

Transport Central



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COVER:

Forgive another bit of provincialism—Chicago area scenes have a way of appearing on TC covers with surprising regularity—but when the local carrier orders 525 new buses at one time, it is, after all, news. This is CTA 1009 on a very rainy day at Lake Shore Drive and North Avenue, shortly before it went into regular service. —CTA photo.

BILL THOMS

THE BOOK THAT MADE MILWAUKEE FAMOUS— ANOTHER VIEW

[Editor's Note: The publication by CERA of its monumental history of the extensive electric railway network radiating from Milwaukee merits a great deal of attention, for the book, as National Editor Paul Weyrich noted here some weeks ago, is at once a multi-faceted history, dealing with financial, legal, moral and social concepts as well as the obvious physical ones. Hence, in a departure from the usual stance of this and other publications with respect to reviews, we are here presenting yet another view of the book by Roving Editor Bill Thoms. RRK]

Coincident with the reopening to traffic of the passenger variety of the East Troy segment of the former Milwaukee Electric system, the Central Electric Railfans' Association has brought out the encyclopedic "TM" (The Milwaukee Electric Railway & Light Company, CERA Bulletin 112, Chicago, 1972, 563 pp., \$20). This reviewer was familiar neither with the Beer City nor its transit network before reading the book, and thus started with no preconceptions.

The first impression gained by the reader of "TM" is its massiveness. Its pages contain history, rosters, maps of the entire system and its component parts (including such esoterica as a map of the snow-sweeper routes utilized during the frequent Wisconsin snowstorms) and pictures of every description, including some of the best color work encountered in a book of this type. We are fortunate that the end of the "glory days" in Milwaukee coincided with the advent of color slide photography. Some of the black and white shots, however, are too small for any detail to be clearly shown. Timetables, car plans and a comprehensive index (rare in a railfan publication) round out this impressive volume.

Even a cursory reading strikes the reader with the personal nature of this history. The literate Mr. [Joseph] Canfield (editor of the volume) is obviously an enthusiast for private enterprise, and illustrates his conservative economic and philosophical predilections with several quotations from such authors as C. Northcote Parkinson, C. S. Lewis and Malcolm Muggeridge, all disillusioned liberals who find the twentieth century an abomination. Thus, to a certain extent "TM" is a moral tale of a type of Gresham's Law whereby bad transportation drives good from circulation, despite the efforts of enlightened captains of industry, all of which come to naught in the face of that ol' debbil Government.

For those who might wonder of the appeal of railroading to so many of a conservative and/or traditionalist bent, Mr. Canfield explains:

"The appeal of the electric railway arises from its blend of freedom and order. The freedom of travel, beginning at a busy terminal, at a familiar street corner or at a shelter at a rural crossroad, the frequent schedule which seemed suited to the traveler, all created the urge to go and go. . .

"Yet it was possible only because there had been a triumph of organization and discipline. Organization was necessary to plan the route, place the rails and string the wires. The car functioned only because of a human and mechanical complex, extending from the dispatcher's

metro memo

BAY AREA BULLETIN

■ It's official—the BART board has announced that the first members of the public will be able to board the trains beginning at noon September 11. That day's morning will be devoted to VIP rides. Thereafter, service will operate between 6 a.m. and 8 p.m. between Oakland and Fremont on weekdays. Twenty-four cars will handle the initial service. By November service is to be extended north to Richmond. The turn of the year will see the opening of the Concord leg and transbay service to San Francisco should be in operation by next Summer. Service expansion timetables will depend on the availability of revenue cars.

■ Although AC Transit will drop one of its East Bay express routes with the BART opening, its drivers don't have to worry about layoffs due to the phasing in of the BART line sections, even when some AC transbay routes to San Francisco bow out in favor of the rapid transit line. AC said it will beef up feeder service to East Bay BART stations. And, new express bus lines beyond the BART railheads are expected to become necessary within the property's Alameda and Contra Costa counties service territory.

■ MUNI has a new-look, four-color map out, its first in two years. Copies are available from the Public Utilities Commission, gratis, at Room 287 City Hall, San Francisco CA 94102 . . . ■ The PUC is also releasing the first results of what it hopes will become a continuing program for publishing public timetables for MUNI routes. A series of timetables for the lines that have round-the-clock service have just come off the press showing owl-period operations. Timetables previously were unavailable—although a group of drivers got together last year to multilith schedules for the streetcar routes. They did it anonymously, since at the time the PUC policy was not to have schedules.

