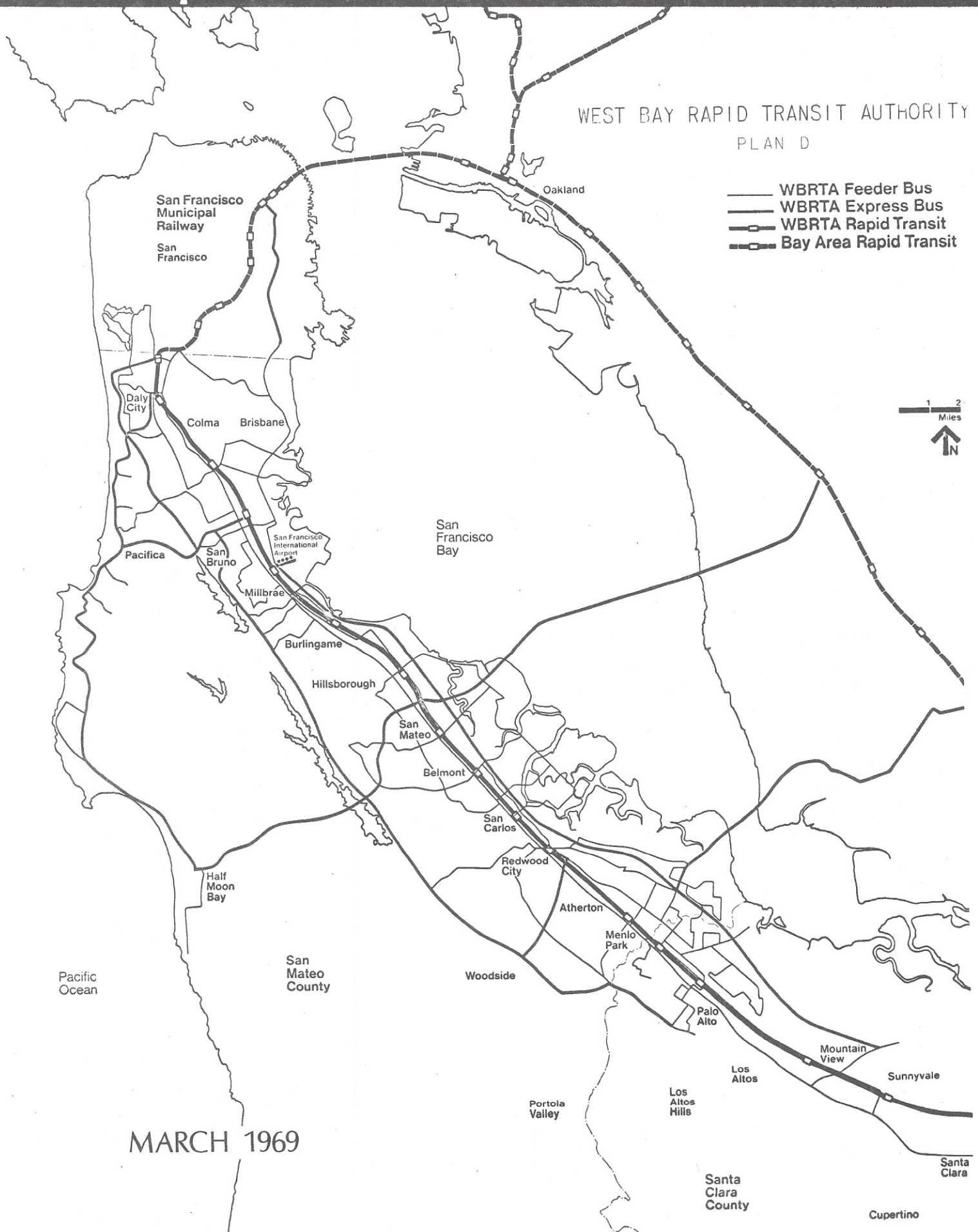


# Transport Central



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## COLUMN ONE

### WE HAVEN'T HEARD THE LAST OF THIS...

*As mentioned in the news columns of Transport Central, the MetroLiners have been doing extremely well--so well, in fact, that Pennsylvania Senator Schweiker was left standing on the platform at Washington's Union Station. Seems the parlor car space on the MetroLiner he was to take had been over-sold, and an earlier arrival had grabbed the Senator's seat.*

