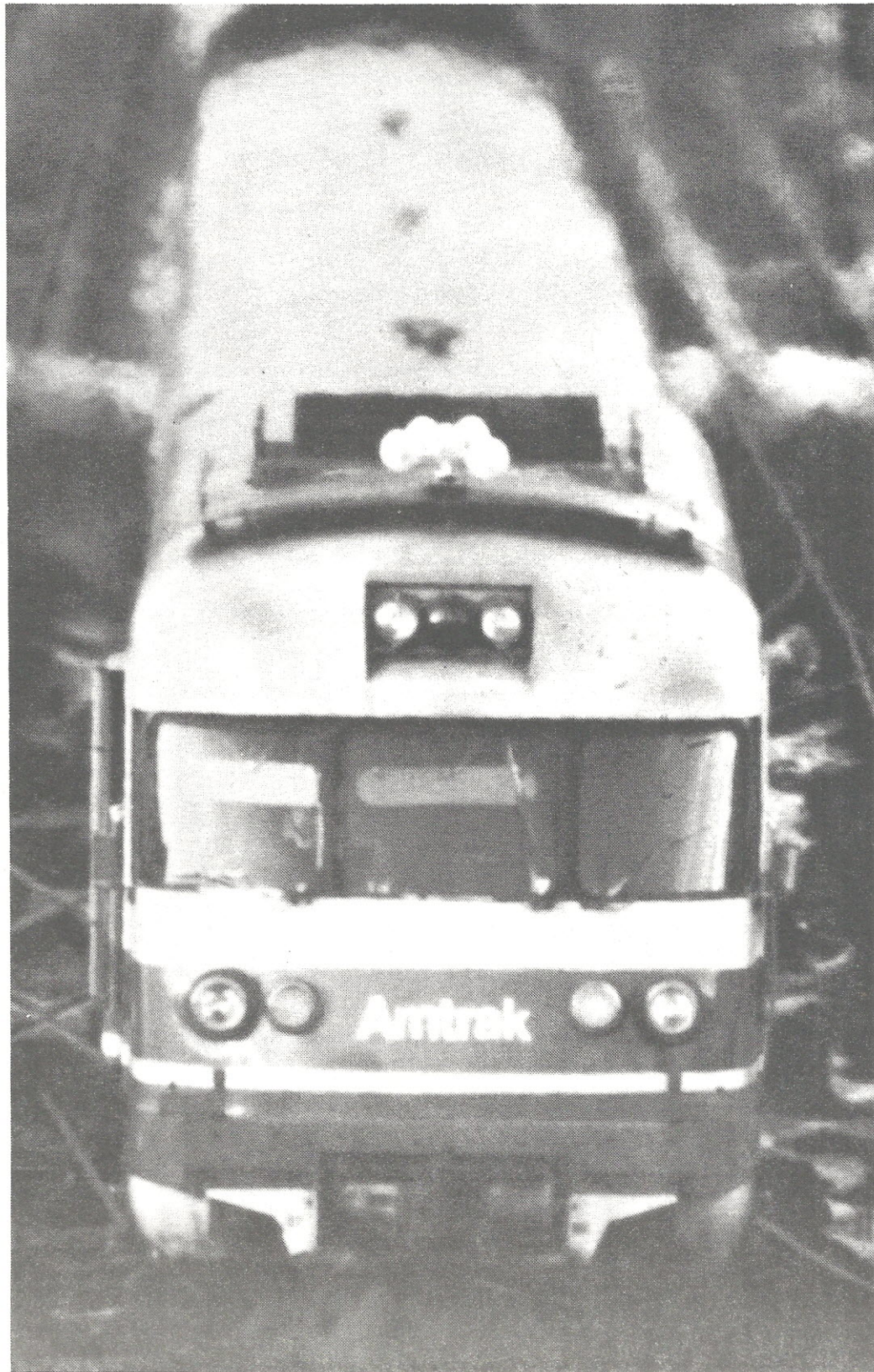


30 September 1981 / 75¢



transport central



interface

LEFT WAITING AT THE DEPOT

editor/publisher
RICHARD R. KUNZ

roving editor
WILLIAM E. THOMS

roving editor
CHARLES F. ROZEMA

canadian editor
TED WICKSON

contributing editor
CLAUDE G. LUISADA

contributing editor
MICHAEL M. MCGOWEN

production coordination
CAROL B. HALAMA

research
ANDRIS J. KRISTOPANS

research
CHARLES L. TAUSCHER

circulation coordination
BRUCE MOFFAT

photos

COVER: An Amtrak French-built Turbo accelerates out of Union Station amid clouds of steam, smoke and heat. These innovative units have now been retired from service out of the Windy City and face an uncertain future.
—*Transport Camera*

