

# Transport Central



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## TRANSIT JOURNAL

### RAPID TRANSIT REFERENDA

The resurgence of rapid transit as a vital form of urban transportation will be pointed up at the November 5 election, when three major metropolitan areas — Los Angeles, Atlanta and Washington — hold referenda on proposals to create new systems of this type. In addition, voters in the state of New Jersey will vote on a multi-million dollar bond issue of which a major portion would go for improving commuter railroads. In the Los Angeles metropolitan area, the referendum November 5 will be on a proposal to finance the construction of a \$2.5 billion rapid transit system. In the Atlanta area, the city of Atlanta and two counties will hold referenda on financing proposals for rapid transit construction. In the Washington, D. C., area, there will be a series of referenda in counties and suburbs of Virginia and Maryland for sharing with the District of Columbia and the federal government the costs of a new modern rapid transit network for the area.

**LOS ANGELES:** The referendum for creating a modern rapid transit system for the Los Angeles area was authorized in a sales tax bill passed by the state legislature and signed by Governor Reagan. With the approval of 60 per cent of the voters in the referendum, Los Angeles County would be authorized to increase the sales tax by  $\frac{1}{2}$  of 1% to guarantee bonds for helping to finance the rapid transit construction. As set forth in a recent planning report to the public by the Southern California Rapid Transit District, the new rapid transit system would consist of five major "corridor" routes totalling 89.1 miles to be built over the next eight or nine years.

For the new Los Angeles rapid transit system, there would be 65 stations and a fleet of 756 modern air-conditioned rapid transit cars. Augmenting this new rail network would be 850 additional buses operating over 300 miles of new bus routes providing local and express feeder service throughout the rapid transit district. Connected together by the five corridor rapid transit system would be communities in the San Fernando Valley, the San Gabriel Valley, the Long Beach area, the South Central region, the Westwood-UCLA complex and the Airport-Southwest area. Also served by the system would be other major areas of concentrated employment and population, including the Wilshire area, Hollywood, the Los Angeles Central Business District, and the Civic Center. One of the rapid transit corridor routes would provide express service to Los Angeles International Airport, where arrivals and departures are expected to increase from 18,125,000 persons in 1967 to as many as 57,500,000 air trav-



elers a year by 1975.

Given voter approval at the November 5 election, the rapid transit construction project would be expected to begin in 1970 after completion of final system design and plans. Spearheading a public campaign to gain voter approval of this historic urban transportation improvement for the Los Angeles area is a citizens committee consisting of a nucleus of 75 top business and civic leaders.

**ATLANTA:** In the Atlanta metropolitan area, where rapid transit planning has been under way for some years, a separate referendum will be held November 5 in each of three governmental jurisdictions — the city of Atlanta, Fulton county and De Kalb county — on financing proposals for construction of a 40.3 mile rapid transit system. A simple majority of more than 50 per cent of those voting in favor of the project would mean that construction could be started in late 1969 or early 1970 and that trains would be rolling on the first leg of the new system in 1975.

In the area referenda, voters will be asked to approve proposals under which the city and the two counties would pledge financial support to a \$377 million revenue bond issue. This bond issue would represent the local contribution to an estimated total construction cost of \$750 million for the 40.3 mile system. The other funds for construction are to come from federal and state sources. Under the financial proposal, De Kalb county would provide 26.3 per cent of the support for the \$377 million revenue bond issue as the local contribution, and the city of Atlanta and Fulton county would divide 73.7 per cent of the local financing support on an equal mileage rate basis. The rapid transit plan for the Atlanta area also calls for a greatly improved bus service, with a widespread network of express buses to provide convenient transportation to and from the rapid transit stations.

**WASHINGTON:** In the Washington metropolitan area, proposed bond issues totalling \$207.5 million for rapid transit construction will be voted upon in a major county in Maryland and two counties and two cities in Virginia. The bond issues would represent suburban contributions for the construction of a 95.3 mile regional rapid transit system, the initial portion of which the Washington Metropolitan Area Transit Authority hopes to get under construction in 1969.

In Prince Georges county in Maryland, voters on November 5 will vote on a proposed \$88 million rapid transit bond issue. The two Virginia counties with rapid transit referenda will be Fairfax county, with a \$62 million bond issue on the ballot, and Arlington county, with a \$54 million bond issue up for a vote. In Fairfax City, Virginia, the electorate will vote on a \$2.6 million bond issue for rapid transit, and in Falls Church there will be a referendum on a \$1 million bond issue.

