

# Transport Central





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## Column One

FALL FOLIAGE -- New York City bus drivers may now sport beards, according to a recent arbitration award. MaBSTOA had disciplined eight drivers for violating a 1963 directive outlawing "beatnik-type beards, unusually long sideburns, or other facial foliage" except mustaches. The TWU challenged the directive, and a labor lawyer ruled in their favor.

LEARNING THE ROPES -- Unfortunately, Transport Central was unable to send a representative to the International Congress of Transportation by Rope, held last September in Lucerne, Switzerland. But then we also did not cover the International Symposium on Large Underground Openings, later in the same month at Oslo. Sorry about that.

NON-VIOLENT DISSENT -- One of those ubiquitous public service car cards on a CTA bus reads:

"Be not merely good. Be good for something"—Thoreau

Underneath these words of wisdom, some unknown philosopher added his own:

"If you want to be good for nothing, it is your right, too. Thoreau also said 'I was not born to be forced. I will breath in my own fashion'".

TELLING IT LIKE IT IS -- In a cartoon in one of the daily papers the other day, there was depicted a small-town railroad depot. A large billboard on its side read:

"SHIP VIA YAHOO VALLEY RAILROAD. Every bit of freight a guest; every passenger a pest".

TURNAROUND -- By the way, the Playboy Hotel near Lake Geneva has been assigned the airport letters "XES" Think about it.

QUOTABLE QUOTE -- "The transit industry has never gone out after customers: Before 1925 it didn't have to; after 1925 it didn't know how". (Name withheld by request).

LOOKING AHEAD TO 1970 -- To help the transportation problem in big cities, fleet owners will add more off-duty cabs.

THE COVER -- Exit a Landmark; a photo-montage of Chicago's Grand Central Station, closed in November after almost 80 years of service to the traveling public. Original photographs and layout by J. E. Hipsley.

THE NEXT ISSUE OF TRANSPORT CENTRAL WILL BE PUBLISHED ON 15 DECEMBER 1969.



## Newsfront

### The Skin Game

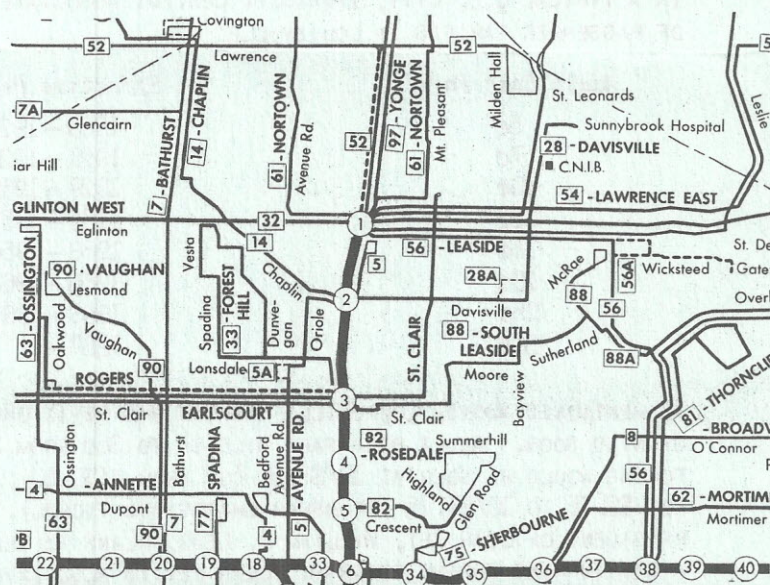


TTC 9020, photographed in May 1969. (RRK)

THE TORONTO TRANSIT COMMISSION IS TO RE-BUILD ITS ENTIRE TROLLEY COACH FLEET OVER THE NEXT FIVE YEARS; COST FOR THE FLEET OF 151 UNITS IS ESTIMATED AT \$5,239,700, OR SOME \$34,700 PER COACH. THE 152ND COACH, #9020, WAS THE PILOT MODEL IN THE REBODYING PROGRAM; WESTERN FLYER COMPLETED THE EXTENSIVE "FACE LIFT" EARLIER THIS YEAR. SOME MODIFICATION OF THIS COACH (TO CONFORM TO PRODUCTION MODEL CHANGES) WILL BE IMPLEMENTED SHORTLY AFTER THE FIRST OF THE REBODIED COACHES ARRIVES IN TORONTO FROM WESTERN FLYER OF WINNIPEG. THE FINAL, 153RD UNIT IN THE TTC FLEET IS THE ILL-FATED #9144. INVOLVED IN AN ACCIDENT SOME MONTHS AGO, THE COACH WAS SENT TO ENGLAND'S MCW PLANT FOR A SIMILAR REBODYING EXPERIMENT. AFTER A NUMBER OF DELAYS, MCW WENT BANKRUPT, AND PROTRACTED NEGOTIATIONS RESULTED IN FLX-IBLE COMING TO THE RESCUE. THE UNUSED DIES FROM THAT FIRM'S CANADIAN SUBSIDIARY

