

Transport Central

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RIGHT ON, TURBO!

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■ COLUMN ONE

"RIGHT ON, TURBO!"

Reporters are supposed to be a rather jaded lot; world-weary, cynical and all that. Having seen it all, the good and the bad, they are supposed to remain aloof from their subject, writing with an impartial and objective slant.

But a ride on the Turbo quickly destroys any notions you might have had of telling an unbiased tale in the noblest traditions of journalism. It's the kind of mind-blowing experience that totally envelops you, bringing out the incurable romantic that lurks beneath the most outwardly composed of us.

Damn!--this is a beautiful train. Here I am, riding along at 80 miles an hour, watching the Denver Broncos gyrate on the movie screen while getting a stereo earful of Beethoven's "Eroica". I can't equate the sensation with any I've experienced in three-plus decades of traveling about on train, plane and ship. (No, I haven't ridden the Tokaido train, but this at least must come close).

Maybe we as a people are so starved for real elegance that anything flashy that comes along is seized upon--I can't tell; all I know is that the Turbo is one helluva train, and that it somehow fits my conceptions of what U.S. rail travel ought to be like (and should have been for many years).

The train has "charisma", if it be possible for an inanimate object to be so equipped. You can tell it in the faces of the people on the platforms outside as we pass. Little kids, young couples, worldly-wise middle-agers and old-timers, all standing there in awe--I've never seen anything like it, especially for a mere train; didn't George Hilton say they were obsolete?

But the crowds continue to come, pressing to get a better look. Some of them have obviously been standing here for hours; some have driven many miles. Just what is it that lures one, siren-like to the Turbo?

I have an idea it is several things. First, the train is, obviously, no less than spectacular in appearance, totally unlike anything else on the rails. It looks modern--this is the Jet Age, after all, and the aerodynamic lines of the Turbo fit right in. Some people were attracted, in this Madison Avenue era, by the superficial gloss; there are those who will turn out for anything flashy.

But I think there is yet another, perhaps more important reason. Railroads built this country, and the romance of the rails is deeply ingrained in the American psyche; in the age of the vanishing passenger train, model railroad equipment is still a big seller.

Somewhere in our collective subconscious, then, is a need; a longing that finds expression in the adulation showered upon the TurboTrain. All practical considerations aside, the Turbo and its contemporaries are, no pun intended, on the right track. Right on, Turbo; right on!

--Richard R. Kunz

RAILWAY REPORT

TURBO LOG

(EDITOR'S NOTE: As might be expected, this reporter utilized his press credentials to the fullest to cover the Chicago-area segments of the TurboTrain's nationwide "public appearance" tour. Here is his report:)

■ CHICAGO, September 2: "I'm waiting here at Union Station for the Turbo to arrive from Milwaukee. Due at about 6:30 (as the second section of Milwaukee #46) it glides in a few minutes late; television coverage and the press of the crowd at Glenview up the line have combined to delay the train; I'm told that people were lining the right-of-way almost solid from Deerfield down.

"It stops on Track 28 at the south end of the station (on the Burlington side) and the regular passengers begin to debark in the glare of the TV lights. The ramp surrounding the train is packed with onlookers. I press forward, show my credentials to the guard and board the train.

"The train's air-conditioned interior is a welcome relief after the humidity and heat of the train concourse. DOT and AMTRAK officials are everywhere, as are television reporters, camera and sound men. This is my first glimpse of the interior of the train--it does resemble the first-class section of a jet, as I have been told. There in the center coach section, an ABC newsman is interviewing Roger Lewis (AMTRAK president); the length of the interview suggests a documentary in the making--it is almost thirty minutes before the TV crews are finally finished and hustled off the train so that the public viewing can begin.

"Here come the crowds of people to catch a glimpse of the train; the line extends back beyond the cab dock, two abreast. They file through the train as slowly as they can, despite pleas to keep the line moving. George Hilton stops by; I ask him his opinion of the train. 'It still runs on wheels and stops at stations', he says. I detect a note of cynicism in his voice.

"Alan Lind of the IC comes into view and stops at my 'office'. He informs me of the presence of 'foreign' equipment in the railroad's coach yards that is to go into service soon (*see later story--Editor*) to replace the road's superannuated passenger fleet. He and I try to keep the crowd moving, but it seems everyone wants to test the Turbo's soft seats.

"The crowd presses onward, and several more friends and subscribers come along. Don Bettino of AMTRAK's Chicago PR office gives me my Saturday ticket and we decide to escape the press of the crowd and eyeball the exterior of the train. We debark and walk toward the lead unit; the turbo is idling. Heat and the mighty rushing sound of the engine punctuate our conversations.

"Someone notices the odd third-rail shoes protruding from the side of the undercarriage, and opinions begin flying about as to their utility and design. It finally comes out that the shoe is spring-loaded and can be used in either over- or under-running third-rail service. (Grand Central's approaches require under-running-equipped units, Penn Station's over-running). The complex technical discussions over, and the heat and humidity overpowering, several of us adjourn to the Iron Horse for refreshment. Tomorrow is another day."

■ CHICAGO, September 4: "It is almost 8:00 AM as I hurry toward Track 4 at Union Station to board the special Turbo tour. The train is almost filled as I find a seat in the movie-equipped coach. Many familiar faces are on board: Tom Lisco, director of the state Office of Mass Transportation, CTA Board chairman Michael Caferty, Board members Wallace Johnson and Lawrence Sucsy and innumerable DOT and AMTRAK officials. The platform outside is also filled with onlookers either rubber-necking or imploring any hand official for a chance to ride.

