

# Transport Central



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NUMBER TWO

## Analysis

WHAT EVER HAPPENED TO  
THE RAPID TRANSIT RENAISSANCE?

--Paul M. Weyrich

"Before 1970", crowed General Electric Vice President J. Stanford Smith at a New York City press conference, "eight new cities will start building rapid transit systems. They are Washington, Los Angeles, Atlanta, Pittsburgh, Miami, Seattle, St. Louis and Baltimore."

The year was 1964, and Smith's utterance was but one of dozens of optimistic pronouncements on the immediate future of rail rapid transit in America. Congress had passed the Urban Mass Transportation Act, and a host of public officials in cities and states from coast to coast were expressing renewed interest in rail transit for cities. Transportation representatives from both the private and public sectors thus began what has now become undoubtedly the most expensive and prolonged binge of euphoria ever to be lavished on an industry that has produced so little.

It is now four years later, and 1968 looks like the year that was for rapid transit. The smiles of eager transit salesmen are slowly fading as reality comes sharply into focus. Only the most daring now predict that rail rapid transit is "inevitable" in most large American cities.

Reviewing only the eight cities mentioned by Smith (and indeed many others have been suggested during similar discussions by still more optimistic transit men) provides a graphic picture of where matters truly stand:

WASHINGTON -- When, on March 1, 1968, a loose agreement on a regional rail rapid transit system was finally reached by representatives of the District of Columbia and its Virginia and Maryland suburbs comprising the Washington Metropolitan Area Transit Authority (WMATA), there was heady talk that construction of the first phase of the proposed 98 mile system would begin on October 1st of this year.

No such statements are being made today. Congress has acted to deny WMATA funds with which to build the District of Columbia portion of the system. The action of the Congress is tied to the muddled District freeway program, which has been stalled in the courts for some time thanks to the efforts of freeway opponents who unfortunately happen also to be strong and vocal rapid transit supporters. The Congress wants development of both additional freeways and rail transit to occur simultaneously in Washington, and has expressed itself legislatively to that end.



Even if money is eventually restored to the budget for subway construction, it is doubtful that the Virginia and Maryland suburban portions will see the light of day in the decade ahead. Popular support for the system is lacking in many of the local jurisdictions, and the Congress is balking at making contributions to a regional system. Noting that he favors eventual construction of a subway in Washington, the Chairman of the D. C. Appropriations Committee, Representative William H. Natcher (D-Ky), said bluntly of the expanded regional system: "I shall never come to the House and recommend money for that system."

In time the city of Washington is likely to get a subway system of some kind, although Mayor Walter Washington conceded the question "has about 50 problems connected to it." However, realists believe the system will more closely resemble the 25 mile plan originally authorized by the Congress than the 98 mile system dreamed up by highly paid planners and local politicians.

LOS ANGELES -- Like Montreal in the days before Mayor Jean Drapeau, Los Angeles has been talking about building a rapid transit system for decades. Each year, transportation experts eagerly await the publication of the new rapid transit scheme for L. A., which appears almost with the regularity of a high school annual.

This year, Los Angeles voters will have a chance to put an end to the studies and plans one way or another. The California legislature, shortly before its adjournment, pushed through a bill enabling the Southern California Rapid Transit District to conduct a rapid transit bond issue election in November. A companion bill to lower the percentage of the vote needed to approve bond issues in California from 60 to 50 per cent remained bottled up in committees of the Legislature. As a result Los Angeles (if the voters do indeed have the chance to express themselves this fall) is likely to defeat rail rapid transit because:

- 1) It is doubtful that 60% of the voters in Los Angeles are that interested in a transit system, despite traffic problems and smog.
- 2) San Francisco has had to be bailed out of its financial difficulties by the state legislature after its bond issue proved insufficient to cover the inflated costs of building a rapid transit system. This example, in the very same state, is being used by opponents of rapid transit as the best reason for not passing the bond issue.
- 3) The voters appear to be in a negative mood this year, and bond issues of all shapes and sizes are in trouble.
- 4) The bond issue would appear on the same ballot as the Presidential contest and the hotly-fought Rafferty-Cranston Senate race. This would not help the bond issue.
- 5) The Rapid Transit District has suffered from internal problems (its General Manager has just left) and it is unlikely that the District is in a position to present an effective case to the people.

In summary, even rapid transit partisans no longer look to Los Angeles as a place where riding the rails will be possible in the near future.