WERE SENT TO ENGLAND, AND ATTEMPTS WERE MADE TO FABRICATE A BODY THAT WOULD MEET THE COMMISSION'S RIGID SPECIFICATIONS. APPARENTLY THESE EFFORTS CAME TO NOUGHT, AND THAT PORTION OF THE PROJECT WAS DROPPED. THE DISPOSITION OF THE REMAINS IS UNCERTAIN AT THIS POINT. THE WESTERN FLYER UNIT (9020) HAS BEEN SUCCESSFULLY TESTED ON BOTH TTC TROLLEY COACH DIVISIONS, AND IS THUS THE PROTOTYPE FOR THE REBODYING PROGRAM, WHICH WILL INCLUDE ALL OF THE COMMISSION'S CANADIAN CAR AND MARMON COACHES; THE LATTER CAME FROM CINCINNATI (15 UNITS) AND CLEVELAND (8 UNITS). FIVE OF TORONTO'S COF UNITS ARE ALSO SECOND-HAND (ONE OF THESE IS—OR WAS—THE 9144), HAVING COME FROM OTTAWA WHEN THAT PROPERTY GAVE UP ELECTRIC OPERATION IN 1959.

THE TTC HAS ALSO ANNOUNCED PLANS FOR THE PARTIAL CONVERSION OF THE ST. CLAIR RAIL LINE TO TROLLEY COACH OPERATION ON THE OPENING OF THE YONGE SUBWAY EXTENSION IN 1972. THE SEGMENT TO BE CONVERTED EXTENDS EASTWARD FROM THE ST. CLAIR STATION (#3 ON THE MAP) OF THE YONGE LINE TO MT. PLEASANT ROAD, AND THEN NORTHWARD TO A TERMINAL AT EGLINTON. IRONICALLY, THE NEW CONVERSION WOULD RE-ESTABLISH TROLLEY COACH SERVICE ALONG A MAJOR PORTION OF TORONTO'S PIONEERING ROUTE, WHICH OPERATED FROM 1922 UNTIL REPLACED BY THE MT. PLEASANT ROAD STREETCAR LINE IN 1925. IT IS EXPECTED THAT, IN EFFECT, THE PRESENT #61 NORTOWN TROLLEY COACH LINE WOULD BE EXTENDED DOWN MT. PLEASANT ROAD AND ST. CLAIR TO THE SUBWAY STATION AT YONGE. IN ADDITION, A NEGATIVE OVERHEAD WIRE WILL PRESUMABLY BE STRUNG ALONG ST. CLAIR FROM YONGE TO OAKWOOD, ESTABLISHING A CONNECTION BETWEEN THE TWO COACH DIVISIONS.





## Metropolitan Report

SOME FOLLOW-UP ON ELECTRIC OPERATION IN WINNIPEG: ONLY ONE TROLLEY COACH ROUTE REMAINS IN SERVICE IN THAT MANITOBA CITY, CORYDON/NORTH MAIN; THE ELLICE/ST. MARYS LINE WAS CONVERTED TO MOTOR BUS OPERATION EARLIER THIS YEAR. MOST OF THE OVERHEAD ON THE LATTER LINE REMAINS INTACT, AS THERE IS A SLIM CHANCE THAT AN ORDER OF DIESEL COACHES FROM WESTERN FLYER NEEDED TO FLESH OUT WINTER SCHEDULES WILL NOT ARRIVE IN TIME....ONE MORE NOTE FROM TORONTO: TTC SAYS IT CAN OPERATE A TROLLEY COACH FOR 6.39¢ CHEAPER PER MILE THAN A MOTOR BUS....LONDON TRANSPORT HAS ANNOUNCED A PLAN FOR THE GRADUAL PHASING-OUT OF ITS FAMED DOUBLE-DECK BUSES; THE "BIG REDS" ARE TO BE REPLACED BY THE MORE ECONOMIC SINGLE-DECK UNITS. ALTHOUGH A FEW DOUBLE-DECKERS WILL REMAIN ON ROUTES IN CENTRAL LONDON, IN DEFERENCE TO TRADITION, SPIRALLING WAGE COSTS (TWO EMPLOYEES, DRIVER AND "CLIPPIE" ARE REQUIRED ON THE "REDS"; A SINGLE-DECKER NEEDS ONLY A DRIVER) ARE FORCING THE RETIREMENT OF MOST OF THE ALMOST-LEGENDARY FLEET. ABOUT 6,000 DOUBLE-DECKERS ARE STILL IN SERVICE, LONDON TRANSPORT WILL PHASE THEM OUT OVER A PERIOD OF PERHAPS A DOZEN YEARS OR SO. ONE AMENITY WILL ALSO DISAPPEAR FROM THE FLEET WITH THEIR RETIREMENT—NO LONGER WILL IT BE POSSIBLE TO "LIGHT UP" IN THE UPPER DECK SMOKING AREA.