PAGE 8: San Francisco's PCC cars also have a date with the scrapper. This is former St. Louis Public Service 1744, now Muni 1141, on the M line wye at Broad-Plymouth in April 1964. A review of a new book on the San Francisco Municipal Railway is featured in this issue of TC.
—*Mike McGowen*

graphic services
THE COPYSHOP

photographic services
TRANSPORT CAMERA

printing services
SIR SPEEDY 6076

Published 30 times yearly by Transport Central,
5701 Marina City, Chicago, Illinois 60610.
312/828-0991. Annual subscription: \$24.00

A NOTE FROM THE STAFF: This edition, nominally dated September 30, is being published approximately on time to complete our curtailed summer schedule. Hopefully, our coverage of the transportation scene in this issue will bring our readers up-to-date on the activities of the industry during the warm months, so that we can continue to be abreast of the field as the new fiscal year begins. Regular thrice-monthly issue frequency resumes with the issue of 10 October.

Technologically the United States is the most advanced country in the world, right?

Maybe. But contemplate that statement as you are jogging along on an aging suburban train while reading in your newspaper about (a) a continuing round of cutbacks in American rail service, both commuter and long-distance, and (b) the new French TGV (*Train a Grande Vitesse*), the high-speed train that next week will begin running between Paris and Lyon, covering the 300 miles in barely two and a half hours. In open country the train will average more than 150 mph. There are to be 20 trains each way a day.

Compare this with the Chicago-St. Louis run, which is the same distance and is blessed with what is probably the best Amtrak service outside of the Boston-Washington corridor. Amtrak runs three trains each way a day, and the trip takes five hours and 20 minutes, not much less than it takes to drive. You can fly it in barely two hours, including ground travel time.

Think what frequent tow-plus-hour train service to St. Louis would do. It would lure thousands of travelers off the highways and the airlines. If there were equally fast service to other nearby cities—Detroit, for example—it would eliminate much of the pressure on O'Hare Field, where more than half of the commercial flights taking off in normal times are destined for cities less than 500 miles away. It could even rule out the need for another airport for the foreseeable future.

So why don't we have it? It is easy to offer explanations. The Paris-Lyon run is the busiest one in France, a far more compact country than ours. The French are not as addicted to the automobile as we are. Most important, perhaps, the French national railway system is run by a government that doesn't mind losing money on it (nearly all government-run carriers in Europe lose money), and was willing to spend the billion dollars or so it cost to rebuild the track between Paris and Lyon.

Does this prove that socialism is better than free enterprise to provide the best in transportation and keep up with the advancing technology? Not at all. It can be argued, on the contrary, that government intervention has prevented American railroads from providing the best service, even where it makes good economic sense. It has done this by building airports and paying to make sure that the airways are safe, thus freeing the airlines and their customers from this burden. It has done it by building highways that encourage motor traffic. Government at all levels has spent considerably more in doing these things over the years than it has collected in taxes designed ostensibly to pay for them.

For many critical years government burdened railroads with heavyhanded regulations sometimes deliberately designed to keep them from competing with the newer trucking and aviation industries, and then levied taxes on railroad properties of the kind enjoyed tax-free by its competitors. In the words of a president of the Association of American Railroads in 1960, the railroads were "over-taxed, over-regulated, overwhelmed." By the time the government realized it had stifled one of our leading industries, it was too late. Not even the government itself, through ConRail or Amtrak, has been able to undo the damage.

We'll never know whether, if our railroads had been less encumbered, they would have given us trains like France's TGV, Japan's "bullet trains," and Germany's monorails. Perhaps the other factors that have provided more incentive abroad than here would have prevented it anyway. But at least the railroads—and the American public—would have had a better chance.

—CHICAGO TRIBUNE

TRANSIT

Transit in Turmoil: Chicago Crisis Continues

Fares Rise, Service Cut, Poles Fulminate, Solution Distant

► The transit crisis in Chicago continues, as fares go higher, service becomes less frequent, political finger-pointing increases in stridency and a long-term solution appears nowhere in sight.