ATLANTA -- Of all the cities mentioned in Smith's 1964 statement, Atlanta seemed until recently the most promising. However, a protracted fight between Atlanta's privately-owned transit system and the Metropolitan Atlanta Rapid Transit Authority (MARTA) has yet to be resolved. In addition, the Authority's rapid transit plans have run into trouble with Georgia's conservative Governor Lester Maddox. A plan to put a bond issue to the voters in the Metro Atlanta area this year has apparently been abandoned by MARTA.

If the transit authority is able to resolve some of its local and state problems and secure backing from important elements in the community, a bond issue could well pass next year. If it does, Atlanta could begin construction in 1970.



However, there are now so many uncertainties about the Atlanta situation that predictions are difficult to make. Many of the problems are political in nature, and time alone will be able to resolve them. In one form or another, however, Atlanta is still likely to end up with a rapid transit system in the years ahead.

PITTSBURGH -- When Smith made his prediction, it seemed certain that the Steel City would soon begin construction of a steel wheel rapid transit system. The consultant firm hired to make recommendations (Parsons, Brinkerhoff, Quade and Douglas) concluded that rapid rail was the answer. The local political structure agreed, until pressure from the influential Mellon family forced reconsideration, whereupon new studies were launched.

Now Pittsburgh transit officials are playing with the SkyBus (Westinghouse's Transit Expressway) concept, which is all very well except that no one has yet developed a workable switch for the concrete guideway on which the SkyBus operates. Further, since the inauguration of SkyBus service (if it ever becomes practical) would mean untold disruption of Pittsburgh's decaying but efficient private right-of-way streetcar lines through South Hills, there has been considerable opposition to the announced intentions of Port Authority Transit (PAT).

Some local Pittsburgh officials say privately that this Pennsylvania city may never have rapid transit. PAT insists that the SkyBus will work, and that public convenience aside, it will be tried in Pittsburgh. Industry observers are taking no bets on either prediction. One thing is certain: Before Pittsburgh launches any new transportation network, a great many political and economic problems must be settled. At this point, the immediate prognosis is not good.

MIAMI -- About the closest Miami has come to considering rail rapid transit in serious fashion has been its transit commission's flirtation with the rail bus. Since snow is not a usual Florida problem, the rail bus could operate there with greater success than it has been able to muster in the North. However, no really definite plans for a concrete private right-of-way transit system for Miami have yet been formulated. There hardly seems to be the kind of support and momentum necessary to establish rapid transit in Miami either at this time, so a safe guess would place rapid transit in that city down the road a piece.

SEATTLE -- Seattle voters had their chance to pass judgement on rail rapid transit last February. Although slightly more than half of those who voted were in favor of the plan Seattle like California requires 60 per cent approval for bond issues, and this one was defeated. In picking up the pieces, rapid transit advocates (including Mayor Braman) at first said they would ask the voters to decide the issue again this fall. Then, on reconsidering the matter, they wisely postponed any such election until 1969 at the earliest.

While all agreed that rapid transit proponents did not effectively counter opposition arguments during the pre-February campaign, the fact remains that there is a sizeable element in Seattle which is either against or unenthusiastic about rail transit.

Seattle also has unrealistically based its transit cost calculations on the premise that the Federal government will pay two-thirds of the cost of its entire system. This will not be the case if present Appropriations Committees in the House and Senate have their way. When this fact of life becomes clear, Seattle voters may well opt not to go it alone (as opposed to San Francisco, which passed its bond issue before the creation of the Urban Transit Administration), and it is not at all a sure bet that rail rapid transit will become a reality in the Northwest in the near future.



ST. LOUIS -- Most observers agree that of all the cities now considering rapid transit systems, St. Louis could certainly use one. However, it has only been recently that serious consideration has been given to future transportation needs in the Bi-State area. At this stage, it is all talk and no action, and if St. Louis follows the usual pattern, it will be a good long time before progress replaces the paper.

BALTIMORE-- Baltimore is one more city where rail rapid transit seemed a virtual certainty until political considerations forced a retreat. At present, there are really two opposite and conflicting rapid transit plans for Baltimore. One suggests rail lines (and it has been revised several times), and the other (which now has the support of Maryland Governor Spiro T. Agnew) recommends the yet-undeveloped SkyBus. The conflict over the two has caused the Baltimore situation to become bogged down in political and bureaucratic mire at least as deep as the city's harbor. In perspective, Baltimore is unlikely to extricate itself from its difficulties in the very near future, but some solution is possible at a longer range. In any case, don't look for construction here in 1970 either.