"We leave Union just one minute off the advertised, and begin to pick up speed as we exit the throat; by Western Avenue we are tooling along at a respectable 50 mph or so. People are lining the tracks all along the right-of-way westward thru Burlington commuter territory, even though it begins to rain as we pass Downers Grove, and the rain continues into Aurora.

"The first of a number of 'walk-throughs' takes place in the rain-swept Aurora station, and several hundred people manage to tour the train while we pause. One scowling visitor busies himself handing out printed manifestos entitled 'Universal Transit and National Survival', wherein he blames automobile ownership for everything from war to the drug problem and demands they be banned entirely and public transit facilities on a grand scale be substituted.

"The stereo 'mood music' channel is playing 'Raindrops Keep Fallin' on My Head' and they do, as we pull away from Aurora onto the second leg of the Burlington's famed high-speed 'race track' main line. The train sways a bit on the staggered joints in its own peculiar rocking motion, but as we pick up speed the aerodynamic design smooths out the bumps.

"Near Mendota a roar goes up through the car as the PA system barks, 'Mike, come to the center car--and bring your tools' in a voice teeming with urgency (a faulty lock requiring assistance from a screwdriver turned out to be the culprit, not anything more serious). Breakfast is served (coffee and rolls) as we settle back for one of the faster portions of the run.

"We pause at Mendota, but the 'walkthrough' is scrubbed for some reason, and the many waiting onlookers have to content themselves with an exterior view. At the next stop, Princeton (as well as those thereafter), a new wrinkle is introduced--complimentary tickets are passed out to a lucky few, entitling them to a free ride to the next stop--from which they must provide their own transportation back, as the two-section CZ/DZ has already passed on its eastbound run. Nevertheless, the pasteboards have many takers.

"As we barrel along the Illinois prairies, the pretty AMTRAK girls (most ex-SCL 'stewardi') pass out a questionnaire soliciting passengers' views on types of movies (many pencilled in 'X-rated', to the delight of the crew) and other amenities. Afterward, several short subjects fill the screen, including a well-photographed and directed film on the CN's Turbos.

"There are additional walk-thorughs at Kewanee, Galesburg and Macomb, where a delegation of dignitaries intent on re-establishment of service along the Quincy line (an AMTRAK casualty, although it did run under court order for an additional week after May 1) board for the ride to West Quincy.

"A king-size traffic jam on the roads leading to the station is the order of the day as we wye and back into the West Quincy depot, our terminal for the 263-mile

run. As at several previous stops, many are turned away, as the press of time does not permit all to grab an on-board look.

"And so we head back toward the Windy City after a memorable run. Several stops are made enroute to drop off various passengers and change crew members; a radio reporter from Macomb promises to editorialize that if each and every person who lined the tracks west of Galesburg had ridden the BN train just once in the previous year it would still be in operation.

"After much 'shop talk' among the train's remaining passengers (punctuated by some throaty renditions of traditional songs over the PA systems by certain of the consist who had partaken liberally of the free 'refreshments') we returned to storied Union Station. Train and crew could now rest up for yet another day."

Which they did. The next day the Turbo set out for a round-trip to Cincinnati, returning in regular service as an advance section of the JAMES WHITCOMB RILEY on Monday (Labor Day). After entering the soon-to-be-closed Illinois Central Station on the lakefront for what would no doubt be its last time, the Turbo set out via the St. Charles Air Line and connecting trackage for Union Station, to head up a special run eastward toward Jackson and Detroit. By Thursday night, it was "home" again in Providence, after a 12,000 mile run that had made it many friends and perhaps advanced the cause of the American passenger train greatly.

Imagination In Transportation • United Aircraft TurboTrain®

The equipment for successful rail passenger service is available now. It is the TurboTrain . . . the only new nonelectrified intercity passenger train built in North America in the past 15 years.

New Public Image: The TurboTrain provides a NEW IMAGE through advanced technology and aesthetics. The passenger response as surveyed by the U.S. Department of Transportation shows use and acceptance far above existing railroad averages.

Ecological: The TurboTrain emits 1/2 to 1/40 the total amount of pollutants for a given trip as compared to other forms of powered surface transportation.

Sociological: The TurboTrain uses existing rights-of-way, with no disruption of homes and environment or reduction in taxable land.

Comforts: The TurboTrain passenger amenities are innovative and include all the latest airline-type conveniences in seating, lighting, and environmental control, as well as modern toilets, food service, and lounge areas.

Performance: The TurboTrain, which is powered by United Aircraft of Canada Limited ST6 gas turbine engines, operates at higher average speeds due to a unique banking suspension system which permits higher curve speeds than conventional equipment. Improved acceleration and braking also contribute to higher average speeds. Train speeds of over 170 mph have been achieved, with present daily operation above 100 mph.

Flexibility: The TurboTrain is available in consists of 3 to 9 cars and has been run in multiple-unit operation (tandem sets) to 14 cars. The bidirectional capability eliminates turn-around time at terminals.

Operation: The TurboTrain has accumulated approximately 1 million miles of revenue service since April 1969. During this period over 1/4 million passengers have enjoyed TurboTrain comforts. Seven sets of equipment have been built in 3- and 7-car configurations. Northeast Corridor acceptance has prompted the U.S. Department of Transportation to increase the 3-car train to 5 cars for early 1972 revenue service.