■ Trolley coaches will continue to operate along Market Street in San Francisco at least until the MUNI Metro opens some years hence. A coalition that one San Francisco daily called "the transit lobby" persuaded the city's Board of Supervisors in favor of the electric after the Transit Task Force demanded five routes be detoured or dieselized in order to make beautification work along the street easier. Jack Barron, head of the task force group set up to coordinate BART/MUNI subway construction, had earlier told the elected officials that the trolley coaches would have to go—and quickly—because new traffic light standards might become electrically "live" in the case of a dewirement, among other things. Public skepticism at what was viewed as a downgrading of service by making it take longer combined with the revelation that Barron hadn't bothered to ask the MUNI whether it could, in fact divert or change the services. When the Supervisors actually did the asking, MUNI officials replied that diversion would cost thousands of dollars and that the property simply didn't have 100 diesels ready to chug down Market Street. Supervisor Robert Gonzales noted that "my office has received hundreds of letters from San Franciscans who do not want the trolley [coaches] removed." Barron had earlier run into public opposition with a car-chauvanist, anti-transit "beautification" plan for Upper Market Street (TC 31 January '72) with similar results.

Charles F. Rozema

URBAN REPORT

■ The Senate Public Works Committee has voted to continue to prohibit the use of Federal highway money for the building of subways and other rapid rail systems in urban areas. Senate experts said the vote was a crippling blow to the Administration's proposal to allow cities to spend part of the Federal highway trust fund on the construction of mass transit systems. The trust fund is a special part of the Federal budget that is financed by taxes on gasoline, tire rubber and trucking tonnage. The now more-than-\$5,000,000,000 in annual revenue from these taxes can be spent only to build highways.

Essentially, the bill is tied to the Nixon Administration's pet revenue-sharing proposals, but has been opposed by many transit officials (including the CTA's Michael Cafferty) as a sop to the industry that would in reality cut the maximum total of dollars any area could receive by in effect watering down the present urban transit funding through apportioning it out to all urban areas. Probably the most revealing analysis of the financial results of the Administration's bill was reported in *Forbes* magazine in April:

Less Money, not More

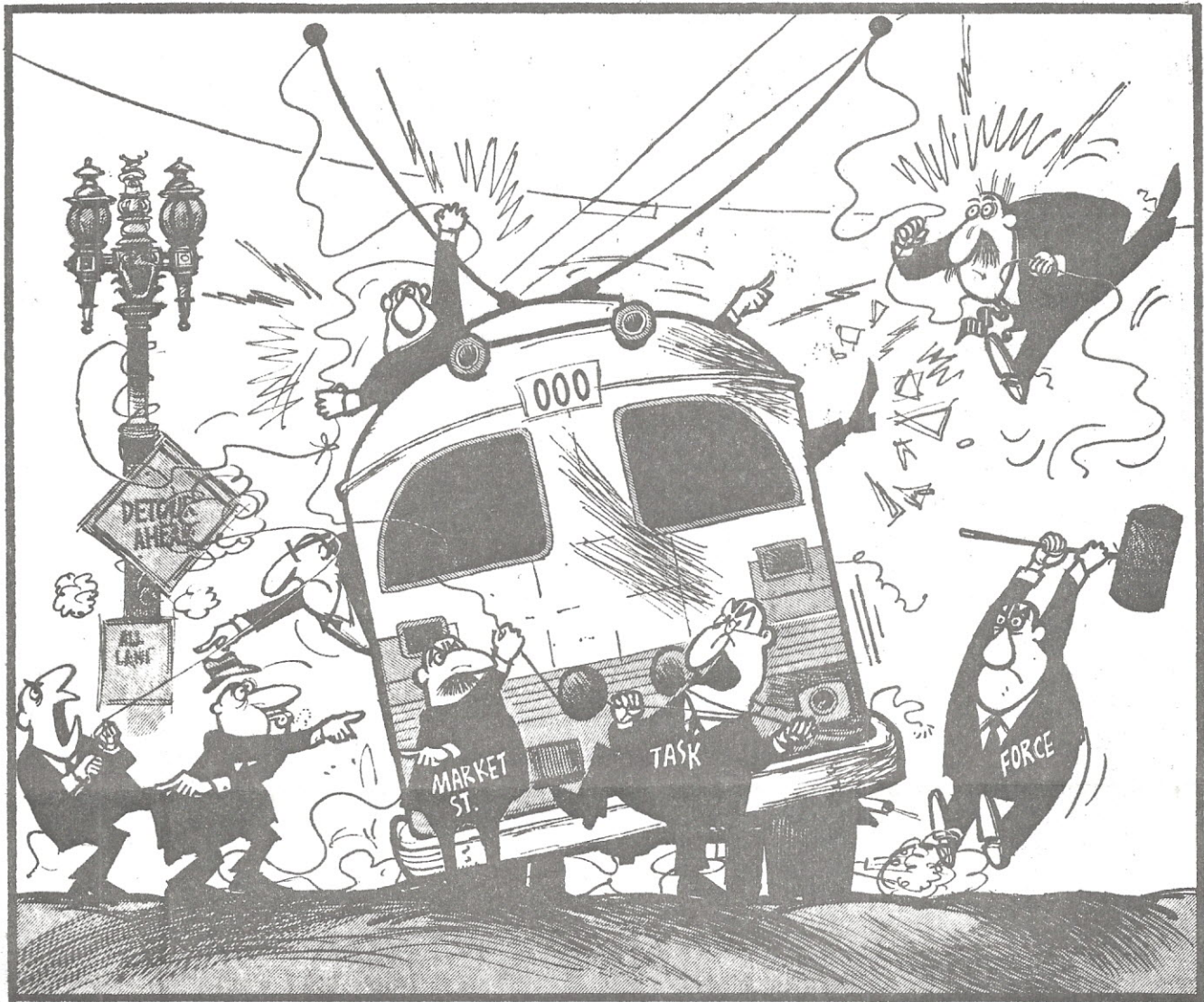
Big cities that think opening up the Highway Trust Fund will be a windfall for their mass-transit systems are in for a surprise. By 1975 the amount of money that they will get from Volpe's plan will be less than they received in 1971 from the Urban Mass Transportation Administration.