These are just the eight cities cited by Smith. Most others are even further away from concrete action. At this writing, it has been over nine years since a totally new rapid transit line was opened on an existing and presently operating system. July 4, 1959 saw the first PCC's amble up Boston's Highland Branch, and there hasn't been a real opening day since. More than four years ago the Skokie Swift came into being, but service had been provided over the same route by the North Shore Line just 15 months before the first Skokie cars left Howard Street in Chicago, so the Swift can hardly be classified as a brand new rapid transit route.

The picture is slightly brighter today on existing lines than it has been in the past decade, however. The long-awaited Cleveland Airport Extension is about to open. The Dan Ryan and Kennedy lines in Chicago are progressing well, and by next year both will be in full operation. The Delaware River Port Authority Lindenwold extension should start its operations into downtown Philadelphia by early next year.

On the other hand, Boston's South Shore project is years behind. San Francisco is behind too, and it is still too early to tell if the 1970 date for opening the system can be kept. New York has not yet reaped the fruits of its billion dollar mass transportation bond issue, passed last November, but a definite upswing in rapid transit activity can be expected in the near future.

At very best, then, the picture is mixed. Rapid transit is being expanded in some cities where it was always important. Yet, in the critical area of new cities, which is vital to the survival of supply industries, significant rail rapid transit development is a long way off. The sooner the planners, politicians and industry representatives come to grips with the facts as they are, the better chance they will have of insuring their long-range survival. For, as Carlyle so aptly said, "Truth, fact is the life of all things. Falsity, 'fiction' or whatever it may call itself is certain to be the death."

(Transport Central invites your comments on this Analysis, one of a series of commentaries on the contemporary scene. The author, Paul M. Weyrich, is a former newspaperman currently serving as aide to Republican Senator Gordon M. Allott of Colorado. His contributions are seen regularly in TC.)



## T. C.

It is quite common for trolley coaches to replace streetcars; the reverse does not often happen. It did however in Minneapolis, as Spring was settling over the Minnesota countryside in 1923, bringing to an end a rather unique year of local transit service.

Bloomington Avenue is a secondary thoroughfare in Minneapolis, leading southward from the city's heart toward Lake Nokomis. In the early Twenties the growing spread of population south of the Twin City Rapid Transit's rail line terminus at 38th made it necessary for TCRT to consider extending its service beyond that point. Plans were drawn for the necessary streetcar facilities, but actual track and overhead work would take some time to complete, and the need for service south of 38th was quite urgent.

After considering several possibilities, the Twin City management decided on a temporary extension using trolley coaches. Thus, the overhead could later be used for the rail line, and service would undoubtedly be more reliable than with the primitive motor buses then available. A rush priority was placed on the overhead line work, and an order went out to the J. G. Brill Company in Philadelphia for one of its new-fangled "RailLess Cars", then in the early stages of development. At the same time, TCRT personnel in the Snelling Shops began construction of their own rubber-tired vehicle, which would initially serve as a spare for the Brill unit.

At length, the project neared completion, and the Electric Railway Journal for April 8, 1922 was able to report that the line was expected to be in service just a week later. In commenting on the vehicle to be used, ERJ noted that it differed in several respects from the conventional Rail-Less Car in that it had 36 inch wheels as opposed to the standard 34 inch type; it provided 30 seats instead of 28 on its Lansden chassis; its trolley pole was a solitary one with two shoes mounted on it; and that it used a unique track shoe so that it was able to travel back and forth between the north end of the line and TCRT's Lake Street barn without the necessity of the company's having to string an additional negative overhead wire.

The RailLess Car went into service on April 15, and residents of the area between 38th and 48th were able to make convenient transfer connections with the Bloomington cars at the line's north end. At the same time, work on the rail extension continued, along with the construction of the second, home-built trolley coach unit. As to the ultimate future of the hybrid vehicle in the Twin Cities, TCRT stated in its annual report for 1922 that it had neither accepted nor rejected trolley coaches but would investigate their possibilities further, as the current trial was but a temporary one.

Work on the rail line progressed quite rapidly, despite some complications, but the TCRT coach was delayed in construction and did not get into service until early 1923. On May 23, the Bloomington cars began using the new extension to 48th and the two coaches were idled, supposedly until TCRT could determine where they could best next be used.

