

# Transport Central

## Transit Journal

URBAN/SUBURBAN NON-MOTORBUS TRANSPORT SERVICES IN NORTH AMERICA -- OCTOBER 1969

	Surface Rail	Limited Tram	Trolley Coach	Rapid Transit	Suburban Rail
BALTIMORE					B&O/PC
BOSTON	MBTA	MBTA	MBTA	MBTA	PC(B&A)/MBTA(B&M-PC)
CHICAGO			CTA	CTA	CB&Q/MILW/C&NW/RI/ CSS&SB/GM&O/IC/PC/ N&W
CLEVELAND		SHRT		CTS	E-L
DAYTON			CTC		GTW/PC
DETROIT					
EL PASO	EPCL			LS	
FORT WORTH					MILW
MILWAUKEE				NYCTA	CNJ/E-L(NJ&NY)/PC/
NEW YORK CITY				PATH	NY&LB(PC-CNJ)/LIRR
				SIRT	
NEW ORLEANS	NOPSI				
NEWARK		PSCT			
PHILADELPHIA	SEPTA PST	SEPTA PST	SEPTA	SEPTA PST PATCO	PC/PRSL/RDG
PITTSBURGH	PAT	PAT			B&O/P&LE
SAN FRANCISCO	MUNI+	MUNI	MUNI		SP
SEATTLE			STS	STS#	
WASHINGTON				USA	B&O/PC
MONTREAL				MTC	CN/CPR
TORONTO	TTC	TTC	TTC	TTC	CN/GO
CALGARY			CTS		
EDMONTON			ETS		
CORNWALL			CSRL&P		
FORT WILLIAM			FWT*		
HALIFAX			NSL&P		
HAMILTON			HSR		
KITCHENER			KPUC		
PORT ARTHUR			PAPUC*		
SASKATOON			STS		
VANCOUVER			BCH&PA		
WINNIPEG			METRO		
MEXICO CITY	STE	STE	STE	STC	
TAMPICO	SCdeTE	SCdeTE			
VERA CRUZ	TUyS				

### NOTES:

+Also includes cable car operation    #Monorail    \*Operations thru-routed

Limited tram services utilize low-level equipment (single or multiple-unit) operating at higher than normal street-running speeds on a private right-of-way that is at least partially grade-separated.



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TRANSIT JOURNAL: NON-MOTORBUS SERVICES (Continued)

+BOSTON MBTA/Massachusetts Bay Transportation Authority +CHICAGO CTA/Chicago Transit Authority +CLEVELAND CTS/Cleveland Transit System SHRT/City of Shaker Heights Department of Transportation +DAYTON CTC/City Transit Company +EL PASO EPCL/El Paso City Lines +FORT WORTH LS/Leonard's Subway +NEW YORK CITY NYCTA/New York City Transit Authority PATH/Port Authority Trans Hudson Corporation SIRT/Staten Island Rapid Transit Railway +NEW ORLEANS NOPSI/New Orleans Public Service, Inc. +NEWARK Public Service Coordinated Transport +PHILADELPHIA SEPTA/Southeast Pennsylvania Transportation Authority PST/Philadelphia Suburban Transportation Company PATCO/Port Authority Transit Corporation +PITTSBURGH PAT/Port Authority Transit +SAN FRANCISCO MUNI/San Francisco Municipal Railway +SEATTLE STS/Seattle Transit System +WASHINGTON USA/United States Government +MONTREAL MTC/Montreal Transportation Commission +TORONTO TTC/Toronto Transit Commission +CALGARY CTS/Calgary Transit System +CORNWALL CSRL&P/Cornwall Street Railway Light & Power Company +EDMONTON ETS/Edmonton Transportation System +FORT WILLIAM FWT/Fort William Transit +HALIFAX NSL&P Nova Scotia Light & Power Company +HAMILTON HSR/Hamilton Street Railway +KITCHENER KPUC/Kitchener Public Utilities Commission +PORT ARTHUR PAPUC/Port Arthur Public Utilities Commission +SASKATOON STS/Saskatoon Transit System +VANCOUVER BCH&PA/British Columbia Hydro & Power Authority +WINNIPEG METRO/Transit Department, Metropolitan Corporation of Greater Winnipeg +MEXICO CITY STE/Servicio Transportes Electricos del Distrito Federal SCT/Servicio de Transportes Colectivos del Distrito Federal +TAMPICO SCdeTE/Sociedad Cooperativa de Transportes Electricos de Tampico +VERA CRUZ TUyS/Transportes Urbanos y Suburbanos S. C. L.

