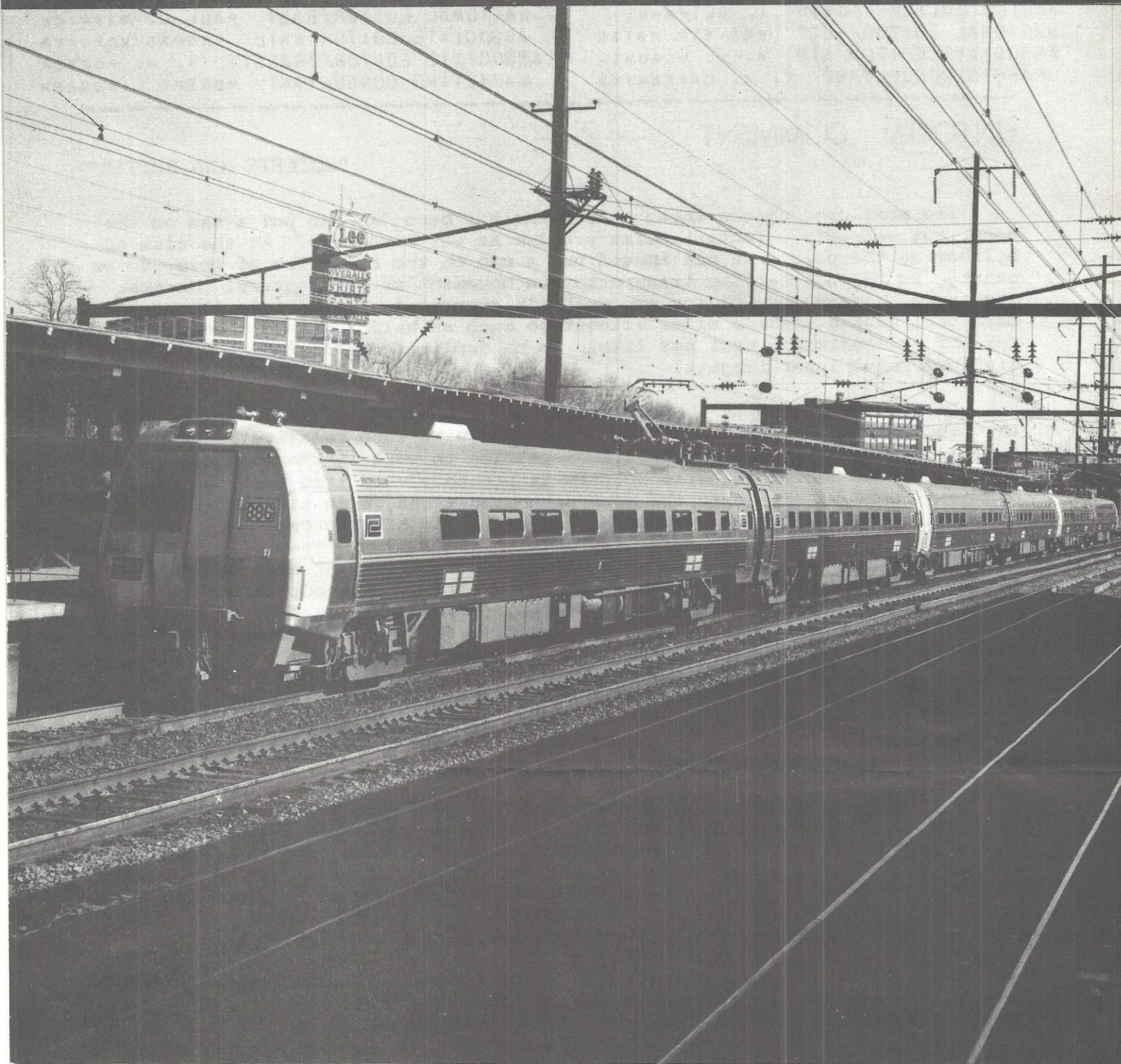


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EDITORIAL COMMENT

"ROCKETS AND BUTTER"

The most-used cliché these past weeks has been "we can put a man on the moon, but we can't...(enter social problem as yet unsolved)." At the risk of belaboring the point, we did indeed put a man on the moon (two of them, to be exact), in the outstanding transportation movement of the century. Messrs. Armstrong, Aldrin and Collins successfully completed a round-trip flight of more than half a million miles without so much as half a minute's delay in takeoff or landing, a feat not likely to be duplicated when Pan Am and TWA begin commercial lunar flights.