Much progress was being made in motor bus design at this time, and the Twin City Motor Bus Company had been organized by TCRT to provide rubber-tired operation as an adjunct to the rail lines. Soon the gasoline coaches were serving many Twin City areas, and the two trolley coaches were quickly forgotten. Both were scrapped in 1934, ending a brief and unfruitful life.



# The Railway Report

PULLMAN PROFILE:  
A 1968 LOOK AT THE SLEEPY TRAVELER

--Robert I. Oliphant  
--Thomas Kopriva

First class travel by train has dropped 70% in the last ten years. The all-roomette sleeping car, so popular in the late 40's and early 50's, is not assigned to a single U. S. train (many of them have been converted to coaches). The original sleeper accomodation, the section (upper and lower berth) is still available, but only on eight widely-dispersed trains.

Yet, there are still over 80 different sleeping car routes providing air-conditioned, lightweight sleepers, with 25 different types of cars operated. These range from all double-bedroom cars to an all purpose section-roomette-compartment-double bedroom car; from a section-roomette-bedroom-snack bar to a drawing room (with shower)-bedroom-vista dome/round end observation lounge car. The most commonly used is the 10 Roomette-6 Double Bedroom style.

Perhaps the greatest change in recent years was the New York Central, Pennsylvania and the Canadian lines dropping out of the Pullman pool (although Penn Central still operates interline Pullmans). Grand (What's Its Name) Trunk, Delaware & Hudson and the New Haven also operate their own sleepers now.

The list that follows is based on data current as of July 15, 1968, and covers sleeper routes from, to and within the U. S. Just for fun, before perusing the list, try your luck with our "sleeper quiz". The answers are based on current data, and may be found after the listing. 7 out of 10 correct answers gets you a Pullman Pro award.

- 1). Identify the only un-named train with Pullman service in the United States.
- 2). Name the only remaining train from Chicago still offering upper and lower berth sections in Pullman service.
- 3). Shower bath service was a luxury offered on several first class trains years ago, but you can still shower in a sleeper on one train. Name it.
- 4). What is the shortest run of a regularly operated sleeper? The longest?
- 5). Which railroad operates the largest number of assigned sleeping cars?
- 6). Name the only Pullman-operated sleeper service into Canada.
- 7). Several through sleeper routes operate over three different carriers, but only one operates over four. Name the train.
- 8). Which train offers the greatest variety of first class sleeping accomodations? Name the types.
- 9). Exclusive of Penn Central's New York-Washington trains, what train carries the most sleepers in one train at one time?
- 10). Our list contains sleeper routes from, to and within the U. S., which excludes one train that does run in the U. S. Name it.

## PULLMAN-OPERATED U. S. AND INTERNATIONAL SLEEPER ROUTES

Road	Train Name	Between	Accomodations
ATSF	Super Chief	Chicago-Los Angeles	R/B/DR/C
	"	Kansas City-L. A.	R/B
	San Francisco Chief	Chicago-Richmond	R/B/DR/C
		Chicago-Los Angeles	R/B/C

Road	Train Name	Between	Accommodations
SCL	Weekend Champion Silver Star	New York-Jacksonville	R/B
		New York-St. Petersburg	R/B
		New York-Miami	R/B/*
		Richmond-Miami	R/B
	Silver Comet Palmland Gulf Coast Special	New York-Birmingham	R/B
		New York-Columbia	R/B
SOU	Crescent	New York-Jacksonville	R/B
		Washington-Atlanta	R/B
	Peach Queen/ Southerner	Washington-Atlanta	R/B
		New York-Atlanta	R/B
	Peach Queen/Crescent Asheville Special	New York-New Orleans	R/B
		New York-Greenville	R/B
		New York-Asheville	R/B
SOU/N&W	Pelican	New York-Bristol	R/B
SP	Cascade	Oakland-Portland	R/B
SP/UP	City of San Francisco	Chicago-San Francisco	R/B
SP&S	Empire Builder	Spokane-Portland	R/B/Lge
UP	City of Kansas City City of KC/Portland City of Portland City of Denver (Port.) City of Los Angeles	Kansas City-Los Angeles	R/B
		Kansas City-Portland	R/B
		Chicago-Portland	R/B
		Chicago-Denver	R/B
		Chicago-Los Angeles	R/B/DR/C
	Portland Rose Butte Special	Omaha-Los Angeles	R/B
		Denver-Portland	R/B/S
		Salt Lake City-Butte	R/B/S/Lge