B&A/Boston & Albany (PC) B&M/Boston & Maine B&O/Baltimore & Ohio CB&Q/Chicago Burlington & Quincy CN/Canadian National CNJ/Central of New Jersey C&NW/Chicago & North Western CSS&SB/Chicago South Shore & South Bend CPR/Canadian Pacific Railway E-L/Erie-Lackawanna GM&O/Gulf Mobile & Ohio GO/Government of Ontario Transit GTW/Grand Trunk Western IC/Illinois Central LIRR Long Island Rail Road MILW/The Milwaukee Road NH/New Haven (PC) NJ&NY/New Jersey & New York N&W/Norfolk & Western NY&LB/New York & Long Branch PC/Penn Central P&LE/Pittsburgh & Lake Erie PRSL/Pennsylvania Reading Seashore Lines RDG/Reading RI/Rock Island SP/Southern Pacific

Of the transit firms listed above, only the Dayton City Transit Company, El Paso City Lines, Leonard's Subway, New Orleans Public Service, Public Service Coordinated Transport, Philadelphia Suburban Transportation Company, Cornwall Street Railway Light & Power Company, Nova Scotia Light & Power Company and the Tampico and Vera Cruz properties are not publicly owned, although the Southeast Pennsylvania Transportation Authority is scheduled to take over PST in the near future. Some of the privately-owned properties are subsidized in one form or another by various public agencies, as are commuter operations on some of the steam roads listed above.

(Editor's Note: This is the third annual listing of such properties in TC. Major changes occurring since last October have been the addition of the Lindenwold (PATCO) line and the Mexico City Metro to the rapid transit listing; some suburban rail changes have resulted from the takeover of the New Haven by the Penn Central. There were no total abandonments in any of the five categories during the past year, though minor cutbacks have been instituted.)



## **Newsfront**

### **THE TRANSIT WORLD**

The busiest airport outside of the United States is London's Heathrow, located some 15 miles west of the City. Despite this distinction, however, Heathrow is not linked to London by anything other than road-based services. A London Transport bus service operates from the field to the Hounslow West Underground station some 15 or 20 minutes away, and BOAC buses run between Heathrow and the Gloucester Road airlines terminal, but no really swift ground transportation is otherwise available. Only the lesser-known and utilized Gatwick Airport is blessed with such speedy ingress and egress; British Rail operates service to and from Victoria Station on a 15-minute headway 14 hours a day. (Gatwick is the British terminal for the "air ferries" to the Continent, among other services). Now the British Airports Authority has begun discussions with British Rail and the London Transport Board with a view toward achieving two links into the London central area. One line would be a spur from the Feltham line which would provide 25 minute express service into Victoria, and the other an extension of the Piccadilly Underground line from Hounslow West. No definite decisions have been handed down, but it can safely be assumed that the increasing congestion on the Motorway leading to Heathrow will call for measures to ease it in the very near future.

### **STREET SCENES**

The Boise-Winnemucca Stages, Inc. intercity bus line is negotiating for the purchase of the Boise Motor Coach, Inc. local service line. The city firm is presently owned by W. E. Kelly of Minot, N. D....Despite the lack of tracks and other facilities, some of the cars for the South Shore extension of Mass Bay's Boston area rapid transit system are already on the MBTA property. 76 70 mile-per-hour cars are under construction at the Chicago plant of Pullman-Standard for the new line, which is expected to open early next year. They are constructed largely of Alcoa aluminum.... The transbay BART tube was dedicated in an unusual midpoint underwater ceremony September 19. Official delegations from Oakland and San Francisco participated in the festivities honoring the completion of the four mile tube. Service through the tube is scheduled to begin in 1972.... Construction will begin this year on the initial 4.4 mile segment of a conventional steel wheel rapid transit system for Caracas, Venezuela. The main east-west line, of which this leg will be the first stage to be constructed, will extend for some 12.5 miles along the narrow corridor which comprises most of Venezuela's capital. This segment is to open in 1972, stages two and three will follow in 1973 and 1974. Most of the line will be underground, and the total system is expected to cost in excess of \$300 million. Caracas is expected to have a population of more than 4 million by 1990.