*The Chicago Daily News reports that they're getting punchy in Washington about all of those jet hijackings. A Federal Aviation Administration official stepped into an elevator at the new FAA headquarters, punched the top button and told fellow riders, "We are now en route to Havana".*

*The Burlington is getting rid of the last of its 1920-vintage wooden cabooses. A dozen of them are on sale for \$700 with trucks, and \$350 without. (That's FOB railside; you have to figure out how to get it home).*

*It seems that one day a Long Island Rail Road commuter spotted another lying on the tracks, clearly determined to commit suicide. Under his arm, he was carrying a loaf of bread. "How come you're carrying that bread?" the first commuter shouted. "The way this railroad runs," the would-be suicide answered glumly, "I was afraid I'd starve to death before the train came."*

*Anybody notice that American Express credit card ad in Time some weeks back? One of the cards an Amex holder can do without is one from Early Bird Airways. In small type, their slogan is "Only Airline flying exclusively from 2:00 to 4:30 AM."*

*SUDDEN THOUGHTS: Why are German (and other European) motor coach manufacturers ahead of those in the U.S. in providing window area in their vehicles? Until the new Twin Coach came along, we hadn't had a vehicle with adequate window space since the Ford Transit....Why can't the city of Chicago assess the airlines for the cost of extending the Kennedy rapid transit line to O'Hare International Airport, in view of the fact that it claims it owns the field and can thus ban any and all bus traffic?*

*LAST WORDS: Someone ought to do a review of George Hilton's reviews.... Well, let's just hope the masthead is longer next month.*



## NEWSFRONT

**SOARING SOUTHWARD** -- THE FULL CIVIL AERONAUTICS BOARD WILL CONSIDER A CAB EXAMINER'S RECOMMENDATIONS IN THE SO-CALLED "SOUTHERN TIER" ROUTE CASE. SECOND ONLY TO THE STILL-PENDING TRANSPACIFIC CASE IN IMPORTANCE, THIS INVESTIGATION INVOLVES THE ADDITION OF MUCH AIR SERVICE TO THE SOUTH AND SOUTHWEST U.S. (SEE MAP ON BACK PAGE). AT STAKE ARE VARIOUS ROUTES CONNECTING LOS ANGELES, SAN FRANCISCO, HOUSTON AND DALLAS WITH NEW ORLEANS, ATLANTA, TAMPA AND MIAMI; EXAMINER RALPH WISER RECOMMENDED THAT SIX AIRLINES (INCLUDING CARGO CARRIER AIRLIFT INTERNATIONAL) BE GRANTED THESE RIGHTS:

AIRLIFT	cargo authority Dallas-New Orleans and Miami-Tampa.
BRANIFF	Atlanta-Dallas, Tampa-Dallas, Miami-New Orleans, Miami-Dallas and New Orleans-Tampa.
CONTINENTAL	Dallas-New Orleans and Miami-Houston.
DELTA	San Francisco/Los Angeles-Miami.
EASTERN	Dallas/Atlanta-San Francisco/Los Angeles; conversion of temporary rights to permanent authority Dallas-Tampa/Miami; loss of rights New Orleans-Dallas and Miami-Tampa.
NATIONAL	Dallas-New Orleans/San Francisco/Los Angeles.