It does seem ironic, then, in this age of extraterrestrial exploration that such a journey could have been completed with such relative ease when a similar trip of much shorter duration—getting to work in the morning—demands a much greater degree of patience. It is probably very true that the average commuter would rather go to the moon a hundred times, with all its risks and dangers, than face the thought of having to get to his job once more.

It has been said, and far more eloquently than I might ever orate, that the technology we need to get Man to Work is already at hand; that the real problem is Money; that a massive outpouring of funds is all that is needed to provide real mass transit for everyone everywhere. Added to these pontifications, however, is the usual tag line: the money is simply not available; this or that project has a much higher priority. The taxpayer must be patient a while longer, and somehow struggle around on his patchwork, archaic transit system if he must, or, better yet, make the most of those shiny new highways his government provides. They may be a bit crowded during rush hours, but more new roads are being constructed every day.

Even more unfortunate, in the wake of the moon shot, is the outcry in opposition to a continuation of the space program beyond those missions already committed. Forgetting that many benefits to mankind have come from those explorations (advances in medicine and communications, for example; as you view the news from abroad via satellite on Huntley-Brinkley each evening, pause to reflect on who it was that put that satellite there), many say we must divert funds from the space program to domestic problems.

Money for those domestic problems, including an all-out attack on transit ills (and not a "pie in the sky" approach) must come from another source; one that seems to have been ignored when diversion of funds is considered—the spiraling defense budget, most of which is being used to support a very unpopular war. If the quality of life is ever to be improved, our energies must be diverted from negative approaches to the perpetuation of mankind to positive ones. The space program has been of significant value; it has even benefitted urban transit in many technological ways. Politicians used to speak of having both "guns and butter" in their campaigns; perhaps a promise of both "rockets and butter" might be more to the point.

--RICHARD R. KUNZ

Newsfront

ON THE TRANSIT BEAT -- Just begun is a new transfer validation plan allowing a CTA passenger to use the Illinois Central for a portion of his trip. In its initial phase, a passenger may begin his trip on a CTA bus route (directly or by transferring to it) feeding the IC Bryn Mawr station at 71st-Jeffery. Payment of the regular IC fare is then necessary, but on debarking at Randolph Street downtown, he may validate his transfer in a special machine (similar to those in use on the Rapid Transit) and use it to continue his ride on any line in the Loop. Though a double fare is necessary, a considerable savings in time can be effected by using the faster IC Electric trains for a portion of the trip. The IC, by the way, has announced that bids on the 130 new double-deck suburban cars will be opened August 27. (Wanna bet Pullman will get the order?). The railroad is also to begin remodeling this year of the heavily-used Randolph, Van Buren and Harvey stations; the latter is to have new parking facilities and a shopping center.

DOT DOLES -- Since our last report (TC 07 JUL 69), the Urban Mass Transit Administration has implemented these grants:

Oakland -- \$180,242 to AC Transit for operational tests of a computerized management information program for urban bus transit systems.

Virginia Polytechnic Institute -- \$113,461 to develop design criteria for urban bus shelters.

Detroit -- \$50,000 to the city, the second of five cities participating in a project to improve the command and control communications in urban transportation.

Annapolis -- \$89,731 to IIT Research Institute for analytical research of radio communications systems devised for the urban transit industry, toward making greater use of available communications devices.