THE CITY OF CHICAGO, CONCERNED ABOUT THE LONG SERIES OF DELAYS THAT IS HOLDING UP COMPLETION OF THE KENNEDY RAPID TRANSIT ROUTE, HAS REACHED AN AGREEMENT WITH THE RAILWAY AUTOMATED MACHINERY COMPANY, PRIME CONTRACTOR ON THE LINE, THAT WILL INSURE COMPLETION OF THE PHYSICAL PLANT BY DECEMBER 7. THO THE LINE ITSELF WILL BE IN READINESS BY THAT TIME, ACTUAL INAUGURATION OF SERVICE WILL HAVE TO WAIT UNTIL AT LEAST 30 MORE CARS ARRIVE FROM BUDD; THIS IS EXPECTED BY JANUARY 1 OR SHORTLY THEREAFTER. THESE 30 CARS, ADDED TO 6 NOW SURPLUS TO THE RYAN OPERATION (30 ARE NOW ON THE PROPERTY, AND 24 ARE ASSIGNED TO THE LAKE-RYAN ROUTE) WILL PROVIDE THE MINIMUM NUMBER OF CARS NECESSARY FOR A RESTRICTED INAUGURAL OF SERVICE. UNTIL THE FULL ORDER OF 150 IS COMPLETED, ALL CTA RAPID TRANSIT LINES WILL FACE A SEVERE SHORTAGE OF EQUIPMENT IN RUSH HOURS....THE EXACT FARE PLAN IN EFFECT ON ALL BI-STATE (ST. LOUIS) TRANSIT LINES IN ILLINOIS WILL BE EXTENDED TO COVER THE ENTIRE MISSOURI SYSTEM AS WELL ON MONDAY, DECEMBER 1. A SHORTAGE OF NEW LOCK-TYPE BOXES PREVENTED A SYSTEM-WIDE CHANGEOVER WHEN THE PLAN INITIALLY WENT INTO EFFECT LAST FEBRUARY. SINCE THAT TIME, THERE HAVE BEEN ONLY TWO BUS ROBBERIES IN ILLINOIS; BOTH TIMES THE ROBBERS SUCCEEDED IN MAKING OFF WITH LESS THAN \$3.00 OF THE DRIVER'S PERSONAL FUNDS.

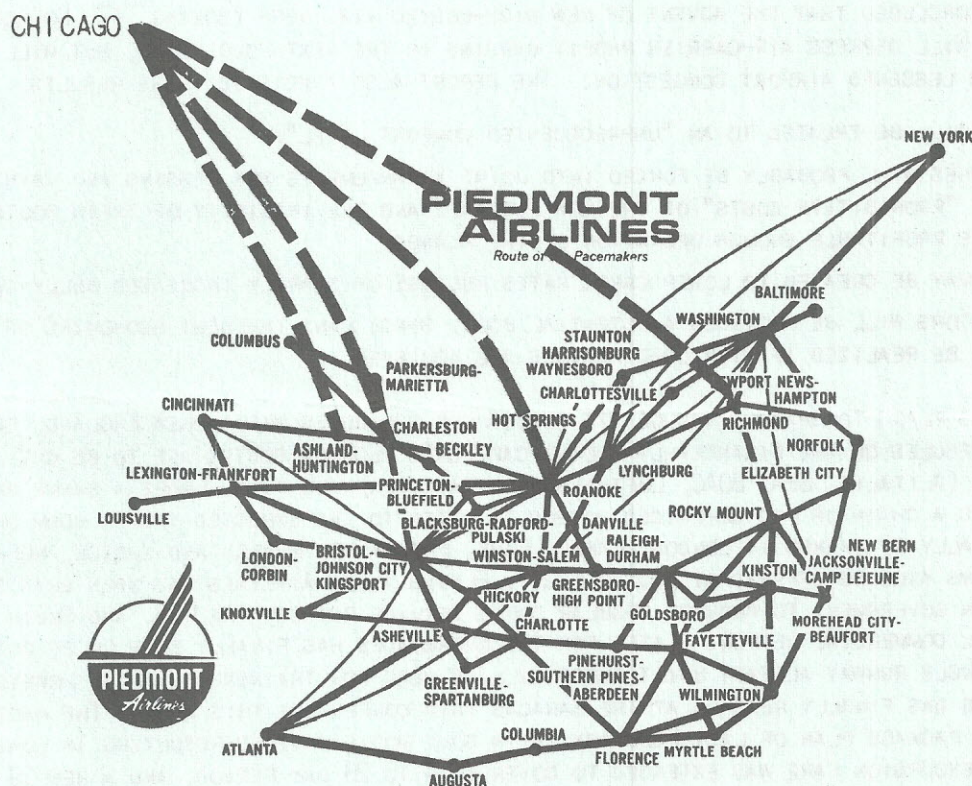
BOTH OMAHA (AN AMERICAN TRANSPORTATION ENTERPRISES SUBSIDIARY) AND LOUISVILLE (COMMONLY OWNED WITH INDIANAPOLIS AND MILWAUKEE) CITY TRANSIT PROPERTIES ARE EYEING PUBLIC TAKEOVER WITH ENTHUSIASM AS THE ONLY MEANS TOWARD PRESERVING PUBLIC TRANSIT AND THEIR INVESTMENT (BUT NOT NECESSARILY IN THAT ORDER). BOTH HAVE HAD RECENT FARE INCREASES (LOUISVILLE TRANSIT IS PETITIONING FOR ANOTHER, FROM 30¢ TO 35¢) AND THE PREDICTABLE LOSS OF RIDERS. AS AN INDICATION OF HOW COSTS HAVE AFFECTED FARES IN A TYPICAL U.S. CITY, *Transport Central* ASSOCIATE EDITOR H. R. PORTER CONTRIBUTES THIS TABULATION OF PASSENGER TARIFFS IN LOUISVILLE:

Adult Base Fare	Effective Period	Years in Effect
5¢	1850-1921	71
7¢	1921-1929	9
10¢	1929-1952	23
13¢	1952-1953	5 MONTHS
15¢	1953-1956	3
20¢	1956-1963	8
25¢	1963-1967	4
30¢	1967-	

AS MENTIONED ABOVE, LOUISVILLE TRANSIT HAS PETITIONED FOR YET ANOTHER HIKE, WHICH IS EXPECTED TO BE GRANTED SOON. ADULT BASE FARE WILL GO TO 35¢ FROM 30¢, WITH TRANSFERS 5¢ EXTRA (THEY WERE FREE); TOKENS WOULD BE SOLD AT 10/\$3.50 (UP FROM 4/\$1.10); AND THE SCHOOL 10-RIDE RATE WOULD RISE FROM 20 FOR \$2.75 TO 10/\$1.75 (TRANSFER CHARGE ADDITIONAL). LTC'S LAST HIKE WAS IN NOVEMBER 1967....THE PRESIDENT OF LEAR JET, WILLIAM P. LEAR, PLANS TO SELL STOCK IN THE FIRM TO FINANCE DEVELOPMENT OF A GAS TURBINE ENGINE PROGRAM. LEAR JET IS ALSO INVOLVED IN A STEAM ENGINE PROGRAM, AND WILL PLACE AN EXPERIMENTAL MODEL IN A SAN FRANCISCO (MUNI) BUS WITHIN THREE MONTHS. LEAR WILL ALSO DELIVER A STEAM-POWERED POLICE CRUISER TO THE CALIFORNIA HIGHWAY PATROL WITHIN 90 DAYS.



## Routes and Rates



WINSTON-SALEM BASED PIEDMONT AIRLINES AND UTICA-BASED MOHAWK AIRLINES ARE BECOMING THE NEWEST CARRIERS TO SERVE THE LUCRATIVE CHICAGO MARKET, PIEDMONT ON DECEMBER 1, AND MOHAWK A SHORT TIME LATER. PIEDMONT WILL OPERATE TWO ROUND TRIPS DAILY BETWEEN MIDWAY AIRPORT AND RICHMOND-NORFOLK, USING 737S; TWO ROUND TRIPS BETWEEN MIDWAY AND WINSTON-SALEM-HUNTINGTON USING JAPANESE-BUILT YS-11 TURBO-PROP CRAFT; AND ONE ROUND TRIP DAILY BETWEEN MIDWAY AND ROANOKE-FAYETTEVILLE (FORT BRAGG). THE LATTER RUN WILL ALSO UTILIZE A BOEING 737....MOHAWK, WHICH ALSO RECEIVED AUTHORIZATION FOR SERVICE TO AND FROM THE TWIN CITIES, WILL FLY SERVICES FROM MIDWAY TO ELMIRA-BINGHAMPTON-ALBANY AND TO ERIE-SYRACUSE-UTICA/ROME. ALL RUNS WILL UTILIZE BRITISH-BUILT BAC-111 CRAFT.