The draconian measures touted as keeping the basic system going until some sort of aid package can be worked out in Springfield began to exact their toll on Chicago-area commuters September 6, when a total of more than 300 suburban rail runs were discontinued. Seen by suburbanites as an attempt by the Chicago-dominated Regional Transportation Authority to pressure their legislators into bailing out the agency with state funds, the cuts involved mostly non-rush hour runs—particularly those between the PM peak and midnight, and largely on the Chicago & North Western.

Ironically, the C&NW's three divisions (North, Northwest and West) almost break even at the higher fares instituted in July (about 50% over previous levels). The North Western cutbacks broke the pattern of off-peak hourly service in effect on the road for many years—and, predictably, generated the most criticism. Other carriers, the Illinois Central for one, still retained their hourly runs (on the IC, cut from every thirty minutes). The North Western passes through areas served by influential state legislators, however, and allegations were being raised that the cuts were politically inspired.

(The agency did relent somewhat, however, in late September, when it ordered several runs reinstated and others rescheduled to provide only 90-minute gaps in the affected evening hours effective October 5, as opposed to the three-hour holes originally carded. Still, many off-peak hours remain trainless.)

Nor was the city system immune from cuts. One week later, at the usual winter sign-up, seven Chicago Transit Authority routes (most largely redundant to one degree or another) were eliminated, and service cuts (some deep) were made on 56 others. Many of these excisions were perhaps long overdue, but the extent of the service reductions was ballyhooed as a clear signal to Springfield that the city (which now more or less controls the CTA) was serious in its attempts at cost-cutting, a measure mandated by the legislature as a quid pro quo for subsidization.

(Suburban bus riders also faced their share of service cuts; four of the RTA-subsidized carriers have been operating at about one-third of their normal strength as the result of the agency's inability to pay subsidy amounts long overdue; under a tentative budget still predicated on state aid (and another fare increase), the RTA plans to upgrade service to that approaching its former levels.)

The legislature is back in session, but under its rules any aid to the RTA or its vassals must survive a two-thirds

majority vote—highly unlikely in the present politically-charged climate.

Meanwhile, further cuts in service are planned by the CTA for December, including cessation of much (or conceivably all) owl service, and layoffs of redundant employees. Of the latter, some 107 have already been "discontinued" (to use the CTA's euphemism); all are members of the Security Department, a controversial group charged with the protection of CTA property (but, significantly, not the safety of its riders). The entire department was eliminated in a "cost-cutting" move in favor of increased protection by the Chicago Police Department—itsself presently understaffed. A further 200 CTA jobs are to be abolished this month and next, both operating and clerical positions.

The city hired Simpson & Curtin of Philadelphia as its consultant to prepare a proposal for streamlining the CTA; that firm has proposed additional economies. Partial of full closure of some rapid transit stations is one of the consultant's recommendations, along with the implementation of a program to reduce the Authority's chronic absenteeism, tightening up holiday and vacation pay benefits, and an emergency program of bus maintenance catch-up to reduce a growing backlog of repairs.

Simpson & Curtin further recommended that the CTA immediately exercise its option to purchase an additional 300 Budd rapid transit cars over the 300 currently on order (four are on the property presently undergoing tests). These 600 cars would replace about 550 of the 1950's-vintage St. Louis Car-built 6000-series units which are presently life-expired.

At the same time, the Authority's new oversight committee (set up by the city when it acquired de facto control of the agency) recommended that the CTA eliminate all free passes on its system. Each of the system's 13,500 employees ride free at all times, as do its 5,500 retired workers still living in the area. Also riding without charge are policemen, firemen, crossing guards and public health nurses in uniform; mailmen are provided tokens by the Postal Service.

Banning free rides for CTA employees would violate the contract the Authority has with its unions, but in another move aimed at reducing its multimillion dollar deficit, the Board has formally notified its operators' unions that it intends to press for a renegotiation of their contracts, which provide the most generous pay and benefits of any transit system in the U.S. Not surprisingly, the ATU locals rejected the bid, and demanded and won arbitration on the firing of the entire Security Department.

Concurrent with the employe actions was yet another step aimed at shrinking the CTA's financial problems. Effective October 4, the Authority has banned the use of dollar bills on

its buses (but not at rapid transit stations with agents on duty). That move is being made to reduce the cost of counting dollar bills, which the Authority says amounts to some \$500,000 per month. The bills jam the non-registering Duncan lock boxes in use on buses and have created serious backlogs in the CTA's counting facility.

