

Transport Central



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Ken Hayes

"PATH OF THE DOWNTOWN CITY"

Much is heard these days about the death of the older city. Not only is this ridiculous but it is also unrealistic. Few and far between are the dissolutions of any kind of governmental body. Even a sub-sub-committee has a tenacity for existence at least equal to that of any biological organism. It was, therefore, refreshing to hear an opinion which differed from that of the doom-sowers most commonly heard.

The theory of the argument ran thus: In the downtown center of a city heavy industry in unwelcome and heavy investment uneconomic; the former due to environmental pollution protest and the latter to high taxes. These, while discouraging certain types of endeavors are actually encouraging others. One natural resident is government. But this must be limited, because our representative form of government indicates—at least *prima facie*—that government spending will be proportionate to population, a race the inner cities are losing. Also, an all-government city would have no tax base.

The replacement, therefore, comes from elsewhere. What industry can be found with 1) low capital investment, 2) no pollution problems, and 3) that is suitable to be located in the downtown area? It is the service industry, and, parenthetically, its largest component—the financial industry. Service is today's most rapidly growing industry. Service companies provide a multiplicity of services such as temporary office help, janitorial/custodial services, guard service, accounting service and banking and other financial services.

The trend is already appearing in many of our downtown areas. Some are even being rebuilt or remodeled to fit the needs of their new residents. Gone are many of the large department stores and big factories. Now banks are seen—more in evidence than ever before—as well as offices, small restaurants, service companies, laboratories and professional firms. The former heavyweight residents are moving to areas better suited to their natures. The large industry is moving to a location where pollution control isn't so much a problem (wherever that may be). Stores have a new approach: the main store is in a large suburban shopping center complex, and there is a branch downtown.

Thus the downtown need not be considered doomed. It can even be revitalized to a state of health not seen before during this century. True, it will not be a one-sided effort. City officials and agencies must lend their support to the movement by cutting down on the discouraging aspects of city business: red tape, taxes and crime. It must remember that \$1000 of tax revenue from each of ten small new businesses is infinitely more valuable and perhaps indicative of more stability than \$10,000 from one large company that is about to move out. Something is always better than nothing.

Social trends are difficult to change (if not somewhat impossible). And

KEN HAYES: "PATH OF THE DOWNTOWN CITY" (continued)

the indicated social change of the present and foreseeable future is that the preferred location to reside and shop is in the suburban community. Business, however, has split evenly. Not only are suburban industrial parks and plants becoming popular, but business is also rebuilding the older downtown offices and constructing entirely new projects. For example, in San Francisco, some of these projects include the Wells Fargo Building, the Bechtel Corporation Building, the Pacific Gas & Electric Building (currently under construction) and the tallest in the city: the Bank of America World Headquarters (which is just being completed). Projects are also in the planning stages which will modernize the main thoroughfares around and along Market Street in conjunction with the new BART network, as well as construct a multi-purpose development that will eliminate many slum and skid row areas.

Transportation is not only an integral factor in these developments, it is a necessity and also a major beneficiary. The need to get in and around the downtown city is of paramount importance. The industry will not be able to "get along" with yesterday's technology. We are talking about moving highly-paid, white-collar individuals with a high sense of environmental awareness. These people will refuse to pay a price for a slow, noisy vintage bus when they can, for a little bit extra, travel faster, more comfortable and more conveniently. And you can be certain that these riders, from their offices, are going to be influenced in making their office location decisions in part based upon their experiences in getting to work in the morning. Just what would you decide if you were an hour late to the meeting considering this question, because of a lack of suitable transportation facilities? What would you decide?

Railway Report

U.S. TRAIN-OFF LIST -- 01 JUL - 30 SEP 1969

(Number Nine of a Series)

Until the South Shore and PRSL petitions were verified, the ninth TC train-off listing was beginning to look like our shortest. A correction and an oldie are included, but the Canadian listing has been deleted (temporarily, we hope). The reasons for this action are that 1) the July list is still current (I think), 2) news of Canadian trains is factual only after the fact, and 3) the new train-off laws "up North" will take effect soon and we are seeking a reliable source for news of the "new wave".

