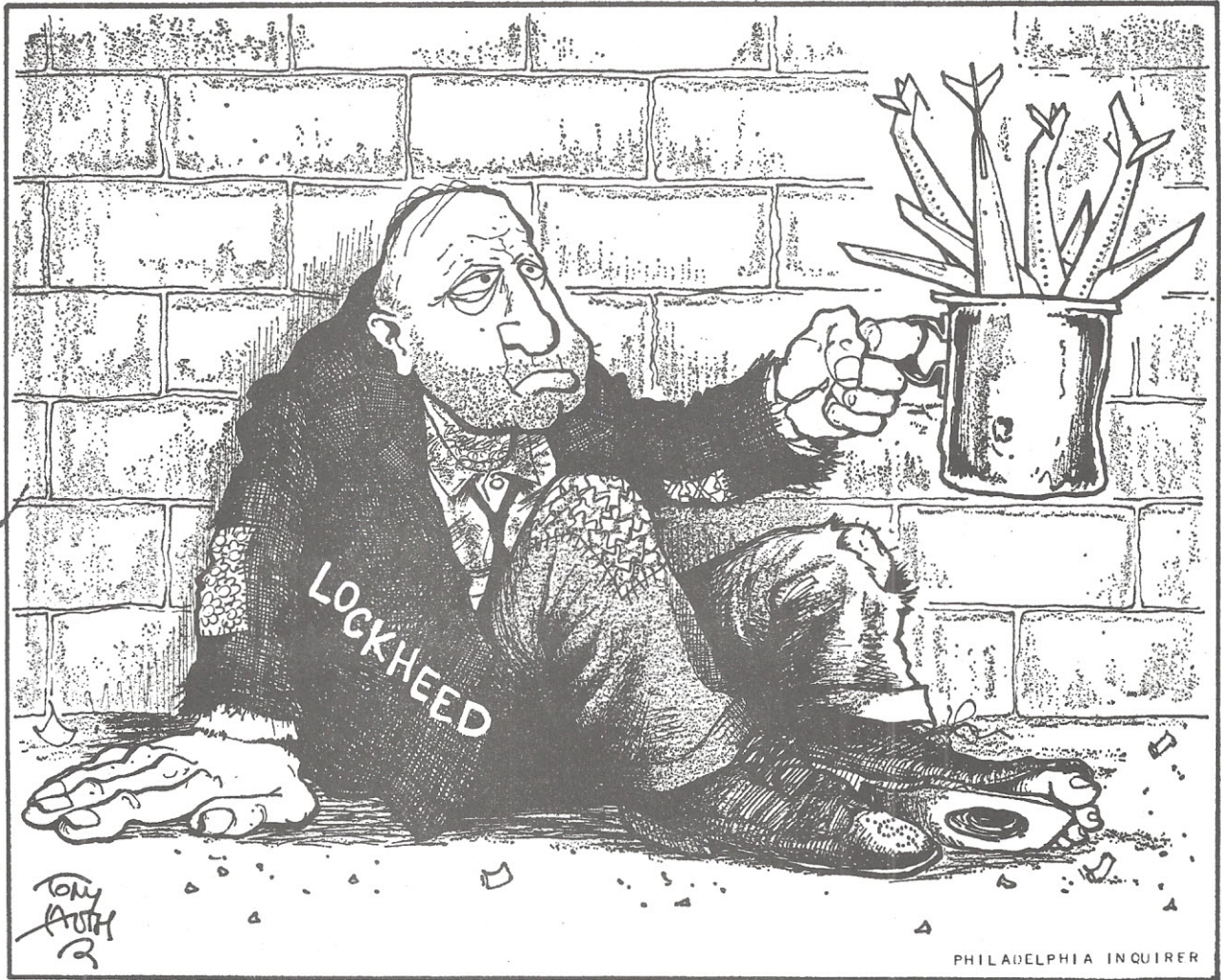


Transport Central



LOCKHEED: ALMS FOR THE POOR?

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■ COLUMN ONE

...some comments on the June 28 issue:

RE: Bill Thoms' letter to the Editor: I agree it seems logical for D&RGW to offer its Utah service on opposite days to the UP service, and this would work well westbound. But couldn't the Rio Grande have a problem eastbound arriving in Denver early enough for the Chicago connection?

The AMTRAK refusal to operate Detroit-Toledo on the "put up or shut up" clause does sound fishy. However, the big problem with using C&O tracks would be that it would require reopening Fort Street Union Depot for just that one train. C&O's route is quite a few miles further than PC's, going west to Plymouth before turning south to Toledo. This takes up at least an additional 30 minutes. A few slow orders on PC would still get them through faster on the PC route. How do they move so much freight on that line if the track is so poor?

RE: "Faster Than a Speeding Bullet": I'm sure everyone will rejoice at the speedup of service to 19 minutes between 69th Street and Norristown. But actually this is only a return to what was commonplace on this line over 30 years ago. When the ex-C&LE cars took over the Liberty Bell service to Allentown in 1939, the running time with two stops was 19 minutes. And when the Bullets were new, and field shunt equipment was added in 1933, even better time was made on limiteds.

--E. Everett Edwards

METRO MEMO

A RECOGNITION OF RESPONSIBILITY

■ As Transport Central goes to press, the signature of Illinois governor Richard Ogilvie is expected momentarily on a \$900,000,000 transportation bill that will, among other things, provide long-needed financial assistance for the Chicago Transit Authority. The legislation, worked out almost as the clock was running out on the General Assembly session, provides for \$600,000,000 in freeway and other road construction funds (including a start on the controversial Crosstown Expressway in Chicago, which had been held "hostage" by the Governor for political reasons), \$100,000,000 in airport improvement funds, and \$200,000,000 in assistance to mass transportation throughout the state, all to be financed by bond sales.

Of the latter sum, \$19,000,000 will go to the financially-strapped CTA to solve at least partially its "cash bind"; \$7,000,000 within 30 days and the remainder at a later date. The "emergency" funding of \$7,000,000 (to come out of the general revenue fund and later to be repaid through bond sales) will effectively forestall the fare hike which would have been put into effect had the subsidy legislation not passed. In addition, \$9,000,000 will become available to assist suburban and Downstate carriers (rail and bus), and \$4,000,000 is earmarked for matching with AMTRAK funds for intercity rail service restoration in Illinois.

Under a complicated formula for matching these funds with state, local and federal contributions, CTA hopes to generate a total of \$105,000,000 in capital expenditure funds for a two-year equipment and maintenance upgrading plan. This total represents almost half of the total funds the Authority itself (not the city or federal government) has expended on capital improvements (largely equipment) in the 24 years of CTA's existence.