THE COVER: The Turbo glides out of Union Station for its memorable run to West Quincy. Print from an original 35mm color transparency by Richard R. Kunz.

EQUIPMENT REGISTER

AMTRAK has announced plans to purchase and distribute over its network the best 1,200 available passenger cars in the U.S. and add 12 new, high speed MetroLiner units to the Northeast Corridor fleet.

AMTRAK president Roger Lewis said, "The 1,200 cars--90 per cent of them with a stainless steel exterior--will replace old and battered equipment wherever it is still in service just as fast as we can get them there. This acquisition also helps us realize another key objective. With a variety of better quality passenger cars in the AMTRAK fleet, we can redesign train consists and upgrade passenger services on virtually every route by providing better dining facilities and more comfortable seating and sleeping accommodations."

The MetroLiner cars--built by the Budd Company in the late 1960's but never put in service--will be leased for two years with an option to buy. They are electrically-powered cars with a 160 mph speed capability, and were originally destined for Philadelphia-Harrisburg service. After certain mechanical modifications are made, they will join 49 similar units now operating in the Northeast Corridor.

The total purchase price for the cars AMTRAK will acquire outright from 9 different railroads is \$16,800,000. In addition, AMTRAK is negotiating with Penn Central for some of its equipment but no final agreement has been reached as yet due to the road's bankruptcy and Judge Fullam's required approval for all financial transactions involving the road.

AMTRAK handpicked the cars it needs from among 3,000 utilized by 24 railroads prior to the restructuring of intercity passenger routes May 1 under the terms of the 1970 Rail Passenger Service Act. Most of the cars AMTRAK did not want are expected to be scrapped (the market is depressed at present and some roads are having to pay the junkman to remove obsolete equipment) or offered for sale to commuter roads, foreign governments and private individuals.

A majority of AMTRAK's 1,200 cars will be acquired from the Western railroads, which have some of the best-maintained and newest equipment available. From the Santa Fe, for example, the Corporation is buying 407 cars (all of the existing fleet save for 10 dome units sold to the corporation that is to provide AutoTrain service between Washington and Florida, and the two RDC's--which themselves are earmarked for the "DART" Chicago-Cincinnati via Logansport run), including 73 hi-level coaches, diners and lounges with an average age of only 10 years. Of the 64 Union Pacific coaches AMTRAK will own, half were completed in 1965--the last year any new intercity passenger cars were built in the country with the exception of two TurboTrains and the MetroLiners.

After the necessary contracts are signed, two-thirds of the newly-acquired cars will be redistributed to make up new train consists (with certain exceptions this has not been accomplished as yet). The rest will go to maintenance facilities (Santa Fe in the West, Penn Central in the East) for necessary mechanical and electrical work, refurbishing of interiors and exterior maintenance. Over the next twelve months, every car in the fleet will be rotated through the shops, emerging in prime operating condition and bearing the AMTRAK insignia.

About 600 of the total cars purchased will be assigned to high-density east-coast and midwestern routes where heavy traffic and deferred maintenance have caused substantial deterioration of interiors and mechanical and electrical systems.

SUMMARY OF AMTRAK FLEET BY ORIGINAL OWNER -- 09 SEPTEMBER 1971

CAR TYPE	TOTAL	ATSF	B&O/C&O	BN	L&N	N&W	RF&P	SCL	SP	UP
BAGGAGE	103	90		11				2		
BAGGAGE-DORMITORY	40	10		6			1	19	4	
BAGGAGE-LOUNGE	4		1	2		1				
BAGGAGE-COACH	1		1							
COACH-OVERNIGHT	244	129		21					30	64
COACH-LUXURY	188	12			18	6	18	134		
COACH-HIGH CAPACITY	14			13		1				
COACH-DOME	48		2	43		3				
COACH-HIGH LEVEL	61	61								
COACH-SNACK BAR	10		1	2	3				4	
COACH-LOUNGE	8	2						6		
COACH-DINER	4		2	2						
COACH-DINER-DOME	2			2						
DORMITORY-DINER-DOME	5			5						
DINER-LOUNGE	18		3	6	3	1			5	
DINER	95	37	3	11	1	1		37	5	
DINER-HIGH LEVEL	6	6								
PARLOR-LOUNGE	4			4						
PARLOR-DOME	7			6		1				
LOUNGE	32	11	1					15	5	
LOUNGE-DOME	12	6		6						
LOUNGE-HIGH LEVEL	6	6								
SLEEPER-LOUNGE	16		3			2		11		
SLEEPER-DOME	16			13				3		
SLEEPER-10 ROOMETTES/6 DBR	152	45		23				21	20	43
SLEEPER-11 DBR & 7 DBR/2 DR	81	32		5				20	7	17
SLUMBERCOACH	23			15				8		
TOTAL	1200	447	17	196	25	16	19	276	80	124
CARS FOR SALVAGE	40									
GRAND TOTAL	1240									

LEGEND: ATSF - Atchison Topeka & Santa Fe
 B&O - Baltimore & Ohio
 C&O - Chesapeake & Ohio
 BN - Burlington Northern
 L&N - Louisville & Nashville

DBR -- Double Bedroom

N&W - Norfolk & Western
 RF&P - Richmond Fredericksburg & Potomac
 SCL - Seaboard Coast Line
 SP - Southern Pacific
 UP - Union Pacific

DR -- Drawing Room

SOURCE: AMTRAK

TRANSPORT CENTRAL

13 SEPTEMBER 1971

In assembling its fleet, AMTRAK stressed the type and present condition of each car's electrical and mechanical system, interior configuration, and body construction. Because 741 of the cars selected are of stainless steel construction and 331 more have stainless steel sheathing, AMTRAK will save several millions of dollars in maintenance costs in the next few years. Non-stainless steel cars must be painted regularly to prevent corrosion and maintain external appearance.