Chicago and Los Angeles -- \$224,570 to Harza Engineering of Chicago and Holmes & Narver of Los Angeles, toward devising improved methods of underground tunneling for future transportation systems.

Chicago -- \$132,300 to the CTA for 24-hour bus service to O'Hare International Airport from Jefferson Park rapid terminal.

Berkeley -- \$125,466 to the University of California toward the study of methods of noise abatement in the transportation industry.

Troy -- \$290,430 to Rensselaer Polytechnic Institute to design a public transportation vehicle for use in low-density population urban areas.

Houston -- \$168,000 for a feasibility study of an elevated circulatory transit system in southwest Houston; the system is proposed for the Post Oak-Westheimer urban complex.

Nashville -- HUD and HEW are providing \$34,194 to Fisk University for a study of how transportation affects the lives of older people.

SHORT HAULS -- Blue Motor Coach Lines (Louisville's biggest suburban operator) has applied for a fare increase on all five routes of 5¢ across the board; present adult rates begin at 25¢....The combined Paris Metro and bus system (RATP) will lose about \$200 million this year. All or portions of nine daytime and five nighttime bus routes are being abandoned in an effort to cut the system's deficit....BART will spend \$100,000 for five sets of fire-fighting equipment specially adapted to tube and tunnel service on its Bay Area rapid transit lines....The nation's mayors have come out for a \$10,000,000,000 transit trust fund....Evanston Bus Company drivers are currently on strike, idling 96 buses on 13 north suburban Chicagoland routes, despite a plea from their union to stay on the job during negotiations.

MORE TRANSIT TALK -- The state of New Jersey will subsidize the Newark City Subway through the end of 1969. Operator PSCT had threatened to end service if financial assistance was not forthcoming....The twin cities of Waukegan and North Chicago are working on a subsidy plan to aid the financially-ailing Waukegan-North Chicago Transit Company, the last remnant of the Susquehanna (North Shore) Corporation transportation empire....A dispute over the absence of black workers in Chicago area public construction projects has caused picketing and some work stoppages on the Ryan median strip rapid transit line; guards have been assigned to prevent vandalism along the route....Reader Ronald DeGraw was quick to answer our comment on the possibility of SEPTA's acquiring new streetcars for its city and suburban lines. "SEPTA capital budget calls for purchasing 20 new rail cars to completely re-equip PST's Norristown line and 20 new cars for the Media and Sharon Hill trolleys. In the latter case, the 13 remaining 1949 St. Louis cars would stay to supplement new cars in the rush hours. SEPTA's present trolley lines (the old PTC routes) will definitely not get new trolleys. Old ones are now being studied for possible renovation, and one is now being experimented with"....Louisville is to have an as-yet untested three-corridor "bus-train" rapid transit system, if a \$1,000,000, six-year metropolitan transportation study is implemented. While on "guideways", the vehicles would be automatically controlled; on surface streets a driver would take over.

BRIEFS -- SEPTA is planning express bus service to the Philadelphia Airport....Duluth-Superior Transit will go municipal next year....El Paso's international streetcars have again been idled in favor of buses due to a construction project in Juarez....Both extensions to the Broad Street subway in Philadelphia have seen initial construction begin....Holland-Sylvania Lines and Maumee Valley Transportation have been merged into parent Community Traction of Toledo....Pensacola Transit (a Chromalloy property) suspended all service in that Florida city July 3....The historic Myrtle Avenue "L" in Brooklyn is soon to be replaced by buses.