As an alternative to patrons' use of bills to pay their 90¢ fare (\$1.00 with a transfer), the Authority has placed tokens on sale at the reduced rate of ten for \$8.50. The CTA has also begun increased promotion of its \$40 monthly pass (also good, for the moment anyway, on RTA-subsidized suburban bus carriers). It would appear that an earlier Board proposal to charge a flat 50¢ fare (no transfers issued) on all vehicles has been at least temporarily laid to rest.

Still on the front burner, however, are plans to assess zone fare charges on CTA bus and rapid transit lines that penetrate suburban areas. The city has taken the position that, since it is now in effect subsidizing the Authority, suburban riders must assist in bearing the financial burdens of their transit service as well. Since a considerable portion of the CTA's ridership boards in the suburbs (principally on the rapid transit), this is also seen as a ploy to put pressure on suburban legislators to approve some sort of state aid package that would obviate the necessity for their constituents to pay a surcharge to cross the city line. An earlier proposal to bobtail all CTA services at the city limits was discarded because of the necessity to continue use of rapid transit shop and yard facilities outside of the city proper.

With the uncertain transit climate in the metropolitan area—and substantial fare increases—riding has plummeted as commuters began to turn to other methods of getting to and from work. Traffic on area expressways has increased by an average of five percent, while transit patronage has dropped from a low of just less than three percent on the former Rock Island suburban rail lines to a high of 32 percent on the Milwaukee Road (that carrier, currently in bankruptcy, has opted out of the RTA and was granted a 75% fare hike independent of the other rail lines).

Some commuters, particularly in the west and south suburbs, have begun chartering buses from private carriers for a one-seat ride to and from downtown in an attempt to beat the high cost of RTA services. Most pay around \$50 to ride a school bus to work each day in lieu of a tariff of twice as much on a commuter train.

Nor does the immediate future hold out any hope for a better deal for Chicago area transit riders. In addition to more cuts in CTA services as outlined above (along with concomitant layoffs of operating and management personnel), yet another fare hike is on the horizon come next April 1. The RTA has proposed an increase in the basic CTA fare from its present 90¢ to an even dollar, with corresponding hikes in suburban bus tariffs. A "temporary" 40% surcharge levied on commuter rail riders along with a fare hike in July would be slightly revised, but the net effect would be a still higher price for a commuter ticket.

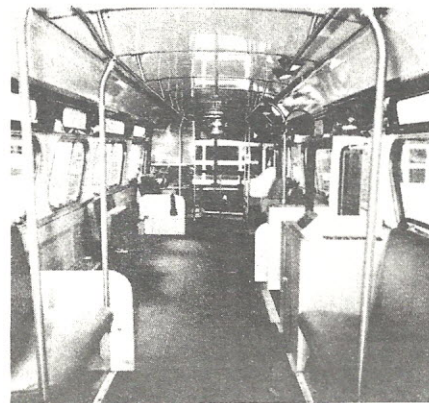
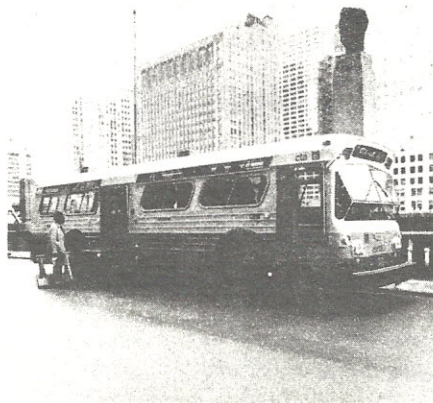
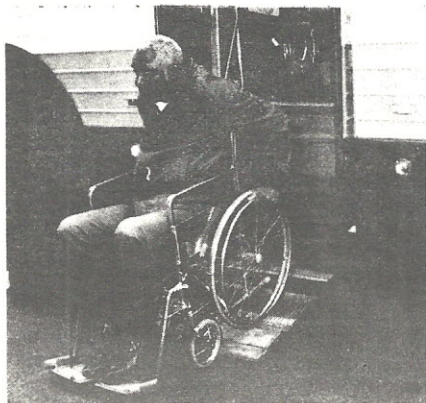
"CTA Lift"—Para-Transit for the Handicapped



► The Authority has begun a special bus service for the handicapped on a modified demand-responsive (Dial-A-Bus) basis. The new "CTA Lift" program is designed to meet the needs of the disabled and to comply with the "special efforts" requirement of UMTA's section 504 accessibility rules.

