

transport central



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cover photo

The North Shore Line had less than two days to live when Ray DeGroot photographed this southbound Electroliner at Lake Bluff on a blustery winter Saturday, January 19, 1963.

Page 2/The old and the new: NOPSI Thomas car 906 and its half-century-younger stablemate RTS II 587 peer out of historic Carrollton Barn, January 4, 1982. —Transport Camera

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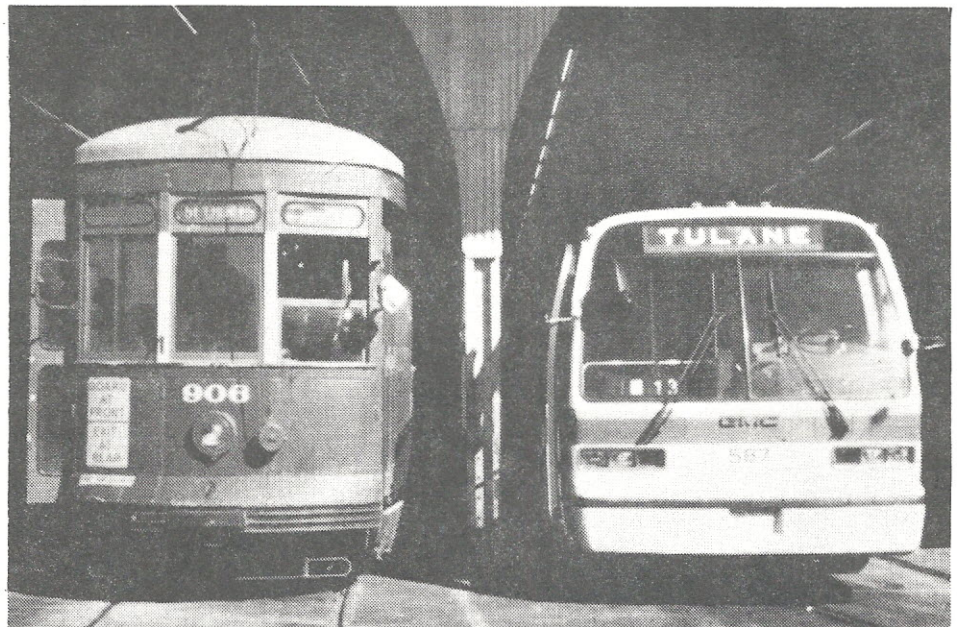
A NOTE FROM THE STAFF: Some changes are in the offing for TC in 1982, modifying to an extent the plans announced early in November in this space. As we noted then, frequency of issue will revert to twice-monthly, but with nominal issue dates of the 15th and 30th replacing those previously set. This adjustment is necessary because of certain commitments of this publication's graphic arts parent; actual date of issue may vary from the nominal one if the press of news requires. Despite the lessened number of editions, total copy content will be at least the equal of 1981. In addition, the institution of some technical improvements [largely involving the addition of more pictorial matter] and a printing rate increase will necessitate a hike in the single-copy price from 75¢ to \$1.00. For the moment, we will hold the line on subscription prices; the first-year rate will remain at \$24.00, with each additional year priced at \$20.00.

INTERFACE

New Orleans: A Contrary View

A brief respite from the workaday world in the days immediately after Christmas prompted a trip to warmer climes for Editor and spouse; time constraints suggested a short visit to the Crescent City to escape the wintry blasts of the Windy City; the sojourn should have been at least a week longer, in view of the arctic punishment visited upon the Midwest after our return.

In this mixture of business and pleasure trip (no transport writer can ever really relax in a transportation center of the magnitude of New Orleans), a close look at the historic St. Charles streetcar line that is the pride of this Southern city was most certainly in order (after, of course, the mandatory visit to the "Streetcar Store" hard by the route to soak up the nostalgia associated with the oldest street railway line in the world, now in its 148th year of continuous operation).



My last visit to the Crescent City of any length had been in 1960, when route and cars were almost 22 years younger (and the equipment was as yet "unreconstructed"); the Canal Street neutral-ground line was then still in service.

Then, the 1923-24 graduates of the Perley A. Thomas Car Works in High Point, North Carolina that traversed the broad avenues of New Orleans seemed very much in keeping with the character of the city itself; seemingly always full, they added an air of controlled bustle to the genteel atmosphere of the Crescent City. Neither line had become a "tourist attraction" in any sense; both were important links in the NOPSI transit network.

The cars were, in their fourth operating decade, seemingly ageless—a bit out of place by Northern standards, but in keeping with the more leisurely pace of the South. The fare was 15¢, the riding habit was high, and NOPSI's transit system was totally integrated into the lifestream of the city. Driving in from the east on U.S. 90 and encountering the Canal line for the first time at Broad, I was struck by how natural it seemed to see 30-odd-year-old, non-streamlined streetcars plying this busiest of all New Orleans routes.