At a press conference immediately following CTA's regular monthly board meeting on July 1, CTA Superintendent of Research and Planning George Krambles outlined preliminary plans for allocation of the \$105,000,000 and "ball park" cost estimates of the individual items:

- \$45,000,000 for 1,000 new motor buses to replace an equivalent number of overage units (some dating back to 1950-51); the coaches to be retired are the remaining 240 Twin Coach 52-S-2-P (propane-powered) 5000-5499 series, delivered primarily to replace streetcars in 1950-51; about 60 General Motors-built TDH-5103 units, built in 1950-51 and inherited from the former Chicago Motor Coach Company when that company was purchased by CTA in 1952; 70-odd 1956-57 Mack C49-PGT propane units; and as many as possible of the Flexible-Twin 5500-5999 FL2-P40 propane coaches built after 1953. All of the coaches to be replaced, with the exception of the Macks (currently in storage) are presently in regular service. The full two-year replacement program also calls for retirement of "some" trolley coach units as well.

The new motor buses will all be diesel (V-8) powered, will seat 50 passengers (the standard CTA configuration) and will be air-conditioned; fiberglass seats will also be the order of the day for all new coaches, as well as two-way radio (Monitor) capability. Five hundred will be ordered when funds are assured (hopefully late this year) for 1972 delivery; the remaining 500 will be ordered after the first group is delivered.

- \$20,000,000 for 100 new, air-conditioned rapid transit cars (seating about 48-50) to replace the remaining 80-odd 1922-24 built Cincinnati Car Company 4000-series units currently operating on the Evanston route as well as the four two-car articulated sets of 50-series (formerly 5000-series) cars of 1947 vintage. The latter units (two sets by Pullman, two by St. Louis Car) were the first new rapid transit cars in Chicago in over twenty years and served as laboratory units for the construction of the 1950-vintage 6000-series cars (a total of 770 cars that are currently the backbone of the CTA rapid transit fleet). Although the new cars (to cost about \$200,000 each) will enable the older units mentioned above to be replaced, they will probably be assigned to the intensive North-South (State Street Subway) line, where they can be most effectively utilized.
- A total of \$40,000,000 for various other improvements to the CTA system, to include extension of third rail to the Evanston route (presently trolley-wire-equipped from South Boulevard northward to Linden Avenue terminal) and complete fencing of the line for safety purposes; extensive rapid transit station modernization (including installation of escalators at some locations); track and structure improvements to the rapid transit system; new power and signalling equipment installation; employe facility improvements; and acquisition of land for off-street terminals for surface bus routes.

The state funding will also unblock the temporarily-stalled program of replacement of old equipment and addition of more units to the Burlington and Milwaukee railroad suburban services in the Chicago area; both carriers have spearheaded the formation of transit districts along the lines of the Chicago South Suburban Mass Transit District (formed to purchase new cars for the Illinois Central electric) to arrange for acquisition of much-needed new cars. The passage of the legislation will also make it possible for other roads to re-equip their commuter services in a similar fashion.

Much-needed new bus equipment will be a step closer to reality for other Illinois local and suburban carriers with the subsidy program. In response to a question from this reporter, Mr. Krambles indicated that the Authority would cooperate with other Chicago area bus carriers if requested in arranging for joint purchases of new motor bus units to the same specifications; such joint purchase of new bus equipment would result in significant savings to each carrier through the pooling of resources to insure a quantity discount.

■ On a related note, an as-yet-unverified report has it that the federal government (presumably HUD) has agreed to accept the STACS report (Southward Transit Area Coordination Study--covering the Chicago metropolitan area roughly south of 63rd Street, including two northwest Indiana counties) as being a "comprehensive plan" within the meaning of legislation covering grants for transit projects as far as two such projects--re-equipping IC and South Shore commuter services--are concerned (but only the two projects). In effect, this means that two-thirds of project cost will be borne by UMTA, as opposed to the half previously authorized.

THE LAST INTERURBAN

■ To set the record straight, Transport Central erred in news accounts and editorial comment on the extent of Chesapeake & Ohio Railway participation in the shoring up of passenger service on its subsidiary Chicago South Shore & South Bend--

often referred to as "the last interurban". The South Shore has been losing money on its passengers--largely commuters--for more than ten years, and its obsolete equipment (built in the 1920's) is rapidly deteriorating, despite valiant efforts by Michigan City Shops' work force to keep it running.

In the face of this seemingly-hopeless situation, C&O management was understandably reluctant to sink money into passenger service, and was accordingly roundly criticized for taking freight profits out of the road without contributing anything in return; this publication often took up the cudgel against the "one-way street" between SSL headquarters in Michigan City and C&O offices in Cleveland.

Recent news stories and comments by railroad personnel have served to clarify the parent road's position toward its charge, and they bear repeating here. The C&O has always been more or less passenger-minded (witness its bold experiments in re-equipping its intercity runs--as well as expanding them--in the years following the War) and has pledged to continue South Shore passenger service if it is possible to do so.

To this end, the South Shore has requested financial assistance from the Department of Transportation. Under the terms of the legislation establishing grants and loans, federal monies must be matched by local contributions, which must originate in or be funneled through a public agency. The agency in this case is the Lake-Porter County Regional Transportation and Planning Commission, authorized by the state of Indiana to assist commuter railroads (and only commuter railroads, by the way--not any other types of carriers) in obtaining federal assistance for capital improvement projects (as well as planning transportation improvements, in concert with other Chicago area agencies).

The Lake-Porter commission has not exactly set the world on fire in terms of a speedy South Shore rescue, and has no funds of its own with which to match any DOT monies. Hence, as in the case of neighboring IC, the railroad itself must come up with one dollar for every two of federal money. Accordingly, the C&O has made available the sum of \$3,000,000 as its contribution to insure a total of \$9,000,000 in money with which to re-equip the South Shore so that its vitally necessary passenger service can continue.

The C&O "subsidy" is limited to the \$3,000,000 figure, and was originally offered in 1969, when the prospect of federal aid first became apparent. Unfortunately, inflation has taken its toll in the intervening months, and \$9,000,000 will no longer buy the 34 new high-capacity (and, unlike IC, single-deck) cars the South Shore requires to keep alive; the figure has been cut to 25 by steadily-rising costs. The request for federal aid is still pending (see note on "approval" of the planning requirement, above), and creeping inflation will no doubt trim more cars from the order before it can be formally placed.