Ninety dome cars will operate on 16 AMTRAK routes, including six for the first time: Harmon-Buffalo; Newport News-Chicago; Chicago-Carbondale; Chicago-St. Louis; Chicago-Detroit; and San Diego-Los Angeles. They will be restored to the Chicago-New Orleans and Chicago-Milwaukee routes.

Dome car service will be continued on eight routes: Chicago-Florida; Chicago-Houston; Chicago-Los Angeles; Chicago-Denver; Chicago-Oakland; Chicago-Seattle; Minneapolis-Spokane and Seattle-Portland. At a later date, AMTRAK would like to introduce dome cars on these routes: Los Angeles-Seattle; Los Angeles-New Orleans and Chicago-New York.

Other major categories of purchase were 188 luxury coaches, 244 overnight coaches with leg-rest seats, 288 sleeping cars, 50 lounge cars and 140 dining cars of various types.

Many of the newer cars are already being placed in service on the SPIRIT OF ST. LOUIS between Washington and Kansas City, the BROADWAY LIMITED between New York and Chicago, the SHAWNEE between Chicago and Carbondale, the CITY OF NEW ORLEANS between Chicago and New Orleans, and trains operating between Chicago and St. Louis and New York-Chicago via Cleveland. Almost all the equipment on these trains will consist of newly-acquired passenger cars after September 15.

In addition, the three trains from New York to Florida--the SILVER METEOR, the SILVER STAR and the CHAMPION--as well as the Chicago-Florida SOUTH WIND, will provide reclining-seat coaches with leg rests for low cost overnight travel within the next few weeks.

AMTRAK also expects to improve service by rotating some of its best equipment to meet seasonal travel needs. For example, a portion of the sleepers and sleeper-lounges now running on the peak summer routes from Chicago to Denver and Oakland will be rotated to Florida to handle heavy winter travel volume.

Redistribution of newer equipment will produce marked changes in the makeup of some trains after this month. For example, 50 of the 53 cars on the BROADWAY LIMITED between New York and Chicago are being replaced by equipment purchased from other railroads. Also, nearly 20 per cent of the equipment operated by Penn Central on the Boston-New York-Washington route will be newly acquired from other railroads, including some Burlington Northern cars. In addition, all Norfolk/Newport News and Washington-Chicago trains will consist of redistributed equipment from Western roads with the exception of three diner-lounge cars.

AMTRAK is considering the purchase of new cars within the next several years. The two TurboTrain units are still the property of United Aircraft, but will continue to be used by AMTRAK. Rumors continue to persist that the five seven-car CN-operated (but UA-owned) Turbos, now out of service in Canada, are to come south of the border for U.S. service "soon", probably in the Northeast Corridor and other heavier services; the U.S. trains are to be lengthened to five-car sets from three.

AMTRAK ADDENDA

□ Yet another "put up or shut up" run has been added to the AMTRAK system, this one subsidized by Maryland and West Virginia. Operating over the B&O main line from Washington to Parkersburg, the weekday westbound run leaves Washington Union Station at 4:45 PM, stopping enroute at Silver Spring, Harpers Ferry, Martinsburg, Cumberland and Clarksburg, arriving Parkersburg at 2:15 AM. The return weekday run leaves Parkersburg at 7:10 AM, arriving in Washington at 4:45 PM.

On weekends, the schedule is altered to provide a scenic daylight ride through the beautiful Maryland and West Virginia hills. The westbound Saturday and Sunday run leaves Washington at 10:00 AM, arriving Parkersburg at 7:30 PM; the return trip leaves Parkersburg at 11:10 AM, arriving Washington at 8:45 PM. The train's initial consist is listed as coach and coach-diner; the run, primarily reinstated to serve several colleges and universities on the line's west end, will be operated for at least a year under the terms of the contract with AMTRAK.

□ AMTRAK is soon to offer a limited rail-bus link in the Northeast Corridor for any full-fare passenger bound for a point lacking train service. Such a plan is to include rail transportation at AMTRAK fares to the railhead nearest the passenger's final destination and bus travel at bus rates from there, all on a single ticket.

Under a second part of the joint agreement, a passenger could use his ticket on a bus "when train connections are missed due to emergencies" or when he bought a ticket in advance, got to the station and found the train would be so late in arriving that he preferred to take a bus rather than wait.

A similar experiment is being scheduled for Chicago-boarding passengers headed for non-rail cities in upper Wisconsin and Michigan, but no arrangements have yet been made to honor either Trailways or Greyhound tickets on board AMTRAK trains.

AMTRAK marketing officials are also looking to airlines and ships as possible sources of passengers. Negotiations are going on directed toward bringing European travelers to the U.S. on board cruise ships, from which they could transfer to rail services for two week or longer periods. The Corporation is also pursuing the idea of an Amrailpass for foreigners similar to the highly-successful Eurailpass.

