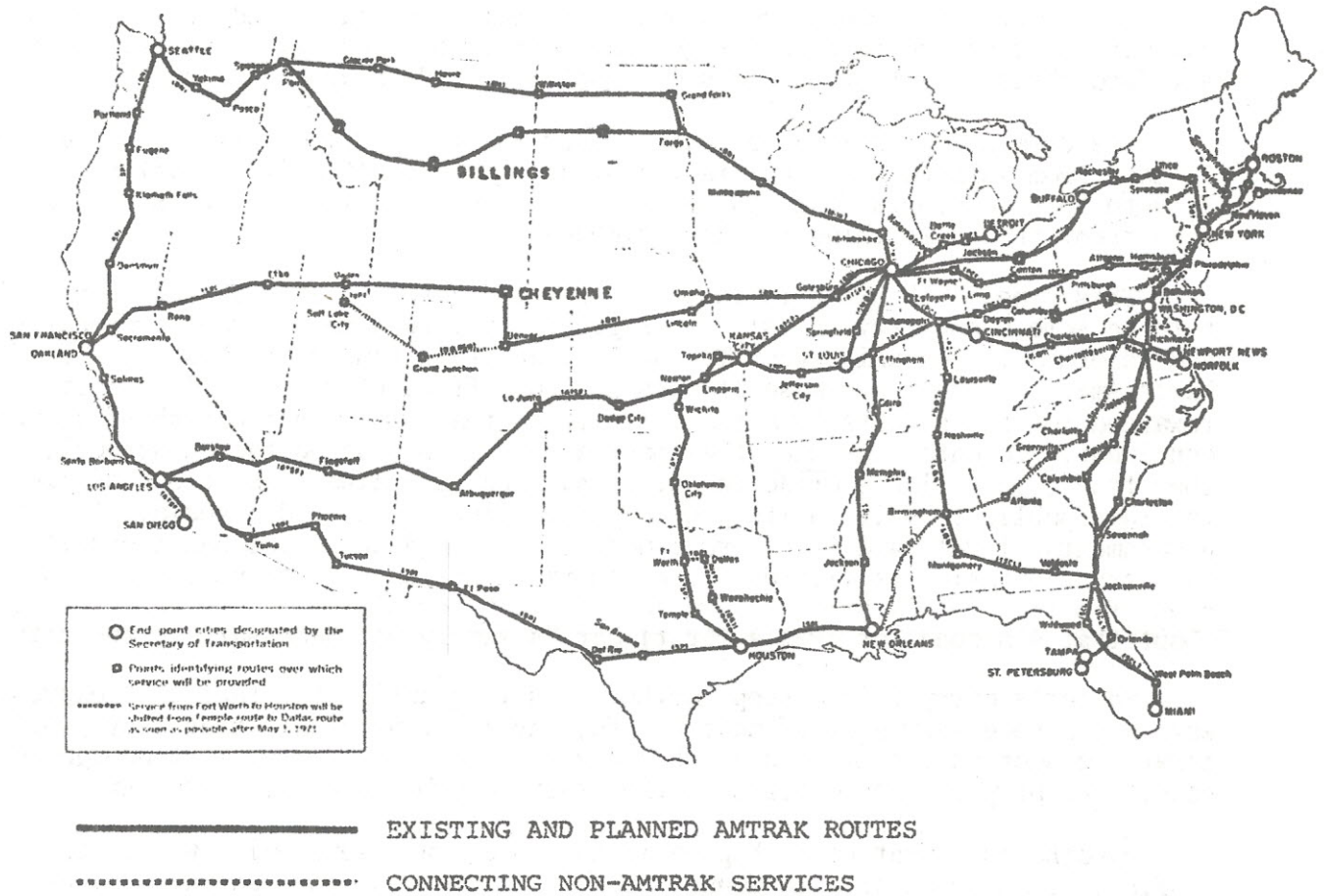


Transport Central

INTERCITY RAILROAD PASSENGER ROUTES National Railroad Passenger Corporation



AMTRAK: ANOTHER LEG FOR THE OCTOPUS

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■ COLUMN ONE

Last week, TC's news columns carried a story about the upset victory of a citizen's group in Toronto that resulted in the death of the controversial Spadina Expressway project after a portion of it was completed and additional mileage was under construction.