Two decades later, the Canal Street line is long gone (in a controversial "trade-off" that permitted the institution of express bus service along Canal from points

beyond the end of the rail route and left the lesser St. Charles line to run into eternity as a nostalgic reminder of New Orleans' past), but 35 vintage Thomas-built cars, rehabilitated in 1963 and 1964 (including conversion to one-man operation) run on along the scenic St. Charles route each day.

Highly touted as a tourist attraction in its own right, the six-mile line has spawned a "cottage industry" all its own. The afore-mentioned "Streetcar Store" on St. Charles just off Canal sells trolley memorabilia; available is a complete guide book to the line (largely devoted to the architectural wonders along the route) and an all-day pass good on the streetcars (and the connecting bus to Audubon Park Zoo) to permit a sampling of New Orleans' charm.

It goes without saying that, given such extensive promotion, the streetcar line ranks with the French Quarter, the Mardi Gras and home-grow jazz as among the principal attractions for the extensive tourist trade in the Crescent City. But, despite the accelerating decay of NOPSI's transit system, the old car line also serves as one of the principal trunk routes of that system—and its age is beginning to show.

Despite generally good care given to the aging High Point graduates, equipment failures are becoming more common, especially so as the cost-cutting not uncommon to other cities takes hold. Delays *not* caused by New Orleans' erratic (and increasing) traffic are on the rise. This reporter, in four lengthy (and random) trips over the route over a period of two days happened to be on board one car with a bad case of wheel slip. Running very late on a Saturday night, we had to be transferred to the following car when he overtook us. Evidence suggests that such problems are not isolated incidents—after more than half a century in rugged service, spared only from the worst vagaries of winter, the cars are simply wearing out.

Were the St. Charles line a mere backwater trolley, operated primarily for the benefit of the tourists, problems of age could be accepted with alacrity. NOPSI route 30, however, must do its share of transporting Orleanians to and fro. The stately homes that line the route in Shaker Heights fashion contribute many regular riders each day; even in the face of a systemwide decline in patronage, passenger loadings on St. Charles are holding up quite well.

The city of New Orleans is in basic control of its transit system at this juncture, and must soon face up to some decisions as to what the future of that system will be. NOPSI's stepchild for many years (as the only major transit system not yet out from under power company control) is apparently soon to be set free of its parent within the next year, quite possibly as the cornerstone of a regional transit system encompassing not only the city network itself but the several private companies serving the surrounding parishes as well. Fractionated as badly as any major U.S. metropolitan area's transit system ever was, New Orleans' bus and streetcar network is badly in need of rationalization and continuing modernization.

Outright abandonment of the St. Charles streetcar line would be unthinkable, quite apart from reasons of nostalgia. The conversion of the Canal line was at best misguided, and only served to increase traffic congestion, rather than alleviate it. The flow of vehicles along the twin roadways of St. Charles is anything but smooth at present, without use of the neutral ground by transit vehicles (given the loads on the car line at present) it would be impassable. And, anticipating the reader, conversion of even a portion of that neutral ground to a busway would be met with violent public opposition, at the very least of the sort that was responsible for the preservation of the cable cars several thousand miles to the west. Orleanians have always had a strong sense of their heritage; stately St. Charles will not become a motorway.

Nor can the line be scaled down to a mere "nostalgia" operation; the pruning of perhaps two-thirds of the fleet will not eliminate the high (no pun intended) overhead expenses nor those of an alternative service—unless it was carefully crafted to take advantage of the existing physical plant.

The attraction for many, including this reporter, of the St. Charles line is the beautiful right-of-way it traverses and, though the cars are slow, the neutral ground permits a schedule as fast as the equipment is capable of maintaining, in true light rail fashion.

The next step is obvious—and hardly original here—upgrading the line to a light rail operation without destroying its character. Surely an existing LRV design, liveried properly, could provide for the needs of St. Charles' many regular riders while not detracting from the atmosphere that makes the Crescent City so unique. The best of the remaining regular fleet could be rehabilitated once more for a true historical operation—at a self-liquidating premium fare—during off-peak hours and weekends, preserving that rare heritage for many more future generations to observe and enjoy.

RICHARD R. KUNZ

Washington National: Convenience or Safety?

As this issue was going to press, word was being flashed from Washington about the tragic crash of Air Florida flight 90 into the Potomac at the 14th Street bridge.