OTHER DEVELOPMENTS ON THE ROUTE FRONT INCLUDE:

ALLEGHENY— RECOMMENDED FOR NON-STOP ST. LOUIS/DAYTON/COLUMBUS/PITTSBURGH SERVICE.  
SOUTHERN— MUST ADD TWO STOPS ON MIDWEST TO FLORIDA SERVICES.  
AIR ILLINOIS— RECEIVED INITIAL ILLINOIS COMMERCE COMMISSION CERTIFICATION TO OPERATE CHICAGO (MEIGS)-CARBONDALE LEVEL III SERVICE, USING 18-PASSENGER CRAFT.

THE CAB ALSO THREATENED TO LIMIT FLIGHTS OF PHILIPPINE AIRLINES TO THE U.S. IN RETALIATION FOR THE ACTION OF THE PHILIPPINE GOVERNMENT IN LIMITING THE NUMBER OF FLIGHTS U.S. FLAG CARRIERS MAY MAKE TO THAT COUNTRY. PAL IS CURRENTLY ALLOWED UNLIMITED FLIGHTS TO SAN FRANCISCO VIA HONOLULU. THE CAB GAVE THE LINE UNTIL DECEMBER 8 TO SHOW WHY IT SHOULD NOT BE RESTRICTED.

THE CANADIAN GOVERNMENT IS PLANNING TO PLACE A TAX LEVY ON AIRLINE TICKETS. THE TAX ON TICKETS PURCHASED IN CANADA FOR FLIGHTS WITHIN A ZONE INCLUDING CANADA, THE U.S., AND THE ISLANDS OF ST. PIERRE AND MIQUELON WOULD BE 5¢; ALL OTHER FLIGHTS WOULD BE SUBJECT TO A RATE OF \$5. THE TAX WOULD APPLY ON ALL TICKETS PURCHASED WITHIN CANADA, REGARDLESS OF POINT OF ORIGIN. PARLIAMENT MUST APPROVE THE LEVIES FOR THEM TO BECOME EFFECTIVE BY GOVERNMENT PROCLAMATION....THE CAB HAS VOTED TO SUSPEND EFFECTIVENESS OF PROPOSED INCREASES IN FARES BETWEEN SEATTLE/PORTLAND AND ALASKA UNTIL 02/12/70.



## Airline Addenda

A CAB STUDY HAS CONCLUDED THAT THE ADVENT OF NEW WIDE-BODIED AIRLINERS (BOEING 747, DOUGLAS DC-10, LOCKHEED L-1011) WILL DEPRESS AIR-CARRIER PROFIT MARGINS IN THE NEXT FOUR YEARS, BUT WILL NOT LEAD TO LOWER FARES OR LESSENERD AIRPORT CONGESTION. THE REPORT ALSO PREDICTED THESE RESULTS:

- TRAVELERS WILL BE TREATED TO AN "UNPRECEDENTED COMFORT LEVEL".
- SOME AIRLINES WILL PROBABLY BE FORCED INTO JOINT ARRANGEMENTS FOR LEASING AND MAINTENANCE, BECAUSE OF "PROHIBITIVE COSTS" OF THE NEW AIRCRAFT AND THE INABILITY OF THEIR ROUTE SYSTEMS TO GENERATE PROFITABLE ENOUGH OPERATION OF THE PLANES.
- PRESSURES MAY BE CREATED TO LOWER CARGO RATES BECAUSE OF SHARPLY INCREASED BELLY CAPACITY.
- TOUR OPERATORS WILL BE PROVIDED A POTENTIAL BOON, SINCE MANY INHERENT ECONOMIES OF THE PLANES CAN BE REALIZED IF HIGH LOAD FACTORS ARE ACHIEVED.

NORTHEAST AIRLINES PLANS TO SHARPLY REDUCE ITS TURBO-PROP SCHEDULES WITHIN NEW ENGLAND, EFFECTIVE DECEMBER 14. SCHEDULES ON THE FINANCIALLY-AILING CARRIER'S FLORIDA ROUTES ARE TO BE CUT JANUARY 6. ....FIVE AIRLINES (ALITALIA, BEA, BOAC, LUFTHANSA AND SWISSAIR) AND FIVE EUROPEAN BANKS HAVE FORMED A COMPANY TO BUILD A CHAIN OF MEDIUM-PRICED HOTELS TO CATER TO THE EXPECTED TRAVEL BOOM OF THE '70'S. HOTELS WILL INITIALLY BE OPENED IN LONDON, PARIS, ROME, FRANKFURT, MUNICH AND ZURICH, HOPEFULLY BY 1972. DOUBLE ROOMS WILL BE OFFERED AT \$10 TO \$12....FLYING TIGER AIRLINES HAS BEEN GRANTED PERMISSION BY THE KOREAN GOVERNMENT TO PROVIDE REGULAR CARGO SERVICE BETWEEN THE U.S. AND SOUTH KOREA.... THAT CONTROVERSIAL COMMERCIAL JETPORT SLATED FOR THE EVERGLADES HAS FINALLY BEEN RULED OUT BY THE GOVERNMENT. A SINGLE RUNWAY ALREADY BUILT THERE WILL BE USED FOR TRAINING FLIGHTS, HOWEVER....AN AGREEMENT OF SORTS WAS FINALLY REACHED AT THE CARACAS IATA CONFERENCE THIS WEEK. THE PACT REVALIDATED AN AIR-FARE PACKAGE PLAN OF LAST FEBRUARY, WITH SOME MODIFICATIONS RESULTING IN LOWER FARES. THE 14 TO 21 DAY EXCURSION FARE WAS EXTENDED TO COVER A 14 TO 28 DAY PERIOD, AND A NEW 29 TO 45 DAY EXCURSION TARIFF WAS INTRODUCED, INCORPORATING MOST OF THE LOWER FARES THAT SHATTERED THE ORIGINAL AGREEMENT LAST MONTH. UNANIMOUS AGREEMENT BY THE 43 IATA MEMBER CARRIERS IS REQUIRED FOR THE PACT TO BECOME EFFECTIVE, AND DEFECTIONS MAY STILL RESULT....AIR TEXAS, A SUBSIDIARY OF THE TEXSTAR CORPORATION, HAS ACQUIRED ABILENE-BASED SENTINEL AIRLINES, INC., A LEVEL III (COMMUTER) CARRIER.