AIR/LINES -- Spencer, Iowa, felt so isolated, reports Time, that it invited Fleet Airlines to provide subsidized service to the rest of civilization; the level III carrier is based in Minnesota....The CAB has ordered into effect the Hawaii services that hinged on the President's transpacific awards. Western, Continental, Braniff and TWA are the new beneficiaries of mainland-Hawaii runs....United began nonstop Chicago-Honolulu service August 1....Howard Hughes' bid to control Air West has been approved by President Nixon....National has been authorized to fly a Miami to London route....Delta began nonstop Chicago-Nashville service August 1....TWA has begun 3 daily round trip flights Chicago-Hartford....China Airlines (Formosa) plans Taiwan-San Francisco service early in 1970 with 2 Boeing 707s on order....United is soon to begin a second nonstop Denver-Des Moines run....Trans Central Airlines (level III) has acquired a new mail route....Mohawk's route system is being extended to Birmingham....TWA has begun direct Denver-Hartford service....Continental has begun direct Denver-Ontario (California) service.

A MYSTERY UNRAVELED -- Many TC readers have wondered about the identity of one J. E. Hipsley, Art Director of this publication. In reality, she is a very pretty young lady whose first name is Judy, and she's a graduate of the Art Institute of Chicago. This month, she joins forces with the Editor in a little merger all our own, a venture we hope will last for many years. As Mrs. K. she will continue to look after our pictorial "image"; marrying her insures not losing her considerable talents to the competition (I hope).

ICC OVERHAUL? -- President Nixon has asked Congress to allow him to appoint the chairman of the Interstate Commerce Commission. Citing a "lack of leadership" created by the present system of rotating annual chairmen appointed by the 11-member commission, the President stated that no other regulatory body in the federal government is operated this way, and that the ICC therefore lacks any strong policies to guide it; a study to reduce the number of commissioners is also under way. Unless Congress vetoes the President's request, he will automatically assume such appointive powers by September 25.

RAIL RAMBLINGS -- Penn Central and Westinghouse officials are planning to begin using some of the WH-equipped MetroLiner coaches on the New York-Philadelphia "Clockers" in order to get any remaining bugs out of the equipment. No exact inaugural date was announced, but spokesmen for the road say it will be "very soon"....Southern Pacific is considering a proposal to reduce to a tri-weekly basis its Cascade, City of San Francisco and Sunset Limited trains; all three are currently operated under ICC orders and it is questionable if the road could make such a formal petition at the present time....Penn Central must run trains 50 (the Admiral), Chicago to New York, and 53 (the Fort Pitt), Pittsburgh to Chicago, until November 30 pending ICC hearings....Canadian National's narrow-gauge passenger trains 101-102 (the Caribou, also known affectionately as the Newfie Bullet), St. John's-Port Aux Basque, Newfoundland, were discontinued June 3....The Milwaukee Road wants to drop, again, its Varsity trains (117-118, Chicago-Madison) effective August 18....Rock Island trains 17-18, the Plainsman (Kansas City-Minneapolis), made their last runs July 25; the ICC decided not to investigate the petition....Subsidies to the French National Railways (SNCF) will end by 1974; the plan forces SNCF to drop many unprofitable passenger services....L&N has petitioned 5-10, St. Louis-Evansville, and 3-4, Evansville-Atlanta for August 13....Negotiations are under way for the New York Metropolitan Transportation Authority to take over Penn Central's Harlem, Hudson and New Haven commuter services....Southern Railway is buying the 92-mile Tennessee, Alabama & Georgia Railway in exchange for its stock....The Missouri Pacific has petitioned Texas Eagle trains 21-22, New Orleans-Marshall, Texas for August 18....Penn Central finally (after four tries) received permission to discontinue trains 3 and 30, New York-St. Louis, but opponents to the removal got a court injunction staying the demise at least until August 6....The Western Pacific has petitioned its portion of the California Zephyr for September 5....A track connection permitting both South Shore and Penn Central to serve the busy Calumet Harbor area on Chicago's south side is now complete. Both roads (South Shore will use diesel power) can now compete for port traffic with CRI&P.