EXAMINER WISER ALSO RECOMMENDED GRANTING OF NON-STOP AUTHORITY TO AMERICAN ON ITS EXISTING LOS ANGELES/SAN FRANCISCO-HOUSTON ROUTES. HE FURTHER RECOMMENDED REQUIRING THOSE LINES GRANTED WEST COAST AUTHORITY TO USE THE SATELLITE AIRPORTS AT LONG BEACH OR ONTARIO (LOS ANGELES) AND OAKLAND OR SAN JOSE (SAN FRANCISCO) TO EASE CONGESTION AT L.A. INTERNATIONAL AND S.F. INTERNATIONAL FIELDS. THE FULL BOARD IS EXPECTED TO AWAIT THE OUTCOME OF THE TRANSPACIFIC CASE (NOW IN THE WHITE HOUSE) BEFORE MAKING ITS DECISION IN THIS PROCEEDING. DELTA AND NATIONAL CURRENTLY DOMINATE THE SOUTHERN TIER; VIGOROUS OBJECTIONS HAVE BEEN VOICED BY MOST OTHER CARRIERS TO THE EXAMINER'S FINDINGS, AND IT WILL BE SOME TIME BEFORE THE MATTER IS RESOLVED.

**JET JOTTINGS** -- THE CAB HAS APPROVED FARE INCREASES FOR EASTERN, PAN AMERICAN AND TRANS-CARIBBEAN ON ROUTES BETWEEN MOST EAST COAST CITIES AND PUERTO RICO AND THE VIRGIN ISLANDS; SECOND AND THIRD CLASS RATES WERE HIKE BY \$6, AND THE FIRST CLASS ROUND TRIP DISCOUNT WAS ELIMINATED. THE CAB ALSO SAID IT WOULD INVESTIGATE PROPOSALS BY THE THREE CARRIERS TO RAISE BOSTON-SAN JUAN FARES TO A LEVEL 9 TO 17 PER CENT ABOVE COMPARABLE NEW YORK-SAN JUAN TARIFFS....THE BOARD WILL ALSO APPROVE A \$4.5 MILLION LOAN FROM HUGHES TOOL TO AIR WEST, PREPARATORY TO THE PENDING TAKEOVER OF THE REGIONAL CARRIER BY THE MILLIONNAIRE INDUSTRIALIST'S FIRM....THE SEVENTEENTH U.S. AIRLINER (THIS ONE A NATIONAL 727) TO MAKE THAT SIDE TRIP TO HAVANA THIS YEAR DID SO EARLIER IN THE WEEK. WHAT DISTINGUISHED THIS TAKEOVER FROM THE MANY BEFORE IT WAS THAT FACT THAT THE HIJACKER WAS NOT CONTENT MERELY TO PIRATE THE SHIP--HE ALSO ROBBED HIS FELLOW PASSENGERS. WHEN THE PLANE LANDED AT JOSE MARTI, HOWEVER, CUBAN OFFICIALS SEPARATED HIM AND HIS ILL-GOTTEN GAINS AND RETURNED THE LOOT TO THE VICTIMIZED TRAVELERS....TWA AND OTHER AIRLINES SERVING THE SAME TERRITORY HAVE ADDED FLIGHTS TO ACCOMMODATE PASSENGERS STRANDED BY THE AMERICAN AIRLINES STRIKE (TC 28 FEB 69). TWA ALSO ANNOUNCED THAT IT HAS PETITIONED FOR AUTHORITY TO CARRY LOCAL PASSENGERS ON CERTAIN DETROIT-BOSTON FLIGHTS THAT CONTINUE ON TO LONDON....THE CAB HAS RULED THAT PAN AMERICAN SHOULD BE ALLOWED TO OPERATE THE FIRST DIRECT U.S. FLAG CARRIER SERVICE BETWEEN MIAMI AND LONDON, COMPETING WITH BOAC. THE LATTER CARRIER CURRENTLY SERVICES THE RUN WITH STOPS IN BERMUDA AND NASSAU; NON-STOP SERVICE IS SCHEDULED TO BEGIN JANUARY 1, 1970....OZARK WILL BEGIN SERVICE TO WASHINGTON AND NEW YORK FROM WATERLOO, PEORIA AND CHAMPAIGN-URBANA APRIL 21....THE ANGLO-FRENCH SUPERSONIC JET CONCORDE MADE ITS MAIDEN FLIGHT EARLIER THIS WEEK, A YEAR BEHIND SCHEDULE AND TWO MONTHS AFTER THE SOVIET Tu-144. OVER \$725 MILLION HAS BEEN INVESTED IN THE PROJECT THUS FAR, ABOUT TWICE AS MUCH AS ORIGINALLY PROJECTED IN 1962, WHEN BAC AND SUD AVIATION AGREED TO POOL THEIR RESOURCES INTO THE DESIGNING OF A SINGLE PLANE. NO FIRM ORDERS (ONLY OPTIONS) HAVE BEEN RECEIVED FOR THE 1450 MPH JET, BUT IT HAS TAKEN TO THE AIR WELL AHEAD OF ITS U.S. RIVAL SST. IT IS HOPED THAT THE FIRST CONCORDES WILL GO INTO SERVICE BY 1973; THE Tu-144s WILL ENTER OPERATIONS PRIOR TO THAT TIME, BUT THE U.S. SST IS EXPECTED TO BE DELAYED WELL BEYOND 1973.



