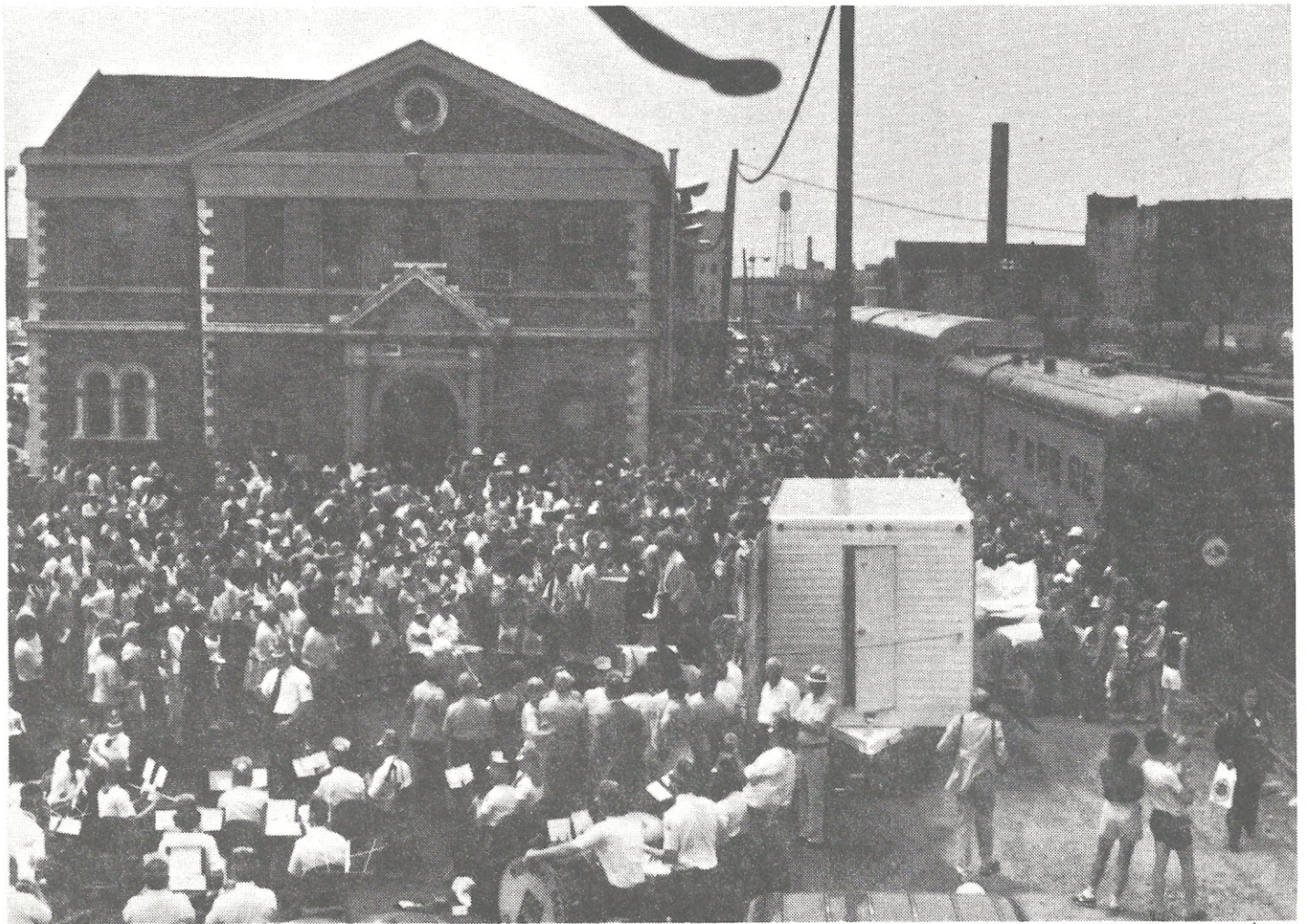


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rail

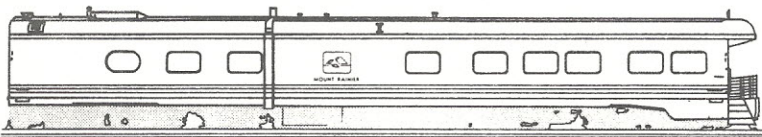
DESTINATION DECATUR

► Despite an uncertain future, Amtrak continues its program of selective service expansion under the 403(b) provisions of the Amtrak Act.