In a "mini-editorial" in the same issue, we commented that the action of the Ontario cabinet had our full support, and that those people that would have been most directly affected by the super-road deserved serious consideration in the decision-making process; this is the democratic process at its best.

A few more paragraphs are in order in amplifying our stand, and in going a bit further down the road on the general subject of expressways vs. rapid transit (and their inevitable effects on people) in modern urban society.

One comment in the heat of battle over Spadina particularly interested me: it came from Toronto Mayor William Dennison. "You can't build a wall around Toronto to stop people from coming in. You have to build facilities to accommodate them; the whole thing is short sighted."

This type of thinking is in itself short-sighted. Let's go back for a minute to some elementary facts: It is generally agreed among transit executives and informed laymen alike that Toronto's transit system is the best in all of North America. Why? Because it does its job efficiently and well, and it is rewarded for its efforts by a ridership level that is among the highest on the continent. Torontonians know they have a good mass transportation network, and they take a justifiable pride in it. Canadians have always had the good sense to place public transit in its proper perspective, even (and especially) on the governmental level, and as a result most large Canadian cities boast excellent mass transportation facilities. The general excellence of transit has also been of some value in holding down automobile ownership; it is so easy to get about that a second (or even a first) car is simply not necessary in the city.

So let's carry this a step further. While granting the fact that expressways are a necessary part of modern life, why is it necessary that they proliferate to such an extent within urban areas, where they do the most damage to people and property and contribute the least to urban economic vitality?

Hypothesis: What would happen if no expressways were built within the confines of an urban area to funnel traffic to and from the central business district, and a rapid transit system developed instead? Would the downtown area not be stronger, and more economically viable if it were easier to get to?

Never mind the specious argument of the highway lobby that expressway access to the CBD is necessary; concrete simply does not have the capacity. In those cities with both expressways and rapid transit, the latter does the lion's share of hauling people (as opposed to vehicles) into and out of the core

No other industry ever placed its customers in the position of having to demand product improvements; imagine General Motors continuing to build 1948 Buicks simply because it felt continual upgrading of its autos wasn't worth the effort.

As a counterpoint, consider the case of the PCC. When electric railway executives really were frightened in the early Thirties by the spectre of the Depression, and what it was doing to their business, they banded together (for once) and designed the President's Conference Committee car (with precious little co-operation from the car builders, at least in the initial stages) that they hoped to be the salvation of the industry.

The rest, as they say, is history. The PCC went on to be the most successful development in the recent history of a beclouded business; almost 5000 were built (excluding rapid transit units in Chicago and elsewhere) and some units are still operating in five of the six U.S. cities that currently boast street railway service. Although many industry observers say that the vehicle merely delayed the decline of the streetcar, its standardization of design made it possible for even small cities (Johnstown, for one) to include PCC's in their fleets because of the low price per car.

On the rapid transit side, however, the complex specifications drawn up by each property because of the lack of a "standard" car offered by any of the builders effectively inhibited the growth of rapid transit in the U.S. by raising the price per unit to a prohibitive level.

With funds for rapid transit expansion in the early 1950's at a minimum level, it was only natural that few cars would be built (except for New York, which has always been outside the rapid transit "mainstream"), further compounding the problem by inhibiting the implementation of any research program.

Small wonder, then, that the damage can only be undone by taking a fresh approach, something an aerospace firm is particularly suited to do. No pun intended, but perhaps Pullman made its own bed...

--RICHARD R. KUNZ



MISCELLANY

INCOMING AND OUTGOING -- Your comments on the series of editorial comments appearing regularly in TRANSPORT CENTRAL are welcomed; please address them to: Editor, TRANSPORT CENTRAL, 416 North State, Chicago IL 60610. We try to answer all letters, either within TC or by personal letter.