Critics of Washington National Airport, dedicated by Franklin Roosevelt in 1941 and from which QH 90 had just taken off were quick to point out that the crash was vindication for the widely held theory that DCA in recent years was "an accident waiting to happen". The main runway at the field is just over 6,000 feet long, and pilots of the larger craft using National are wont to say the jetport (according to Cable News Network's Daniel Schorr, one of the last surviving examples

of "Aviation in the Stone Age") is "so dangerous it is safe"—because its narrow approach patterns require considerable skill to negotiate, assuring constant attention to the process. It is worth noting here, as National's defenders have been equally quick to declaim, that only one prior accident has punctured that safety record, that of a collision between a P-38 and an Eastern DC4, which killed 55 in 1949.

DCA's approach patterns are narrow traffic lanes over the Potomac and Anacostia rivers, necessary because overflying the Washington Monument, White House, Capitol and other structures is prohibited; complaints about noise from Washington-area residents further restricted available flight paths. A jetliner taking off to the north must negotiate a sharp turn while still climbing in order to follow the course of the river; in the path of that takeoff is the 14th Street bridge, one of the District's busiest arteries to Virginia.

Given the obsolescence of National in terms of contemporary aircraft, why, then, is it still the busiest airport in the Washington metropolitan area? Congress alone can answer that question, for its members have repeatedly beaten down requests to move more flights to outlying (26 miles from downtown Washington) Dulles on any grounds. National is but ten minutes or so away by chauffeured limousine from most in-town federal buildings (and offers free parking for Congressmen and other high government officials), while Dulles is more than 30 minutes out by auto, albeit on a fast, modern highway.

Furthermore, National is served directly by the DC Metro rapid transit system (although a long walk or a short shuttle bus ride is necessary to reach the terminal from the Metro station, which was inexplicably located some 1000 feet away). A similar Metro line to Dulles was stricken from the proposed network early on in the rapid transit construction program. The other area jetport, Baltimore-Washington International, has a convenient Amtrak connection (also requiring a short bus ride); total travel time from Washington Union Station to the BWI terminal is about 40 minutes.

In the face of its obsolescence and questionable safety, and with two other area airports easily accessible by rail or highway, why is Washington National still open? Ask Congress.

RICHARD R. KUNZ

[We invite your comments on our editorials. They are, of course, subject to editing, but we will make every effort to present all sides of an issue.]

AIR

Tragedy At 14th Street

Air Florida 90 Hits The Potomac

► 78 persons were killed and several others injured January 13, when Air Florida flight 90, taking off from Washington National Airport in the midst of a severe winter storm, failed to gain altitude and crashed into the 14th Street bridge over the Potomac.

It was about 3:00 PM, and the bridge, a major artery to Washington's Virginia suburbs, was crowded with government workers dismissed early because of the foul weather.

In all, 74 persons aboard the plane were killed, along with four whose motor vehicles were demolished when the plane hit the bridge roadway and then fell into the icy river waters. Several other motorists were injured; only five aboard the plane (including one of the stewardesses) were rescued. All but one of the fatalities aboard the 737 were killed on impact; the remaining victim drowned in the icy Potomac after repeatedly passing the life preserver dropped from a hovering helicopter to other crash victims more in need of assistance.

Nor was he the only hero of the Air Florida crash. One government worker, who happened to be passing the crash site, shed his coat and jumped into the river to rescue a floundering woman passenger whose strength gave out as she attempted to hang on to the life preserver dropped from the National Park Service chopper above. The helicopter, one of several quickly dispatched to the scene, was forced to maneuver dangerously close to the bridge structure itself, and came close to toppling into the river several times when