RAILROAD-OPERATED U. S. AND INTERNATIONAL SLEEPER ROUTES

CP/TH&B	#371-376	New York-Toronto	R/B
D&H	Montreal Limited	Montreal-New York	R/B/Lge
GTW/CN	International Limited Cavalier	Chicago-Toronto	R/B/Lge
		Port Huron-Montreal	R/B/S
NH	The Owl	New York-Boston	R/B/S
		Providence-New York	R/B
PC/NH	The Federal	Boston-Washington	R/B/S/Lge
PC	#27/61-62/28	New York-Chicago	R/B/*
	#17/61-62/14	New York-Detroit	R/B/*
	#27/61/427-428/62/28	Boston-Chicago	R/B/*
	#63-64	New York-Buffalo	R/B/*
	The Penn Texas	New York-St. Louis	R/B
		New York-Indianapolis	R/B/Lge
		New York-St. Louis	R/B
	Spirit of St. Louis	New York-Indianapolis	R/B/Lge
		New York-Cincinnati	R/B
	Cincinnati Limited	Chicago-New York	R/B/SRX/DR/C/Lge
	Broadway Limited	Chicago-New York	R/B
	Pennsylvania Limited	Pittsburgh-New York	R/B/SRX
	Penn/Manhattan Ltd	New York-Washington	R/B
	The Federal/Edison		



## TRANSPORT CENTRAL

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Road	Train Name	Between	Accommodations
ATSF	Texas Chief	Chicago-Houston Chicago-Ft. Worth Chicago-Topeka	R/B R/B/DR/C R/B/C
B&O	Capitol Limited	Chicago-Washington	R/B/Lge/*
CB&Q	Blackhawk Denver Zephyr Ak-Sar-Ben Zephyr #41-42	Chicago-St. Paul Chicago-Denver Chicago-Lincoln Omaha-Alliance	R/B/* R/B/* R/B R/B/S/*
CB&Q/ D&RGW/ WP	California Zephyr	Chicago-Oakland	R/B/DR/C/LgeV
C&O	George Washington	Washington-Louisville Washington-Cincinnati Newport News-Cincinnati	R/B R/B/S/* R/B
E-L	Lake Cities	Hoboken-Youngstown	R/B
GN	Empire Builder  Western Star Winnipeg Limited	Chicago-Seattle St. Paul-Seattle Chicago-Portland St. Paul-Seattle St. Paul-Winnipeg	R/B/RX/C R/B/C R/B/C RX/B R/B/RX
GM&O	Midnight Special	Chicago-St. Louis	R/B/C/S
IC	City of Miami  Panama Limited	Chicago-Miami Chicago-St. Petersburg Chicago-New Orleans St. Louis-Jackson, Miss.	R/B R/B R/B R/B
KCS	Southern Belle	Kansas City-New Orleans	R/B/*
L&N	Hummingbird Pan American	Cincinnati-New Orleans Cincinnati-New Orleans	R/B/S R/B
L&N/SCL	Gulf Wind	Jacksonville-New Orleans	R/B
MILW	Pioneer Limited	Chicago-Minneapolis	R/B/RX
MP/T&P	Texas Eagle	St. Louis-Fort Worth St. Louis-Houston St. Louis-San Antonio	R/B R/B R/B
MP/NdeM	Aztec Eagle	St. Louis-Mexico City	R/B
N&W	Pocahontas	Roanoke-Cincinnati	R/B
NP	North Coast Limited	Chicago-Seattle Chicago-Portland Chicago-Livingston Spokane-Seattle	R/B/SRX/*/VLge R/B/RX B R*/B*
PC/L&N/ SCL	South Wind	Chicago-Miami Chicago-St. Petersburg	R/B R/B
SCL	Silver Meteor  Champion	New York-Miami Washington-Miami Richmond-Miami New York-St. Petersburg New York-Venice New York-Augusta	R/B/DR/C/Lge R/B R/B R/B/*/Lge B/DR R/B



Key to Reference Marks

R - Roomettes; B - Double Bedrooms; S - Sections (Uppers and Lower);  
 SR - Room for one person; C - Compartment; DR - Drawing Room; X -  
 Duplex (alternate step-up or overlapped configurations); Lge - Buffet-  
 Snack Beverage Bar-Lounge; V - Vista Dome; \* - Single/Double Room or  
 Berth Service honored on coach tickets.