Latest addition to the Corporation network is rail service to Decatur, Illinois. The new run is actually an extension of the existing *Illini* from Champaign to Decatur via Tolono and the Norfolk & Western, over a portion of the route of the legendary *Wabash Cannonball*. The extension replaces a temporary bus connection (served by Taylorville Transit) between Decatur and Lincoln, where access could be had to Chicago-St. Louis service.

The new *Illini* will utilize two of the former Chicago & Northwestern intercity bilevel cars, a straight coach and a snack bar-coach, flanked by two engines in a "push me, pull you" configuration, much as the Chicago-Valparaiso commuter runs. These ex-C&NW units have serviced a number of Amtrak runs out of Chicago in recent years (all are HEP-compatible), including the former *Illini* to Champaign.

Service began Thursday, July 2, after the necessary contracts with N&W were approved. On the previous day, an equipment move out of Union Station to Decatur featured a consist of the two gallery cars to be used in the service, with the "Mount Rainier" private car bringing up the rear for the usual dignitaries, including ICG and N&W officials and President Alan Boyd of Amtrak.



The "Mount Rainier" was built in 1948 as a Tap Lounge for the Milwaukee Road *Olympian Hiawatha*. In 1955, it was taken out of service and extensively remodeled as the road's business car "Montana". It was retired in 1978 and sold to a Michigan doctor, who in turn conveyed it to the Mount Rainier Corporation in 1979. Since that time, the new owner has extensively renovated the car to ensure compatibility with Amtrak equipment. Exterior livery is in keeping with its Milwaukee heritage. The "Mount Rainier" is available for private party use.

AMTRAK ADRENALIN

► Amtrak's precarious lease on life has been renewed to

an extent, with the Administration's agreement to the addition of \$122,000,000 to the earlier subsidy figure of \$613,000,000. It appears probable that the Corporation can continue to operate on at least 85 per cent of its present

THE ILLINI

INTRODUCING SERVICE TO DECATUR, ILLINOIS

Schedule

(Thru Oct. 24, 1981)

Read Down		Train Number		Read Up	
381				380	382
THE ILLINI		Train Name		THE ILLINI	THE ILLINI
DAILY		Frequency of Operation		Ex. Su.	Su. only
	Km	MI	(Illinois Central Gulf)		
	0	0	Dp Chicago, IL -Union Sta.(CT)	Ar	
6 10 P				9 35 A	11 50 A
6 52 P	40	25	Homewood, IL	8 48 A	11 03 A
7 22 P	92	57	Kankakee, IL	8 18 A	10 33 A
8 11 P	185	115	Rantoul, IL	7 29 A	9 44 A
8 30 P	208	129	Champaign-Urbana, IL	7 15 A	9 30 A
9 45 P	282	175	Ar Decatur, IL (CT)	Dp	6 00 A
					8 15 A

Sample Fares

(Thru Oct. 24, 1981)

	ONE WAY
Decatur to Chicago/Homewood	21.30*
Decatur to Kankakee	11.50
Decatur to Rantoul	8.20
Decatur to Champaign	6.30

* Amtrak's round trip excursion fare between Decatur and Chicago/Homewood is \$23.30 (one day restricted travel) See your travel agent, or Amtrak, for details.

24,000 miles. Budget director David Stockman yielded ground under Congressional pressure, which in turn was stimulated by a torrent of mail from the many voters who are strongly in favor of maintaining and expanding the passenger train network in the United States.