[It can be clearly seen from the above report that the storied South Shore--the last of a great breed of Insull roads--is certainly in deep trouble. A relatively mild winter last year helped to keep the snow-plagued road from closing down completely--but the future can bring more of nature's fury. New equipment is desperately needed, and it would appear that the glacial speed at which the Lake-Porter commission has moved has not helped to alleviate the problem. Hopefully the continuing delivery of HighLiners to the IC can release some of the road's older cars for short-term lease to the South Shore--which will need a number for a long time in any event, even with its own new cars--to ease the pressure on the latter road.

Thus, it is plain that the blame for the South Shore's predicament cannot be laid at the doorstep of the Chesapeake & Ohio, but rather (at least in part) at the feet of an agency guilty of foot-dragging, and on a legislature unable or unwilling to face up to its responsibilities of providing assistance to services vital to the public which can no longer be self-supporting.

The C&O, with its subsidy, is apparently making a fair contribution to the continuation of South Shore's passenger service, and cannot be faulted for not doing more, regardless of its abilities. Under the aegis of its parent, the electric line has continued its previously-high maintenance standards--at least as far as its roadbed is concerned--and has at least attempted to keep afloat, rather than throwing in the towel, as so many carriers before it have. EDITOR]

DOT DATA

■ The Urban Mass Transportation Administration of the Department of Transportation has made these grants in the past few days:

- ✓ \$1,340,000 to the Tri-State Regional Planning Commission for mass transit systems planning in Connecticut, New Jersey and New York. In addition, the grant will provide for transit technical studies in Newark, New York City and Westchester county. In Newark, planning will be undertaken to provide for expansion of the subway along Springfield Avenue; Westchester County will be undertaking a study for improvement of its mass transportation facilities and operation, while at the same time integrating its system to a regional one; and in New York City early action plans will be developed for improving mass transportation in the five boroughs of the city.
- ✓ \$1,274,200 to the Cleveland Transit System to provide the first revenue-service test of an alternating current propulsion system for rapid transit. CTS will use the alternating current system on three of its rapid cars. Westinghouse Air Brake (WABCO) will supply the solid-state control systems which will take 600 volts DC from the catenary and convert it through on-board inverters to variable frequency AC, which in turn will drive AC traction motors on the three transit cars. During braking, the motors will act as generators and send current back into the catenary, instead of dissipating the energy as waste heat. The AC system is promised to be an extremely smooth control, eliminating the jerks common to rapid transit car acceleration and deceleration. The grant also includes funds for CTS to utilize the design firm of Peter Muller-Monk to redesign the interiors of three of its rapid cars to reflect the latest in passenger amenities.
- ✓ \$4,263,580 to the city and county of Denver to assist in the purchase of the Denver Tramway Corporation, and to help in acquiring 31 new 53 passenger and six new 20-passenger air-conditioned buses and related equipment.
- ✓ \$6,800,000 in UMTA funds, matched by \$29,100,000 in Federal Highway Administration funds (and local contributions) to construct an exclusive busway partly within and partly adjacent to the San Bernardino Freeway between Mission Road in Los Angeles and the city of El Monte. Funds provided by UMTA will be used to build three new bus stations along the busway and to purchase a fleet of modern buses; one of the stations will have fringe parking facilities. The project involves the shifting of Southern Pacific

railroad tracks (formerly a part of the Pacific Electric line to San Bernardino) to provide space for the two new bus lanes. Other project features include exclusive curb lanes for buses on streets in the Los Angeles central business district. A 6.6 mile section of the busway will be constructed in the median of the San Bernardino Freeway between the Long Beach Freeway and El Monte, consisting of a 17-foot bus lane with a 10-foot common shoulder with freeway lanes in each direction. A 3.8 mile section will also be built adjacent to the freeway between Mission Road and the Long Beach Freeway, consisting of a 54-foot two-way busway, with 12-foot lanes, an eight-foot right shoulder, a four-foot left shoulder in each direction, separated by a positive barrier. During the first 2 years of the five-year experimental use of the busway, only buses will be permitted to use the lanes during rush hours; other vehicles may be permitted on them during off-peak hours and on weekends. During the following three years, cars may be admitted to the busway during rush hours, but on a metered basis so as not to impede the movement of buses.

- ✓ \$3,400,936 to the Port Authority of Allegheny County (PA) to assist PAT in the purchase of 158 new buses for the Pittsburgh area. Fifteen of the new coaches will be suburban-type buses; the remainder will be replacement coaches for the existing fleet. Of the latter group, thirty-two will be utilized to replace streetcars currently in operation.
- ✓ \$1,157,600 in two technical study grants to the city of Chicago to assist in preparing short- and long-range mass transportation plans for the Chicago area. The first grant (\$900,000) will go to Chicago for use by the newly-organized Regional Transportation Planning Board to focus on the present and future mass transit needs in the six Illinois and two Indiana counties that make up the Chicago urban region. Lack of such a plan has resulted in the withholding of the additional one-sixth federal share making up UMTA's customary two-thirds funding for capital projects. The second grant (of \$257,600) will pay for two-thirds of the cost of a separate study that will determine the mass transportation components required for the proposed (and recently-authorized) Crosstown Expressway. The customary median strip is being reserved for transit usage, either rail or bus.
- ✓ A total of \$2,850,000 in two contracts in connection with DOT's program for development of the Tracked Air Cushion Vehicle (TACV). Under the contracts two aerospace firms (Rohr Corporation and Vought Aeronautics) will produce designs and mockups of a 60-passenger vehicle which would be powered by an electric linear induction motor at speeds of up to 150 mph. The mock-ups are to be delivered within six-and-a-half months; one or more prototypes could be contracted for and built for testing purposes with a year after that. Another contract (to Grumman Aerospace Corporation) was awarded earlier, calling for construction of a research vehicle capable of speeds of up to 300 mph.
- ✓ \$4,474,650 to Booz-Allen Applied Research, inc., of Bethesda, Md., for systems management of a program for the development of innovative designs and systems for transit buses of the future. The program will mobilize the resources of a number of different research and development organizations; the goal is the production of a family of new transit vehicles of improved design, propulsion and adaptability to the changing needs of the future. The program is to continue over a three-year period.