Answers to Pullman Quiz

- 1) CB&Q Omaha-Alliance (#41-42)
- 2) GM&O's Midnight Special, Chicago-St. Louis
- 3) The California Zephyr
- 4) Providence to New York, 185 miles; Chicago to Richmond, California,  
via ATSF, 2537 miles.
- 5) Seaboard Coast Line
- 6) GN's Winnipeg Limited
- 7) Montreal Limited; Penn Central, Delaware & Hudson (N&W); Napier-  
ville Junction, Canadian Pacific
- 8) Broadway Limited; Roomettes, Duplex Rooms, Double Bedrooms, Draw-  
ing Rooms, Compartments
- 9) Penn Central #61-62, Buffalo-Albany, carries 7
- 10) Canadian Pacific's Atlantic Limited, Montreal-St. John, operates  
through Maine via Maine Central.

## For The Record

I- FARE CHANGES

Dallas Transit System - Dallas, Texas  
 06/23/68 -- Inaugurated 70¢ Sunday Pass

Virginia Transit Company - Richmond, Virginia  
 05/28/68 -- Adult base fare raised to 25¢  
 Token Rate raised to 5/\$1.00

Albuquerque Transit System - Albuquerque, New Mexico  
 07/08/68 -- Adult base fare raised to 30¢  
 Token Rate raised to 4/\$1.00

II- NEWS REVIEW

The Chicago Transit Authority was affected by a five day wildcat strike of operators....Municipal bus operations began in Springfield, Illinois.... Through service between Chicago and Washington was discontinued on PC's Broadway Limited....The Delaware & Hudson joined the N&W family...."Sky-jacking" of planes to Havana reached a new peak....The C-5 Galaxy made its first flight July 1....Pittsburgh's Port Authority Transit adopted an exact fare plan....Salt Lake City Lines is to be purchased by the Union Street Railway of New Bedford....Train-removal restriction bills are bottled up in Congress....The Illinois Central introduced its Chicago to Carbondale "Mini-Corridor" service....Aeroflot and Pan American began direct New York-Moscow service....A "slowdown" by air traffic controllers hampered operations at major U. S. airports....Most HUD transit grant programs were shifted to the Department of Transportation....The National Academy of Engineering completed a study on the improvement of bus transportation. There were no train-discontinuance petitions before the ICC in July.

THE COVER -- Our annual salute to the transportation museum fraternity features Chicago Aurora & Elgin 431, now on duty at the Illinois Railway Museum. (RRK)



# Transport Central

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## URBAN

PENDING -- As summer nears its mid-point, the tempo of talk about transit projects slated for the near future is increasing. Led by the Federally-financed programs of HUD and DOT, activity within the industry seems to be approaching a peak as September draws near. On the governmental side, HUD and DOT have jointly announced a project to study the relationships between transportation and community values. A workshop conference to be conducted by the Highway Research Board of the National Academy of Sciences is expected to begin to pull together the present piecemeal knowledge concerning the socio-economic and esthetic impact of proposed transportation systems on an urban environment.

Operators themselves are also moving forward on improvements to their services. The Cleveland Transit System went on the air yesterday with its new two-way traffic control system; operators of all buses and Rapid cars are now in instant communication with the traffic control board....The Chicago & North Western Railway has begun construction of a \$3½ million center for the servicing of its 267 coach commuter fleet, to be located on railroad property just west of the downtown area....A planning and engineering report has been issued by the Southern California Rapid Transit District preparatory to an expected November vote on construction of an area-wide rapid transit system....Miami's Dade County Transit Authority has authorized a four-month technical study of the use of Florida East Coast Railway tracks for rail bus service....The city of New Orleans is considering the feasibility of building a rail rapid line from the Union Passenger Terminal to Moisant International Airport....The new Metropolitan Transportation Authority of New York has submitted a \$1.27 billion program of subway and commuter railroad additions and improvements to Mayor Lindsay and the Board of Estimate. Eight new subway routes, and Long Island Rail Road connections to the East Side of Manhattan and J. F. Kennedy International Airport are recommended. At the same time, the MTA proposed the takeover (for a token \$1) of the 113 year old Staten Island Rapid Transit Railway from the Baltimore & Ohio, coupled with a \$25 million modernization program.