The "CTA Lift" program, using 20 specially equipped Superior-built buses, began September 21, and operates throughout the city of Chicago to provide demand-response service for the mobility-limited (initially defined as persons unable to use regular transit).

Disabled persons needing the service (for which the regular 90¢ base fare will be charged) must call a special number 24 hours in advance of their trip; eventually, regular trips will be programmed by computer to provide scheduled service. Initial hours of service are 6:30 AM-9:30 PM weekdays and 9:00

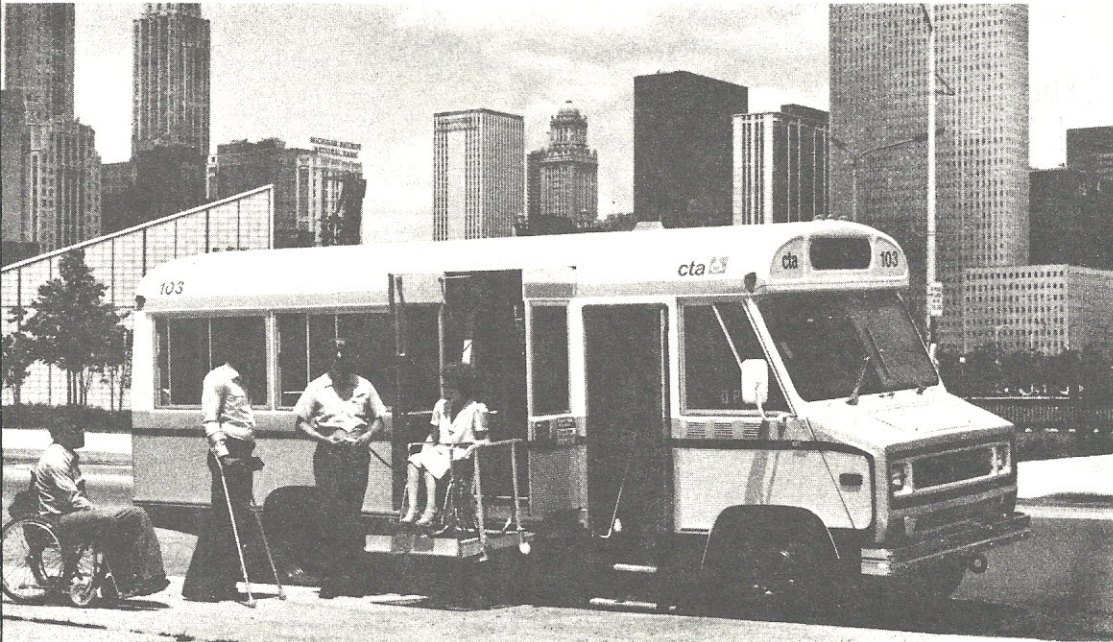


AM-5 PM on weekends.

Each bus has locks for three wheelchairs and seats for nine other passengers. The 20 Superiors and one modified Flxible 35-foot transit coach are based at a rented facility (formerly an automobile agency) on Washington Street west

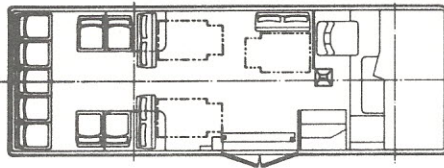
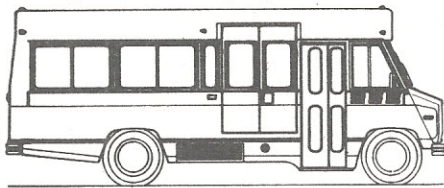
of the Loop.

This special bus service will complement a program of rendering some rapid transit stations accessible to wheelchairs. Four are currently so equipped, and seven more are to be modified, including three downtown stops.



**Access
Transportation**

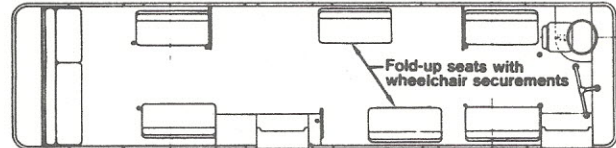
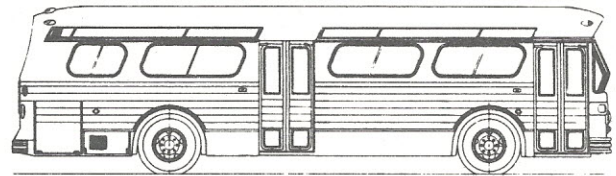
Superior (Special Services)



SERIES	YEAR	LENGTH	WIDTH	SEATS	WHEEL BASE	TURNING RADIUS
100-119	1981	23' - 6½"	8' - 0"	9*	167"	32' - 6½"

*15 without wheelchairs; 9 with wheelchairs.

