total additional construction costs to \$24,000,000. The entire project will cost \$58,600,000, with completion scheduled for late 1973. The project includes construction of a coordinated rail-bus transfer and terminal facility, including improvements to the Journal Square yard, and modernization work at the Grove-Henderson Street Station.

¶ DOT has also made three grants totalling more than \$1,500,000 for new urban mass transportation planning in the Philadelphia metropolitan area. The grants went to the city of Philadelphia, SEPTA and the Delaware Valley Regional Planning Commission. The three grants total two-thirds of the \$2,300,000 it will cost to design improvements for present and future mass transit service for the Philadelphia region; the remainder will be provided by the three agencies.

The first grant of \$342,000 to Philadelphia's Department of Public Property will be used to prepare a detailed feasibility analysis and preliminary engineering plans for construction of a high-speed rail link between center city and the airport; a second grant for \$1,000,000 will help SEPTA develop a master plan for transit improvements. An Immediate Action Program delineating improvements in present routes, scheduling, public information services, stations and vehicles will be prepared for rapid implementation. Subsequent work will outline a program of longer-range improvements, such as new rail extensions or express bus services and a method for continuous planning within SEPTA's organization.

The third grant gives the Delaware Valley Regional Planning Commission \$200,000 to support transit planning programming and coordination activities. This grant will enable the agency to continue to meet regional planning needs for transit facilities and operations, thus maintaining the Philadelphia area's eligibility for full funding on all federally-financed capital improvement projects in mass transit. A portion of the \$200,000 grant will be used to help determine public transportation needs for the 1976 Bicentennial Exposition.

¶ Meetings are to be held next week in an attempt to resolve the impasse that has held up further aid to Chicago area transit projects beyond the half minimum funding by UMTA. The lack of a regional plan acceptable to HUD and UMTA has effectively withheld the additional one-sixth DOT share, and the North Western has gone as far as to urge a halt to all area projects by suspension of federal funding until such a plan is developed. In the interim, the one-sixth UMTA contribution in excess of the minimum half has been withheld for the new Illinois Central electric cars, and the flap threatens to delay action on public financing for new cars for the Milwaukee and Burlington Northern Chicago area commuter services.

Cogent comment on the above from CTA Superintendent of Research & Planning, as reprinted in the CONGRESSIONAL RECORD from a letter to Colorado Senator Gordon Allott: *"The transit legislation of 1964 and subsequent developments reflect Congress' intent to save rapidly deteriorating urban mass transportation systems. Unfortunately, in trying to utilize the programs provided by this legislation, we are frustrated because the intent is hampered by administrative requirements for planning developed by HUD and accepted by the Urban Mass Transportation Administration.*

"In an effort to force improved comprehensive planning standards on the cities, all types of transit projects are receiving only 50% (instead of 2/3) grants, unless unusually severe and vaguely defined planning requirements can be met--by the planning agencies in the area--NOT the operators. While good planning is obvi-

viously desirable, delaying needed capital replacement is only increasing the hazard of possible collapse of the operating agencies.

"A project that provides capital equipment, such as new buses to replace old worn-out ones, is fundamentally different from a project to construct a new rapid transit system that may displace people or change neighborhoods. Yet HUD and UMTA planning requirements recognize no difference. Would it not meet Congressional intent if UMTA were to make full 2/3 grants to renew transit vehicles or physical plant simply upon confirmation by the local planning agency that the service shall be continued? "

¶ The Springfield Mass Transit District (III) has received approval of a request for a grant of \$344,000 from UMTA. The grant will be used for the purchase and rehabilitation of the existing South 9th Street shop and garage. Also, five new 45-passenger, air-conditioned diesel transit buses will be purchased.

¶ Our ecology-conscious readers will be heartened to know that a section of the Urban Mass Transportation Assistance Act of 1970 provides for active and mandatory consideration of a project's effects upon the environment. State and local governments seeking grants or loans must hold public hearings on projects that substantially affect communities or their mass transit systems, and must submit their proposals to their Governor for his comments before sending their requests to Washington. The Secretary (DOT) is then required to determine that any proposed project for which a grant or loan is sought is the best alternative in terms of protecting the environment. As a practical matter, this would in effect mean that clear-cut and compelling reasons must be offered before any electrically powered services are discontinued in favor of internal combustion vehicles purchased with federal funds

¶ The Illinois Central has announced that the first two new cars, 1501 and 1502 (purchased by the Chicago South Suburban Mass Transit District in part with DOT funds) will go into regular service May 31. As a footnote to the IC car story, an article in TRAINS magazine in 1956 contained these comments:

"Illinois Central is not in the new equipment market, but its officers have kept close watch on new equipment developments. They've made noteworthy comments on two recent suburban innovations: (1) Double-deck cars get thumbs down from IC. Officials point out that the road has no wheelage charges to consider, and it has ample platform lengths everywhere on the system, so a reduction in the number of cars is less important. More important, slow loading and unloading of double-deck cars--not of great importance when station stops are several miles or more apart--would become critical on IC, where stops are often less than a half mile apart and schedules permit station standing times of only 20 to 30 seconds. (2) Air conditioning has been ruled out so far on IC Suburban. Reason: frequent stops and almost constant opening and closing of doors would make it almost impossible to maintain a lowered temperature with conventional A/C equipment."