LONG HAULS -- Computerized Ticket Reservation Service (the growing purveyor of theater seats) has contracted with the Penn Central to expedite passenger reservations and ticketing for the MetroLiners. In the first phase of a three-phase program, TRS console units are being installed at PC ticket windows in New York, Newark, Tranton, Philadelphia, Wilmington, Baltimore and Washington. TRS was also the only live exhibitor aboard the Golden Spike Centennial train last May....The Puerto Rican government is negotiating to bring the retired liner Queen Elizabeth to the Caribbean island as a floating resort hotel. A number of bids for the historic ship are now being considered by owner Cunard....The Wall Street Journal reports that Navajo Indians, long accustomed to seeing paleface guides taking tourists through their sprawling Arizona and Utah reservation, have started offering tour packages of their own. Tribe members serve as driver-guides and hostesses for a 5-day sightseeing bus tour....The Mount Washington Cog Railway is celebrating its 100th birthday this year. Beginning in July of 1869, the scenic line has hauled passengers on over 75,000 trips up the New Hampshire mountain's slope to its 6228 foot summit. Maximum grade on the $3\frac{1}{2}$ mile line is 37.4 per cent on a high wooden trestle called "Jacob's Ladder"....Jeffersonville, Indiana's Howard National Steamboat Museum has been saved from an uncertain fate through local business contributions.

SPECIAL REPORT: Passenger Train Subsidies

--Robert I. Oliphant

ICC Examiner Messer's surprising report in SP's Sunset Limited case a year ago (TC 26 APR 68) calling for minimum standards on long-haul passenger trains apparently shook up a great many more people than originally believed. Altho we gained nothing from the hearings themselves (TC, June 68), Messer started the proverbial ball rolling. First, PC chairman Stuart Saunders called for a "passenger train council"; more recently (TC 21 FEB 69) AAR president Thomas Goodfellow called for subsidies for losing passenger services the ICC deems to be necessary.

The new Canadian Transport Board will soon unveil an "80/20" per cent subsidy program for that country's losing but necessary passenger trains (TC 21 JUL 69), which will allow CN, CP and the other carriers to prune their passenger losses to more realistic levels. The CTB recognized that the railroads were losing money on passenger service and rightfully felt that they should not be forced to operate services no one used. The hangup was in determining the real losses on a particular passenger service in order to identify that amount of federal subsidy necessary to cover those losses. The board apparently has agreed on a formula with a 20% discount in favor of the government, leaving the carriers with the so-called "unavoidable" losses.

It is interesting to note that, coincident with the announcement that the Canadians have found a solution to the passenger train problem, our ICC released a report of its own on passenger train deficits on U.S. roads with a predictable outcome: Congress should subsidize losses on trains it (the ICC) says must be continued. Actually, the ICC report considered eight carriers' passenger train costs for 1968 on a "solely-related basis" and on an "avoidable-cost basis" as well as the customary "fully-allocated cost basis". The report stated that all three accounting formulas showed staggering deficits, none of which were accurate, and warned Congress that unless something is done soon there may be nothing left to save.

Indiana Senator Vance Hartke, Surface Transportation Committee chairman, has stated that hearings on the matter will be held following the August Senate recess, out of which some far-reaching recommendations are sure to come.

Although we customarily prognosticate only at the New Year, I predict that the hearings will bring the following recommendations for the consideration of the Congress:

1. A temporary "freeze" on Section 13a(1 and 2) petitions.
2. A definite proposal on what services need to be retained, preferably with minimum standards of service.
3. Agreement (government and carrier) on a subsidy formula for those necessary services.
4. An eventual resumption of Section 13a(1 and 2) petitions with the added proviso that outsiders (the public) may appeal ICC decisions.

Although conditions in Canada are not the same, the Congress might well investigate them, and if the CTB's proposals are applicable, offer them to the U. S. roads; anything is preferable to what we have today. Voluntary actions on the part of even the most enlightened carrier managements (Santa Fe or CN) have failed to stop progress and the preference of most people for other modes of transportation. If the railroads must run empty trains by governmental fiat, then the government should pay the costs.

COVER PHOTO: A MetroLiner train at Trenton, by John P. Hoschek.