□ The state of Wisconsin has been asked to subsidize restored rail service from Milwaukee to Green Bay over the Valley Route of the North Western; several state legislators have filed a bill directed toward that end. Needless to say, the Railway is opposing the move and has directed its lobbyist to corral votes against it. One of the principal reasons for the road's opposition is the attendant "requirement for greater track maintenance". Apparently freight cars can make do on rougher track--until they derail. The road also opposes any restoration of the Chicago-Clinton (IA) service dropped by AMTRAK. The four Clinton trains, by the way, averaged less than 30 passengers per train for the first three months on 1970.

□ AMTRAK is apparently not interested in hauling even bulk mail on its passenger trains, declining to provide the personnel necessary for the service...AMTRAK has restored service to Erie; the Chicago-New York via Cleveland train now stops daily. ...A partial roundup of the status of some services in the East: A court order is keeping the PC's New York-Chatham service in business (the ICC had declared it "intercity") until at least October 21...The New London-Worcester runs are still operating under court order...The PC's Berkshire branch has been off north of Danbury

since May 1. South of Danbury the number of daily trains was increased to 7 from 5...The Waterbury branch has four daily trains, and the Hartford-Springfield line schedule appears to change almost daily...A local RDC run still links New Haven and London.

CARRIER COMMENT

■ An Interstate Commerce Commission hearing examiner has recommended approval of a bid by C&NW employees to purchase the road from parent Northwest Industries, but the latter has balked at one important condition: For a ten-year period Northwest Industries would have to guarantee payment of any obligations now owed by the C&NW, and would have to provide up to \$25,000,000 in loans if necessary to maintain the viability of the employee-owned road...In a long-delayed statement of overall policy, DOT has endorsed a substantial relaxation of the regulatory rules that have told truckers, airlines and most importantly railroads whether or not they can operate, where they can travel and how much they can charge their customers. Citing the stifling effects of over-regulation, DOT said, "There is an increasingly broad support for greater pricing freedom, enhanced competitiveness in the marketplace and more balanced regulatory treatment."

CANADIAN COMMENT

■ For many years, CN and CP each had a run between Calgary and Edmonton. Asserting a decline in traffic, CN was able to drop its round trip, whereupon the CTC ordered CP to double its service. Now the latter carrier runs twice daily, and its trains feature stewardesses (4 of them), and meals served at your seat; the seats are of the comfortable reclining variety. Ah, bureaucracy!

METRO MEMO

PAT PROGRESSES

■ Not unexpectedly Pittsburgh has its SkyBus. DOT Secretary Volpe chose the occasion of an international transportation conference in the Steel City to award the grant for the controversial project to the Port Authority of Allegheny County. The \$60,000,666 grant, the largest single grant ever made by UMTA, supplements an initial \$8,700,000 grant made to PAT in June 1970 for acquisition, design and engineering work on Phase A of PAT's Early Action Program. This grant is for Phase B, which will continue and advance a \$228,500,000 project to construct the SkyBus line, two Busways and to rehabilitate two existing rail transit routes, 35 LIBRARY and 43 NEELD AVENUE (a short turn on old route 42).

DOT DATA

■ UMTA has granted \$156,000 to the Southeastern Michigan Transportation Authority to pave the way for SEMTA to expand from a planning agency into actual transit operations. The grant will help pay for the acquisition of Lake Shore Coach Lines, additional used equipment and modernization of facilities. LSCL has linked Detroit and the Grosse Pointes since 1932.

THE ROZEMA REPORT

Toronto PCCs for San Francisco?

A dispute between the Bay Area Rapid Transit District and the San Francisco Municipal Railway has added still another snag to the city's long-delayed rapid transit tunnel.

At issue is a request by the MUNI for BART to obtain ten surplus PCC cars from Toronto for the MUNI to use while BART builds the last leg of MUNI's subway under Market Street. The worksite is between Duboce Avenue and Castro Street, along Market Street. The construction will require MUNI streetcar lines to detour off Market Street along a double-L-shaped route via Duboce Avenue, Church Street and 17th Street, where they will rejoin their present alignments just west of the existing East Portal of the Twin Peaks tunnel.

While the detour will speed subway construction work along the mile-long portion of Market Street, it will add to the MUNI's running times on its K-Ingleside, L-Taraval and M-Ocean View routes, since it is longer and uses narrower streets subject to greater traffic delay.

MUNI now has 105 PCC cars, of which it schedules 100 to 101 for operation during peak periods, depending on the time of year. The change, a spokesman told Transport Central, will create "intolerable [passenger] traffic delays and prevent the property from maintaining a "satisfactory level of service" without additional vehicles.

The spokesman said that eight all-electric PCCs plus two spares would enable the property to maintain its present schedules in the face of a four-minute addition to vehicle running times. Surplus cars from the TTC "could be adapted to the MUNI's needs" at a cost, including transportation of some \$8,000 per car. The adaptations include means for controlling the units from the rear since some MUNI routes do not have loops at their terminals, but Y-shaped turnarounds instead.

BART's reaction to the MUNI request so far has been to halt utilities-relocation work along 17th Street needed before tracklaying begins. But, under a 1962 agreement between the two agencies BART must provide the MUNI with the vehicles it needs to meet schedules if construction work adds to MUNI running times. Several years ago, BART proposed busing the entire streetcar network "temporarily" during the subway-construction phase, as a money-saver.