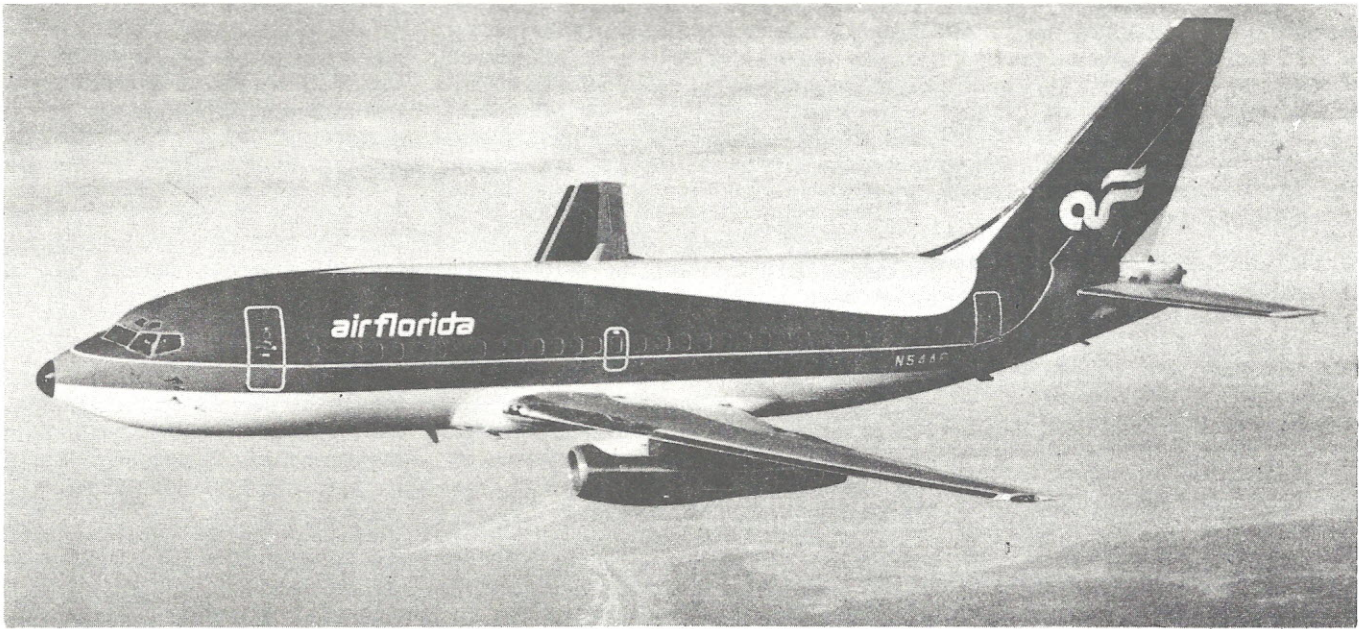
its skids dipped into the river.

Although the crash location was in mid-river, exactly on the boundary between the District of Columbia and Virginia, units from several jurisdictions were alerted and came to the scene within minutes; by general agreement (and because it could muster more equipment, being closer to the accident site), the Metropolitan government took charge to coordinate rescue efforts; a job made even more difficult by an derailment on the Metro line serving the airport about half an hour later that killed three and injured many others.

At presstime, about 50 bodies have been recovered from the wreckage, most of which still lies about 25 feet below the surface of the river. Weather conditions (representative of the extreme cold wave affecting most of the U.S. these past weeks) have hampered retrieval efforts.

On Monday, January 18, the tail section was raised from the river bed, and the National Transportation Safety Board, responsible for probing the crash and determining its cause, detailed workers to secure the cockpit and flight recorders from the tail to assist in that determination. Neither "black box" (they are actually orange) was in the retrieved section, though divers probing the wreckage still underwater were able to hear the telltale "beepers" built into the recorders to assist in their recovery at a crash site; efforts to bring them to the surface are continuing.

Preliminary indications are that the proximate cause of the

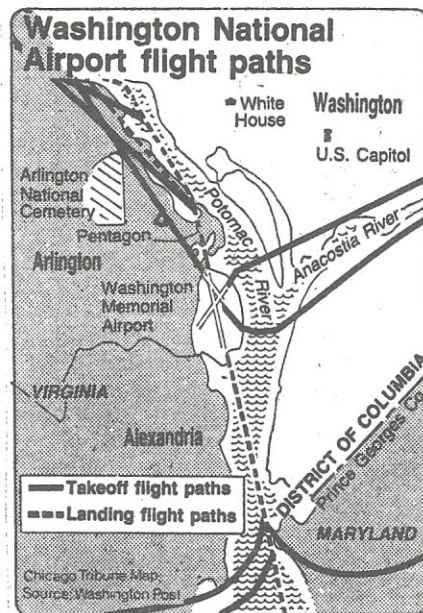


crash was a heavy build-up of ice on the wings that could have prevented it from gaining the altitude necessary to clear the bridge in a normal departure pattern. The flight was delayed about an hour in takeoff, and was deiced twice while waiting—and then was held on the runway another 40 minutes for clearance. It was snowing for most of that time, and no de-icing procedure was performed during the final wait. A professional pilot who happened to be a passenger aboard the flight [and who was one of the fortunate five rescued] noted that the aircraft appeared to stall as its pilot fought for altitude—a condition which could indicate greater-than-normal weight because of severe icing.

The 737 had undergone routine inspection procedures in accordance with FAA requirements, and had no defects at the time of the flight. In fact, it is generally agreed that the 737 is one of the safest planes in the sky; only three major accidents involving 737s are on record in the decade-and-a-half since the jet first took to the air.