AMTRAK AT THE AQUATENNIAL

► As part of the annual Minneapolis Aquatennial, Amtrak's Family Days (rail) road show is coming to Midway Station in St. Paul on July 25 and 26.

On display at Midway Station will be SuperLiner and Heritage Fleet cars, locomotives and cabooses, and intercity and transit buses.

As an official Summer Break event, Amtrak shuttle trains will operate from 10:30 a.m. to 6:30 p.m. both Saturday and Sunday between Midway Station and the restored riverfront area of St. Anthony Main, where there will be another railroad display sponsored by the Burlington Northern, at \$1.00 each way.

AMTRAK ADDENDA

► Should Amtrak's additional funding make it through Congress unscathed (the prospects are good), the passenger rail network will shrink a bit, and there will be other changes. Under a formula set by Congress, some trains that fail to meet certain loss and ridership criteria must be dropped, hence the *Shenandoah* (Cincinnati-Washington) and *Cardinal* (Chicago-Washington) as well as portions of the *InterAmerican* (Chicago-Laredo) will vanish October 1.

The Administration argues, and Amtrak agrees, that the red ink on the Corporation's ledgers can also be reduced through savings in operating costs. To eliminate costly sleepers, some trains that now run overnight will be rescheduled to operate during the day instead. Food service will be simpler—at higher prices. Amtrak will press unions to allow work-rule changes and manning-level cuts.

Fares will continue to increase—and to offset more of Amtrak's costs. During the past three years, fares have climbed by 48%. The revenue-to-cost ration will reach 44% this fiscal year, up from 39% two years ago. Next year, Amtrak officials expect it to reach 50%, three years ahead of a schedule set by Congress.

ALONG THE RIGHT-OF-WAY

► More of the story: The Interstate Commerce Commission has approved an application by the Norfolk & Western Railway to buy the principal assets of the Illinois Terminal Railroad Company.

The N&W, which is already a part owner of the Illinois Terminal, will pay \$25,000

to each of the seven other roads that are IT stockholders. In addition, it will assume sole liability for \$5,300,000 of the Illinois Terminal's first mortgage bonds.

The IT, once a principal Illinois part of the great Midwest interurban network, with trunk lines extending from Danville and Peoria to Springfield and St. Louis, currently operates some 400 miles of road (largely on trackage rights) from St. Louis to Peoria and Champaign. Following consummation of the purchase, the IT will be dissolved as a corporate entity.

► Belgium will sell Vietnam locomotives and other railroad materials valued at \$25,500,000 under a contract recently signed in Hanoi. The pact was reached between the Vietnamese government and three Belgian concerns, A.C.E.C., Cockerill and Brugeoise et Nivelles. Production will be financed in part by a government loan of \$6,400,000 and partly by private subsidies of \$19,100,000 guaranteed by the Belgian Export Guarantee Office.

► A new program designed to cut rail travel time between London and Paris, Brussels, Amsterdam and Cologne has been launched by British Rail in conjunction with other European rail carriers.

The program, Inter-City Europe, is based on a series of improved services that include refurbished trains, better terminal facilities, special trains between Victoria Station in London and Dover, and new jetfoil passage across the Channel to Ostend, Belgium.

The rail-jetfoil link cuts the London-Brussels time to 5:30 from 8:00 and London-Cologne to 8:15 from 11:45. In the opposite direction, it will be possible to leave Cologne as late as 3:00 p.m. (Brussels at 6:00) and arrive at Victoria by 10:30 p.m.

Inter-City Europe fares remain the same except for a \$12 one-way supplement on the jetfoil. With the supplement, the London-Brussels economy tariff is \$59.80 (first-class \$71.30).

On the Inter-City Europe run between London and Paris, passengers will be able to travel from city-center to city-center in 5:40, using the Seaspeed Hovercraft between Dover and Boulogne and SNCF turbotrains from the Boulogne Hoverport to Paris Nord, with an average savings of some two hours.