An area-wide group of civic leaders organized as Citizens for Better Regional Transportation is staging an aggressive promotional campaign in the Washington suburban areas for voter support of the rapid transit bond proposals. In one of the major suburban areas, Maryland's Montgomery county, no referendum was necessary as the bond issue was authorized earlier this year (for \$116 million) by the state legislature. And, the city council of Alexandria, Virginia, exercising its own authority, recently authorized a \$34 million bond issue for rapid transit.

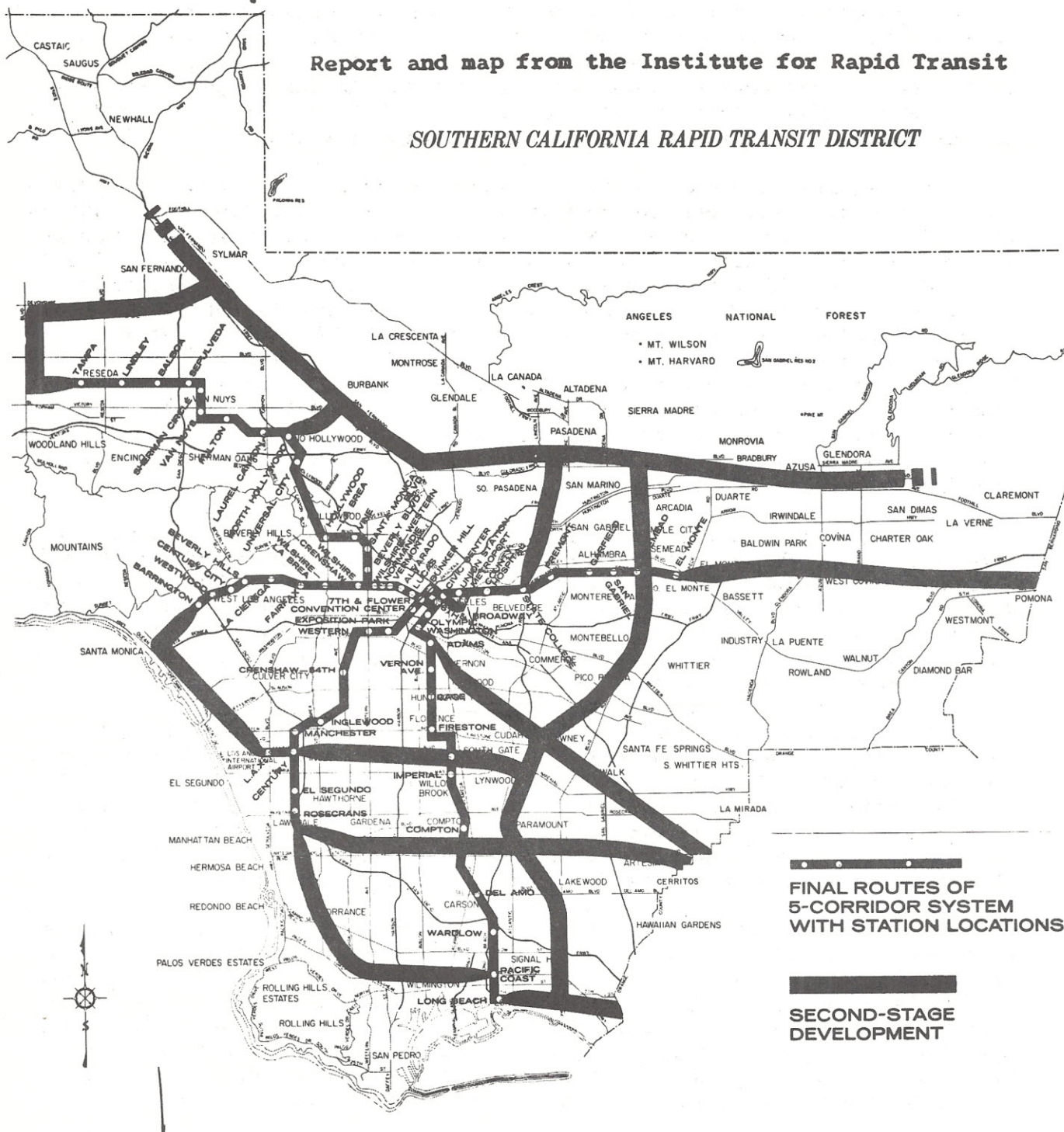
**NEW JERSEY:** Voters throughout the state of New Jersey will opt for



or against a proposed transportation bond issue of \$640 million, of which \$200 million would go for public transportation, principally for commuter railroad improvements. Among the improvements would be new equipment for commuter rail service for the Penn Central railroad, the Erie-Lackawanna railroad and the Central Railroad of New Jersey. Other improvements would include the extension of electrification to the Central Railroad of New Jersey and the New York and Long Branch Railroad, as well as modernization and improvement of existing electrification on the Erie-Lackawanna railroad. Numerous new connections between railroads, including connections which would give commuters in the northeast sector of the state more direct access to midtown Manhattan would be provided.