	1971	1975*
	(millions)	
New York City	\$227.1	\$59.3
San Francisco	225.6	15.9
Oakland		
Boston	141.8	14.1
Chicago	110.4	35.8
Pittsburgh	96.1	12.3
Philadelphia	57.2	24.7
Camden		
Atlanta	30.1	7.1
Los Angeles	25.8	36.0
Long Beach		
Cleveland	22.2	10.6
Baltimore	19.8	10.6

*Fiscal year ending June 30, 1975.

Advocates of increased Federal aid to transit (their number is becoming legion) are supporting the Kennedy-Weicker bill (S 3825), which opens up the Highway Trust Fund to include public transportation and keep existing environmental regulations intact. The bill would do the following:

1. Make Highway Trust Fund money available to support both bus and rail public transportation. The bill would make Trust Fund money available for maintenance and operating expenses of highway and transit facilities as well as construction costs.
2. Contain no provision that would interfere with existing environmental safeguards. Several bills recently introduced, including one by Senators Lloyd Bentson (D-Tex)



—San Francisco Chronicle cartoon

and John Tower (R-Tex) would allow states to bypass federal environmental regulation.

3. Keep Urban Mass Transportation Administration funding intact. In contrast, the Administration bill to open the Highway Trust Fund would combine current mass transit authorizations with highway funds. Without separate funding for transit there would not be enough money to meet the cities' needs.
4. Provide a local option on urban Interstate [highway] funds for highways or transit.
5. Apportion funds to state, local, and regional governments and planning agencies rather than to state highway departments. The bill ensures that competent planners in conjunction with citizens will design future transportation systems.

[Editor's Note: Needless to say, this publication supports the Kennedy-Weicker bill rather than the Administration version, for it clearly places the funds where the priorities should be. We strongly suggest that you write your Congressman in support of this very vital legislation. —RRK]

■ UMTA made these recent grants:

- + \$226,435 to AMEX Electronics, Inc., a Lawndale, California minority-owned firm, for research and preparation of special reports for UMTA. The AMEX reports will cover four Research, Development and Demonstration work areas—Bus Transit, Rail Transit, New Systems and Systems Analysis.
- + \$102,000 to J. A. Reyes Associates, Inc., of San Antonio to conduct a research and demonstration program in four southwestern cities (not as yet selected) aimed at means of increasing ridership in a bilingual (English-Spanish) population.