[Editor's note: Some years back, this reporter was returning from Toronto via United during a slowdown by Canadian air traffic controllers. During a long wait on board the 737 at the gate that stretched to several hours before we were finally able to take off, those passengers who wished were given a tour of the cockpit that included several minutes of conversation with the crew. This being my first flight on board a 737, I asked the pilot what he thought of the aircraft as versus, say, a 727. His reply was, "put a couple of machine guns on the wings and I'll take it into combat"—quite an appropriate assessment of its versatility and maneuverability.]

As noted in the editorial above, the crash raised questions once again about the relative safety of Washington National Airport, often criticized because of its critical approach patterns, and the NTSB has indi-



cated that an assessment of DCA's peculiarities and how they contributed to the crash (if in fact they did) will be an important part of its investigation.

The crash of flight 90, bound for Tampa, was the first major accident to sully the excellent record of the aggressive carrier.

Former Braniff executive Ed Acker raised the capital necessary to buy into Air Florida in 1977 (he has since assumed control of Pan Am) when the carrier was losing more than \$2,000,000 a year flying exclusively within Florida. Deregulation the following year proved the impetus to expansion, which Acker did aggressively.

Now, Air Florida has become a rate-setting pacemaker in markets such as Chicago and New York to Florida. The airline is particularly strong in Caribbean service, and has routes from Miami to several destinations in Europe. In 1981, Air Florida entered the Chicago-New York

market with flights tailored to businessmen using Westchester Airport in White Plains as its eastern terminal.

Air Florida has put its trust mainly in the 737 for its domestic services, relying on the fuel efficiency of the craft in this era of constantly escalating fuel costs. The carrier's 25-plane roster includes 20 737's, flown with the customary two-person crew. (Four DC9's and a DC10-30 round out the fleet.) Acker had noted the proliferation of 737s in Europe, particularly in charter services, and decided to gamble on the jet's applicability for similar services in the U.S.

Nor did the once-struggling carrier's expansion and innovation stop there. In common with many other airlines in this era of deregulation, Air Florida challenged its established major competitors by cutting prices wherever it saw the potential for a substantial increase in traffic.

Air Florida also looked to expand through the easier method of buying into other airlines. It was successful in gaining control of Air California, now has a 10 percent stake in Western Airlines, and has begun purchase of Piedmont shares.

Although its financial fortunes have (also in common with other carriers) flattened out somewhat, Air Florida's earnings have risen with the company's growth; most of that expansion has been credited to Ed Acker.

▶ In the wake of the Washington crash, Britain's Civil Aviation Authority has ordered the six British airlines that fly 737s (there are almost 1000 of the jetliners rostered by the world's airlines) to make takeoffs at higher speeds in icy weather after several reported "close encounters" involving the craft in those conditions. The new directive was issued January 15, becoming effective immediately.

London's *Sunday Times* said there have

been four recorded incidents at Oslo, Frankfurt and Hannover since 1974 in which a 737 suffered a loss of control after takeoff in icy conditions.

Ice on the wings impairs an airplane's lift at takeoff. The British directive stressed that marginally increasing takeoff speed above the normal level can counteract the drag caused by wing ice.

► As salvage operations continued at the crash site of Air Florida flight 90 to Tampa, industry analysts were predicting the ultimate survival of the airline, despite the predictable short-term adverse effects caused by the 14th Street tragedy.

Most observers concede that Air Florida may lose some flight bookings for a time, but the carrier should soon rebound. The airline carries some \$500,000,000 in liability insurance, and, although a suit has been filed against Air Florida seeking some \$370,000,000 in damages on behalf of all the victims, the final payout is likely to be in the neighborhood of \$40,000,000. Insurance executives even anticipate that the rates the airline pays for its coverage will not rise in spite of the crash. Claims will most likely be paid through Lloyd's Aerial Syndicate, which handles such major disasters.

Although Air Florida's financial position is not in the same league as, say, Delta's, its recent months of profitability (some \$13,400,000 for the first nine months of 1981) will ease the financial pain caused by the expected decreased bookings and cancellations in the months to come.

Fare Facts: More Cuts—and Increases

► The bewildering battle of the air fares continues on both domestic and international fronts, as carriers fight to increase market shares in the wake of deregulation.

On January 6, most carriers serving Florida from points north made deep cuts in tariffs in an effort to boost sagging traffic volume; Delta, for example, dropped some rates as much as 51% on most flights—without the usual restrictions as to purchase and length of stay. TWA, Pan Am, Eastern and others followed suit.

In addition, there are some special promotions to further lure passengers out of their automobiles. Pan Am, for January only, is offering a "warranty" fare. A passenger buying a ticket between New York City or Washington and Florida points can reserve another one for January 1983 at the same price, by presenting his ticket stub and boarding pass at the time of purchase of next year's passage.