### **URBAN NOTES**

At the 88th annual meeting of the American Transit Association, held offline this year in Montreal, John Paul Jones, president of the Cincinnati Transit Company was elected ATA president. CTA Board Chairman George DeMent was named vice-president; Mr. DeMent will advance to the president's chair next year. CTA Finance Manager P. J. Meinardi was re-elected to the treasurer's post....Another transit mall made its appearance in Miami: a portion of Flagler Street has been turned over for the exclusive use of buses, taxis and service vehicles....Springfield, Illinois is now using its multi-colored buses (a total of nine shades) in a color-coded route



SPECIAL REPORT: Mexico City's "Metro"

On September 5, after formal dedication ceremonies on the previous day, El Servicio de Transportes Colectivos del Distrito Federal opened for revenue service the first segment of an extensive network of rapid transit services. Line Number 1 of the French-designed and built "Metro" extends some 12.6 kilometers from Chapultepec to Zaragoza; the remaining 4 kilometer leg from Chapultepec to Tacubaya is yet under construction.

Work began on June 19, 1967, and exactly two years later the first test train operated over the completed section. Now, six-car rubber-tired trains operate over a smooth and silent double track line, similar to that employed in Montreal. Three types of car equipment is used: Control motor units, numbered upwards from M0001; non-control motor units, numbered from N1001, and trailers, numbered from R3001.

The stations are handsomely decorated in tecali marble and tile for durability; most are equipped with ample escalators. Cardboard tickets are sold at Pesos 1.20 each, with 5 and 10 ride blocks priced at 5 and 10 Pesos, respectively. Automatic ticket-taking facilities (a la IC and Lindenwold) are employed.

Pretty señoritas are employed as hostesses to assist passengers in traveling about the new line, while trainmen wear blue caps and dark blue uniforms in keeping with the sharp appearance of the Metro. Main offices and the electronic brain that controls the entire system are located at Buen Tono and Arcos de Belem Streets, on the site of an old cigar plant that had the first radio broadcasting station in the country located within its premises.

Half a million passengers are carried each day on the bright orange colored Metro trains, and the station platforms have a capacity of nine cars or more. The stations themselves have their own pictorial emblems: Chapultepec, the cricket; Sevilla, the aqueduct; Candelaria, the duck; San Lazaro, the steam engine, etc.

No smoking, eating or playing of transistor radios is permitted in Metro cars, and at the end of each trip the equipment is cleaned. On their front dash, cars bear the name of their destination (Chapultepec or Zaragoza), preceded by the corrida (run) number.

The local streetcar and trolley coach system (STE) has given over its best limited tram line (that which runs along Calz. de Tlalpan) for an extension of Metro Line 2. The overhead has been taken down, and stations are being enlarged. Henceforth, streetcars on the Xochimilco and Tlalpan routes will connect with the Metro at La Taxquena, from which point trains of Line 2 will operate to Plaza de Tlaxcoaque on a grade-separated surface route. The two streetcar lines will thus form a "mini-system" isolated from the remaining STE routes. To provide additional feeder service to the Metro, STE plans to extend the Xochimilco line to the village of San Gregorio, resuming electric operation to a point once served by a predecessor.

Also in conjunction with the Metro opening was the placing in service of the 8½ kilometer San Lazaro-Atzacualco trolley coach route, which departs from the new and handsomely landscaped San Lazaro station. The route is served in part by the former St. Joseph Brill coaches, now renumbered into the 3467-3480 series.

(Editor's note: The foregoing was condensed from a report by Luis Leon Torre-alba of Mexico City in the current issue of the Short Circuit Bulletin, a monthly publication (\$3.00 annually) of the Texas Division, Electric Railroaders Association, Milam Building, San Antonio TX 78205. TC thanks the Association's busiest division for making this interesting report available to our readers.)



pattern. Each color is permanently assigned to one of SMTD's routes; when a unit is being serviced, special pennants are flown on its replacement (a different-colored coach) to alert riders to the substitution.