¶ Bus service is to return to Danville (III) July 12; ATC-owned Bee Line Transit Corporation stopped all service last year. Norman Page, a former employe of the state, agreed to provide service with five 15-passenger buses, hoping to turn a profit thru leasing of minibuses that will be cheaper to operate than Bee Line's conventional transit units. Page plans a 50-cent adult fare, and a 35-cent child tariff; Bee Line's corresponding rates were 30 and 25 cents. The city of Danville will not subsidize the service, which may be discontinued at any time on 60 days' notice to the city.

¶ Despite the fact that a deal to purchase the company by a team of investors he headed has fallen through, John J. Gilhooley, a former board member of the New York City Transit Authority, has accepted the post of president and chief executive of Newark-based Public Service Coordinated Transport, New Jersey's largest bus company. PSCT operates 2,500 buses and 22 streetcars, employs more than 5,000 workers, and operates more than 25 garages; the company carries in excess of 200,000,000 passengers each year in New Jersey and adjoining states.

¶ CTA's 2200-series Budd-built cars are now in more or less regular base service, after the lifting of an embargo on all but rush-hour operation caused by a series of fires that totalled one car and severely damaged three others....The Milwaukee Road was granted a 5 to 10 per cent hike in suburban fares out of Chicago, effective this weekend....BART fares, pegged at 25¢ to \$1.00 in 1956 are now slated to range between 35¢ and \$1.50. The system is now expected to turn its first revenue wheel no earlier than January 1, 1972.

¶ Peking has a subway, opened for trial use in 1969 but not yet ready for the general public, altho 60,000 visitors each year are privileged to ride its entire 15-mile length on special trains....Twenty-four buses in four cities (six each in Atlanta, Pittsburgh, Seattle and San Antonio) will be converted in a two-year project to run on liquified natural gas (LNG)....The Caracas (Venezuela) City Council has voted unanimously to abolish the municipally-owned bus system and create a mass transport corporation jointly with private capital to operate a new one....As expected, former DOT assistant secretary Michael Cafferty, 46, has been elected chairman of the Chicago Transit Board, replacing the late George DeMent. At the time of his unanimous election, his salary was raised to \$45,000 from the \$40,000 paid his predecessor.

railway report

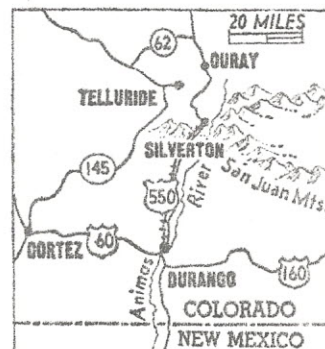
AMTRAK ADDENDA

¶ Come to the Oracle: Reader and Springfield (Ill) native Malcolm McKean stopped by his hometown GM&O depot the other day in search of AMTRAK schedule data, specifically a copy of the official Chicago-New York via Cleveland timecard. As might be expected, the agent was unable to fill the request ("we operate pretty much in the dark down here") and had to complete his own records by copying down the timecard Transport Central printed here May 17. (Happy to be of service...)

¶ A fully computerized ticketing system has been proposed for AMTRAK by Ticketron, Inc., an affiliate of Control Data Corp. Ticketron has already developed a similar system for PC's MetroLiners. The firm would be able to make its network of more than 700 off-road terminal outlets available to AMTRAK ticket buyers, who would be able to arrive at the stations with tickets in hand.

¶ Britain's nationalized railroads made a \$22,800,000 profit last year, despite spending \$96,000,000 more on wages and operating costs. The surplus is the second in succession following a run of 16 loss years since 1953....AMTRAK has re-scheduled its Chicago-New York via Cleveland train to provide better connections from the West Coast in Chicago. Under the new timecard, the westbound run is to arrive at Chicago Union at 2:15 PM, 30 minutes before the DENVER ZEPHYR extension leaves for San Francisco. The eastbound train will leave Chicago now at 1:50 PM, 20 minutes after the SUPER CHIEF arrives from Los Angeles.

¶ The narrow-gauge Denver & Rio Grande Western Silverton line (AMTRAK or no) begins operating for the 1971 season this Memorial Day weekend. Late last summer, a cloud-burst in Animas Canyon washed out track in several places between Tacoma and Silverton; in some of the narrowest portions of the canyon, water rose to a height of 40 feet. In all, some two miles of track were completely washed away, along with ballast and ties, but Rio Grande crews labored mightily to restore the line to service, at a cost of almost a quarter of a million dollars.