The same carrier also revived for January only its "two-for-one" fare. Under this plan, the purchaser of a single round-trip ticket between East Coast points and Florida may later obtain, free of charge, a second round-trip ticket to any of 13 overseas

points. He must, in order to qualify for the free ticket, also purchase a similar ticket for the same flight; the free ticket must be used by a member of his immediate family.

Nor was that the limit of ailing Pan Am's promotions. Several other special deals are available for Florida-bound passengers. Under one, a traveler with a round-trip Pan Am ticket can stay a week at any one of seven Florida hotels and have the use of a rental car for the entire period—all for \$136 plus the cost of the air ticket.

► On the other hand, most U.S. airlines raised other ticket prices by as much as \$10 each early in January. The increases do, of course, not affect travel to and from Florida, but are intended to reverse a pattern of industry price wars, which have severely cut into carrier revenue.

In general, fares will rise on feeder routes, those that connect small or medium-sized cities with major airline hubs such as Chicago or Atlanta.

But several carriers are flying in the face of such increases with further drops in ticket rates of their own. Capitol Air has lowered round-trip tariffs on New York-Los Angeles/San Francisco flights to \$318 from \$348, good for a limited number of seats on all flights except during the Easter holidays.

TWA will, on January 22, introduce a round-trip fare between New York or Philadelphia and California, good weekday nights only, of \$358, down from \$390.

Captiol has also planned cuts in other fares (Chicago-Los Angeles is now \$99 one-way, down from \$129), some of which will be matched by other carriers.

And Pan Am, once an "elite" carrier whose tariffs were among the highest in the industry, is now struggling to maintain its precarious position domestically and internationally; in addition to the Florida promotions noted above, Pan Am is now permitting passengers traveling between New York and California this month to stop over in Florida for only \$9 above the the regular round-trip fare of any of the three ticket classes (first class, clipper or economy). Under the "triangle" fare plan, a passenger will be permitted to stop over as long as he pleases at any of six Florida resort areas on his way to or from the West Coast. A rental car for two days in California with unlimited mileage is also included.

► One other promotion on the West Coast: AirCal has begun offering discount ticket books, valid without restrictions for a ride on any of its flights. The books, at \$585 each, will save frequent flyers from 10% to 24%, and will be good indefinitely.

► U.S. and European negotiators are near agreement on a new system of transatlantic fares, bringing back the International Air Transport Association cartel system of pricing that dominated the international market in the years since the

Second World War.

Contrary to past policy, the Civil Aeronautics Board has given its blessing to the talks (a third round to finalize the agreements will be held in March); in previous Administrations the Board had held that such agreements were anticompetitive.

At the December meeting, the carriers agreed in principle on a plan to simplify the North Atlantic fare structure by developing a range of prices for each fare category. Each airline would set its fares within the range, rather than at fixed points.

► The fatal crash of Air Florida flight 90 came several days after the airline instituted an innovative "supermarket" promotional plan—offering S&H Green Stamps to passengers on its intrastate Florida runs.

Redeemable for merchandise or air travel vouchers, the bonus is in the form of certificates worth 400 S&H Green Stamps given out with each boarding pass for flights among 11 Florida cities. Customers of the airline's small-package priority service within the state will also get one certificate for each package.

The stamps can be redeemed at any S&H center or by mail for merchandise in the customary manner. Twelve certificates, the equivalent of four books, can be redeemed for a \$12 voucher, good for travel on any Air Florida flight. The carrier estimates that a businessman who averages one intrastate round-trip per week will be able to collect 41,600 Green Stamps during a year, for a substantial premium value.

S&H Green Stamps have long been issued by various merchandisers—and even car-rental agencies—but Air Florida is the first airline to use the stamps.

Equipment Eclectica Something Old, Something New

► Boeing's new fuel-efficient 757 was rolled out for the press and industry January 13; Boeing claims it will burn less fuel than any aircraft in the skies. New alloys and composites made substantial weight savings possible; on a 500-mile flight, for example, the 757 will burn 47 percent less fuel than the 727-100s it will supplant on many airlines.

The 757 is a twin-engine, short-to-medium-range jetliner, with a passenger capacity intermediate between the 727-200 and wide-bodied 767. About 178 can be accommodated in its normal configuration, or 220 in all-tourist seating.

Thus far, Delta has ordered 60, Eastern 27 and American 15 (with 15 additional optioned); other 757s will go to British Airways (19), Transbrasil (9), Monarch (3) and Air Florida (3).

► Boeing has turned down a bid to take over production of the L-1011, which

Lockheed is phasing out. [TC 12/10/81]. Though the Seattle builder does not market a comparable aircraft, it is busy filling orders for five commercial jets at present (727, 737, 747 and the new 757 and 767), and would not have the capacity even if the project were on a sound economic basis.