Report and map from the Institute for Rapid Transit

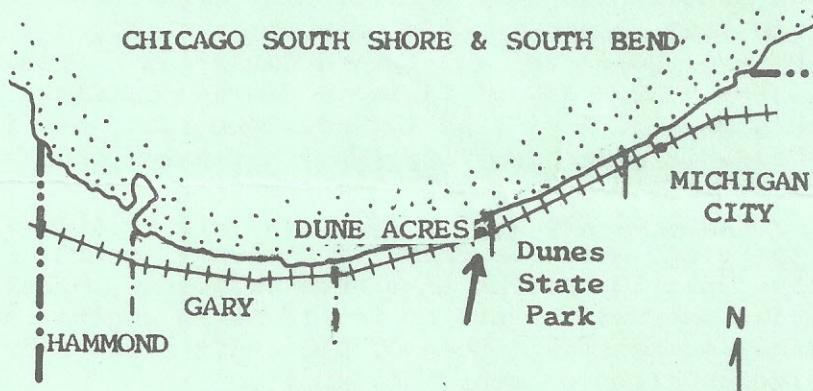
**SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT**





## NEWSFRONT

**FREIGHT OR FUN?** -- The Chicago South Shore & South Bend electric line has become the center of a controversy over the use of public lands for freight yard purposes. The railway is seeking almost 30 acres of land inside the boundaries of the new Indiana Dunes National Lakeshore to add to land it already owns in order to construct a 50 acre freight yard near the town of Dune Acres. At the center of the flap is the line's supposed offer to replace the land by spending up to \$250,000 for equivalent acreage elsewhere, which conservationists say has been conveniently "forgotten". The Lakeshore was created by act of Congress in



1966 after protracted debate between industrialists and conservationists, led by the former Senator from Illinois, Paul Douglas. It encompasses a wider area than the present Indiana Dunes State Park, which it will eventually include along with private acreage to the east and west of the park.

The South Shore, which now offers to spend only \$50,000 for replacement of

the land, has stated it will build a long, narrow diesel-operated yard facility along its present right-of-way through the park land if it cannot get the Lakeshore acreage it needs. The electric line serves industries in the dunes areas to the west of the present state park.

**ROUGH BEGINNING** -- The Illinois Central's pet project, the "Rent-A-Train" tariff on bulk commodities moved in shippers' equipment in trainload lots on a year-round basis, got off to a poor start this week. Cargill, Inc., the first contractor, made its initial 115-car shipment of grain from Gibson City, Ill. to Baton Rouge last Tuesday. The two-day trip was delayed twice by derailments and permitted but a few cars to be delivered near schedule. Rent-A-Train economies are based on the use of shippers' equipment, trainload volume and quick turnaround time. Until such time as the high center of gravity problem on covered hoppers is corrected, expect more derailments on such trains.

**SHORT SHOTS** -- Penn Central train #357, Ann Arbor to Chicago (the former Twilight Limited) was discontinued October 16....B&O #37/51-52/40, Cumberland to Martinsburg, W. Va., was discontinued effective October 8; the same carrier October 27 transferred the Strata-Dome coach snack-bars from the Capitol Limited (on the train and its coach predecessor, the Columbian, since May 1949) to the Cincinnatian, Detroit-Cincinnati....The ICC has recommended that Santa Fe #42-47, Williams Junction-Phoenix, be allowed to quit effective November 24, unless objections are received....The same body has allowed L&N to purchase C&E's Evansville-Woodland Junction (Ill.) line and a 50% interest in the Chicago to Woodland Junction portion plus certain equipment from parent Missouri Pacific. ...The South Shore has cut back another run from South Bend to Michigan City, leaving just 10 runs on weekdays to the eastern terminal....The Southern Pacific has introduced extra fares, \$5 coach and \$10 first class, on its City of San Francisco from and to points west of Ogden, Utah.