## Changes in the Wind

A DRAFT BILL IS PRESENTLY UNDER STUDY IN CONGRESS THAT WOULD PROVIDE A 2/3 SUBSIDY OF THE "AVOIDABLE COSTS" OF ANY PASSENGER TRAIN SERVICE ORDERED TO CONTINUE OPERATING BY THE INTERSTATE COMMERCE COMMISSION. THE SAME BILL ALSO PROPOSES A STUDY OF THE CURRENT PASSENGER TRAIN NETWORK AND IDENTIFICATION OF THOSE ROUTES REQUIRED TO MAINTAIN A "NATIONAL PASSENGER TRAIN SYSTEM". THE SUBSIDY WOULD BE USED TO MAINTAIN THE OPERATION OF SUCH TRAINS, AND THE NETWORK COULD BE MODIFIED.

ADDITIONAL ITEMS IN THE PROPOSAL INCLUDE THE SETTING UP OF A FUND TO PURCHASE NEW OR EXISTING PASSENGER EQUIPMENT AND MAINTAINING IT; PROVIDING THE FUNDS FOR USE BY THE CARRIERS IN THE PURCHASE OF NEW EQUIPMENT; AMENDING THE PETITION NOTICES REQUIRED BY SECTION 13A TO ALLOW 60 DAYS INSTEAD OF THE 30 PRESENTLY REQUIRED MINIMUM NOTICE OF A DISCONTINUANCE APPLICATION; ALLOWING THE 100 40 DAYS INSTEAD OF THE PRESENT 20 TO RECEIVE PROTESTS AND CONSIDER HEARINGS (AFTER WHICH THE CARRIER MAY AUTOMATICALLY EFFECT THE DISCONTINUANCE AS PROPOSED); THE ALLOWING OF 7 MONTHS FOR HEARINGS, WITH AN ADDITIONAL 2 MONTHS IF THE COMMISSION DEEMS IT NECESSARY; AND THE SHIFTING OF THE "BURDEN OF PROOF" FROM THE PUBLIC TO THE CARRIER IN PROVIDING THE BASIS FOR A DECISION. THE BILL WOULD ALSO SET THE SAME TIME LIMITS ON ARRIVING AT A DECISION ON AN INTRASTATE PETITION UNDER SECTION 13A (2); THE PRESENT REGULATION DOES NOT SPECIFY ANY TIME LIMIT. NO CHANGE IN THE PRESENT MAXIMUM ONE YEAR CONTINUED-OPERATION PROVISION OF THE REGULATION IS BEING CONTEMPLATED.

## III Winds

SOME ISSUES OF TC PRESENT A REAL CHALLENGE IN DECIDING WHICH TRAIN-OFF TO BEGIN WITH; THIS IS ONE,



WE'LL DO IT IN ALPHABETICAL ORDER:

THE ATCHISON, TOPEKA & SANTA FE HAS ANNOUNCED PLANS TO DISCONTINUE #1/2, THE *San Francisco Chief* BARSTOW-RICHMOND, AND #23/24, CHICAGO-BARSTOW, EFFECTIVE JANUARY 5; THE REMAINING PORTIONS OF THIS TRAIN WOULD PROVIDE A THROUGH SERVICE VIA AMARILLO TO LOS ANGELES AND SAVE NEARLY \$5 MILLION IN LOSSES COMPARED WITH THE PRESENT OPERATION OF THE AFFECTED TRAINS. THE SAME CARRIER HAS RECEIVED A NEGATIVE RECOMMENDATION FROM AN ICC EXAMINER IN ITS PETITION TO DISCONTINUE #190/191-201/200, LA JUNTA-DENVER; A DECISION BY DIVISION 3 IS DUE SHORTLY.