- ✓ \$125,000 to the Central New York Regional Transportation Authority of Syracuse to develop a regional transit improvement program for the area. The grant will pay two-thirds of the cost of a study which will evaluate all urban bus operations in Syracuse, Onondaga county and other surrounding counties. Syracuse Transit, the prime bus operator in the area, has indicated that public takeover may become necessary in the near future.
- ✓ \$1,693,500 to the Massachusetts Bay Transportation Authority of Boston for new transit planning in the greater Boston area.
- ✓ \$2,000,000 to the Metropolitan Transportation Commission of California for mass transit planning in the San Francisco area; making the area eligible for two-thirds funding on all capital grant projects.
- ✓ \$120,292 to the Three Affiliated Tribes of the Fort Berthold Indian Reservation near New Town, North Dakota, to develop and evaluate their own public transit system. The grant is the first ever made by the "Great White Father" to provide mass transit on an Indian reservation. The 18-month demonstration project will provide public transportation for more than 7,000 Indians, interconnecting outlying communities on the reservation with the nearby urban area of New Town, which is in northwestern North Dakota, about 100 miles due northwest of Bismarck. The Indians are to commute to jobs at a New Town Northrop Corporation plant and at a business complex in a nearby lakeside recreation area. The Three Affiliated Tribes (Ariekara, Gros Ventres and Mandan) was formed as a public authority to qualify for UMTA funds, which will be used to buy four van-type units for the reservation-New Town service.

■ DOT has been actively promoting the concept of improving the productivity of the urban highway system in terms of moving people rather than vehicles. This has focused primarily on the need for, and desirability of, providing preferential treatment for buses. A report entitled "Feasibility and Evaluation Study of Reserved Freeway Lanes for Buses and Carpools," was developed under the sponsorship of the Federal Highway Administration, UMTA and the Office of the Secretary of Transportation. It describes the application of a mathematical model and computer program to evaluate the freeway flow implications of reserving one or more lanes for buses and carpools.

The model is applied to various freeway situations with differing parameters as to the general feasibility. The report also looks closely at the traffic operations, public information, and enforcement aspects for a specific freeway in the city of Cleveland. It concludes that it would be feasible to reserve the lane adjacent to the median for buses and vehicles with three or more occupants, and recommends that a full-scale demonstration be implemented. Copies of the report (#PB-198-648) are available at \$3 from the National Technical Information Center, Commerce Department, 5285 Port Royal Road, Springfield VA 22151.

Elsewhere on the freeway beat, the Commonwealth of Massachusetts, which is funding a two-month experiment with special bus lanes on the Southeast Expressway into Boston, is not sure it is getting its money's worth. As the project enters its final two weeks, it is not yet clear that the special lanes (about 8 miles long in each direction, utilizing one roped off opposite-direction lane in AM and PM rush hours) are reducing the flow of traffic on the busy expressway, although the carriers involved report significant time savings (up to 16 minutes in the AM).

PATH-POURRI

■ The new World Trade Center terminal of the Port Authority Trans Hudson Corporation officially opened for business Tuesday morning, July 6, replacing the storied Hudson Terminal, which itself opened July 19, 1909. When finally completed later this year, the new terminal will have all of the customary amenities, including air-conditioning, high-speed escalators, "handsome" architectural finishes and new bright fluorescent lighting. In addition, when all space is ready for occupancy, new terminal conveniences will include a restaurant, cocktail lounge and snack bar, a Penn Central ticket office (PATH trains connect across-the-platform with PC runs at Newark Union Station), a newsstand, a shoeshine parlor and coin-operated lockers.

The new terminal, a part of the World Trade Center with its twin towers, will be completely equipped with exact change turnstiles; agents will no longer sell tokens or make change. In addition, platforms in the new terminal are more spacious than in the old, and new cars scheduled for 1972 delivery will be used to make longer trains than those presently operated.

Coincident with the opening of the new lower Manhattan terminal, PATH has also revised its system of marker light codings to better identify the routings of all PATH trains, and to coincide with the color code selected for PATH's new route map. These are the new route marker codings:

<u>Train Route</u>	<u>Left Marker</u>	<u>Right Marker</u>
NEWARK-WORLD TRADE CENTER	RED	RED
HOBOKEN-WORLD TRADE CENTER	GREEN	GREEN
HOBOKEN-33RD STREET (Midtown)	WHITE	WHITE
JOURNAL SQUARE-33RD STREET	YELLOW	YELLOW
JOURNAL SQUARE-HOBOKEN-33RD STREET*	YELLOW	WHITE

(*Weekends, Holidays, Early AM Hours)

A "SUPER METRO"

■ Additional use of existing railroad tracks by commuter trains going to and from Washington would be practicable if financing problems could be solved, according to a recently-released consultant's report. UMTA said the consultant's study concluded that, although three proposed commuter rail routes could draw more than 13,000 riders, the new service would not bring in enough money to pay its own way. Neither would riders be able to pay for an estimated \$10,000,000 to \$15,000,000 in equipment and physical plant costs necessary just to get the commuter rail operation started, the report said.

The three rail routes, which would link northern Virginia and suburban Maryland with downtown Washington, would terminate in the District, Gaithersburg, Quantico and Baltimore. Federal funds could be available to cover up to two-thirds of the initial cost if matching local money can be found, but neither Federal or local funds are available to support operating deficits which are expected to exceed \$300,000 annually.

The \$17,000 study was made for UMTA by Carl R. Englund, Jr., a transportation consultant with headquarters in Pleasantville, N.Y. Known as the Washington Metropolitan Area Rail Commuter Feasibility Study, the report recommends that:

- ✓ The Baltimore & Ohio Railroad concentrate on providing weekday commuter service between Gaithersburg and Washington, a distance of 21 miles, instead of the present service that continues on to Brunswick, Md.
- ✓ The Richmond, Fredericksburg & Potomac Railroad institute a 35-mile service from Washington southward to Quantico, Va.
- ✓ The Penn Central Railroad expand its 40-mile Baltimore-Washington commuter service to also serve southwest Washington, allowing the B&O to drop its present commuter service between the two cities.

At present, there is limited commuter rail service between Washington and Baltimore and between the District and Brunswick, Md. The B&O operates three daily round-trip commuter trains between Washington and Baltimore and between the District and Brunswick; all units used are RDC's. In addition, the Penn Central runs two daily round-trip commuter trains between Washington and Baltimore, making intermediate local stops; multiple-unit electric equipment is utilized. There is no current commuter rail service between the District and northern Virginia.

The Englund study suggests that the B&O cut back its present 49-mile Brunswick-Washington service to a higher volume potential Gaithersburg-Washington 21-mile segment. The report also recommends that the B&O eliminate its present Baltimore-Washington commuter runs in favor of "improved Penn Central service" between the two cities.