**INTERURBAN NEWSREEL** -- The domestic airlines carried 16.5% more passenger traffic in the first nine months of 1968 than in the corresponding period last year. The 11 domestic trunk lines' traffic was up by 15.5%, the nine local ser-



vice carriers by 34%, while the three helicopter lines (in New York, Los Angeles and San Francisco) had a traffic decline of 7.5%....Northwest has placed an order with McDonnell-Douglas for 14 intercontinental-range DC-10 craft, to be delivered in 1973. This is the third major order for the DC-10 (others: United for 30, and American for 25)....Beginning November 15, the flow of air traffic into New York will be limited during delay conditions by holding aircraft on the ground at departing fields, rather than in a pattern over the three Gotham airports....The CAB has ordered immediate hearings on a Mohawk bid to provide jet service between Chicago and seven cities in New York and Pennsylvania. Mohawk does not presently serve the Windy City....Air cargo volume has also gone up; to a level 22% in excess of that last year. More than a billion revenue ton-miles of domestic air freight were carried....Mayor Lindsay led thousands of New Yorkers in wishing the Queen Mary "bon voyage" as she left that city Wednesday for the very last time. The Cunard liner becomes a museum, hotel and convention center in Florida early next year (TC - 25 Oct 68)....The University of Illinois has been donated a DC-6B by United Air Lines....Ozark's last DC-3 will be retired tomorrow, with the opening of the new jet-capable Columbia/Jefferson City (Mo.) airport. The line began operating the "gooney-birds" in 1936....Disappointed by the payload and range capabilities of the freight version of the Boeing 747, most of the majors have cancelled their options on the cargo units in favor of passenger craft. Of the 11 freight models ordered thus far, 10 options have been dropped....General Electric has announced that initial operating tests of its turbofan engine (destined to power the DC-10) were highly successful. Some of the craft will enter service in 1971; the engines are being constructed near Cincinnati.

BUS BRIEFS -- The North Western Railway has announced that a substitute motor coach service in lieu of rail operation between Green Bay and Ashland, Wisconsin will begin November 10. The Wisconsin Public Service Commission authorized the replacement of the rail runs in winter by equipment of Wisconsin-Michigan Coach Lines. Rail service will resume on Memorial Day, and end once again Labor Day. Trains will also operate during holiday periods around Thanksgiving, Christmas, New Year's Day and Easter....Holiday Inns and TCO Industries have postponed their scheduled stockholders' meetings from November 20 to an unspecified date in December. Shareholders will then vote on a merger of the two firms; TCO is the former Transcontinental Bus System, operator of Trailways bus services in many states. It also controls the Delta Steamship Lines of New Orleans.

COMMUTER COMMENT -- The first Jersey Arrow run went into service Wednesday at a better-than-100-mph clip across the New Jersey countryside. The three car Penn Central commuter train left Trenton at 6:52 AM and arrived in New York City at 7:40 AM, four minutes ahead of schedule, having covered the 60 miles in some 48 minutes. The new train is the first to utilize a fleet of 35 high-speed cars, all to be dubbed the Jersey Arrows, that the state of New Jersey is planning to purchase for lease to the Penn Central. The initial three cars will make some 16 runs each day, carrying 2400 passengers on schedules cutting as much as 17 minutes from former schedules....January 1 is set for the start of the "Northwest Passage" project, linking the North Western's Chicago terminal with the Lake "L" by means of a covered passageway. Commuters will be ~~soon~~ able to board CTA Lake-Ryan trains (at the regular adult fare) for a quick trip downtown or to other points on the rapid transit system.

ONCE OVER QUICKLY -- City officials and businessmen in Waukegan, North Chicago and Zion are banding together to preserve their local transit system (the Waukegan-North Chicago Transit Company) through subsidization. When the line lost its lucrative O'Hare run to Continental Air Transport in April, it began losing money and threatened to quit entirely unless funds were forthcoming from outside sources. The municipalities will ante up \$2500 per month for a year, and the fare will be hiked to 35¢....This issue's cover picture features Toronto's #9020, the first "New Look" trolley coach to be constructed in Canada. This was a conventional CCF-Brill unit, rebodied by Western Flyer in Winnipeg.



## EDITORIAL COMMENT

PAUL M. WEYRICH

In a separate editorial piece, Transport Central Editor Richard R. Kunz predicts that the rapid transit bond issues up before the voters in various parts of the country November 5 will be supported by a minority of the electorate.

There is good reason for his thinking. The voters are angry, which ought to have been obvious to the decision makers responsible for putting these issues before the people. Angry voters do not readily support huge spending projects. Beyond that point, and perhaps more important in the long run is the fact that (except perhaps for Atlanta) most of the voters know little of what they are being asked to vote upon.