¶ Labor relations: Twenty unions currently represent the thousands of workers on America's railroads, broken down thusly (1971 membership figures for those union workers who are railroad employes only): Brotherhood of Maintenance of Way Employees (72,239); International Brotherhood of Firemen & Oilers (17,047); American Railway Supervisors Ass'n. (2,000); United Transportation Union (134,292); Transport Workers Union (10,000); Railroad Yardmasters of America (5,438); Sheet Metal Workers Ass'n. (5,337); International Brotherhood of Electrical Workers (11,557); Brotherhood of Railway, Airline & Steamship Clerks (135,901); International Ass'n. of Machinists (17,621); Brotherhood of Railroad Signalmen (9,850); Seafarer's International Union (1,922); American Train Dispatchers Ass'n. (3,376); International Brotherhood of Boilermakers & Blacksmiths (2,927); Hotel & Restaurant Employees and Bartenders International Union (3,250); Brotherhood of Railway Carmen (46,214); Brotherhood of Sleeping Car Porters (500); and the Brotherhood of Locomotive Engineers (35,746).



airline action

THE ERAS CONVERGE

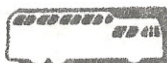
¶ Side by side they sat on the huge apron at Le Bourget in Paris, surrounded by hundreds of enthusiastic onlookers, gasping in admiration at the sheer bulk and overpowering beauty of the two craft. The hoopla was somehow reminiscent of a time so long ago at this very field, when a tall, slim pilot nicknamed the "Lone Eagle" had set his trim craft down to the deafening applause and adulation of thousands. Comparisons are commonplace in this era, but it is nonetheless interesting to speculate on the contrast between Charles A. Lindbergh's SPIRIT OF ST. LOUIS of 1927 and the two supersonic transports, CONCORDE and Tu-144 that are visiting the Paris Air Show this week.

It took almost a day and a half for Lindbergh to negotiate the Atlantic; either of the two new craft could do the job in a matter of hours. No doubt the noise of the tiny Ryan monoplane was deafening to its pilot, but the aural pollution ended there; either SST has the power to disrupt its environment a thousandfold. There was barely room for pilot, food and fuel in the SPIRIT; either supersonic transport will seat almost 150. Extra fuel had to be carried over and above the nominal capacity of Lindbergh's plane in order to complete the tortuous journey over the Atlantic; the CONCORDE's normal range is 3,600 miles, as compared to 4,000 for the Tu-144. The SPIRIT OF ST. LOUIS, currently on view in the Smithsonian Institution in Washington, pioneered in the use of aluminum for aeronautical purposes; both CONCORDE and Tu-144 incorporate a wide use of titanium. Charles A. Lindbergh crossed the Atlantic in a record 33:39 on May 20-21, 1927; just 44 years later the CONCORDE covered 2,500 miles between France and Senegal in 2:20 on a test run.

AIRLINE ADDENDA

¶ A United Air Lines research report has recommended against the company exercising its option to purchase six CONCORDES. UAL's marketing department says the plane is not economically feasible because of its price and high operating cost; the latest tab for the SST is \$26,500,000....Hourly landing and takeoff quotas at O'Hare and Kennedy will be eliminated this summer, but will remain in effect at LaGuardia and Washington National.

¶ The FAA has proposed its first safety requirements for airports, ranging from adequate runway lighting to removing anything that would attract potential airplane engine-fouling birds; all airports must have an FAA operating certificate by May 21, 1972 under new airport legislation....Eastern has introduced a new navigation system designed to bring greater schedule reliability and faster flights on its air shuttle service. Two EAL DC-9s has thus far been equipped.



bus briefs

OVER THE ROAD

¶ Greyhound is moving its corporate offices from Chicago to Phoenix this year....Tolls have gone up 10% on the financially-troubled West Virginia Turnpike....Fare hikes averaging 15 per cent were authorized by the Illinois Commerce Commission for 15 bus companies operating intrastate in Illinois....The use of wide buses on Interstate highways has moved closer to reality with a favorable House Committee vote....A new trade association representing small intercity bus operators has been formed in Washington. The United Bus Owners of America has elected Thomas Chieppo of New Haven's Chieppo Bus Company as its first president....Failure to comply with ICC requirements have caused revocations of operating certificates of Falls City-Lincoln Stage Lines (Lincoln NB) and Barton Tours (Anderson SC)....Associated Bus Company (Paterson NJ) has changed its name to Jiggetts Charter Service....Transportes Azteca, Ltd., has been granted Chicago-El Paso rights....350 new MC-7s will hit the road for the 'Hound in 1971; there are currently 650 in service for the intercity carrier, costing more than \$40,000,000.

¶ The U.S. Environmental Protection Agency has issued an order which makes it illegal for interstate carriers to pick up drinking water in Fall River, Mass.; Pascagoula, Miss.; and Asheville, N.C., charging the water there is polluted with bacteria....An ICC examiner has opposed banning smoking on interstate buses, but recommends that bus operators be required to post a sign asking patrons not to smoke....The Georgia Public Service Commission has boosted intercity fares 10%.



nautical notes

MARINE MEMO

¶ The QUEEN MARY finally opened for business as a tourist attraction in Long Beach, Cal. on May 8....Holland-America Cruises is to purchase the ARGENTINA and BRASIL from Moore-McCormack Lines, both built in 1969, for \$25,000,000....The DELTA QUEEN is currently in the midst of a busy cruise season, after being spared the torch by Congress late last year.

THE COVER: The latest entry in the small bus competition, from Highway Products.