Flxible (Special Services)



SERIES	YEAR	LENGTH	WIDTH	SEATS	WHEEL BASE	TURNING RADIUS
130*	1966	35' - 1 15/16"	8' - 6"	17**	225"	35' - 7"

*Was formerly bus no. 3365
**with 5 wheelchairs; or 13 seats with 7 wheelchairs

Technical data

Bus nos.	No. of buses 4-1-81	Series code	Mfgr. & Model no.	Weight (lbs.)	Fuel tank capacity (gal.)	Governor speed (mph)	Axle ratio
100 - 119	* 20#	01	Superior 800	12,980	60	55	4.88 to 1
130	1	33	FLX P2D6V351-1	20,158	125	45 - 50'	5.57 to 1

	Engine Data				Transmission		Remy Alternator Output (amps)
	Mfgr. & Model no.	Horsepower RPM	Displacement (cu.in.)	Compression ratio	Mfgr.	Model no.	
	DD 4-53T	146 @ 2500	212.0	18.7 to 1	Allison	MT 643	130**
	GM-6V-71N	176 @ 2100	425.6	18.7 to 1	Spicer	184	300

Chicago Comment: Bus Lanes, Repairs, Grants

▶ Two additional downtown streets have been assigned special contra-flow bus lanes, complementing the pair (Adams and Jackson) developed last year. Washington (normally an eastbound street) now handles CTA westbound bus traffic in the north curb lane, and Madison (normally westbound) eastbound runs in the south curb lane. Designed to speed the flow of bus traffic between the Loop proper and North Western and Union Stations, the two pairs of exclusive bus lanes now handle all east-west bus runs in the Loop. There are no present plans, however, to apply the program to north-south traffic.

▶ The South Shore Line has petitioned for a 12½% commuter fare hike for its Indiana-Chicago services; rates to and from Illinois points (principally Hegewisch) are set by the RTA.

▶ The CTA has awarded a \$5,000,000 contract to Blitz Corporation to remanufacture bus underframes suffering from severe corrosion. The Authority is sending the work to Blitz because the number of buses needing immediate attention exceeds the capacity of CTA shops. All of the coaches in question were bought between 1972 and 1976. Blitz will only repair the rear structural assembly, the four bulkheads that support the engine and transmission at the rear of the bus. These bulkheads are among the most vulnerable components in a bus because they bear the greatest stress and sustain the greatest exposure to heat, moisture and salt.

▶ Despite a significant actual and proposed shortfall in operating funds as a result of declining federal subsidization, the Chicago area is continuing to receive its share of capital funding. At the close of the 1981 fiscal year, the region was granted a total of \$92,000,000 for various city and suburban transit improvements.

This is a rundown of the grants:

CHICAGO TRANSIT AUTHORITY-

- \$30,900,000 to purchase 200 50-passenger, air-conditioned buses to replace units 18 years or older; this is a departure (because of an urgent need for new equipment) from CTA's previously announced plans to purchase 1,000 articulated units. Delivery is expected within a year (as opposed to at least 15 months for articulated buses). After this order, the Authority has programmed

annual purchases of 100 50-passenger and 50 articulated coaches each year.

- \$5,100,000 toward the purchase of the handicapped units detailed elsewhere in this issue.
- \$3,300,000 to upgrade control and trucks on rapid transit equipment; \$2,100,000 toward rehabilitation or replacement of 12 bridges on the rapid system; \$1,600,000 for the installation of escalators at five stations; and \$3,000,000 for rehabilitation of rapid transit way and structures and the installation of communications cable.
- \$450,000 for the expansion of money counting facilities; and \$509,000 for eight snowplows and a crane.

COMMUTER RAILROADS-

- \$4,700,000 for improvements at a total of 57 outlying stations (MILW/20, ICG/15, C&NW/12, BN/4, N&W/4, RI/2).
- \$3,200,000 for improvements to LaSalle Street Station; and \$2,400,000 for Union Station upgrading. The LaSalle Street funds will be used toward construction of a new facility to replace the old one (currently being demolished).
- \$2,700,000 to the North Western for assistance in the construction of its new terminal downtown (to be placed inside a new office building; and for various yard and signal improvements.