The defeat of transit in Los Angeles seems even more obvious now than when we first analyzed the situation in August. The bonds require a 60% majority; the optimists in Los Angeles are predicting 50%. Considering who is against the issue, and the pathetic job of relating rapid transit to the average voter which the Southern California Rapid Transit District has produced, and the undeniable fact that SCRTD's plans are little more than unrealistic lines on maps, proponents should consider themselves lucky if they garner as much as 45%.

Mr. Kunz sees defeat in Atlanta, and he may be correct. Atlantans have supported rapid transit in the past, but this time the opposition is more well-organized. Further, there is the Wallace factor. While not strong in Atlanta, Wallace may bring out just enough of a negative response to cause the issue's defeat. I suspect, however, that at least the voter there has a better idea of what he is voting on than elsewhere. By and large, Atlanta's plans are genuine, but of late transit in that city has become a political football. In addition, the determination to go to the voters was so recent that it has been hard to launch a good campaign.

The Washington area situation, if the traffic problems here were not so serious, would be a joke. The voters have no idea as to what their vote means, and I rather suspect that the planners may like it that way, for they alone have reaped the benefits from the endless studies in Washington, which are likely to continue if the rapid transit issues are approved. Several jurisdictions are voting as individual districts on the rapid transit propositions, and just how the amounts of money were determined for each area is completely misunderstood by the public.

Actually, even if all of the areas in Maryland and Virginia should unanimously approve rapid transit, their support is still meaningless until the Congress faces the issue of building a system in Washington. Beyond that, the lines extending into the suburbs are highly controversial, and simply haven't been (in the minds of many observers) justified by the planners.

It is likely that some of the jurisdictions will approve of the transit issue, and others will vote it down. Either way, the results will simply be used as a popularity contest. If the voters show support for transit, planners are hopeful Congress, seeing area popular sentiment, will act. The entire question is still up in the air.

Voters in New Jersey will vote on a New York type bond issue package which contains \$200 million for commuter rail service upgrading in North Jer-



sey. Several lines would be electrified and new equipment purchased with the bond money, if approved. New Jersey's reputation as a progressive state, plus the fact that money for rail improvements is tied in with highway improvement bonds, would lead the casual observer to assume that this issue, at least, will pass with flying colors. The New York Times cautions, however, New Jersey's voters have a well-known reputation for rejecting bond issues. Further, there is the Wallace factor, which could be crucial in a close election. In New Jersey, as elsewhere, the voters are inclined to respond negatively. Still, there is hope that the overriding issue of road and rail improvements together may provide enough incentive to obtain a qualified "yes".

Die-hard transit advocates are no doubt hoping that a miracle will produce victory in all of these contests. Even victory would not insure construction in Los Angeles and Washington, given the circumstances peculiar to both areas. Atlanta must depend on federal matching funds not presently available to begin its spade work even if the bonds are approved. Only New Jersey offers hope for immediate and concrete results.

Defeat in Los Angeles, the Washington area and even Atlanta would mean a setback for transit forces in the United States. However, considering how fast transit proponents are now moving, I submit that one more road block would hardly be noticeable.

Actually, defeat would make these communities face reality. A certain "purification" would undoubtedly occur. In fact, defeat might well pave the way for realistic, workable and effective transit solutions to be presented by serious transit proponents in these cities in the near future.

We are in a sense reminded of Montaigne's famous observation that "there are some defeats more triumphant than victories".

RICHARD R. KUNZ

It is unfortunate that these bond issues are coming to a vote in this most turbulent of election years, for they will almost certainly fail. Ironically, as all too often happens, these issues of merit will not be decided on those merits, but rather by the irrational impulses so unfortunately common to the electorate.

In a year when George Wallace can command the support of almost one voter in five in an appeal calculated to woo those most interested in preserving the status quo, it is not difficult to envision these voters exercising their effective balance of power to prevent the expenditure of any funds.

Yes, the issues will fail; by a wide margin in Los Angeles, and lesser ones in Atlanta and Washington, probably even in New Jersey. No one is really interested in seeing these plans come to fruition; save for a very few enlightened communities, such projects are at the bottom of the political priority list.

There are those who say we live in a sick society; that we place emphasis on the wrong values. No more eloquent comment might be offered in summation than that made by a Congressional candidate from New York:

"The invasion of our society by a blind and totally amoral technology is felt in a dozen ways.... the air we breathe is killing us...we can't swim in our rivers and lakes because of pollution...our streets are clogged with cars...our youth are brainwashed with third-rate TV shows created simply to fill the space between commercials...while most of the world starves for lack of food, half of America is on a crash diet of Metrecal".