#### TRANSIT STATISTICS

New equipment: 41 coaches to British Columbia Hydro for its local operations in Vancouver, Victoria, Oak Bay, Saanich and Esquimalt; 20 units to the Public Transportation Corporation of Fort Wayne.

Exact fares: Established or about to be in Omaha, Los Angeles (RTD), Spokane and Little Rock.

Elections: To be held in Everett, Washington, to decide the fate of the local bus system; municipal operation or abandonment will be decided on November 4. In San Jose, voters rejected a plan September 16 that would have provided a coordinated transportation system for all of Santa Clara county, presumably using San Jose City Lines (NCL) as a nucleus.

Studies: A DOT-financed (\$38,000) survey of transit problems in Shreveport-Bossier City, La.; a \$30,000 city-financed look at BCH&PA operations in Vancouver. Finished surveys include a report by the Ohio Department of Highways recommending the use of commuter buses in the Columbus area, utilizing completed but unconnected sections of freeways for operation and off-hour parking; a recommendation that the city transit service in Hull, Quebec be preserved by merging it with local school bus operations. Further, a Chicago consultant has recommended the use of special freeway lanes for high-speed buses (either conventional or specially-designed).

Miscellany: Nanaimo Transit, Limited operations have become municipalized in that British Columbia city. The base adult fare in Windsor, Ontario (Sandwich, Windsor & Amherstburg Railway Company) has gone to 35¢.

#### SHORT TAKES

Contrary to the opinion expressed here some weeks ago, General Steel Industries has gotten the contract to build 123 new double-deck cars for the Illinois Central Electric suburban commuter service. Under the provisions of a DOT grant, the St. Louis Car division of GSI will begin delivery within 14 months to the Chicago South Suburban Mass Transit District, who will in turn lease them to the IC for operation. The IC itself will contribute one-third of the \$37 million cost of the contract.

....Readers interested in a fascinating history of local transportation of the electric railway era in Wisconsin would do well to obtain a copy of CERA's Badger Traction book from their local bookseller or through the Association. All of the properties that operated streetcars are detailed in this excellent book. A welcome feature of the text is the ample collection of well-detailed maps that in most cases relate the former operation to the present geography of the area, so that former lines can be easily traced. The book covers all electric railway operations in the Badger State (and some that crossed over into adjacent states) except for the mammoth Milwaukee Electric property, to be the subject of a double-sized CERA book next year, and is a must for the serious student of local transportation....Although Governor Rockefeller of New York says the Long Island Rail Road offers the "finest service in the country", riders feel otherwise. The Governor promised that the "Route of the Dashing Commuter" would achieve that level by October 7; in all fairness, new equipment has appeared on the property, and cancellations are at a near-zero level. A majority of experts, however, tender the "finest service" accolade to the Chicago & North Western Railway, which in a dozen short years went from the bottom of the heap to the top. Despite the governor's pronouncements commuters' associations are showing no signs of slackening their attacks upon the line, which have ranged from mild protests to sit-ins, fistfights and even arrests.



## TRANSIT TALK

Robert M. Coultas, a long-time transportation expert of the General Electric Company in Washington, has been elected Executive Vice-President of the Institute for Rapid Transit. He will head up the Washington headquarters of the IRT, developer of the PCC car and trade association for rapid transit operators and equipment suppliers in North America. Mr. Coultas had been with GE since 1946....The Port of Seattle Commission has signed a contract with Westinghouse Electric for a \$5.3 million automated airport transportation system. Nine cars, electrically operated, will run on a concrete right-of-way between a satellite airport and the main terminal. The cars will be rubber-tired and will follow an I-shaped guide beam. The trip will take just over two minutes; each car will carry 100 passengers. The system will be operational in 1971....Toronto's experimental Western Flyer trolley coach has been transferred from Lansdowne division to Eglinton division, and is currently working route 97 Yonge, still in test status. The other test vehicle, 9144, which was sent to England over a year ago for rebodging (by Flxible) has been abandoned. Flxible has been unable to adapt a suitable body for an electric application, and the Toronto Transit Commission is not prepared to allow any further time on the experiment. A decision has not been reached on a complete renewal program of existing trolley coaches. It would appear that Western Flyer is the only firm interested in the project. (Canadian news notes from Canadian Coach, monthly publication of the British Columbia Transit Society).