The study states at the outset that it was not designed to find a substitute for present or proposed close-in mass transit routes. The project deals with finding high-speed public transportation for those who travel to or from communities well beyond the end of current and planned bus or rapid transit lines. None of Englund's recommendations compete with or detract from the Metro (rapid transit) system currently under construction (TC 08 NOV 68).

The three proposed commuter rail routes would cost about \$2,600,000 to operate once service was begun, but the estimated receipts would be only \$2,300,000 annually, leaving an operating deficit in excess of \$300,000. Current law prohibits Federal subsidies. A \$10,000,000 "start-up" figure would provide satisfactory commuter rail service using rehabilitated mainline equipment; if new rolling stock were desired, an additional \$5,000,000 would be necessary. Both figures include station facilities, adjoining parking lots and upgraded roadbed and track.

One of the suggested new stations would be in Washington on PC tracks opposite L'Enfant Plaza, home of NRPC (AMTRAK) and one of the fastest-growing employment centers in the metropolitan area. Additional new stations would be at the Crystal City complex in nearby Virginia and near the new HEW building in Rockville.

Englund's preliminary report also suggests that the Gaithersburg-Washington run go through Union Station and continue on to Quantico, turning around there for a reverse run. However, complex union jurisdictional rights and station service fees currently preclude such a move.

Non-rush hour service to match mid-day commuter rail demands is also envisioned in the 91-page report, which is the first of its kind with respect to commuter rail service needs in a large metropolitan area.

(A most commendable proposal. How much expressway will \$300,000 build? Or \$10 million? Or even \$15 million? Where are our priorities? EDITOR)

GOTHAM GAZETTE

■ As soon as the necessary municipal consents is received, the New York City Transit Authority is ready to proceed with these improvement projects:

- ✓ Miscellaneous alterations and renovations to existing lines, including the installation of 100 additional bullet-proof change booths--\$2,300,000
- ✓ Sixty new air-conditioned subway cars--\$12,000,000
- ✓ Signal modernization--\$3,000,000
- ✓ Upgrading the BMT Coney Island Shops and yards--\$1,800,000
- ✓ Rehabilitation of bus garages acquired from 5th Avenue Coach--\$890,000

The \$15,000,000 in capital projects was added to the TA's budget in order to qualify for \$24,000,000 in surplus Triborough Bridge & Tunnel Authority funds.

SHORT HAULS

■ The "horizontal elevator" concept of free mass transit in urban areas is gaining support. Pennsylvania governor Milton Shapp is in favor of it, as is noted labor mediator Theodore Kheel, and now Illinois Central president Alan Boyd (the first Secretary of Transportation) has come out for the concept, stating, "Free public transportation is the cheapest buy a community can have--if one takes into account the cost of pollution, street repair and immobility for those who don't drive, in a society that depends on automobiles for travel." Boyd declared a myth the concept that publicly-owned transit systems can pay for themselves. "It just can't be done," he says. "We can't have adequate transportation paid for out of the fare box." (It might be added here that the head of the Toronto Transit Commission once said that his city would benefit even if all TTC travel were free--especially the subway system, for that utility has brought increasing land values to Toronto that more than offset the cost of its construction. Skyrocketing labor costs everywhere are pricing transit out of the market, and many employes could be eliminated if fare collection were discontinued; some cities are actively considering this concept for new rapid transit systems.)

■ Bus service in northwest Indiana provided by the ATC-affiliated Chicago & Calumet District Transit Company is continuing under court order after the company once again threatened to stop all operations because of losses and a failure of local communities to follow through on subsidy arrangements... ■ A Philadelphia court has ruled that SEPTA must begin repairs to the rapidly-deteriorating Frankford elevated structure. SEPTA had contended that repairs were the city's responsibility... ■ Reader E. Everett Edwards reports that transit service in Flint has been discontinued by a strike of some duration which is continuing... ■ Lake Front Lines, a Cleveland suburban carrier, is instituting service cuts on its Cleveland-Willoughby and Ashtabula-Painesville routes, but will retain service scheduled to be dropped between Painesville and Cleveland.

■ Riding on the Cleveland Transit System rapid is down almost 13% this year over a comparable period in 1970...■The new Metropolitan Evansville Transportation System will begin operation with 17 Flxette units in the Indiana city August 1. Manager of the new system is Walter Burghard, who until recently ran the showpiece Mansfield (Ohio) system; that property went out of business May 29...■Reports from mainland China indicate that trolley coaches still operate in Peking, Wuhan, Shanghai and Canton; apparently only Chungking and Mukden still retain streetcars.

■ A belated report from southern Illinois indicates that Carbondale (home of Southern Illinois University) now once again has a public bus system (as opposed to several campus-only services operated in the past) known informally as "Little Red Wagon Lines" and more formally as Carbondale Transit Company. Four routes are operated on a seven-day-a-week basis, from 7:00 AM to 12:30 AM. Service began March 6; type of equipment operated is unknown at this time...■American Motors Corporation subsidiary AM General Corporation has contracted with Allis Chalmers of Milwaukee to conduct engineering studies for a Milwaukee county "dual mode" mass transit project, which uses vehicles that can operate conventionally and also be controlled centrally on an automated highway.

■ The Springfield Mass Transit District (IL) and the Springfield Central Area Development Association have joined in a plan to provide free bus transportation on Monday and Friday shopping nights. The service will operate for three hours starting at 6:00 PM on both nights for a period of two months...■Wasting no time, Harvey (IL)-based South Suburban Safeway Lines has asked the state for "emergency" funds to stave off insolvency, as well as to assist in the purchase of 30 new buses. The Chicago South Suburban Mass Transit District (go-between in the purchase of the 130 new IC electric HighLiners) has been asked to assist. Parenthetically, the HighLiners (in a train of four cars) made their first rush-hour trip Thursday, July 8. The first two cars had been in off-and-on trial base service since last Memorial Day; half-a-dozen are now on the property.

■ A correction to the last issue of TC: Bendigo's birneys are not the last in service in the world. Ex-El Paso cars #100-104 still operate on the Cooperativa de Transportes Urbanos y Suburbanos de Vera Cruz, S.C.L., although they have been somewhat changed from their original appearance. (Noted by Bill Thoms)...■Fraternizing with the enemy: In the wake of heavy repair work that has restricted use of the Kennedy and Dan Ryan expressways in Chicago, Matthew Sielski, a vice president of the Chicago Motor Club, officially stamped the congestion on the Kennedy as "unbearable", and threatened to take the train to work. The work, by the way, will continue into October, but has not measurably increased riding on parallel rapid transit or rail lines. In the case of the latter, congestion will not get measurably worse this week along the Kennedy "corridor" with the threatened shut-down of paralleling C&NW by the UTU. Mercifully, that portion of the walkout has been delayed by a restraining order, altho UP and SRS will still be struck Friday.