■ The Department of Transportation has concluded that a special tax or toll on drivers who use their cars during rush hours would be an "effective device" in decreasing traffic congestion. The department said that "a peak period pricing system in which each user is required to pay for the added congestion and external effects" would aid in "rationing urban highway capacity in a more efficient manner."

But it noted that a pricing system "may be technically difficult to implement and would probably meet resistance from private automobile users."

Recent proposals aimed at cutting down rush hour congestion in Washington—such as by imposing a tax on parking in private lots—have drawn heated opposition. The finding on a rush hour tax or toll came in the 1972 National Transportation report, a 1,000-page document that has been submitted to the Congress.

■ The renewed attention being paid to urban rail transportation has attracted the interest of still another aerospace company. LTV Aerospace Corp. announced at the recent conference on urban technology in San Francisco that it had entered a technical assistance agreement with Swiss Industry Company, Switzerland based builder of articulated streetcars. Through a Ground Transportation Division, headquartered in Dallas, TX, LTV is developing SIG's streetcar design "for American urban transportation needs, especially in congested urban areas requiring sharp turns in a transit system. The articulated rail car design," according to a flyer distributed at the conference, "overcomes the need for large new tracts of right-of-way [as in free-way, perhaps] through urban areas, while providing a comfortable, almost luxurious ride quality." The division says it has applied "appropriate aerospace technology" to steel wheel/steel rail car designs, presumably those developed by SIG. LTV, TC has learned, is expected actually to take the plunge into carbuilding by bidding on the upcoming MUNI/Mass Bay Transit Authority order for some 280 articulated subway-surface cars.

—CFR

■ Multimillionaire Bill Lear's steam bus, successfully tested near Las Vegas some months ago, is now on the property of the San Francisco Municipal Railway for a 60-day test. A similar vehicle has been tested on AC Transit across the Bay, and a third was delivered to Los Angeles' Southern California Rapid Transit District last month.

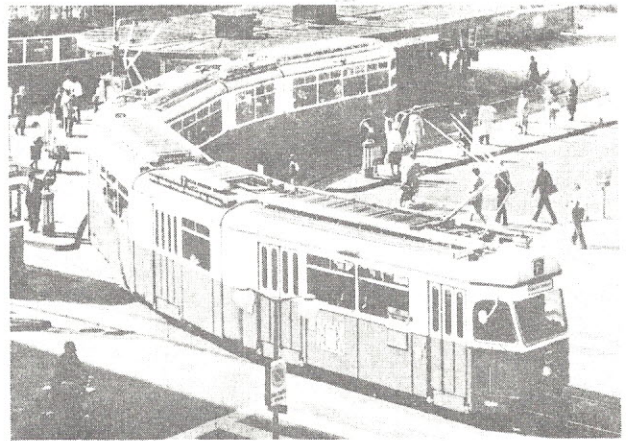
■ Effective Saturday, August 26, 1972, the Metropolitan Atlanta Rapid Transit Authority, operator of the area's bus transit system and builder of a new rail rapid transit system for Atlanta, will implement the fourth in a series of bus service improvements as a part of its Short-Range Transit Improvements Program. This will be the largest group of improvements made since the former Atlanta Transit System was purchased in February. In all service improvements are scheduled to be undertaken on 21 routes now operating in Fulton and DeKalb counties. The improvements will provide more efficient routing and more convenient service throughout the Atlanta Metropolitan area

MARTA is faced with substantially increased patronage since it lowered the base fare to 15¢ from 40¢ last March 1, and 40 used buses had to be purchased (from Cincinnati) to adequately handle the heavier riding (about 20-25% each month). In addition, 125 new 53-passenger Fixibles are on order for November delivery to further ease the strain.

The August improvements provide for selected additional improvements to existing service, with major extensions on two lines and the institution of two new domestic employe routes. Midday and Sunday improvements will also be implemented.