Whether or not the MUNI gets more PCCs it definitely won't be getting those half-million-dollars-a-copy replacements for its present fleet it asked the manufacturers recently to bid on (TC 26 July). The city's Public Utilities Commission, as expected, rejected the two bids submitted as "exorbitantly expensive" and told designers to see what they could do to bring the cost down and encourage more bidders.

It appeared likely that the effort to secure bids closer to the estimated per-car cost of \$320,000 would result in the elimination of air conditioning, cab signaling and possibly some doors. The changes appear to be an attempt to bring the MUNI car closer in design to that of the standard units being produced in Europe. Although only two U. S. manufacturers submitted tenders on the vehicles, the German concern that makes DuWag cars offered essentially one of its standard subway/surface cars at a price lower than the estimates of MUNI's transit consultant, Louis T. Klauder & Associates of Philadelphia.

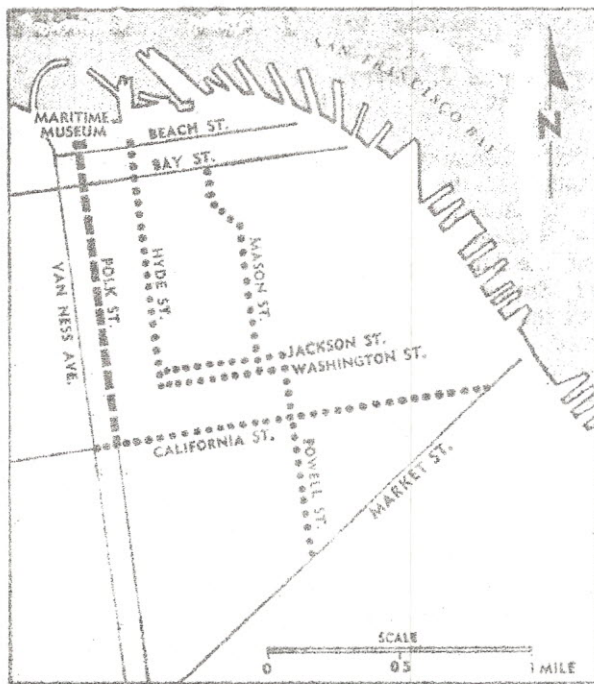
Re-advertising the bids, for 78 articulated units to replace 105 (or eventually, 115) PCC cars, is expected to delay the final delivery of the units by three months.

Meanwhile, support has been building for a rerouting of the California Street cable line to the Fisherman's Wharf area from its present terminus at California Street and Van Ness Avenue. Mrs. Dianne Feinstein, president of the Board of Supervisors, urged the city Public Utilities Commission in a letter to "consider this rerouting as soon as possible. It has my strongest support and I would like to ask that you indicate to me any comments you may have on this point."

The idea was first suggested a few weeks ago by State Senator James R. Mills of San Diego. He said such an extension would ease auto congestion in the tourist-thronged Fisherman's Wharf area and reduce the passenger pressure on the other cable lines, which presently serve the area. The California Street cable, threatened with a service curtailment earlier this year for lack of riders (TC 26 April "is presently a heavy [money] loser for the city because no one wants to go to its terminal on Van Ness." Rerouting, via Polk Street, presently a shopping district lined with boutiques "would increase ridership very greatly," Mills observed.

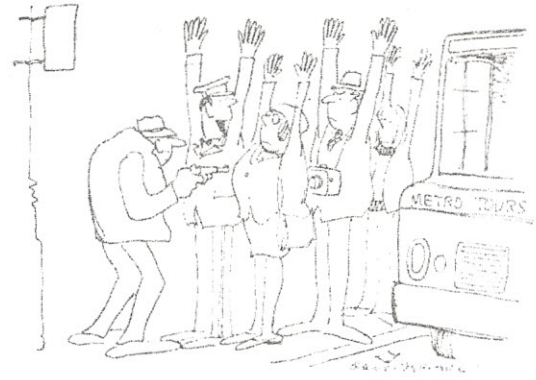
Initial estimates of the extension's cost range near \$1.8 million.

—Charles F. Rozema



San Francisco Chronicle

Existing cable lines are shown by dots. Proposed California Street cable extension is shown by heavy dashed line. Route extension would cut overloading on Powell Street lines and lessen auto traffic in Fisherman's Wharf area (near Maritime Museum on map).



"Immediately ahead of us you will see one of the examples of our city's rapidly climbing crime rate. . . !"

MORE DOT DATA

■ Two UMTA grants have been awarded to the Metropolitan Transportation Authority of New York--both intended to significantly advance the technology of rail commuter service. A grant of \$7,400,000 was made to develop and test in service eight combination gas turbine-electric powered commuter cars, and a second grant of \$1,300,000 was made to support development and testing of a new propulsion system for rapid transit cars.

The eight cars to be built will be operated as two separate four-car commuter trains. Garrett Corporation of Los Angeles will design and build one set and GE the other. The units, to be called GT-4, will be similar to the Budd Metropolitan cars and will train with them in electrified territory.

The new propulsion system grant will support development, testing and evaluation of an "energy storage" system that makes use of flywheels and solid state controls for rapid transit cars; the system is being developed by Garrett Corporation. The system promises to reduce propulsion energy consumption and to eliminate much of the waste heat now dissipated during braking. Another effect of the system is to provide cars with an on-board source of power that can be used in the event of a power failure to move the car at least to the nearest station.