LOOKING AHEAD -- TC has secured a copy of the testimony of former Pittsburgh Railways president (and most recently PAT board member) C. D. Palmer at hearings on the controversial SkyBus proposal. Mr. Palmer is an outspoken foe of the SkyBus and refutes in great detail the claims of its advocates. We will present cogent excerpts from the testimony in upcoming issues of TRANSPORT CENTRAL, probably as a part of our biweekly expanded summer issues beginning next month. (TC has taken an editorial stand against the SkyBus in its Pittsburgh application).

RAILWAY REPORT

ANOTHER LEG FOR THE OCTOPUS

■ For varying reasons, most of them political, AMTRAK's rail network has begun to grow beyond the bare-bones system it inherited on May 1. First to come was the Chicago-New York via Cleveland service; then Springfield-Boston; and latterly the "new" NORTH COAST LIMITED (see below) began linking Minneapolis and Seattle via the interior of Montana.

Now a fourth addition has been programmed into the AMTRAK network, to begin with the start of the fall college semester in September. The Baltimore & Ohio will contract to run Washington-West Virginia (probably as far as Parkersburg) service over its line to Cincinnati via Cumberland. No details of the new runs are available, but it is clear that Rep. Harley Staggers (D-WVa), chairman of the House Interstate Commerce Committee was a prime mover in arranging for the restoration of service to his bailiwick.

TRACK TALK

■ Preliminary schedule data on the new NORTH COAST LIMITED: The train leaves Minneapolis Mondays, Wednesdays and Saturdays at 7:00 PM, arriving Spokane at 10 PM, Tuesdays, Thursdays and Saturdays. Eastbound, the NCL departs Spokane Mondays, Wednesdays and Fridays at 11:40 PM, arriving Minneapolis Wednesdays, Fridays and Sundays at 6:30 AM; guaranteed connections are offered in both directions with the EMPIRE BUILDER. The NCL offers a through coach and dome sleeper, Chicago-Seattle (via the BUILDER), and a through SlumberCoach Minneapolis-Seattle. Extra equipment Minneapolis-Spokane includes a lounge and SkySleeper, and diner.

■ Because of the condition of the Penn Central track between the two cities, Detroit-Toledo service resumption has been put off indefinitely...■PC New London-Worcester service is still operating...■The Rio Grande, anxious to cut its losses on the train it must operate until 1975, has further revised its schedule to provide for better connections (hopefully inducing some passengers to transfer) with AMTRAK trains in Ogden and Denver. The westbound run continues to depart Denver tri-weekly at 7:30 AM (:15 after the arrival of the new CZ), arriving Salt Lake City at 9:30 PM. Passengers bound for Ogden must transfer to a limousine at Salt Lake City, but no connection is made at Ogden with the faster CZ. Eastbound, the Rio Grande ZEPHYR will now depart Salt Lake City at 7:00 AM (two hours earlier, after transferring limousine-hauled connecting riders from Ogden, than the previous schedule--noted in TC 07 JUN 71), arriving in Denver at 9 PM.

■ A federal judge has ruled that creditors of the bankrupt New Haven have preferential claims on assets that the line transferred to the Penn Central Transportation Company (owner of the PC). This decision could further complicate PC's plan to liquidate its Park Avenue holdings (TC 07 JUN 71) since some of the properties are covered by the judge's decision...■Another ecological triumph: The Food and Drug Administration has ruled that passenger trains currently in operation may not discharge sewage along the tracks after January 1, 1975. The ban will take effect sooner--July 1, 1972--for all passenger train equipment still under construction...■A gas turbine unit and one powered by electricity, both capable of 155 mph operation, will be ready for use by British Rail in 1974.