■ In the tangled Washington (D.C.) area transit controversy, several developments both further muddled and/or clarified the situation. On the one hand, a bill that would autho-

ri-ize public purchase of O. Roy Chalk's D.C. Transit System became entangled in the Washington home rule controversy last week, throwing that already confused situation even further into the depths of uncertainty. On the other hand, a victory at last for rapid transit advocates was assured by the agreement between the various parties on legislation under which the federal government will guarantee \$1,200,000,000 in Metro (D.C. area rapid transit) construction bonds to be repaid from future fare collections. In addition, there have been amendments to an interstate compact, Metro's basic law, that will provide for public operation of a unified bus



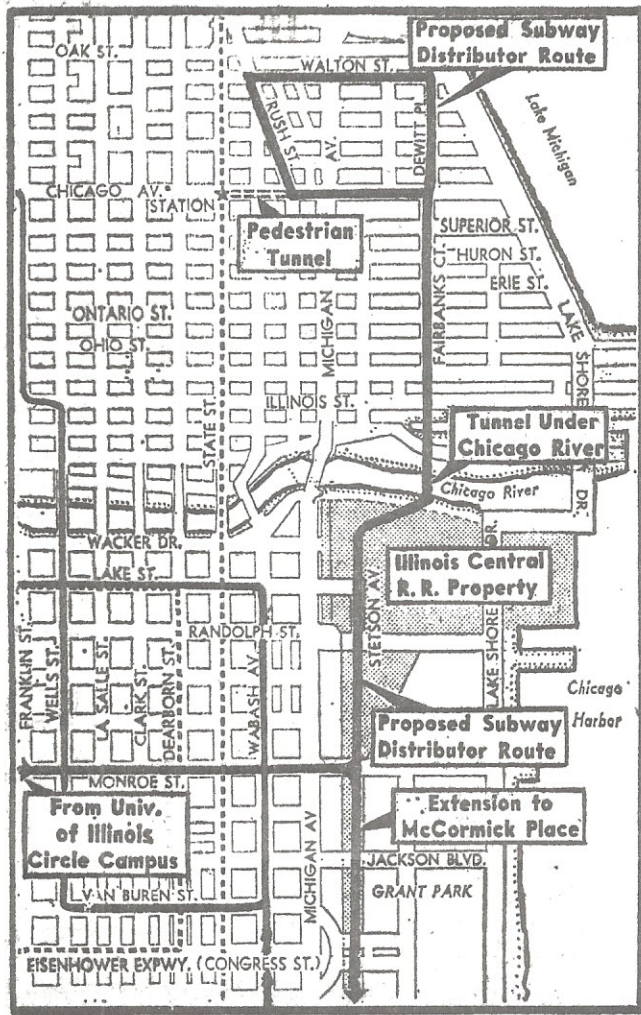
An SIG car (see story at left)

and rail system if Congress passes enabling legislation on a bus takeover. These measures now make it possible for full funding to be assured for the 98-mile, \$3,000,000,000 rail rapid transit system and to provide for its operation.

On the Virginia side of the Potomac, takeover on a temporary basis of D.C. Transit's Virginia subsidiary, the WV&M Coach Company, has been postponed until at least mid September by certain legal technicalities. The acquisition will be by the Northern Virginia Transportation Commission, which has also voted to decrease the senior citizen's base fare to 20¢ from the present adult base rate of 45¢ (intra Virginia) and 55¢ (transPotomac fare).

■ In another muddled transit authority situation, latest word from Dayton is that the newly-created RTA will not be able to force a "quick take" of the City Transit Company, and that acquisition must be made through a conventional condemnation suit. As might be expected, the big hassle dividing CTC and RTA is over the value of the virtually all-trolley coach system; a further gulf between the two parties exists over RTA's "rumored" intention to scrap the electric network in favor of an all-diesel system.

■ Politics again: The historic Evanston Bus Company (which boasted a 15¢ fare long after most companies had abandoned it) has announced its intention of abandoning all operations in its service area, which includes the Chicago suburb of Evanston and several adjacent communities. The threatened shutdown is seen as a ploy to force Illinois legislative action on a bill providing for the creation of a regional transportation authority to supplant the Chicago Transit Authority and the area's dozen or so suburban bus carriers (as well as the commuter rail lines). Evanston Bus Company Edgar Bosley, a respected figure in area transit circles, is pleading the usual financial troubles, and appears to be in earnest to quit service.



CHICAGO TODAY map

■ As ceremonies were taking place marking the initial entry into service of the first of the Chicago Transit Authority's 525 new, air-conditioned General Motors diesel buses (T8H-5305A), the rapid transit system serving the Windy City was also getting a boost with the announcement that the first of a series of grants in conjunction with the construction of a modern subway system to replace the 75-year old Loop "L" structure has been approved by UMTA. This grant provides for \$5,800,000 in funds for the detailed planning of the replacement facilities.