PLANE FACTS -- NEW YORK AIRWAYS IS OPERATING TWO DHC TWIN OTTERS LEASED FROM MIAMI AVIATION....TELLAIR (A SWISS NON-SKED) IS BEGINNING SERVICE WITH AN EX-EASTERN CONVAIR 440....THE NEW GERMAN NON-SKED CARRIER ATLANTIS HAS RECEIVED CAB APPROVAL FOR TRANS-ATLANTIC GROUP CHARTERS; PRESENT EQUIPMENT INCLUDES A DC-7C, A 111-500 FROM PAN EUROPA AND TWO DC-8-30S FROM SUDFLUG....ADDITIONAL 747 ORDERS: ONE TO EL AL (ITS SECOND), AND TWO FOR SABENA....707 ORDERS: SOUTH AFRICAN AIRWAYS, TWO 320CS; TREK AIRWAYS (SOUTH AFRICA), A 320 ON LEASE FROM IRISH INTERNATIONAL UNTIL THE LINE CAN ACQUIRE A 320 FROM SAA; CALEDONIA AIRWAYS, A 320C FROM FLYING TIGER; CHINA AIRWAYS, TWO 320CS....THREE ADDITIONAL DC-8-31s HAVE BEEN ORDERED BY JAPAN AIR LINES....CONTINENTAL HAS RETURNED FOUR 727-100QCS TO BOEING FOLLOWING EXPIRATION OF THEIR LEASE; PIEDMONT ALSO RETURNED A SECOND 727-100QC FOLLOWING DELIVERY OF SIX 737s....BOEING 737 ORDERS: FIVE SERIES 200 AIRLINERS CANCELLED BY FRONTIER HAVE BEEN PICKED UP BY GATX/BOOTHE. GATX PREVIOUSLY TOOK OVER SIX SERIES 200 AIRCRAFT CANCELLED BY PACIFIC AIRLINES AND LEASED THEM TO AIR CALIFORNIA; LUFTHANSA PICKED UP OPTIONS ON TWO ADDITIONAL SERIES 200QC....TEN DC-9-10s HAVE BEEN LEASED BY THE BUILDER TO TRANS-TEXAS....FIVE BAC 111-500s WERE ORDERED BY AUTAIR INTERNATIONAL....TWO CANADAIR CL-44 WENT TO TRANS-MERIDIAN FROM FLYING TIGER....AIR CANADA HAS ON ORDER A TOTAL OF 13 DC-8-63, 38 DC-9-30, THREE 747, FOUR CONCORDE. SIX DC-9-10 WERE RETURNED TO THE BUILDER FOR LARGER SERIES 30 CRAFT; THE FLEET OF 39 VISCOUNTS ARE TO BE RETIRED THIS SUMMER.