--ROBERT I. OLIPHANT

<u>ROAD</u>	<u>TRAINS</u>	<u>BETWEEN</u>	<u>ACTION</u>
ATSF	190/191-201/200	La Junta-Denver	
	211-212	Kansas City-Tulsa	
AWP/WRA	37-38	Atlanta-Montgomery	
B&O	7-10	Chicago-Akron	
	31-32	Cumberland-Parkersburg, WVa.	OFF
C&NW	209-214	Green Bay-Ishpeming, Mich.	OFF
CB&Q	3-4	Chicago(Galesburg)-Lincoln	
	15-16	Omaha-Kansas City	
	35-36	Omaha-Kansas City	
CRI&P	17-18	Minneapolis-Kansas City	OFF

(Where no action is noted, petition is pending before Commission)

THE RAILWAY REPORT: U.S. TRAIN-OFF LIST (Continued)

<u>ROAD</u>	<u>TRAINS</u>	<u>BETWEEN</u>	<u>ACTION</u>
CSS&SB	3-10-16-27-34-40 (319-320-328) 4-211-214-219 (501-529-534) 105-125-128-131 (406-409-413-416- 425-426-433) 237 33(31) 21 (Parentheses indicate Sat-Sun-Hol only trains)	Chicago-South Bend Chicago-South Bend Chicago-Shops (Michigan City) Chicago-Shops (Michigan City) Chicago-Gary Chicago-Gary Gary-Shops (Michigan City) Michigan City-South Bend Gary-South Bend	
DRGW	17-18	Denver-Salt Lake City	
E-L	5-6	Chicago-Hoboken	
GN	3-4 7-8 27-28 357-358	St. Paul-Fargo St. Paul-Grand Forks Reroute via St. Cloud line Seattle-Blaine, Wash. (correction)	OFF 9 MO.
IC	11-12 105-106	Dubuque-Sioux City St. Louis-Carbondale, Ill.	
KCS	1-2	Kansas City-New Orleans	
L&N	3-4 3-4 5-10 11-12	Chicago-Danville Evansville-Atlanta St. Louis-Evansville Flomaton (Ala)-Chattahoochee (Fla)	1 YR.
MILW	2-3 55-58 103/105/111- 112/106/104 117-118	Chicago-Minneapolis Chicago-Minneapolis Consolidate, Chicago-Omaha Chicago-Madison	OFF OK'd
MP	14-15 16-17 21-22 21-22	St. Louis-Kansas City St. Louis-Kansas City Ft. Worth-Marshall, Tex. Marshall-New Orleans	OFF 05/31
N&W	121-124 301-304	Chicago-St. Louis Detroit-St. Louis	1 YR.
NP	1-2	St. Paul-Seattle	
PC	3-30 15-18 24-33 50 53 303-304 404-405 574-575	New York-St. Louis Cincinnati-Columbus Philadelphia-Pittsburgh Chicago to New York Pittsburgh to Chicago Chicago-Cincinnati Boston-Albany Buffalo-Harrisburg	OFF OFF OFF
PRSL	1000-1001-1002-1004 1022-1027-1029-1031 1052-1063	Philadelphia-Lindenwold	OFF
SCL	33-34 93-94	Richmond-Atlanta Jacksonville-St. Petersburg	
SP	51-52 53-54 101-102	Oakland-Los Angeles Lathrop-Sacramento Ogden-Oakland (tri-weekly)	DENIED DENIED
UP	5-6	Omaha-Los Angeles	
WP	17-18	Salt Lake City-Oakland	

Newsfront

GRAND OPENING -- As this week's cover indicates, the long-awaited opening of the Dan Ryan median strip line finally became reality last Sunday, September 28. All day Sunday, crowds thronged the new route, with standees a frequent fixture on the two car trains. On Monday, riding was twice what had been anticipated, and patronage seemed to be inching upward each day. All 180 of the 1964 2000-series Pullman-built "Lake Street" cars were scheduled to operate during the rush (supplemented by some 20 or so of the trouble-plagued Budd units as spares), and by midweek this roster had to be supplemented by still more equipment "borrowed" from other divisions of the rapid transit system. By all accounts, the new and speedy route (some trains clock better than 70 mph on the longer free-running stretches of the right-of-way) is a huge success, and augurs well for the Kennedy line to follow.