■ UMTA has also made a grant of \$965,000 to the city of Lincoln, Nebraska, to assist in the retention of transit service in the state capital. Lincoln Transit Lines (NCL) will be purchased by the city, and new equipment (36 new A/C 45 passenger buses, plus four used minibuses) will also be acquired.

METROPOLITAN MISCELLANY

■ Much to the surprise of many officials (including CTA board chairman Michael Cafferty), Mayor Daley announced at that Pittsburgh conference that rapid transit will definitely be extended in the Kennedy Expressway median strip some six miles to O'Hare International Airport--a commitment the mayor had not voiced before.

■ Donald J. Walsh, 71, a former Chicago newspaper executive, has been named to the CTA board, succeeding William McKenna, 66, a charter member of the board from 1945 who asked to not be reappointed because of ill health... Mayor Daley also stated unequivocally that all new CTA buses will definitely be air-conditioned, while the Authority itself announced that it is investigating the advantages of water bumpers for its new 1,000-unit fleet.

■ The Golden Gate Bridge, Highway and Transportation District has taken to actively discourage motorists from using its span. GGBHTD is in the ferry business and will soon operate a sizeable bus fleet (with routes inherited in part from Greyhound), and hopes to drive motorists onto these alternate facilities with a massive advertising and public relations campaign.

■ To the accompaniment of appropriate civic festivities, the remaining electric freight operations of the former Cornwall (Ont) Street Railway, Light & Power Company will be dieselized on October 9. Transit operations were taken over by a private carrier January 1; CSRL&P operated trolley coaches until 1970.

■ The Ann Arbor Transportation Authority has begun a "dial-a-bus" experiment in conjunction with Ford in the southwest section of the city. The service was begun September 5 and utilizes three 15-passenger Ford vans... Installation of overnight bicycle parking facilities at Chicago's downtown railroad stations has been urged by the Association of Bicycle Commuters.

■ Sabotage: When the French evacuated Hanoi on October 9, 1954 (according to Dr. Daniel Ellsberg's THE PENTAGON PAPERS), CIA operatives sabotaged motor buses run by the local transit company by placing harmful additives in the company's fuel oil supply (TCP, perhaps? Or STP?). It is of course not known whether the gambit worked, but the North Vietnamese capital has a large tram system that is presumably still in operation.

■ A Baltimore group of citizens fighting a proposed superhighway there names itself Volunteers Opposing Leaking Park Expressway, or V.O.L.P.E... Natural gas is rapidly becoming the "in" fuel for automobiles and trucks. Thousands of fleet vehicles and many autos are presently so equipped (a conversion kit costs about \$300, and the vehicle may run on either CNG or gasoline with the flick of a lever), and Union Oil is opening up its first two CNG stations October 1.

■ Have a statistic: Since getting control of the Louisville Transit bus franchise in July 1958 (putting up only \$555,500 in cash), Frederick Johnson and a small group of Milwaukee and Chicago businessmen have taken home \$2,044,901 in dividends. That equals 28 percent average interest a year on their investment.

■ TC subscriber and former De Leuw, Cather staffer John Pappas has been selected as superintendent of the new, city-owned Iowa City transit system, which made its operating debut this month... The first of four sections of the new 63rd Street rail and rapid transit East River tunnel is now in place in New York City.

■ To answer a correspondent's question, UMTA is indeed funding a U.S. trip for a pair of DuWag PCC demonstrators beginning this fall. One will reside more or less permanently in Boston, while the other one will be sent around the U.S. for tests on a variety of properties, including Shaker and San Francisco.

■ BART will probably not be running until at least March of 1972, according to the latest estimates. Cogent comment, by the way, from Frank E. McCreery of the Rohr Corporation, "The potential (of the rail carbuilding industry) is limited by transit operators' traditional practice of soliciting bids with detailed, narrowly defined lists of specifications. The best thing they could do to lower costs of transit cars would be to establish functional specifications and let the industry put its ingenuity to work to meet them rather than by tying us down with rules and regulations." (*Hear! Hear!*)

■ A bill authorizing state funds for a rapid transit system for the Buffalo area has been signed by Governor Rockefeller. However, the actual allocation of the money depends upon the approval of next November's voters who will decide whether or not to accept the proposed \$2,500,000,000 bond issue. The law also pledges funds for the purchase of private bus companies, new buses, garage equipment and other improvements for a regional bus system.

■ Honolulu is trying computerized car poolings in hopes of reducing its rush-hour traffic by 50 per cent or more... ■ A study to determine whether bus transportation can be improved and still kept in private hands is underway in Westchester County in New York, under the supervision of the county's new Department of Transit...

■ History repeats: Remember how production problems are slowing down delivery of the Illinois Central's new HighLiner commuter cars? An Evanston firm is manufacturing model kits of the new cars, but the kits are delayed. Production problems. ... ■ San Francisco Muni cable car #506 is being immortalized on the face of a U.S. 8¢ postage stamp, as a part of the "Historic Preservation" series. The new stamp will be formally issued to the public October 29.

Hatlo's They'll do it every time



WHEN NO
PASSENGERS
ARE GETTING
ON THE
PEOPLE
GETTING OFF
USE THE
REAR
EXIT...