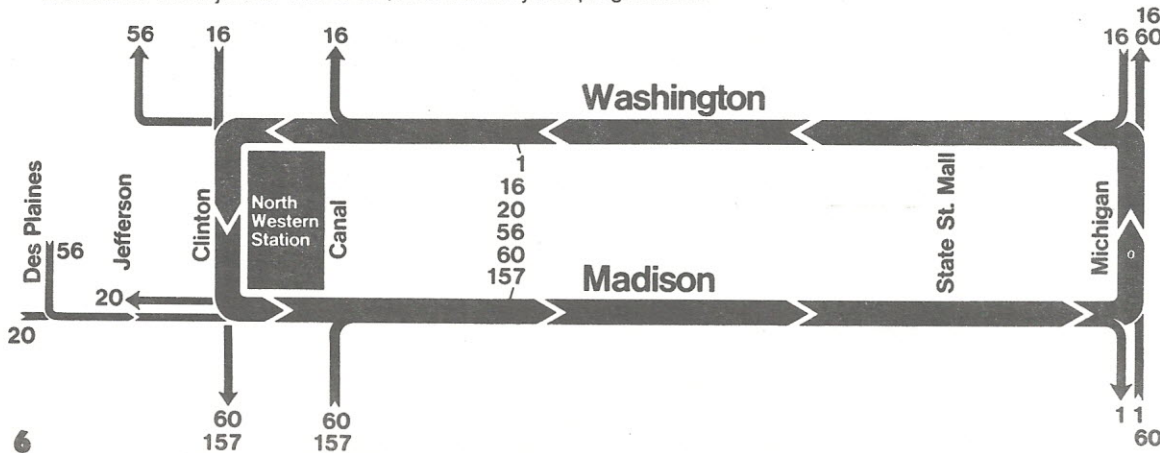
RTA SUBURBAN BUS LINES-

- \$5,700,000 for a new bus/commuter rail station and a new bus garage in Elgin.
- \$2,700,000 for 30-foot dial-a-bus units.
- \$1,300,000 for 250 new bus shelters, service and maintenance equipment.
- \$1,100,000 for renovation of the Joliet garage; \$410,000 for rehabilitation and expansion of the Nortran garage; and \$335,000 for renovation of the WilBus garage.

The grants also provide for \$20,000,000 for use in pollution control measures at commuter rail yard facilities, along with shop improvements.

▶ The Regional Transportation Authority has also received approval of a grant to purchase the four remaining private carriers offering regular service in its area. The four companies, West Towns Bus Company (Oak Park), Suburban Transit System (Oak Lawn), South Suburban SafeWay Lines (Harvey), and the Waukegan North Chicago Transit Company carry more than 80,000 riders per day. When the sales are all finalized, the Authority will contract with ATE Management & Service Company of Cincinnati to operate the four lines.

▶ The CTA has exercised its option to purchase an additional 300 rapid transit cars from Budd, to follow the 2601-2900 series currently under construction by that firm. The cars will continue the replacement of the aging 6000-series units dating from the 1950s and will provide additional equipment to service the new O'Hare line.



Reverse-flow routes


- 1 Indiana/Hyde Park
- 16 Lake
- 20 Madison
- 56 Milwaukee
- 60 Blue Island/26
- 157 Streeterville

**After
you land,
you can
really
fly to
New York
City.**



Now there's no need to end a marvelous flight with a tedious, expensive fight through traffic to Manhattan. Instead, you can take the JFK Express, our special "Train to The Plane" that whisks you straight to Manhattan.

The service operates approximately every 20 minutes, 5:30AM to 12:30AM, every day of the year. It costs only \$4.00, and it's easy to do:

After claiming your luggage, proceed to the curbside loading area and look for this  JFK Express sign. A shuttle bus with the same sign will pick you up and take you to the train.

The train makes eight stops in Brooklyn and Manhattan, there are helpful conductors on board, and in less than an hour, you'll be at your destination, rested and refreshed. No traffic.

**No worries.
No kidding!**



** The JFK Express
The Train to The Plane®**

© 1980 Metropolitan Transportation Authority

San Francisco Update PCC's Reprieved—Again!

► The San Francisco Municipal Railway's remaining PCC fleet has not outlived its usefulness—at least not yet.