Two separate facilities are provided for in the general plan for downtown subways. First is a subway loop along Randolph, Wabash, Van Buren and Franklin to replace the Loop "L" itself (shown on the map; the subway line's west leg will be one block west, and its north leg one block to the south of the present elevated structure); this subway facility would connect with the existing elevated lines by means of additional subway tubes to the west, south and north of downtown.

The other facility would be the so-called "collector-distributor" subway, indicated on the map. It is to consist of three legs as shown, connecting all of the principal traffic generators in and around the Loop; present thinking on the part of CTA and city calls for a no-fare system.

ONCE OVER QUICKLY

■ Cincinnati Transit has gone to a 55¢ base fare. . . ■ NYCTA subway cars 3700-3701 are to go to Torrance, California for installation of a stored-energy flywheel system, then to DOT's Pueblo (Colorado) test track. . . ■ The "State of the Art" experimental rapid transit car, representing the best of available technology (and which was on display at Transpo 72 earlier this year) is due in New York City for testing in September.

■ Old-line carrier Yonkers (NY) Transit bowed out of business August 6. Its fleet of Macks has been retired, and routes split between Club Transportation, Liberty Coaches and Westchester Street Transportation.

■ A note from Cody Pfanstiehl, Director, Office of Community Services, Washington Metropolitan Area Transit Authority (METRO): "From Metro, busy building 98.3 miles of rapid rail transit (12 miles, 15 stations under construction today, more than \$1,000,000,000 committed [\$650,000,000 presently in contracts]) congratulations on five years of life use ful to society and the world of transportation. The only way we all can go is up—and I know that Transport Central will be leading the pack."

[Editor's Note: Just one of many congratulatory notes received on the occasion of our anniversary, for which we are extremely grateful. Thanks again to all of our readers. —RRK]

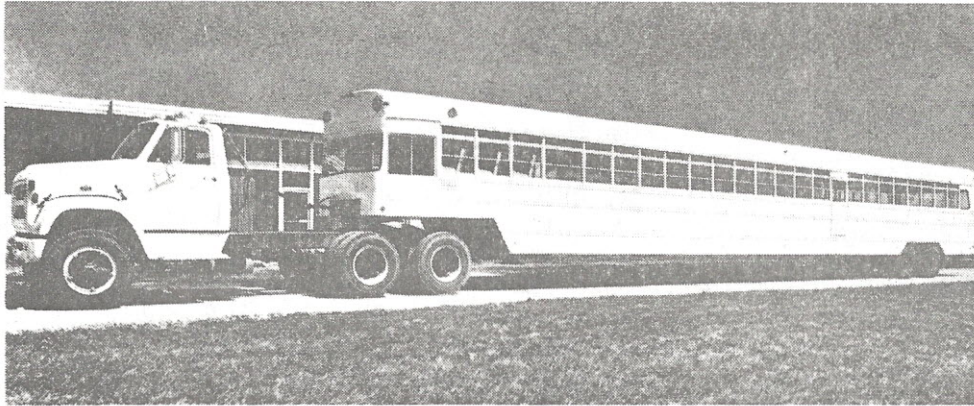
■ The Illinois Central has authorized the sale of at least 260 of its old 1926-vintage electric suburban car fleet for \$1,600 per motor and \$800 per trailer to Jefferson Iron and Metal of Birmingham, Alabama; some cars have already been shipped south. At this writing, only two units (a representative motor and trailer—the entire fleet of 280 motors and trailers was constructed at about the time of the line's 1926 electrification and all cars are identical) have been preserved for future generations to study; both are at the Illinois Railway Museum in Union.

■ A widely-reported item in both press and on television notes that London Transport has gone the way of its American cousins in the industry and begun painting the traditional old red double-deckers in a variety of colors for advertising purposes; one is even psychically liveried. For the equivalent of some \$18,750 annually, an advertiser gets to paint a bus any way he chooses for an entire year; he must also pay for the repainting to the traditional red after the contract is up. . . ■ One of the older buses in the London Transport fleet has not been reliveried, however. A 1930 'bus is currently in service on a special tourist route covering the points of interest to the thousands of visitors to London each year. Route 100 is the designation for a one-hour, 80¢ trip that takes you to see the Horse Guards, Marble Arch, Whitehall and Trafalgar Square, as well as other scenic and historic points.