BAD TRACK -- B&O AND C&O HAVE PETITIONED TO DISCONTINUE, EFFECTIVE MARCH 27, THE CAPITOL-DETROIT (B&O 19-20, WILLARD-TOLEDO, AND C&O 45-48, TOLEDO-DETROIT); KNOWN AS THE AMBASSADOR IN BETTER TIMES, THE SERVICE IS PRESENTLY A THROUGH COACH FROM WASHINGTON ON THE CAPITOL, AND LOST \$155,000 "OUT OF POCKET" DURING 1968. B&O-C&O, IN AN ATTEMPT TO CUT THE \$15.1 MILLION DEFICIT IN 1968 (UP 7½% OVER 1967), WILL SUBSTITUTE A FEEDER BUS BETWEEN FOSTORIA AND DETROIT IF THE PETITION IS ALLOWED.

SANTA FE HAS APPEALED A COLORADO PUC DECISION, UNDER SECTION 13(A)2 OF THE INTER-STATE COMMERCE ACT, WHICH DENIED A PETITION TO DISCONTINUE #191-190 AND #201-200, LA JUNTA-DENVER....CENTRAL OF GEORGIA #107-108, THE NANCY HANKS II, WAS ORDERED TO CONTINUE OPERATING BY THE GEORGIA PSC FOLLOWING A HEARING ATTENDED BY THE GREATEST NUMBER OF PROTESTORS IN THE COMMISSION'S HISTORY.

LONG HAULS -- PENN CENTRAL OFFICIALS ARE LOOKING AT MARCH 17TH AS THE DATE FOR BOTH THE LAUNCHING OF A THIRD METROLINER TRAIN (WHICH WOULD OPERATE TO NEW HAVEN) AND THE START OF TURBOTRAIN SERVICE BETWEEN NEW HAVEN AND BOSTON....IN PASSING, IT MIGHT BE NOTED THAT THE PENN CENTRAL NOW HAS EIGHT FULL-TIME EMPLOYEES WORKING ON METROLINER RESERVATIONS IN WASHINGTON'S UNION STATION ALONE, THIS IN ADDITION TO REGULAR TICKET CLERKS WHO HANDLE THE LINE'S OTHER TRAINS. WHILE THE METROLINERS HAVE BEEN ATTRACTING NEW PASSENGERS, RIDERS ON PC'S OTHER WASHINGTON TO NEW YORK TRAINS HAVE ALSO SHOWN AN INCREASE. THE AFTERNOON CONGRESSIONAL, WHICH LEAVES WITHIN FIVE MINUTES OF THE NEW YORK-BOUND METROLINER, HAS INCREASED ITS PATRONAGE BY OVER 10%. PC ALSO STANDS TO GAIN ADDITIONAL REVENUE ON ITS WASHINGTON-NEW YORK RUNS BY VIRTUE OF A 10% INCREASE IN FARES FOR ALL PC LONG-DISTANCE TRAINS, WHICH WAS APPROVED THIS WEEK BY THE ICC. EXCLUDED FROM THE HIKE ARE ALL COMMUTER TRAINS ON THE FORMER PENNSYLVANIA, NEW YORK CENTRAL AND NEW HAVEN LINES....GREYHOUND PLANS TO MERGE ITS EASTERN AND SOUTHERN DIVISIONS INTO A NEW EASTERN DIVISION. THE 'HOUND RECENTLY MERGED ITS CENTRAL AND WESTERN DIVISIONS INTO A SINGLE ENTITY....THE SANTA FE HAS PURCHASED 90 ROAD FREIGHT DIESEL UNITS (45 EACH FROM EMD AND GE), AS PART OF A \$190 MILLION 1969 CAPITAL OUTLAY PROGRAM. INCLUDED IN THE PROGRAM WILL BE 2600 FREIGHT CARS AND 25 REMOTE LOCOMOTIVE CONTROL UNITS.