Some personal impressions: As noted above, the line is indeed a fast one, and the 2000's can now be used at full potential. More or less restricted to a top speed of about 55 mph on Lake because of the topography of the old structure, they can now free-wheel at 65 or more, and do. The ride, even on the as-yet-unsettled track, is a smooth one, and this reporter was favorably impressed. The modern design of the stations also catches one's eye, and the clean, uncluttered signage (as detailed in these columns some weeks ago) presents an appearance well in keeping with the contemporary concept of the new operation. At the 95th terminal, buses were coming in and out in an orderly and efficient fashion, but one wonders if the multi-position complex will be big enough to handle all of the surface traffic that will eventually funnel into it. The 'Hound, in taking space at 95th (as well as two other CTA terminals) is to be congratulated in integrating itself into the local system; even on the first day some riders were noted boarding a Memphis-bound coach.

Nowhere on the line is the clean, functional design more evident than the segment of the route connecting with the North-South "L". What might have been a blight on the landscape was instead transformed into a handsome structure that won an engineering award for aesthetic beauty. As it curves eastward from the Cermak station, the ballasted-deck structure is backdropped by the skyline of the city, its modern lines blending in perfectly with the contemporary Chicago. (If the foregoing seems a bit overboard in praise, so be it. I have ridden many a rapid transit line, both here and abroad, and the Ryan extension is away up there on the list of really fine operations. This is not hometown pride speaking, either. As I traveled the length of the route on opening day, I got a distinct impression that the many people who constructed (and planned) the new line had a distinct pride in what they were doing, and it shows. The CTA personnel, both on and off the trains, were almost literally "bursting their buttons" (as only Chicagoans seem to be able to do) at being able to be a part of the new operation. They seemed eager to share with all Chicago what to them was something to be proud of; a first-rate accomplishment.)

(And well they might. It is a first-rate accomplishment; major-league in every respect. Chicago can be proud to have one of the finest rapid transit facilities in the country. The Chicago Transit Authority set the pattern for modern median-strip rapid transit operations with the opening of the Congress line in 1958; we hope that the certain success of the Dan Ryan (and Kennedy to follow) services will serve as a model for other cities to follow. As a lifelong Chicagoan I too am proud to be a part of a city that continues to be progressive in rapid transit. RRK)

ELSEWHERE -- The paeans of praise for the Ryan having been dispensed with, other news of the transit front must be attended to: National City Lines and T.I.M.E.-DC (a truck line) have decided not to merge after all. The national general commodity carrier is presently 50.1% owned by NCL....Embarrassed Muni officials are trying to figure out how an allegedly obscene movie, "Seat of Passion, Park of Pleasure", was made aboard one of their buses. San Francisco Municipal Railway records show that the bus was rented for \$50 in June to one Terry Sullivan, who requested a silent, relaxed driver. The operator, George Martensen, told reporters he noticed no impropriety during the course of the charter. "I kept my eye on the traffic ahead," said he. The film, the plot of which was not divulged, was seized by the police as obscene.

San Jose voters turned down a publicly-owned, sales-tax supported transit district by a surprisingly wide margin. However, only 30% of the registered voters actually went to the polls, and proponents intend to try again. Service is provided in San Jose by the NCL-owned San Jose City Lines....County Transit Lines of Concord, California, which earlier submitted a petition to discontinue all service, has asked for a one-month postponement in order to continue negotiations toward transferring stock control to other private owners....The Wall Street Journal reports that a turbine-powered bus is becoming closer to reality. Continental Trailways announced September 26 that it will begin testing a Ford Motor Company gas turbine engine in service on two New York-Los Angeles buses before the end of the year, while Greyhound will test a General Motors version in service this fall between New York and Chicago. GM itself will test its own turbine-powered city bus in DSR service along Woodward Avenue in Detroit in early 1970, although there are presently no plans to go any further than that. The highly-touted RTX was to have been road-tested around the U.S. this autumn, but GM suddenly scrubbed the plan when the sophisticated unit stalled on a Detroit highway recently and caused traffic to back up for several miles before the trouble could be righted. On board the turbine was a top official of the New York City Transit Authority. The company later announced that the RTX (which featured a wide expanse of glass in its futuristic design) was "too complicated", and that GM was "moving into a more practical" turbine bus.