■ The federal government, in the person of DOT, has criticised the franchise and regulatory systems in many American cities that limit free competition among taxicabs and jitneys and has suggested that the systems be abolished or modified to meet urban transit needs.

"The present regulatory environment in urban public transportation, including obsolete franchise limitations and market-entry barriers for taxicabs and jitneys, restricts the efficient operation of the urban transportation system." So says the 1972 DOT National Transportation Report.

[Editor's Note: A point well taken. When will we get a truly integrated public transit system for our urban areas? —RRK]



Wayne builds longest bus

One of the longest known bus bodies in the world is this 62-foot-long unit built by Wayne Corporation of Richmond, Ind., and designed for towing by a large Chevrolet diesel tandem tractor with a fifth wheel. The combination, 76½ feet long overall, will be used to transport oil field workers in the Middle East. The bus will seat 121 adults—106 on the lower level and 15 in the higher front compartment.

railway report

ALONG THE RIGHT-OF-WAY

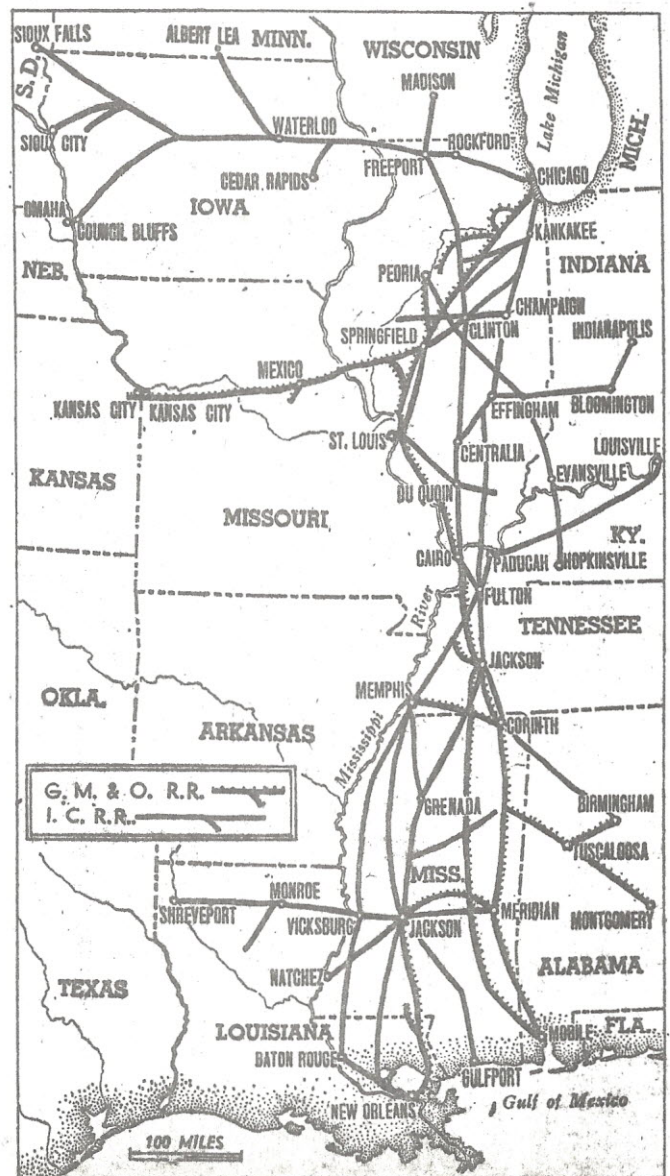
■ The Chicago *Sun-Times* reports that an AMTRAK lease of portions of the Canadian National TurboTrain fleet for U.S. use is in the offing. CN presently has five seven-car Turbo units, all out of service. Present rehabilitation plans call for a realignment of units to a final configuration of three nine-car trains, leaving two four-car trains as surplus. These two trains will be modified to U.S. standards (the two U.S. Turbos are of a more modern design) and operated in various corridors, at least one of which will include present Milwaukee-St. Louis service; other corridors for possible TurboTrain operation are Chicago-Carbondale and Chicago-Detroit). AMTRAK is presently mulling over the possibility of purchase of new TurboTrain equipment from United Aircraft (builder of the U.S. and Canadian versions) or other manufacturers for delivery as early as 1976.

■ AMTRAK, not unexpectedly, lost \$9.35 on each and every passenger it carried during its first year of operation, but the overall loss was not as large as first expected. Significantly, the Penn Central, over whose lines the bulk of AMTRAK service operates, lost the most money for the Corporation (\$43,600,578).