TC NOTES -- THE DELAYS IN DELIVERY OF THE PAST SEVERAL ISSUES HAVE BEEN DUE TO PRODUCTION PROBLEMS ARISING OUT OF THE INSTALLATION OF NEW COMPOSING EQUIPMENT IN TC'S OFFICES; WITH THIS ISSUE WE SHOULD RETURN TO SCHEDULE....REGULAR TC SUBSCRIBERS CAN OBTAIN REPLACEMENT COPIES OF MISSING ISSUES LOST IN THE MAILS, AS WELL AS A REASONABLE NUMBER OF EXTRA COPIES OF A PARTICULAR ISSUE WITHIN THEIR SUBSCRIPTION PERIOD AT NO EXTRA CHARGE SIMPLY BY WRITING THIS OFFICE.



Just over three years of study were completed when George S. Nolte Consulting Civil Engineers, Inc., and DeLeuw, Cather & Company submitted their final report to the West Bay Rapid Transit Authority. Three very generalized aims were put forth as being most important for San Mateo County:

- \*Establish a publicly-owned, county-wide bus service for San Mateo County in order to improve and expand service.*
- \*Initiate cooperation with San Francisco and other cities to provide rail rapid transit service to the airport from Daly City.*
- \*Adopt a plan which will provide for the eventual extension of regional rail rapid transit through all of San Mateo County.*

As mentioned in our first report on WBRTA (TC 25 October 1968), many different systems were considered, some fifteen in all. Six of these were used in alternative transit plans for the county; these are the concepts:

- |  |                 |
|--|-----------------|
| 1. Modern Rail Rapid Transit           | Plans C,D       |
| 2. Monorail                            | Discarded       |
| 3. Modern Commuter Rail                | Plans A,B,C     |
| 4. Turbo-driven Commuter Rail          | Discarded       |
| 5. SkyBus Transit Expressway           | C,D option      |
| 6. Local Buses                         | Plans A,B,C,D   |
| 7. Freeway Flyer buses                 | Plans A,B,C,D   |
| 8. FF with signalized freeway access   | Discarded       |
| 9. Rapid Transit buses                 | Discarded       |
| 10. Minibus shuttle service            | A,B,C,D options |
| 11. Tracked air-cushion vehicle        | Discarded       |
| 12. Over-water air-cushion vehicle     | Discarded       |
| 13. Fully-automated TELETRANS          | Discarded       |
| 14. StaRRCAR (semi-automated vehicles) | Discarded       |
| 15. Rail Bus                           | Discarded       |