One project nearing reality is the \$85 million, 14½ mile South Jersey rapid transit route of the Delaware River Port Authority. Service is to begin next February, and DRPA has just successfully operated test trains over a portion of the line. In the initial test, a two-car train achieved a speed of 78 miles per hour; regular top speeds are expected to be 75 mph. The Budd Company has begun delivery on an order of 75 new stainless steel cars for the South Jersey service....Also, nine new commuter trains, made up of Silverliners, have been placed in service on the Penn Central lines currently being subsidized by SEPTA....BART has begun construction of the second half of its 4 mile tunnel under San Francisco Bay; the mid-bay connection of the two halves is scheduled to be made in the autumn of 1969.

TRANSIT TALK -- Currently on display in the lobby of Chicago's Civic Center is an excellent expanded version of the Design Quarterly survey of contemporary rapid transit design and planning that was the subject of TC's April magazine issue....The Chicago Transit Authority is working on a plan to delay the "day of judgement" when a fare increase is needed. The major proposal of the new arrangement is a restructuring of its fi-



nancial setup, eliminating the requirement that 8% of CTA's gross revenue must be placed in its depreciation fund; the Authority has been consistently unable to do this....South Suburban SafeWay Lines of Harvey is back in operation after a 26 day strike; the company is planning to ask for a 5% fare increase to help pay the cost of the wage award....The city of Rochester (New York) Transit System, recently acquired from the privately-operated Rochester Transit Corporation, is to receive \$3.5 million in State aid....Dallas Transit has begun a "North Tollway Express" service, operating non-stop over that highway facility for five miles. ...Trolley coach proponents in Seattle have won a victory in their battle to keep the electrics running. The 70 buses purchased in part with HUD funds will go into Blue Streak express service, rather than to replace the aging trolley coach fleet. The new coaches are to be built by General Motors.

## INTERURBAN

TOO LITTLE, TOO LATE -- Federal legislative proposals to slow down, temporarily halt, and permanently retain in part the remaining vestiges of America's long haul passenger train network have bogged down in Congressional committees or have been otherwise delayed in this election year. The latest proposal calls for DOT to undertake a study to determine the necessity for retaining such a network and to identify routes for inclusion into the system. It is doubtful that any funds will be forthcoming from this session of the Congress, though DOT is willing to carry out such a study. It is also unlikely that DOT would voluntarily assign any part of its \$1.8 billion FY-1969 budget to such a probe.

While all this political postponement continues, the railroads continue to petition trains even in the face of tougher ICC opposition to such bids (UP and SP recently filed appeals of Commission denials). The ICC has issued a 43 page report on its Cal Zephyr-City of SF decision criticizing SP for persistently discouraging passengers from using its trains and has told the Western Pacific to advertise the CZ more, reminding the railroad that they have failed to reach "an increasingly affluent and leisure-oriented society" that would find strong appeal in the domeliner's scenic attractions. Regardless of the Commission's new attitude toward train-off petitions, SP has requested discontinuance of #11-12, the Cascade, the last rail service between Portland and Oakland for August 22, and CB&Q has petitioned #41-42, Omaha to Billings; the Q was ordered to continue running the Alliance-Billings portion a year ago.

RAIL WRAP-UP -- The Rock Island's #11-14 Peoria Rockets run their last August 6....Penn Central dropped all round-trip discounts August 1....Florida East Coast has finally been given the OK to drop its last remaining passenger service, #1-2 (Jacksonville-N. Miami); last runs were made Wednesday....NP #11-14, Little Falls-International Falls, ran their last July 28, being replaced by Northern Pacific Transportation Company bus service....Expect the Hawkeye, IC's Chicago-Sioux City train, to be petitioned as the RPO comes off in October, with the remaining headend going to freight service....Delaware & Hudson's new N&W management has asked off for the parlor car service on the Laurentian....An ICC examiner has recommended dismissal of the Southern Industrial Railway's application to abandon 12 miles of its Centerville-Moravia line after SIR's attorney failed to support the petition with witnesses and related documents....The ICC will hear oral arguments beginning September 18 on the "SP Passenger Service" case; the hearing will determine the Commission's jurisdiction over "quality" of passenger service, whether standards should be set if the ICC has jurisdiction, and whether the entire matter has merit to begin with.

AIR BRIEFS -- Things are "back to normal" at O'Hare after severe slowdowns due to the PATCO flap and runway repairs....TWA has added more daily service from the Chicago field to Philadelphia and Kansas City, all nonstop....Braniff has inaugurated early evening service to Mexico City and Acapulco from the Windy City.