■ Despite last-minute court actions by objecting railroads, the Illinois Central-Gulf, Mobile & Ohio merger was completed last week, resulting in the new Illinois Central Gulf Railroad, operating 9,400 miles of track in 20 states. Within 30 days, ICG is also to acquire three small connecting roads, all in Mississippi: Columbus & Greenville, Bonhomie & Hattiesburg Southern, and the Fernwood Columbia & Gulf.

■ A parenthetical note to the first rail item, above: The 3-car consists of the TurboTrains currently operating between New York and Boston have been increased to 5 to provide for increased riding.

-FLEET MANAGEMENT NEWS



BILL THOMS/*continued*

office back to the Board Room and out to the Nachod block signal and the line side telephone."

In a small extent, the railfan fraternity reflects the anguish within the conservative camp. The traditionalist conservative wishes to keep the interurban (or the passenger train, or the Old Stock Exchange, or the Opera) because of his enthusiasm for retaining the artifacts of a gentler age, while the libertarian conservative wishes to abolish all of them if they cannot be made to pay their own way, since the alternative would be government intervention. It is interesting to note that the only surviving fragment of the TM system has been operating because of municipal ownership since 1939, and the only effort to keep the interurban system going after the Speedrail disaster was by Milwaukee's Socialist mayor.

It is difficult to determine the author's principal thesis, but I believe it is that the final nail in TM's coffin was hammered in by the 1938 severance of utility from transportation facilities of electric companies, and that the system might have prospered if it was still backed by utility profits. Mr. Canfield may well be right. The only major city where electricity, gas and transit are still combined under private ownership—New Orleans—maintains a transit system superior to that in other similarly-sized cities, and manages to do so at a 15¢ base fare. It may be more equitable to soak electric customers for transit fares, since one cannot do without electricity whereas one can avoid taking the bus, but still benefit from the bus service by the relatively uncrowded streets along transit routes. Transit which has to pay for itself out of the fare box, as did the latter-day TMER&T, automatically shifts the burden of the costs upon the segment of the population least able to pay for it.

This idea has been expressed before, by Jacques Barzun and others, but the author's practical application of the idea to an interurban electric railway is unique and sets the stage for the readable style of the narrative.

As much as I enjoyed the book, there were a few things that I felt could be explained further. For example, many readers would be interested in a chapter dealing with the only time rail cars operated under the Greyhound aegis, and a more detailed account of the Greyhound and Kenosha Motor Coach operation of the interurban lines. And, although this book is history, a chapter looking toward the future might be appropriate. Already the taxpayers have been soaked to rebuild the Key System, D. C. Transit and W. B. & A, and to reopen parts of the North Shore Line and the Old Colony. It appears that the next generation of ratepayers will have to rebuild the Georgia Power empire as well as the Pacific Electric. What price a brand new TM? And isn't this, after all, the best reason behind the traditionalist argument—that rail lines should be preserved because the cost of rebuilding them when needed is astronomical once the bulldozers and subdividers have moved in?

"TM" is thought-provoking as well as entertaining, and is what the British call a "good read". Its comprehensive nature makes it a useful research work as well. A few of the references, however, seem obscure. Where is "Hy Brasil"? What is "chiliastic"? Finally, there is a characterizing throughout the book of the good burghers of Milwaukee as "frugal, hard-working Teutonic stock." Of the million or so Milwaukeeans, probably only half are of German extraction. And not all German-Americans are so industrious. Some of them even publish transport magazines.

[Editor's Note: Bill Thoms is currently a professor of law at Mercer University in Macon, Georgia. His lively columns appear at irregular intervals in Transport Central. He presently resides with wife Karen and daughter Jan in Macon.]

airline action

FLIGHT PATHS— The government has effectively grounded all of the flight marshals once riding planes hither and yon in attempts to halt the rash of hijackings. Most of the 1500 currently on staff are detailed to watch boarding points, assisting in making the screening procedures effective; only a few now ride aloft in "special situations" . . . ■ Aer Lingus, embroiled in a dispute with the CAB over U.S. airline rights in the Irish Republic, may continue to provide flights to and from New York until the end of the year. . . ■ British European Airways (state-owned) is to buy 6 L-1011 jets from Lockheed. . . ■ The CAB has authorized a 2.7% increase in domestic air fares.