METRO MEMO

METROPOLITAN MISCELLANY

■ Spadina follow-up: Despite the death of the Spadina Expressway, the proposed Spadina rapid transit line must be built if Metro is to avoid "absolute chaos", says TTC chairman Ralph Day. "The rapid transit line must not be cancelled and should not be shifted from its planned route," he said in an interview. And he called on the government of the province to speed up plans for an overall Metro transportation authority and give some "real help as far as rapid transit is concerned." Some officials now want the route shifted to roughly follow Bathurst Street, a change which would seriously delay the project. Day warned that if the line is not constructed soon there will be "an absolutely impossible situation" on the paralleling Yonge Street line. At the same time, Metro chairman Albert Campbell, a supporter of Spadina, called upon the provincial legislature to impose tough restrictions on motorists to prevent them from driving downtown. *(Why not? Why couldn't Toronto be the first metropolitan area with the courage to ban the automobile and return the city to its people; the key to insuring urban mobility is to provide for the movement of people, not vehicles. See editorial, page 2--ED).*

■ Postscript: The TTC has revised its plans to phase out its large fleet of streetcars and trolley buses, chairman Day told the Commission. Because of pollution from diesel buses, he said, many people think "streetcars may have a place in the sun once more." "It's the motorist who doesn't like streetcars," said Day, "not the people who ride them."

■ To other matters: Cincinnati Transit bus fares will not increase July 1 if the city, CTC and the Southwest Ohio Regional Transit Authority (SORTA) can come to terms on a contract; the contract is part of a plan for SORTA to take over CTC through a levy to be voted upon August 31...■SORTA's new chief (replacing Carl Rubin, who will become a district judge) will be architect William J. Brown of Cincinnati...■Local service in Ashland, Ohio, operated by Ashland City Lines, ended July 10, but commuter service to Cleveland will continue...■The state of New Jersey has completed bistate approval of a measure authorizing the Port of New York Authority to finance and build high-speed rail connections between midtown Manhattan and Kennedy and Newark airports.

■ New York State Controller Arthur Levitt is holding up MTA's takeover of the PC Hudson and Harlem divisions, until questions regarding the acquisition of unimproved air rights and physical plant are resolved to his satisfaction; the takeover was scheduled to take place about August 1...■The Twin Cities Metropolitan Transit Commission of Minneapolis-St. Paul will now be able to levy property taxes in its service area to support its operations; the present \$1 MTC tax on vehicles is to be abolished...■D&T Bus Lines of Dayton will discontinue its service to the Avondale and Forest Ridge sections of North Dayton June 30...■As noted in our editorial in this issue, DOT has awarded a 3-year, \$10,500,000 contract to the Vertol Division of Boeing for systems management of UMTA's Urban Rapid Rail Vehicle and Systems Program. The Program's goal is to systematically investigate, test and evaluate new and promising concepts in rapid transit car design. To accomplish this, Vertol will produce two transit cars representative of the "state of the art" in car building today. The cars will be equipped to demonstrate the best available subsystems such as suspension, control and

passenger compartment amenities, and will be demonstrated on the major transit systems in the U.S. After demonstration, the cars will be used as laboratories at DOT's High Speed Ground Test Center near Pueblo, Colorado. Vertol will also conduct a design competition for an advanced concept train, which is expected to provide a totally fresh approach to transit car design.

The most promising advanced concept design will be converted to two hardware prototypes for demonstration to the industry and the riding public. Eventually, an advanced concept train incorporating the best combination of systems and subsystems will be demonstrated in revenue service. The program holds the possibility for selective component standardization in the transit car industry. After systematic tests and evaluation of alternatives, operating properties will have definite data on which to base selection and specification of cars and their components.

There are nearly 10,000 rapid transit cars now in service in the U.S. Although some of them were built 30 years ago (or more), the rate of fleet replacement is only about 250-300 cars per year. These cars are running in Boston, New York, Philadelphia, Cleveland and Chicago; passengers on the rail systems of these five cities alone account for nearly one-third of all U.S. transit riders.

Pullman has sharply criticized DOT's grant of the funds to Vertol; executive VP G. L. Green said, "I find it difficult to understand why Boeing as a hardware manufacturer should be subsidized to the extent of millions of dollars for something which many companies, including Pullman-Standard, are able and willing to do as part of any production contract....We're a sick industry--as sick as the aerospace industry, and we've got an empty shop. We have the technical knowhow and the plant to solve the country's mass transit problems...(The federal government) "is channeling millions of dollars to companies out of the railroad field to find the answers we already know."