FEDERAL FACTS -- Dayton was granted \$40,477 in HUD funds to determine the specific transportation needs of the Model City neighborhood residents and to devise a program of transportation improvements to increase the mobility of all residents of the area....HUD has also announced the issuance of a Directory of Urban Transportation Research and Planning Projects, containing summaries of projects in the three areas administered by the Department: Research and Demonstrations, Technical Studies, and Educational Research and Training. It is available from the Community Relations Division of HUD, Washington, DC 20410.

ONE LINERS -- Chattanooga will subsidize the operations of Southern Coach Lines until a long-range solution can be found....There is no longer any transit service in Paducah, Kentucky. The Chromalloy-owned property quit all service in September after failing to come to an agreement with the city on its continuance....Line 1 of Mexico City's Metro subway, from the Airport to Chapultepec Park, opened September 5, after inaugural ceremonies presided over by President Gustavo Diaz Ordaz. Two other lines forming the complete system of 26 miles are to be opened by the end of 1970. New Flxible coaches have gone to Bi-State Transit in St. Louis (52 units) and to Fresno Transit (19 coaches)....\$84 million in Federal funds to begin construction of Washington's Metro have finally been released.

FLANGEWAYS -- Section 13a(1) of the 1958 Interstate Commerce Act just may be heading for a quick overhaul in a last-ditch attempt to save what is left of the U. S. transcontinental passenger train network. Although President Nixon has indicated that outright subsidies would not be recommended until the present inflationary period ends, Congress is continuing to hold hearings on ways of retaining the present network and at the same time avoiding the placement of any undue burden on the carriers.

Four shopcraft unions have called a strike against seven railroads (Santa Fe, Baltimore & Ohio, Chesapeake & Ohio, Erie-Lackawanna, Great Northern, Illinois Central and Southern) for October 4, because union and railroad negotiators refuse to change their wage increase offers (rails 5%, unions 10%). Just in case the President does not intervene (Labor Secretary George Shultz says he should) the railroads as a whole (save Penn Central) have announced that they will shut down at the same time to force the issue to a 60-day "cooling-off" period for further negotiations on a national basis instead of a piece-meal series of talks the unions believe will break the deadlock.

On the passenger train newsfront, we have clarified that the Pennsylvania-Reading Seashore Lines have asked to cut the Atlantic City and Cape May trains off at Lindenwold, instead of running into 30th Street Station in Philadelphia. At Lindenwold, PRSL trains would connect with Delaware River Port Authority (PATCO) highspeed trains at the adjacent platform for the quick run (faster than PRSL) into center city. At press time, TC has learned that the new arrangement went into effect October 1....The PATCO line, by the way, will probably be extended soon to Berlin. Not the West German metropolis, however (that would be a long run, and a wet one, no doubt), but to the nearby community of Berlin, New Jersey. The extension, also adjacent to PRSL tracks, would total some six miles, and would feature no intermediate stations between Lindenwold and that point. Berlin, the site of a small Public Service Coordinated Transport garage facility (one of 25 PSCT depots), marks about the end of the built-up area that extends outward toward Atlantic City from Philadelphia. Many PSCT trips from the City of Brotherly Love terminate at that point. The Delaware Valley Regional Planning Commission, which sanctioned the proposed PATCO extension, estimates that some 9200 additional passengers would use the new facility by 1985; PATCO feels the estimated total should be "revised upward". The end of the \$16 million extension would be at route 73, on the far side of Berlin. Three other extensions would be built after the Berlin line goes into service, one from Camden to Glassboro, another from Camden to Fort Dix. The latter would have a branch from Moorestown to Burlington City via Willingboro.