Lockheed, which has lost money since the L-1011 was introduced in 1972, announced earlier that it was leaving the commercial jet manufacturing business.

► Frontier plans to phase out all of its 15 remaining Convair 580 turboprop aircraft by June 1 . . . Pan Am has sold tax benefits on six L-1011s in received in 1981, and is arranging financing for eight 727s the carrier had earlier announced it did not intend to take. Pan Am is also considering the use of 737-200s as replacement aircraft for the 727-100s currently in internal West German service.

Pan Am is selling five 727-100s to Air Chicago, a new "budget" carrier set to begin flying out of Chicago's Midway Airport this spring . . . Air France is set to purchase 12 737s for short- and medium-range services . . . The Seattle builder has announced orders for eight 747s from Singapore Airlines, four 737s from Nigeria Airways and two 737s from International Lease Finance Corporation. Singapore Airlines is also purchasing six Airbus A300 jets . . . American Airlines is negotiating with Boeing over reducing the financially strapped carrier's commitment to buy 30 767s . . . Atlantic Airlines of Hamburg ordered two 737-200s, and Ethiopian Airlines a similar jet.

Western is reducing seating capacity and increasing legroom on its 12 737s and 47 727-300s . . . USAir acquired eight DC9-30s (eight more are due by midsummer), continuing its program of BAC-111 replacement . . . Northwest has five more 727-100C jets on order for delivery later this year.

Jet Jottings

Notes From the Flight World

► Yet another budget carrier is in the wings—this one to be based in Denver, and called Air Colorado (no relation to the commuter carrier with the same name that failed last year). The new Air Colorado plans to begin service in June to five cities outside its home state.

► United has been told by a federal court to reinstate almost 2,000 flight attendants who lost their jobs in the 1960s when they married . . . Major world airlines (except China's CAAC and the USSR's Aeroflot) posted a record total loss in 1981 of about \$2,100,000,000.

American is now offering full-length in-

flight movies on its runs between Chicago and the West Coast, using videocassette equipment. Previously, only Hawaii-bound flights from Chicago offered movies . . . Japan has taken steps in retaliation for restrictions placed on Japan Air Lines by the U.S. government . . . In the wake of the martial law crisis in Poland, landing rights for both Aeroflot and Poland's LOT Airlines in the U.S. have been rescinded.

Also denied was Eastern's bid to fly the A300 Airbus into crowded Washington National Airport; the FAA ruled the plane would pose a safety hazard at the controversial field because of its large size. Eastern wants to use the Airbus on its shuttle to New York . . . Laker Airways has received permission from Swiss officials to begin twice-daily service between Zurich and London's Gatwick Airport . . . Braniff has added flights to a number of cities from Dallas-Fort Worth, sidestepping FAA restrictions adopted in the wake of the August PATCO walkout by scheduling them in off-peak hours . . . Texas International is planning to add Chicago-Houston service in March, using Midway Airport.

AirFone Inc., now owned partly by Western Union, has announced agreements with 12 airlines for its inflight telephone service; its customers include American, TWA, Pan Am, United, Republic, Continental, Altair, Northwest, Air One, Delta, Braniff and Eastern. Service is set to begin late in 1983 . . . Those airlines which adopted penalties for customers who refund discount tickets have now abandoned the practice, because agreement to assess such charges was not general.

RAIL

Railway Report

Return of the Cardinal

► Amtrak's Chicago-Washington *Cardinal*, a casualty of last October's budget cuts, has returned to the rails on a tri-weekly basis.

The new service began January 8, and the train was extended to New York, with through sleeping car service.

The *Cardinal* ran daily before it was discontinued; Congress approved special legislation in December ordering Amtrak to revive the train and make an effort to attract more riders. With its October death came a halt to all rail service to Cincinnati, as the *Shenandoah* from the Queen City to Washington was similarly dropped.

The new *Cardinal* will run on Sundays, Wednesdays and Fridays, arriving at each terminal the following day. Westbound, the train will depart New York at 4:00 PM, arriving in Washington at 9:05 and Chicago at 5:50 PM the next day.

The eastbound run will leave Chicago at

9:10 AM, arrive Washington the following morning at 7:56 AM, and New York at 12:37 PM.

► Amtrak will also offer special bargain round-trip excursion fares on some routes until April 1. The rate will be the one-way fare plus \$10 for most trains in the East, including those to and from Florida, but not on the Corridor. The discount will be available for a limited number of seats on each train.

The special fare will be offered to any passengers making trips involving a one-way fare of \$45 or more.

► Trips for Train Junkies II: In November, we spoke of the *Central Kingdom Express*, a 9331-mile junket using seven different trains between London and Hong Kong. It costs about \$4,000, and consumes 20 to 42 days.