CANADIAN PACIFIC HAS PETITIONED ITS 18 REMAINING INTERCITY PASSENGER TRAINS AND CANADIAN NATIONAL HAS MADE SIMILAR APPLICATION FOR 13 OF ITS LONG-HAUL TRAINS. THE MOVES ARE THE RESULT OF THE IMPLEMENTATION OF CANADA'S NEW 80% SUBSIDY LAWS ON PASSENGER SERVICES (NON-COMMUTER) DEEMED "NECESSARY".

CB&Q WAS FOUND TO HAVE DOWNGRADED #3/4, THE *Ak-Sar-Ben Zephyr*, CHICAGO-LINCOLN, AND MUST THEREFORE CONTINUE OPERATING THE TRAIN UNTIL AT LEAST JULY 12, 1970. THE DECISION NOTED THAT THE Q DISCONTINUED SLEEPING CAR AND MEAL SERVICE WHEN THE TRAIN WAS STILL OPERATING AT A PROFIT AND BASED ITS DISCONTINUANCE PETITION ON A CONTINUED DECLINE IN PATRONAGE CAUSING FUTURE LOSSES. THE COMMISSION FOUND THAT 8 MONTHS WILL SHOW WHETHER THE RAILROAD IS A GOOD FORTUNE TELLER OR NOT.

TINY COUDERSPORT & PORT ALLEGANY RAILROAD HAS APPLIED TO ABANDON ITS ENTIRE 16 MILES OF LINE IN NORTHERN PENNSYLVANIA. IN A RELATED ACTION, THE WELLSVILLE, ADDISON & GALETON, HOME OF THE "BOOMER" F UNITS, HAS PETITIONED 37 MILES OF ITS LINE BETWEEN WELLSVILLE, N.Y., AND GALETON, PA. BOTH CARRIERS ARE IN THE SALZBERG FAMILY OF SHORT LINES.

ILLINOIS CENTRAL HAS ASKED ILLINOIS COMMERCE COMMISSION AUTHORITY TO DISCONTINUE #21/22, THE *Governor's Special*, CHICAGO-SPRINGFIELD. AN ICC OFFICIAL WAS QUOTED AS SAYING IT WILL PROBABLY TAKE "3 TO 5 YEARS" TO OBTAIN THE APPROVAL.

L&N RECEIVED PERMISSION TO DISCONTINUE SEPARATE OPERATIONS OF THE *South Wind* AND *Pan American* BETWEEN LOUISVILLE AND MONTGOMERY EFFECTIVE NOVEMBER 21, FOLLOWING PC'S DISCONTINUANCE OF THROUGH OPERATION OF THE TRAIN THE PREVIOUS DAY. A THROUGH SLEEPER LOUISVILLE-MIAMI ONLY IS MAINTAINED, WHILE THROUGH COACHES CONTINUE TO OPERATE LOUISVILLE-MIAMI AND ST. PETERSBURG. THE ONLY CHANGE ON THE SOL IS REPLACEMENT OF THE THROUGH DINER WITH A CAFE LOUNGE MIAMI-DOTHAN (ALA.) ONLY. PC'S CONNECTION HAS LOCAL UNRESERVED COACHES AND A BUFFET LOUNGE.

MISSOURI PACIFIC HAS ASKED TEXAS RAILROAD COMMISSION PERMISSION TO DISCONTINUE #1/2, *Texas Eagle*, LAREDO-TEXARKANA. HEARINGS ARE SCHEDULED THROUGH DECEMBER 10 WITH A DECISION FROM THE COMMISSION EXPECTED PROBABLY AFTER THE FIRST OF THE YEAR.

NORTHERN PACIFIC PRESIDENT LOUIS MENK WAS ASTONISHED THAT THE ICC WOULD ORDER THE *Mainstreeter* TO CONTINUE RUNNING ANOTHER YEAR BECAUSE THE SERVICE HAD BEEN DOWNGRADED. THE ICC SAID SLEEPING CARS WERE DISCONTINUED; MENK COUNTERED THAT THEY WERE ADDED, AND THAT THE COMMISSION HAD NO CONTROL OVER THE QUALITY OF SERVICE ANYWAY. DIVISION 3 SAID THE SCHEDULES WERE ALTERED; MENK SAID THEY WERE SPEEDED UP BY MORE THAN SIX HOURS FOLLOWING THE LOSS OF ALL HEADEND TRAFFIC AND MADE BETTER CONNECTIONS AT EACH END. THE COMMISSION SAID THE SCHEDULES, THOUGH FASTER, WERE SUCH THAT ARRIVALS AND DEPARTURES FROM THE MAJOR INTERMEDIATE CITIES WERE AT INCONVENIENT HOURS; MENK, DECIDING NOT TO ARGUE FURTHER, HAS APPEALED THE DECISION BASED ON NP'S "POOR" CASH POSITION.