BUT WHEN
PASSENGERS
ARE GETTING
ON AT THE
FRONT, THAT'S
WHERE THE
EXITERS WANT
TO GET OFF...

THANKS PLUS A TIPPO
TO

LARRY SILBER
110-45
QUEENS BLDG.
FOREST HILLS,
N. Y.



AIRLINE ACTION

THE CARTEL CRUMBLES

■ As noted here last week, Lufthansa's refusal to go along with an increasingly-complicated tariff structure voted on by the other International Air Transport Association members has apparently doomed the cartel-set rates for next year. In 1972, it is becoming increasingly evident that transatlantic air travel will be the cheapest on record. It looks at this point as if economy round-trip fares for High Season will be \$200 New York-London; off-peak rate \$180. Expect a boom in travel to Europe if these prices hold up.

■ IATA has also set fares for other runs as well as the North Atlantic. A number of smaller carriers that are not the "fly-by-night" airlines one might surmise have long bucked the cartel rates for South American service. Here is a listing (from THE NEW YORK TIMES) outlining inexpensive South American travel:

Here is a representative but not all-inclusive list of airlines that offer low-cost flights from Miami International Airport:

Airline	Equipment	Destination	Approximate Saving Over I.A.T.A. Jet
Aerocondor	Turboprops	Bogota, Colombia	\$28
Air Panama International	Short-range jets	Panama	\$15
Aviateca	Short-range jets	Guatemala City	\$48 (when 4 people travel together)
Ecuatoriana	Turboprops	Panama	\$14
		Cali, Colombia	\$21
		Quito, Ecuador	\$24
		Lima, Peru	\$35
		Santiago, Chile	\$45
LACSA, Costa Rican Airline	Jets	San Jose, Costa Rica	\$32 each (when 4 people travel together)
Transportes Aereos Nacionales (T.A.N.)	Turboprops	San Pedro Sula	\$24

JET JOTTINGS

■ Eastern Air Lines participated in a special charter move last week that set a record for domestic air travel. In conjunction with the American Milk Producers, EAL executed the largest commercial charter flight movement in airline history, earning itself in the process a \$1,500,000 gross. For two intensive days of flying, the company cut 46 planes--including its two 747s and 16 of its DC-8s--out of regular service to make the charter flights to Chicago from 20 cities. Of the 20, only eight are regular EAL terminals. The carrier put 410 ground service personnel on special duty, and arranged for 108 pieces of special ground equipment.

STATISTICS

U.S. Air Traffic: 1970

Airport	Landings and		Airport	Landings and	
	Take-offs	Acreage		Take-offs	Acreage
Atlanta Airport	428,392	2,100	Minneapolis-St. Paul International	238,164	2,950
Logan International (Boston)	323,425	2,050	New Orleans Lake Front Airport	150,051	*
O'Hare International (Chicago)	641,390	8,000	Kennedy International Airport	395,938	5,200
Midway Airport (Chicago)	182,348	*	LaGuardia Airport	336,449	500
Cleveland Hopkins International	295,374	1,250	Newark Airport	233,840	2,200
Dallas Love Field	410,154	1,300	Philadelphia International	272,831	2,275
Stapleton International (Denver)	357,849	3,000	Pittsburgh Airport	274,272	2,400
Wayne County Airport (Detroit)	277,947	2,700	Lambert-St. Louis Municipal Airport	319,522	1,750
William P. Hobby Airport (Houston)	244,467	1,300	San Francisco International Airport	366,674	5,200
Kansas City Municipal Airport	232,449	600	Seattle-Tacoma International Airport	150,676	1,400
Kansas City Intercontinental Airport	122,212	*	Washington National Airport	319,449	650
Los Angeles International	544,025	3,100	Dulles International Airport	184,226	10,000
Miami International	370,327	2,900	McCarran International Airport (Las Vegas)	221,835	*

Source: Aviation Data Service, Wichita, Kansas

*Data unavailable

■ Comparing the big jets:

	DC-10	707/323B	747
CRUISING SPEED	600 mph	575 mph	625 mph
LENGTH	181 feet	145 feet	231 feet
WING SPAN	155 feet	145 feet	195 feet
TAIL HEIGHT	58 feet	42 feet	63 feet
RANGE	3,670 miles	5,220 miles	5,700 miles
MAXIMUM WEIGHT	410,000 lbs.	331,000 lbs.	712,000 lbs.
SEATS	206-222	131-142	305-362
LAVATORIES	7	4	11
COST	\$16,000,000	\$6-8,000,000	\$24,000,000

MISCELLANY

■ **RUNNING EXTRA:** A "Suburban Sunday" aboard 1920-vintage Illinois Central Electric suburban cars, Sunday, September 26, 1971, sponsored by CERA. Tickets (\$7) from the Association at P.O. Box 503, Chicago 60690.

■ **ALSO RUNNING EXTRA:** A tour with the three-car train of ex-Cleveland Railway Kuhlman-built 1200 series units, departing at 1:00 PM from Cleveland Union Terminal, Sunday, September 26; further details unavailable at this time.

■ **STILL AVAILABLE:** A few remaining copies of "THE TROLLEY COACH IN CHICAGO: 1930-1970", third and final edition, consisting of reprints from trade magazine articles, complete route history and roster data of the giant Chicago twin-wire overhead system. Available at \$3.00 per copy, postpaid, from The CopyShop, 416 North State, Chicago 60610. The booklet will not be reissued when supply is exhausted.