## LABOR PAINS

American railroads have started another modern-day version of the "Perils of Pauline". First, the shopmen's strike scheduled for October 4 was set back 60 days by President Nixon; a federal mediator will sit with the opposing factions for 30 days, report his findings to the President, and ultimately deliver a Presidential recommendation to each side. If things go as they have in the past, the union will get 7%-8%....Second, the first bargaining talks for the 1970 (and beyond) contracts have begun with the following offer from the Brotherhood of Railroad Signalmen: a 54% skilled hourly increase (39% semi-skilled and 33% unskilled) over three years; plus cost of living increases and improved work rules. The union's current average rate is \$3.75 per hour....Third, the railroads have countered with a 6% "across the board" increase in freight rates proposed effective October 18, basing their request on "emergency conditions" caused by continuing declines in traffic, recent labor contract awards (since the last rate increase in November 1968) and the tight money market (interest rates on equipment loans have increased from 7% to 8.75% since January 1, 1969, and railroads are prime rate customers of lending institutions). Unfortunately, the ICC does not see the carriers' crisis as so extreme that the public not be allowed to protest, thus Ex Parte 262 (the title of the increases) has been delayed until November 18 pending hearings.

## MERGER MEMOS

Railroad mergers re-enter the spotlight following a summer off these pages. A single New England rail system has again become the subject of conjecture following the news that Amoskeag Corporation (a 22% owner—the largest single entity—of the Maine Central Railroad) has purchased 98% ownership of the Bangor & Aroostook Railroad from parent Bangor Punta Corporation. Boston & Maine, which has been balking at offers of purchase by Norfolk & Western's Dereco subsidiary, has stated that it would listen to a possible all-New England rail merger....Meanwhile, out on the Great Plains, the giant Missouri Pacific-Texas & Pacific "conglomerate of railroads will merge subsidiary Kansas, Oklahoma & Gulf into the T&P through



of the outstanding KO&G stock into T&P paper. The 208-mile line extends from Muskogee, Oklahoma to Dennison, Texas....Finally, another merger of sorts is due any time now as an announcement is expected momentarily that the Penn Central has reached a final agreement with the states of New York and Connecticut to take over the former New Haven commuter operations south from New Haven to New York City. New York would buy that portion of the line within the state; Connecticut would lease trackage from near Greenwich to New Haven and three of the road's commuter branches in the state. The bulk of the service for most of the New Haven's 25,000 daily commuters is concentrated between New York City and Westport, Conn., a 45-mile long highly-populated area. Penn Central would be paid an annual fee to manage the operation. Funds for new equipment (144 new cars and a new power plant) would come from the two states and the Department of Transportation's Federal Railroad Administration. The New Haven has been in trouble for many years, and reluctant owner Penn Central has only been able to make minimal repairs to the ailing physical plant.

#### PASSENGER POTPOURRI

The Interstate Commerce Commission has told Rio Grande to continue running the California Zephyr until at least February 14, 1970, until it can decide on a disposition of the Western Pacific's petition to drop its portion of the run. This is a favorable, albeit partial, reply to a National Association of Railroad Passengers proposal to consolidate the CZ and City of San Francisco petitions. The group's appeal stated that some 255,000 passengers used the two daily trains last year, recognized the fact that operating costs were too high, and proposed that the trains operate on alternate days or as a single daily "pool" train via Salt Lake City and Ogden....Apparently the Milwaukee Road consolidated its "City" trains without Illinois Commerce Commission permission as #111-112, Chicago-Savanna (Illinois) have appeared in the road's timetables effective October 1. A petition to discontinue the single coach and locomotive "City of Savanna" effective November 10 is an obvious result of this order....Pennsylvania-Reading Seashore Lines discontinued more service on September 30 than we originally noted (TC 06 OCT 69). #758-769, Glassboro-Millville, and Saturday/Sunday/Holiday #1001-1025, Philadelphia-Atlantic City, were also discontinued....Union Pacific has sold more of its lightweight coaches; 18 are being refurbished for service on Grand Trunk Western. But the UP has not given up on passengers completely—dome cars are being given new interiors and the company will construct a 23-story hotel-casino at its Las Vegas depot. The structure, to be known as the Union Plaza, will be the third largest hotel in the city and the largest off the Strip. UP will not operate it, however (H. Hughes, maybe?)