PENN CENTRAL HAS BEEN TOLD TO RUN #303/304, THE *James Whitcomb Riley*, CHICAGO-CINCINNATI FOR ANOTHER YEAR TO NOVEMBER 20, 1970. THE DECISION WAS BASED ON A SUBSTANTIAL NEED FOR THE SERVICE AND THAT THE DECLINE IN PATRONAGE RECENTLY COULD BE BLAMED ON POOR MANAGEMENT (BUT NOT A DELIBERATE DOWNGRADING OF SERVICE). PC MAY DISCONTINUE #354, CHICAGO TO DETROIT NOVEMBER 30 AS PLANNED; THE COMMISSION WILL NOT INVESTIGATE THE PETITION.

RF&P AND SOL HAVE JOINTLY REQUESTED PERMISSION TO DISCONTINUE #85/86, THE *Everglades*, WASHINGTON-RICHMOND-JACKSONVILLE, EFFECTIVE DECEMBER 9 (SOL) AND DECEMBER 10 (RF&P).

SOUTHERN #3/4, THE *Royal Palm*, WILL MAKE THEIR LAST RUNS BETWEEN DALTON, GA. AND SOMERSET, KY., EFFECTIVE NOVEMBER 30 IF THE INTERSTATE COMMERCE COMMISSION CHOOSES NOT TO INTERVENE, AS THE TENNESSEE PSC GAVE ITS PERMISSION TO DISCONTINUE ACROSS THE STATE. THIS WILL MAKE THE SOUTHERN FREIGHT-ONLY BETWEEN THE ABOVE POINTS. THE CITY OF CINCINNATI, WHICH OWNS THE RAILROAD BETWEEN CINCINNATI AND CHATTANOOGA, HAS FILED A FORMAL PROTEST WITH THE ICC....LATE WORD: PC WILL ADD THREE MORE METROLINER ROUND TRIPS NEW YORK-WASHINGTON EFFECTIVE DECEMBER 14, BRINGING THE TOTAL TO 9.



## The Last of the Liners

It is somewhat saddening to read that the SS United States, the last liner to fly the U.S. flag on the transatlantic run, may be laid up indefinitely. What would be sadder still, however, would be for the Government to rush to the rescue with huge new subsidies.

The troubles of the United States start with the fact that the average traveler to or from Europe no longer has the patience to travel in style. Whatever the contrast in comfort, the airliner does lop three or four days off the ship's travel time.

A good while ago Britain's Cunard Line gave up on two luxurious "Queens," and it's only hoping now that there will be many voyagers who will want to sail on the new QE2. Like it or not, ocean travel has moved into a new era.

For the SS United States, of course, the troubles have been increased by U.S. unions, with their growing wage

demands, wasteful work practices and numerous strikes. So it is a little ironic that the unions are joining ship lines in pleas to the Government to "save" a passenger fleet.

While some small nations may regard their own luxury liners as matters of national pride, the U.S. surely is in deep trouble if it must rest its pride on so flimsy a foundation. Even the argument that passenger liners are needed as reserve troop carriers in the event of war is of diminished validity in the air age.

The truth is that there is simply no argument that would justify the sort of subsidy that U.S. Lines, operator of the SS United States, says would be needed. According to the company, the Government would have to cover about 92% of the liner's wages, raising the annual subsidy to more than \$16 million.

At that price the SS United States is a luxury the U.S. both can and should do without.

## The Reluctant Railroad

It may come as a surprise to some people that the Long Island Rail Road, the busiest if not the best of the nation's commuter roads, also carries freight. It doesn't handle as much as it would like to, but it does handle some.

In the future, the railroad fears, it may get even less freight business. With the blessing of the Interstate Commerce Commission, the nation's railroads have decided on a rate increase and the Long Island, like it or not, may have to go along.

Perhaps the rate increase will help some railroads. But the Long Island is convinced that in its case the boost would only drive more freight traffic to trucks. Last year it lost \$7 million on freight and it thinks that loss now may grow.

The line is so concerned that it went to court to try to gain an exemption from the rate rise. The Long Island also contended that the ICC could not legally approve the boost without the railroad's consent.

A Federal court judge, however, refused to issue a temporary restraining order, saying that the Long Island had made "no showing of irreparable injury." So the road apparently will have to charge the higher rates while it pursues its case in the court.

Maybe the Long Island will win its exclusion. Even so, the fact that a railroad has to fight this hard to keep from raising its prices surely sharpens the questions about the rate-fixing setup itself.

—The Wall Street Journal