■ Top equipment personnel of the Chicago Transit Authority appear to be very pleased with specifications of the new Western Flyer trolley coach, but the decision to accept a demonstrator coach has not yet been made; this action is within the purview of Operations Superintendent Charles Keiser, and at press time no further word had been received...■TTC WFC #9213, serving as the "official" demonstrator for WFC, is pleasing patrons and drivers in Boston, but now will probably not be shipped to Philadelphia; fears of vandalism similar to that perpetrated upon new diesels may result in a calling-off of the demonstration there, although the Seattle ecology groups have requested a WFC demonstrator for their city.

■ The senior citizens' half-fare on Toronto Transit Commission lines is costing Metro Toronto more than was originally estimated, but Metro will continue to fund the program...■The province of Ontario has made available \$7,000,000 in additional funds for rapid transit work. The Yonge subway extension, for which contracts have already been let, will not be speeded up, but the increased funding will hurry the Spadina line along; the entire route can be in service in five years...■Legislation is also pending in the Ontario Parliament that would pay up to half the operating losses a transit system incurs; the action will help prevent a fare increase on TTC lines.

■ Commuters and collectors of railroadiana might be interested in Illinois Central's sale of specially-made sets of cocktail glasses commemorating the advent of new HighLiner service. The smoke-colored, 11-ounce double old-fashioned glasses have pebbled bottoms; the white frieze design is a stylized HighLiner train, linked by the familiar IC "Split Rail" emblem. Sets of six glasses can be ordered at \$4.50 each to the IC, Room 301-A, 135 E. 11th Pl., Chicago 60605.

■ The Golden Gate Bridge is now debt-free. The last of the general obligation bonds that financed its construction in 1937 has now been paid off...■The 18 PC trains operating between Philadelphia and Harrisburg have been declared "commuter or other short haul service in a metropolitan area" under ICC criteria and are thus not a part of AMTRAK...■New half-hourly service provides a daily rail/road/air link between Waterloo Station, Feltham Station and Heathrow Airport in London. The joint British Rail/London Transport operation began in May, and provides for a journey of less than an hour between Central London and Heathrow.

■ The Chicago Transit Authority is in the midst of a new advertising campaign devised by its advertising agency, Niefeld, Paley & Kuhn. The "1-50-30" equation headlining the ads is CTA "New Math" for "one busload of 50 people takes 30 cars off the streets"...■The MTA has ordered 200 more high-speed, air-conditioned cars for the Long Island Railroad and PC's Harlem and Hudson Division lines. The new units will be built by GE and Budd (as sub-contractor) at a cost of \$60,000,000. On the Long Island, the 150 units will provide for electrification extensions set to the Republic Airport at Farmingdale and east on the Port Jefferson branch.

■ With the takeover by the MTA of the Staten Island Rapid Transit Railway (from the B&O), Dr. William Ronan, MTA chairman, said it would take "a lot of energy, money and manpower" to rehabilitate the line. A \$25,000,000 improvement program is scheduled for the historic road...■Travelers can now beat the traffic between San Diego and Tijuana by taking the Baja Coaster, an air-cushion vehicle that skims over the water at speeds of up to 60 mph and makes the trip in 15 minutes. The new service offers nine round trips daily, with others added on weekends. A one-way ticket costs \$4.75; the vehicle seats 33...■New buses are finally serving the city of Pontiac (MI). TDH-3301-A serials 121-124, resplendent in the new City of Pontiac colors of two-tone blue and white, entered service the week of June 21; a fifth coach (3301-A #160) is currently abuilding. The first four coaches were originally built for the city of Sumter, S.C., but that order was cancelled. They replace TDH-3714's leased from Great Lakes Transit Lines (like the former Pontiac Transit Corporation an ATC property) when the city of Pontiac took over the service from PTC last February 1. The city had been subsidizing the private carrier (which was suffering from the customary losses) for some time pending the completion of arrangements for its takeover. Reduced fares were experimented with, and routes changed in an attempt to build fiscal stability. Current operations call for the new units to service two through routes in GM's home city.

RAILWAY REPORT

AMTRAK ADDENDA

■ July 12, 1971 marked the beginning of the second phase of AMTRAK operations, as witnessed by the issuance of NRPC Timetable #2 (half a million were printed, so there is a chance at least some will be available throughout the country). Some significant changes were made in both operations and timecard:

- ✓ Most significant change is the amalgamation of two formerly separate services into a new "through" train between Chicago and Washington/Norfolk. The JAMES WHITCOMB RILEY, operating via IC and PC rails between Chicago and Cincinnati, will have through cars for the C&O GEORGE WASHINGTON, running to Washington and Norfolk (the train splits at Charlottesville, Va. for the two points). This amalgamation establishes a second (albeit more roundabout, hence longer) Chicago-Washington run, and re-establishes thru service between Chicago and Norfolk and other Virginia points. The new "RILEY-WASHINGTON" leaves Chicago's IC station at 3:50 PM daily, arriving in both Washington and Newport News (where a bus connection is made to Norfolk) the following afternoon. Return service also departs Washington and Norfolk in the afternoon, arriving Chicago the following day. There is a 25-minute layover in Cincinnati in each direction. The combined train carries coaches to all destinations, and a sleeper (roomettes and double bedrooms) as well as diner-lounge Chicago to Newport News.
- ✓ Scheduling on the Chicago-Detroit run has been improved, with morning and afternoon departures now from each city. Trains leave Chicago at 8:40 AM and 4:05 PM, and depart Detroit at 8:30 AM and 4:00 PM. This scheduling is similar to that offered by the Grand Trunk before that road's runs were dropped with the advent of AMTRAK.
- ✓ The SHAWNEE's northbound run has been retimed to arrive in Chicago at 10:15 AM, an hour earlier than before. The train runs from Carbondale to Chicago via the Illinois Central.
- ✓ A Milwaukee-Chicago run (operating via the Milwaukee Road) was retimed to arrive in Chicago at 1:15 PM, to make a better connection with the AMTRAK Chicago-New York via Cleveland-Buffalo run that departs from Union Station at 1:50 PM. The latter train was an earlier AMTRAK addition, going into service May 10.
- ✓ Complimentary taxi service will now be provided between the two stations in Chicago to facilitate passenger transfer. Two trips daily will leave Central for Union (10:15 AM and 1:20 PM), and one in the reverse direction (at 3:10 PM). Arrangements must still be made for the several AMTRAK services still using IC's old depot (runs to Florida, New Orleans, Virginia, Washington and intermediate points) to move to Union Station.
- ✓ The "-5 minute connection" at Kansas City between an eastbound train from Los Angeles and the New York via St. Louis run has been removed, and transferring passengers need no longer wait 23:55 to change trains. The SUPER CHIEF now arrives at 5:35, and the SPIRIT OF ST. LOUIS departs at 5:40 AM.