Cross-Channel service has also been stepped up, with 13 connections a day to Paris (5 Hovercraft, 8 ship); 11 to Brussels (4 jetfoil, 2 Hovercraft, 5 ship); and 8 to Cologne (4 jetfoil, 4 ship).

Improvements on the Harwich-Hook of Holland route include new trains between Liverpool Street in London and Harwich, and an overnight service between London and Brussels, giving pas-

sengers a 9:15 a.m. arrival in either capital.

Passengers may book through from London to Brussels for this service. Competitive fares are being introduced between London and Holland, and a special feature will permit children accompanying an adult on a 72-hour excursion to Holland to travel for \$4.

bus

OVER THE ROAD

► A multi-modal terminal serving travelers in a six-county area of Indiana and Michigan was opened June 13 at South Bend. Built by the St. Joseph County Airport Authority with federal, state and local funds, the new complex is currently shared on a lease basis by Indiana Motor Bus, Indian Trails, Greyhound and Trailways. It was designed so that the South Shore Railroad (which has an industrial spur in the area) can be added later.

► Trailways and TWA teamed up to provide intermodal service to the Grand Canyon effective June 24. The Trailways Grand Canyon service will be offered by TWA in both foreign and domestic markets with the bus portion available to travelers at about ten per cent below the standard round trip fare.

► Trailways, which now operates Chicago-Milwaukee service through its affiliate Great Lakes Trailways (Continental Air Transport, the Chicago airport ground transportation carrier), ballyhooed the addition of more round trips in June with several promotional fares, including a one-cent return, and a half-price round trip that also offered a coupon good for one-third off the next round trip before September 7. Greyhound has the largest share of the Chicago-Milwaukee market, with Amtrak a close second.

ship

PADDLEWHEEL PRIMACY

► The almost-legendary *Delta Queen* regained paddlewheel supremacy of the Mississippi River July 3, lumbering ahead of the *Mississippi Queen* to win the coveted "Golden Antlers".

The 11-day, 1,039-mile steamboat journey from New Orleans to St. Louis ended at the foot of the Gateway Arch, officially beginning the city's three-day Fourth of July celebration, the Veiled

FIRST CLASS MAIL

Prophet Fair. The *Delta Queen* chugged ahead of her competitor by a length and a half at the Poplar Street Bridge, the finish line for the race.

The *Delta Queen* last won the Golden Antlers four years ago, losing to the *Mississippi Queen* the last three years.

The riverboats, the only remaining passenger boats on the Mississippi, followed the course originally taken during the most famous steamboat race in history—in which the *Natchez* defeated the *Robert E. Lee* in 1870.

► The S.S. *Milwaukee Clipper*, which operated in car ferry service between Milwaukee and Muskegon for almost 30 years, has been opened as a floating

museum at the south berth of Navy Pier in Chicago. The ship is also available for special party functions at the Pier, and its owners still hope to be able to sail the *Clipper* on the lake again.

transit

CHICAGO COMMENT

► Crisis update: Higher fares for all area bus and rail service went into effect July 6, in an effort to maintain operations in the face of the Regional Transportation Authority's crushing deficit and the lack of state aid. Base CTA fare has gone up

to 90¢ (transfers 10¢ additional), and commuter rail tariffs were hiked 12½% with an additional 40% "temporary" surcharge added, compounding to an effective 57% increase.

The Milwaukee Road, currently in bankruptcy, was permitted to raise its fares by 75%, as it is now at least temporarily out from under the RTA umbrella. It has thus far suffered a 22% drop in riding; other carriers have also lost substantial numbers of riders.

[Cover: The consist for the Chicago-Decatur train arrives in the latter city to the accompaniment of a brass band and the customary oratory. This page: The "Mount Rainier" brings up the rear at Champaign.]