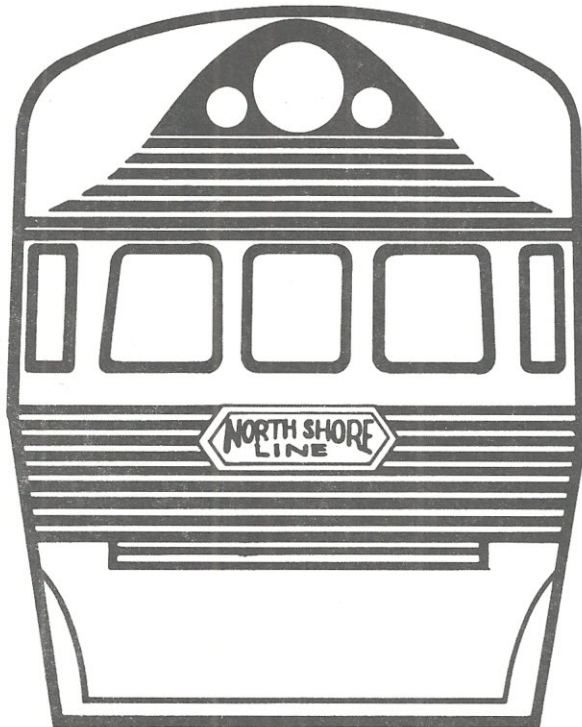
There is now a variation on that theme provided by Sundowners Adventure Travel of New York. Some 32 trips in 1982 will begin at Liverpool Street Station in London and then continue via the Hook of Holland steamer across the North Sea to Holland, Germany and Poland. A gauge-change is made at the Polish-Russian border, then the trip continues via Moscow and the Trans-Siberian Railway to Khabarovsk, the spur to the port of Nakhoda and via steamer to Japan. The one-way trip is priced beginning at \$1,400, and can also be boarded in Tokyo for the return journey.

► Washington Union Station is well on the way to recovery—and to becoming a train station again. Control of the historic terminal is about to be transferred to the Interior Department from the Department of Transportation, and restoration work is expected to begin in the spring.

► Foreign File: BritRail's newest high-speed train, the 125 mph APT (Advanced Passenger Train), began daily service between London and Glasgow January 11 . . . Bombardier has won a contract from Pakistan to rebuild and upgrade 42 diesel locomotives . . . Swaziland plans to build a rail link from the eastern part of the country to the South African town of Komatipoort. The rail line would provide a shorter link between South Africa and the port of Richards Bay on the Indian Ocean. The link is slated for completion in 1984.

► Death claimed four men well-known in railroad publishing circles in 1981: E. J. Quinby, founder of the Electric Railroaders Association and a former interurban motorman himself (on the old North Jersey Rapid Transit); Al Kalmbach, founder and publisher of *Trains* magazine; Freeman Hubbard, editor and publisher of *Railroad* magazine until it was merged with *Railfan* several years ago; and Stephen D. Maguire, veteran traction columnist for *Railroad* and *Railfan & Railroad*.

The Electroliner Can Run Again Near Chicago, But You Must Help!



Probably the most famous of all interurban electric trains were the Electroliners—the sleek 1941 streamliners of the North Shore Line. Five times a day, these two articulated train sets roared between Chicago and Milwaukee at speeds often in excess of 85 mph. After the North Shore Line ceased operating in 1963, they were sold to the Philadelphia Suburban line where they ran until 1976.

In November 1981, they were auctioned off and the Illinois Railway Museum secured one train set at a cost of about \$17,000. Additional expenses involved in moving and housing this famous train will run to \$30,000.

Your financial contributions are urgently needed to save this legendary train! We ask that you dig deep. The museum will accept contributions by cash, check or moneyorder — or will arrange with you for deferred payment by pledge, Visa or Mastercharge. All contributions are fully tax deductible and will be acknowledged with a special certificate.

In addition we offer to all donors of \$1,000 or more a gift reproduction casting of the Electroliner front plate, or of a side plate from a companion Silverliner car; for donations of \$500, a reproduction trolley gong; for gifts of \$100 or more a large selection of original North Shore Line tickets. Write us soon. And join the museum. It costs only \$8.00 per year.

Electroliner Fund
Illinois Railway Museum Box 431 Union, Ill 60180

- Yes! I'll help save the Electroliner.
Here's my contribution of \$ _____
- I'll join the Museum \$8.00 / year (\$18.00 Family).
- Cash or Check Visa Master Card
Card # _____ Bank # _____
- Pledge-Bill
at \$ _____ per month Expiration Date _____
Signature _____

Name _____
Address _____
City, State, Zip _____

Electroliners