✓ The non-AMTRAK services (Rock Island, Southern/Georgia and Rio Grande) are now listed in the master timetable in a separate section, showing all connections to NRPC runs. Strangely omitted from the guide is the Toronto, Hamilton & Buffalo RDC service linking Buffalo and Toronto; this run still uses the overbuilt Buffalo station and is the sole international train in service to the U.S. The NEW YORK TIMES also notes that the Alaska Railroad and White Pass & Yukon services also operating in the U.S. are not listed. At the same time, most of the errors (a "170 mph" train from Milwaukee to Chicago that covered the 85 miles in :30, and a 5000+ mile run from Chicago to Miami) have been removed, and the BN's Chicago number is now listed correctly (it had formerly listed Greyhound's information phone).

■ More comment on Bill Thoms' AMTRAK letter (TC 28 JUN 71) from TRANSPORT CENTRAL Senior Editor Tom Kopriva:

"I cannot remain silent after reading Bill Thoms' letter in the June 28 issue regarding D&RGW's decision to 'compete' with the AMTRAK train. I'm afraid that I have to disagree with Mr. Thoms' opinion that the Rio Grande should operate on alternate days from the AMTRAK train.

"The D&RGW train could leave Denver on Sun/Tue/Wed or Fri (you pick the three you want). There would be little problem in this. But the eastbound run is another story. First of all, this train must connect with the AMTRAK train at either Denver or Ogden or else no one would ride it. In order to connect with the eastbound train at Denver, it would have to leave Ogden no later than 2:10 AM, and this would probably require sleepers; thus the decision by Rio Grande to "blow" the connection at Denver. If the train operated on days the AMTRAK train did not, it wouldn't have a connection at either end, and this would be bad for ridership. Consequently, in order to use only one set of equipment, the westbound train runs on the same days as its AMTRAK counterpart.

"It will probably be cheaper for the Rio Grande to operate with as small a train as possible--a couple of coaches and a low-cost meal service would be best. The point is (and the WP case fully supports this) a full train does not pay. A sleeper requires 180% occupancy to break even; a coach requires less. Were this not the case, the Rio Grande could have operated the ZEPHYR for AMTRAK (but without any support payments from AMTRAK). But the Grande reasoned that a small train would be cheaper to operate than a full ZEPHYR, so it operates its own train. The real truth is that no one needs the RIO GRANDE ZEPHYR and it is unfortunate that the Railpax bill required its continued operation.

"I also wish to take issue with Mr. Thoms' statements about the Washington-New Orleans service. First of all, he states that Birmingham and New Orleans are 'isolated' four days per week. Do two almost-completed Interstate highway routes and eleven daily jet flights qualify this route for "isolation"? Hardly. The experience of SP on its CASCADE streamliners is interesting in this respect. When the CASCADE went triweekly, it was found that three trains per week were carrying 80% of the passengers that seven trains were previously hauling--and at an expense about half that of daily operation. I have not seen any statistics for more recent service adjustments, but suspect that the experiences of the SOUTHERN CREST, GULF WIND, CITY OF SAN FRANCISCO and SUNSET are similar. What this proves is that those people who ride the train are willing to adjust their travel schedule by a day or two, rather than use another mode. How else can you explain the fact that the CITY OF MIAMI was better patronized than the not-so-plush SOUTH WIND,

even though the latter train served more large cities? Were AMTRAK to take Mr. Thoms' suggestion that it operate Birmingham-New Orleans service four times per week, it would only serve to siphon passengers from the Southern as the RIO GRANDE ZEPHYR is siphoning passengers from the AMTRAK CALIFORNIA ZEPHYR. The same would apply to his suggestion of a SUPER CHIEF/COAST DAYLIGHT sleeper or a New York-Los Angeles sleeper via Chicago or Kansas City. There are enough passengers, perhaps, for a triweekly operation, but certainly not enough for a daily run. If AMTRAK is to succeed, it will have to get as many passengers on as few trains as possible."

■ Our account of the return of the NORTH COAST LIMITED failed to note that the train's route was changed shortly after it went into operation. Originally, the NCL was routed via Willmar (as is the EMPIRE BUILDER), but the NORTH COAST now operates via St. Cloud, as it did when it was a regular Burlington Northern train. Connecting bus service to and from Helena at Butte is available to NCL patrons; the run is non-stop in both directions and is available only in conjunction with railroad travel. Connecting bus service is also available from Livingston, Montana, to and from Yellowstone National Park, operated by the Yellowstone Park Transportation Company.

■ Schedule changes have been made on both east- and westbound "EMPIRE SERVICE" PC runs between New York and Buffalo (71/73/75 WB and 72/74/76 EB) that provide for :40 more running time between the outer terminals...■ Yet another motor coach connecting service continues to be available to AMTRAK passengers. Travelers using AMTRAK's SUPER CHIEF/EL CAPITAN (via ATSF, Chicago-Los Angeles) may detrain at Lamy, N.M., for service to and from Santa Fe...■ A stop at Sturtevant, Wisconsin, has been added to Chicago-Milwaukee AMTRAK (via the Milwaukee Road) trains 23-24 (#23 leaves Milwaukee at 7:20 AM; #24 leaves Chicago at 4:20 PM) to better serve the Racine area, bereft of rail runs since C&NW trains stopped with the advent of AMTRAK. Sturtevant is about 8 miles directly west of downtown Racine on Wisconsin state highway #11, but no connecting bus service is available to or from Racine.

■ As noted elsewhere in this issue, the Illinois legislature has made available a \$4,000,000 appropriation for the reinstatement of certain intercity rail services dropped with the institution of AMTRAK operations. No details are available concerning which services might be resumed, but only a small number were dropped May 1; take your pick: Chicago-Danville (L&N); Chicago-Decatur (N&W); Chicago-Clinton (IA)(C&NW); Chicago-West Quincy (BN); Chicago-Sioux City (IA)(IC); Chicago-Springfield (IC); and the Illinois portion of the WABASH CANNONBALL (Danville-St. Louis), as well as Chicago-Savanna (MILW), qualitatively speaking...■ A New York film distributor has inked a pact with AMTRAK to show movies on trains...■ In response to a reader's question, AMTRAK does plan to run special excursion trains in the manner of its rail predecessors, but plans are not yet finalized.