MORE -- The Penn Central plans to seek fare increases over a period of years to meet its \$4.4 million commitment for new commuter cars, though no hikes will go into effect this year. The present \$3.9 million subsidy from SEPTA falls far short of the actual cost of running commuter trains, set by the road at \$5.8 million. The acquisition of new cars for PC and the Reading has replaced the connecting tunnel between the two stations in Philadelphia as a top-priority item. The new Silverliners would replace the PC's 200 "red cars"....The State of New Jersey has contracted with Pullman-Standard to build an additional 75 new commuter cars (Jersey Arrow) to be delivered with 30 similar cars ordered earlier this year; the 105 are to be in service by September 1971....Penn Central has reapplied for discontinuance of 574-575, Buffalo-Harrisburg, effective October 26....The same road continues to run 3-30, New York-St. Louis, under a continuing

court injunction; the latest issuance is due to expire October 6....The Illinois Central was ordered to continue running 11-12, Dubuque-Sioux City for another nine months to June 1970; and the Mini-Corridor undergoes a slight revision October 12, when #9 (the Seminole), Chicago-Carbondale, will leave the Windy City an hour later, making the new southbound departure times 8:00 AM, 3:00, 5:00, 7:00 and 9:00 PM.

METROLINER MEMO -- Results of a DOT survey during the first 6 months of 1969 indicated that half of the 228,000 MetroLiner passengers had switched from using a plane, bus or auto. The majority of these would use the MetroLiner on the next trip between New York and Washington, the survey indicated. The two year demonstration project involving high-speed trains between the two metropolitan centers is yet to begin. It has been delayed because all of the cars for the run are not yet ready for service.

The survey, conducted by the Office of High Speed Ground Transportation, showed that on the passengers' last trip out, 50% rode the MetroLiners, 23% used planes, 23% used autos, and 4% traveled by bus between New York and Washington. On their next trip, 84% said they expected to use the train, 1% the bus, 7% a plane, and 8% their auto. During the January-June period, total New York-Washington corridor train traffic increased to 3.7 million passengers, 273,000 over the same 1968 period. MetroLiner traffic of 228,000 represented most of the increase but higher passenger counts on regular PC trains also contributed to the increase. MetroLiner load factors through June 30 averaged about 75%, although one train, the morning non-stop from New York to Washington, had a 41% load factor. The train was changed during the survey period to a more appropriate leaving time.

AIR/WAYS -- A quotable quote from Time magazine, October 3, 1969 issue, regarding the SST: "...it is still debatable whether a supersonic transport is a better investment than, say, an aircraft that could take off and land downtown. Every previous generation of aircraft has been cheaper, safer and more comfortable than the one before, but the SST is only faster. It will be no more comfortable and no more economical to operate than the 362-passenger Boeing 747 jumbo jet, which is scheduled to enter service next year...Under a tough contract with Boeing, Washington will recover its investment when the 300th aircraft is sold. The Government will turn a \$1 billion profit if sales reach the Federal Aviation Administration's predicted minimum of 500 by 1990—a return that works out to less than that from putting the money in the bank.

Just the same, the Anglo-French Concorde broke the sound barrier this week, with a mark of 714 mph, Mach 1.05, at an altitude of 35,000 feet in the vicinity of its home base at Toulouse, France. The barrier was broken on the 45th test flight of Concorde 001. Concorde 002, the British version, is to follow the 001 through the sound barrier in December.

JET JOTTINGS -- Pan Am is to follow Alitalia in its bid to cut transatlantic air fares in defiance of IATA fiat. The new cuts, identical with Alitalia's, would go into effect on the same day, November 1....Aside to a certain reader: The South African Airways version of the 747, due in late '71, will carry 355 passengers, rather than the capacity of 490. SAA will utilize the space gained to add at least 3 lavatories more than the 11 to be offered by most carriers. 12 will be for economy, 2 for first class....Allegheny will begin operations at Chicago's Midway this week, using jet-prop Convair 580s to Indianapolis, St. Louis, Terre Haute, Bloomington and Lafayette. The line will also up to 7 its daily nonstops to Pittsburgh.