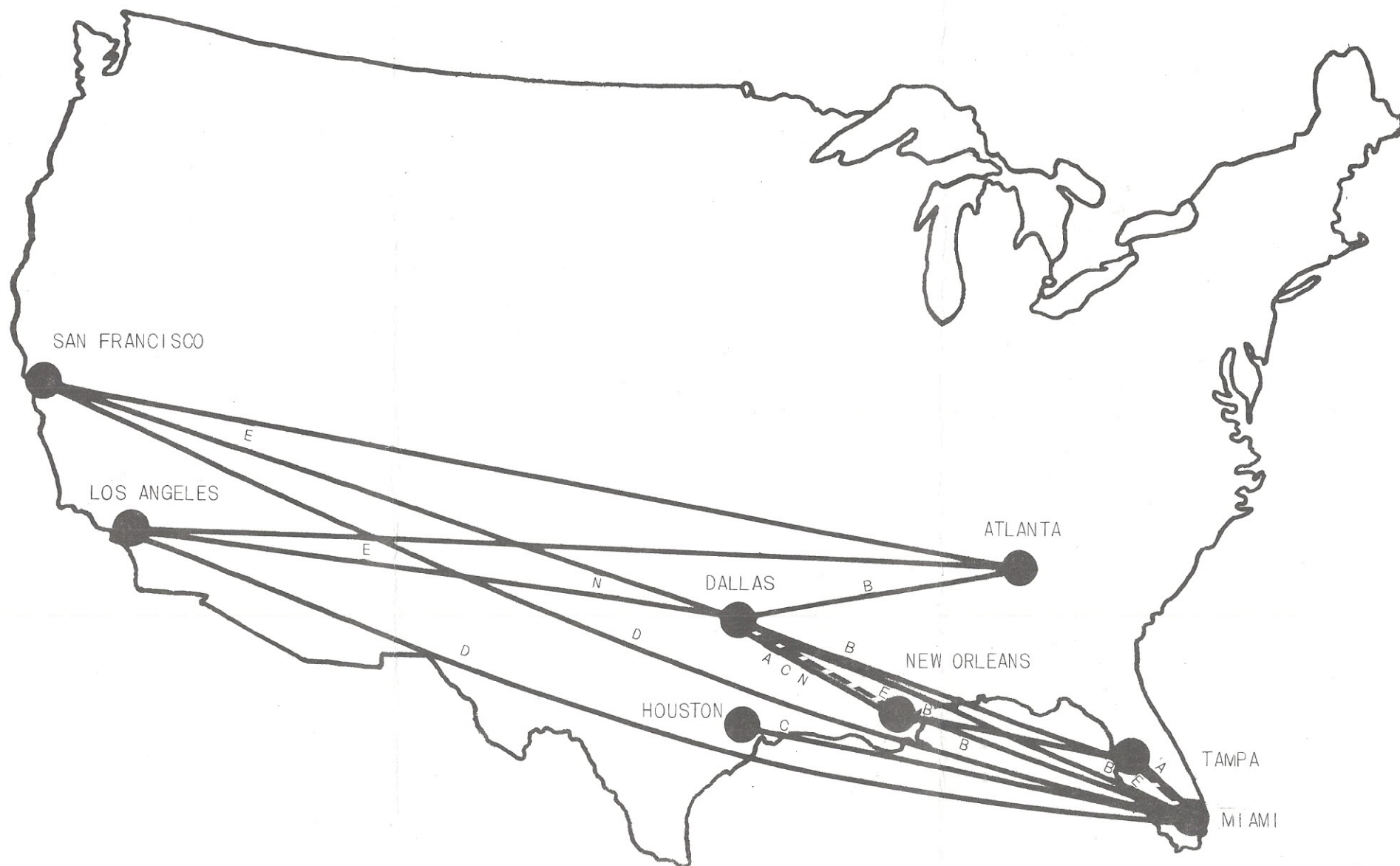
Study Plan A is the basic or reference point with which the other plans are compared. It is a representation of conditions which could be expected to exist if present service levels were projected to meet expected 1975-1990 conditions. This assumes continuation of Southern Pacific and Greyhound service on the present basis, together with local systems now in operation.

Plan B assumes continuation of SP rail service with WBRTA county-wide bus services, together with Authority parking lots at rail and bus stations. Most bus lines would terminate at BARTD stations in Daly City, Hayward and Fremont on the north, with service on the south extending to Stanford Industrial Park and Moffett Field in Santa Clara County.

Plan C consists of elements of plan B, plus the construction of a BARTD compatible rail rapid transit line some 8 miles from Daly City to the area of the San Francisco International Airport at Millbrae, following much of the unused Municipal Railway right-of-way. It is contemplated that through tickets will be sold, allowing passengers to transfer from the rapid transit line at the airport station and to the SP line (at an extra fare). Also under the plan, parking at rapid transit stations north of the airport, and at SP stations south of the airport, would be provided, along with increased frequency of SP service. WBRTA surface lines would then terminate at Daly City and other stations on the rapid transit trunk. Due to present uncertain plans for future development of the airport, it was assumed that an external station would be used, and that some sort of intra-airport shuttle (such as the SkyBus) would be provided.

--CONTINUED NEXT WEEK

# THE "SOUTHERN TIER" ROUTE CASE



A - AIRLIFT, B - BRANIFF, C - CONTINENTAL, D - DELTA, E - EASTERN, N - NATIONAL

SERVICES TO BE ADDED ————— SERVICES TO BE DELETED - - - - -