TRACK TALK

■ CP is withdrawing its DAYLINER service between Toronto and Windsor; the July 3 runs were the final ones. The abandonment does not appear to be much of a loss in view of CN's operating four times as much service to most of the same cities at a substantially cheaper fare...■ The much-delayed L&N-Monon merger is now set for August 1...■ Eurailpass sales to Americans are up 40% this year over 1970...■ The 54-acre Kansas City Union Station area is slated for redevelopment...■ That item concerning retention of PC New London-Worcester RDC service was correct, to answer a reader...■ RI has reinstated the old ROCKET terminology for its non-AMTRAK runs.

AIRLINE ACTION

ALMS FOR THE POOR

■ On July 13, the Senate Banking Committee approved legislation drafted to rescue Lockheed Aircraft Corporation and other industrial giants whose collapse could endanger the economy. The bill now goes to the full Senate, where opposition is certain to be strong. Because of the earlier bankruptcy of Britain's Rolls-Royce, which is to construct the engines, development of the L-1011 TriStar airbus has been severely delayed, placing the aircraft firm in a dangerous financial position. Lockheed says it faces the prospect of running out of cash by September 1 if it does not get government help, and its chairman noted that a Lockheed bankruptcy would lead to a "potentially damaging" \$20,000,000,000 monopoly market on planes of the TriStar genre to competitor McDonnell-Douglas.

(Much controversy has surrounded the Lockheed bid for alms. It is true that the Rolls-Royce bankruptcy has placed the American firm in a bind, but responsible observers have testified that the claims of widespread unemployment and other social problems that would be created by a Lockheed bankruptcy are in some respects grossly overstated. The tendency toward conglomeration and other corporate hugeness in the U.S. in recent years has obviously created a whole new set of problems that must be faced up to. Can a firm be permitted to grow so large that a reversal of its fortunes will cause disastrous effects on the economy if government does not step in? Is it sound economic policy for government to bail out any corporation, for whatever the reason? The financial disgrace of the Penn Central is a sign of things to come; a fiscal policy ought to be formulated by government and business alike without delay that would serve to prevent similar crises in the future. EDITOR)

RATE REPORT

■ The North Atlantic "price war" goes on: The Civil Aeronautics, in a manner reminiscent of the little Dutch boy plugging the hole in the dike, has blocked Mexican-flag carrier Aeronaves from immediately offering a \$150 round-trip youth and senior citizen fare between five U.S. points and Mexico City, in imitation of similar discounts on Atlantic runs. The CAB action only serves to delay the rate cut for 30 days, as the U.S. board has no authority to permanently bar such decreases.

■ And "loner" Loftleidir (Icelandic) has trimmed its own, non-IATA transatlantic tariff, for many years lower than the cartel-set rate, to \$165 round trip between New York and Luxembourg for passengers aged 12 thru 29. Loftleidir's "high season" rate will be but \$20 more for a round trip.

■ And United has proposed a discount, standby excursion fare from four U.S. cities to and from Honolulu; if approved, passengers flying from New York, Boston, Chicago and Detroit would be able to avail themselves of the new rate. The fares would be effective from August 2 thru September 16, Mondays thru Thursdays only, and would represent a discount of as much as 38%; passengers would be required to be on standby status, and would be able to board only after military standby passengers were seated. Stopovers at certain cities enroute would be permitted... ■ With all the smoke over the north Atlantic rate war, another fracas has also broken out, almost unnoticed. Braniff and Texas International are being upstaged by tiny Southwest

Airlines, the country's newest air carrier. Flying Boeing 737s, Southwest operates between Dallas and Houston and between Dallas and San Antonio, both former Braniff and TIA strongholds--and at a substantially lower fare; \$20 for the Dallas-Houston run, about 25% less than its competitors (who promptly lowered their own rate to match). Southwest patterns itself after highly-successful Pacific Southwest of California, and, like PSA, needs no federal charter since its operations are entirely intrastate. Stewardesses in hot pants are a regular feature of Southwest flights.

■ The CAB has approved one other fare plan: an Eastern Air Lines experiment designed to solve the problems of "no show" passengers and airline overbooking. For the next nine months, EAL will offer some of its coach customers a "conditional reservation" when the flight they want is booked full, assuming the prospective passengers will be able to board because of "no shows". If they are unable to board, EAL will pay them an amount equal to the fare to the first stopover or interconnecting point or (if there are neither) to their destination. In addition, the airline will provide free substitute transportation to their destination on the next available flight.

NOW COMES THE "GREAT LOUNGE WAR"...

■ Pity the poor 747 passenger--now he has to decide which of several lounges on his plane to use, first-class or coach. Three domestic carriers have one of each on their 747s (American, TWA and United), but now Continental is escalating the Great Lounge War by adding a third lounge, giving first-class passengers a choice of two. United, however, anxious to keep up with the Joneses in the greatest of lemming traditions, has announced that it, too, will install a third lounge of its own on UAL's "Friend Ships". All of this amenity addition, by the way, significantly reduces seating capacity--but that has been hardly a problem. The basic 747 configuration calls for up to 490 seats; Continental's new set-up, three lounges and all, will provide seats for 275 passengers. (Why not make the entire plane a flying lounge, so the passengers can get together and not feel lonely rattling around in all those empty seats...).

BIGGER AND BETTER

■ Now that the SST is dead and buried, at least as far as U.S. builders are concerned, it seems to be about time to trot out yet another "super plane" to whet the appetites of airline buyers. Boeing has done just that, with the recent heating up of long-simmering plans to build a faster subsonic carrier, this time to be dubbed the 767. The 767 would be about the same dimensions and with roughly the same carrying capacity as a 707 or DC-9, but would operate more than 100 mph faster, cruising at about 725 mph. This is equivalent to Mach .98 (almost the speed of sound, and about the fastest possible speed without generation of a sonic boom. The plane could be in regular service by the end of the 1970's, on the "thin" routes where 747 capacity would be "overkill". Boeing is also working on a widened 727 designated the 727x. The standard 727 has currently been stretched longitudinally by adding an extra fuselage section to increase its seated load; the new version currently on the drawing boards would call for a lengthwise split of the fuselage and the insertion of a new interior section to effectively widen the craft. New engines would be necessary to hoist aloft the heavier payloads of such a widened 727.