#### RAIL/LINES

On Monday, a famed art gallery will auction the Burlington Zephyr in Denver. This is the train that, on October 23, 1936, made a special nonstop run of 1017 miles from Chicago to Denver in 12 hours, 12 minutes, 27 seconds, a record the Q has not matched to this day....LABOR newsletter reports that Kansas City's big passenger terminal, second largest in the U.S., now handles only 36 passenger trains a day, compared to a peak of 300 daily back in 1939. If current petitions are allowed, the depot would be down to 24 daily, two less than in 1869. The same publication carried a lengthy article on William Butterworth, the Moline travel agency operator whose privately-operated club car on the Quad Cities-Chicago daily Rock Island train has managed to just about break even. He offers a rate of \$18.80 for the round trip, including two free meals. This tariff is \$7.35 more than the coach rate, but only half of the airline rate.



## AIRLINE ACTION

International Air Transport Association members, stunned by member airline proposals to lower transatlantic tariffs without IATA sanction, are meeting in Lausanne, Switzerland to negotiate new fares, no doubt in line with those first proposed for a November 1 effective date by Alitalia.... Though jumbo jet transatlantic service will not begin until mid-1970, BOAC already has 56,000 bookings for next summer, a 57% load factor before service has even begun....October 15 was the 25 anniversary of the country's first air freight service. It was launched October 15, 1944, by American Airlines. Converted from passenger to all-cargo design, a DC-3 was loaded with 3 tons of produce, flowers, wearing apparel and airplane parts, en route from New York City to Los Angeles....Eastern has put in use a screening device, the details and location of which are confidential, to protect it from hijackers. With routes along the Eastern Seaboard, EAL has been a prime target of Cuba-bound hijackers....National has ordered nine DC-10s, with an option for eight more. Total cost: a cool \$280,000,000....French officials say that the Concorde has overtaken its Soviet rival, the Tu-144, in testing, and will lead it in production in the coming months. The Concorde this week made another supersonic run, this time for 52 minutes at an altitude of 38,000 feet; speed was mach 1.05 (790 mph). Because of its striking resemblance to the Concorde, the Tu-144 has now earned the nickname of Concordski; Sud Aviation (France) officials say its supersonic flights have not even equalled that of their craft, much less surpassed it.

## JET JOTTINGS

Seven airlines, TWA, National, Piedmont, Eastern, National, American and United, have announced that all of their new planes will contain smokeless engines that will not pollute the air. The announcement came during a hearing on a suit by the New Jersey Department of Health which charged the airlines with violation of the state's air pollution code. All new craft, the airlines said, will contain smokeless engines effective immediately. Secondly, a total of 45 liners per month will be converted to such power by the seven lines, effective in February 1970. Six months later that figure will be increased to 200 per month. At the same time, it was revealed that regulations covering noise abatement for the jumbo jets will be released soon by the Federal Aviation Agency; these rules would apply to the Boeing 747, the McDonnell-Douglas DC-10, and the Lockheed L-1011.. Subsequent regulations will be issued to cover existing jet and piston craft and the later SSTs. The FAA also proposed the establishment of strictly-controlled air space zones over and around 22 major airport areas, to reduce the chances of midair collisions between scheduled and private aircraft....DOT has urged that air taxi (level III) carriers be given broad new operating rights so that they can offer downtown-to-downtown airliner service in the densely-populated Northeast Corridor, extending from Boston to Washington. Specifically, DOT asked the CAB to authorize air taxi operators to operate such services with STOL (short take-off and landing) planes capable of carrying up to 60 passengers. An air taxi carrier is currently limited to planes with a seating capacity of about 15.

## LAST WORDS

The CAB has given an initial recommendation of authority for nonstop service between the Twin Cities and Des Moines, the Twin Cities and St. Louis and St. Louis and Des Moines to Ozark....The California Public Utilities Commission has granted authority to United to raise its non-commuter fares within the state by \$2 to \$3 one-way.