■ The state of Kansas has for all practical purposes bowed out of attempts to assist the foundering Kansas City Area Transportation Authority in its fiscal dilemma by not passing the necessary tax subsidy legislation; even in Missouri the idea was resisted in suburban areas. In effect this means that only the city of Kansas City itself is left to support the system under the aegis of the city council, and it will have to arrange for contract bus service to other jurisdictions if they are willing--and only if they are willing--to pay for it. To all intents and purposes KCATA is now dead, having retreated back to the shell of the former Kansas City Transit Company...■The bus betterment program in the Niagara area administered by the Niagara Frontier Transportation Authority with the help of monies from the state is about 75% complete; all area carriers have benefited from the project, including Buffalo's Niagara Frontier Transit system.

■ More DOT funding: \$382,300 to the Denver Regional Transportation District to produce a comprehensive mass transit plan for the greater Denver region...■New York attorney Theodore Kheel, saying General Motors is dominating the bus market, has asked the government to force the company out of the bus building business...■DOT/UMTA has granted \$146,900 to the city of Wausau (WI) for public acquisition of the community's faltering privately-owned bus company. The funding will pay half the city's cost of acquiring Wausau Transit Lines and six new diesel transit buses. The city has been subsidizing WTL since 1969 after the company petitioned to abandon all its operations because of financial losses. WTL has operated vintage Brill and Mack coaches, the latter in school service.

AIRLINE ACTION

JET JOTTINGS

■ The North Atlantic fare war is escalating. By virtue of a loophole in IATA (the International Air Transportation Association, a cartel that sets rates for all but two of the scheduled lines flying the world's air routes) regulations, every carrier now flying the Atlantic has established low-cost tariffs, generally for youth passengers. The move is an attempt to better poor load factors caused by the proliferation of charter carriers and flights over the same routes.

The NEW YORK TIMES reports there are now four basic price categories for individual trans-Atlantic tickets; the following table shows how the economy (as opposed to first-class) rates vary over the busy New York-London route:

BASIC ECONOMY ROUND TRIP, PEAK SEASON.....	\$552
17 TO 28 DAY ROUND TRIP, PEAK SEASON.....	\$382
29 TO 45 DAY ROUND TRIP, PEAK SEASON.....	\$332
ROUND TRIP, PEAK SEASON, 15-25 AGE BRACKET.....	\$210

"Peak season" for the youth fare covers eastbound trips made between June 21 and July 25, and westbound trips between July 20 and August 31. The fare is \$190 otherwise, and \$200 if there is a mix of peak and non-peak travel. "Peak season" for the other fares covers eastbound trips made during June, July and August, and westbound trips made during July, August or September. In addition, there is a \$15 surcharge each way on the 17 to 28 day and 29 to 45 day tariffs.

Walking Distances at U.S. Airports

A GROUP of transportation experts took the first steps toward making the public aware of airport walking distances by publishing in 1967 a survey entitled "Air Transportation 1975 and Beyond." While distances

have since increased somewhat at several airports, the general pattern remains accurate. The surveyors measured from curbside to aircraft and found these dismaying results (1 mile = 5,280 ft.):

	Walking Distance to Farthest Gate	Maximum Walking Distance Between Airlines
O'Hare, Chicago	1,735 ft.	4,720 ft.
J.F.K., New York	1,130	7,780
Los Angeles International	1,020	6,640
Atlanta	1,730	2,680
San Francisco International	1,300	3,500
Dallas	1,650	1,990
Miami	1,120	3,290
Detroit	1,150	4,280
Dulles (using mobile lounges)	600	600

■ Austrian Airlines has received the first of eight new DC9s... ■ Ottawa is reviewing plans for a new airport in the Toronto area with a view toward speeding up construction... ■ Air Canada has again delayed reaffirming its decision to purchase TriStars from troubled Lockheed... ■ Universal Airlines has acquired American Flyers.