The last of many deadlines for retiring the aging fleet (latterly relegated to weekend service) with motor coach operation was August 23, but that date came and went without a final trek to the barn by the several groups of postwar cars.

Not enough new Boeing-built LRVs are yet ready to provide Market Street subway service on all five lines on a daily basis, and PCC's replaced their newer cousins on several lines on weekends, with buses filling in for the new units elsewhere.

It had been proposed by Muni management to finally retire the remaining PCC fleet on Saturdays and Sundays with motor coach operation on all rail lines until next spring, when most of the new LRVs would be serviceable; at that time, full LRV operation via the subway would supplant all bus operation over the five lines (J, K, L, M and N).

Muni's official reason for delaying the switch once again is the lack of sufficient buses to replace all weekend rail operation, but according to a Texas ERA *Short Circuit Bulletin* report, union dissatisfaction with working hours as the result of the change played an important part in its postponement.

At least until spring, weekend PCC operation on at least three lines will continue, including use of track along 17th Street between Church and Market, placed there to enable Twin Peaks Tunnel-bound cars to detour around the Market Street construction (there is now no track on Market Street outbound from Duboce, where the N/Judah line branches off; a dogleg is necessary to reach Church Street several hundred feet further out.)

Even after full use of the streetcar subway under Market Street by LRVs next year, rail on the surface of the street will continue in use for emergency diversions and regular free weekend rides on car 1.

"The People's Railway": A New Muni History

► The West Coast's principal purveyors of electric railway books, Interurban Press, has published a new work by Anthony Perles (assisted by a veritable legion of San Francisco rail buffs) on the venerable Municipal Railway. It is an excellent work, deserving of a place on the bookshelf of everyone with even a passing interest in public transit.

It is, as the dust jacket notes, a story with a happy ending. Most books on the subject of rail transit systems end with the tracks torn up and the cars "put out to pasture". This one ends with revitalization and renewal: a new Muni with extended tracks and new cars.

subject of rail transit systems end with the tracks torn up and the cars "put out to pasture". This one ends with revitalization and renewal: a new Muni with extended tracks and new cars.

In between the striking West Portal artwork by Gil Reid depicting an earlier Muni and the austere new station replete with LRVs you will find a fascinating story about a fascinating property in a fascinating city, for what other system simultaneously operates streetcars, a light rail subway, trolley coaches, motor buses—and even cable cars?

Not only is this the story of the city's own streetcar line, it is a saga of San Francisco politics, bustling and brawny as is the city itself. In "The People's Railway", you will meet the Midwest's own Bion Arnold, traction engineer extraordinaire, with his multitudinous studies; M. M. O'Shaughnessy, the "Chief", who as City Engineer lovingly nurtured the Muni into a grand instrument of city development; and Mayor "Sunny Jim" Rolph, who owned his own motorman's cap and used it to pilot many a "first run". Even the machinations of a group bent on ridding the city by the Bay of its beloved cable cars are revealed in detail.

All this and more—much, much more—is told in "The People's Railway", a book filled with many photographs, charts, diagrams and maps filling out the history of the San Francisco Municipal Railway. Not since the publication of "TM" so long ago has a book managed to capture so well the flavor of a pre-eminent transit company—and the city it served. [RRK]

Hub to Big D: No Go A Tale of the "Texas Rangers"

► More than two decades ago, Dallas joined the ranks of cities converting from rails to rubber. In the process, some 25 1945-built St. Louis Car double-end PCC cars (Dallas Railway & Terminal's entire modern fleet) became surplus. The units sat in dead storage at the Elm & Peaks DR&T facility for almost three years awaiting a buyer or scrapper until eight were bought by Boston's MBTA in December 1958. The "T" was pleased with the cars after it rehabilitated the first group and placed them in service, and subsequently purchased the remaining 17.

Dubbed the "Texas Rangers", they performed well in service for more than 20 years; 13 were still in service when the Mattapan line was closed for rebuilding last December.

With the advent of Boston's own LRV fleet, the Dallas cars are now surplus, and feelers had been sent out from that Texas city relative to a repurchase for a planned historic trolley line downtown. Dallas had offered a token dollar each for twelve units; the "T" politely demurred. At the same time, shipping costs necessary to bring the dozen cars back to their native habitat turned out to be prohibitive, so, at least for now, the deal is off.

transport central

5701 marina city
chicago il 60610

FIRST CLASS MAIL

ARCHIE

