

Transport Central



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"THE CASE FOR FLEXIBILITY"

We live in a flexible society these days. One is free to speak, work, live and travel in any place he desires. He can change occupation, location or employer when he desires and find employment elsewhere. A consequence of such flexibility is social mobility--speaking both economically and locationally. Transportation must be provided to follow--or even anticipate these changes of location. It is with this in mind that flexible urban transportation should be considered.

In most states, municipally or governmentally-owned transit systems are not state-regulated, while comparable privately-owned systems are. "The public must be protected" is the common cry of those favoring such one-sided regulation, because private operators are subject to suspicion concerning their goals.

It is all well and good to require such regulation as is necessary to protect the common good, but in the public utility field, urban transport is not a monopoly, as are many other utility services. Transit must not only compete with other public carriers, such as taxis, but also with the pedestrian and the private automobile. It is not, therefore, unfair to subject the industry to an inflexible system of regulation which unnecessarily hinders the operator from keeping up with the times. Here is one solution (of many) that might be considered as an alternative to that presently offered to the problem of regulation:

REGULATORY CONTROL OF PRIVATE URBAN PASSENGER CARRIERS

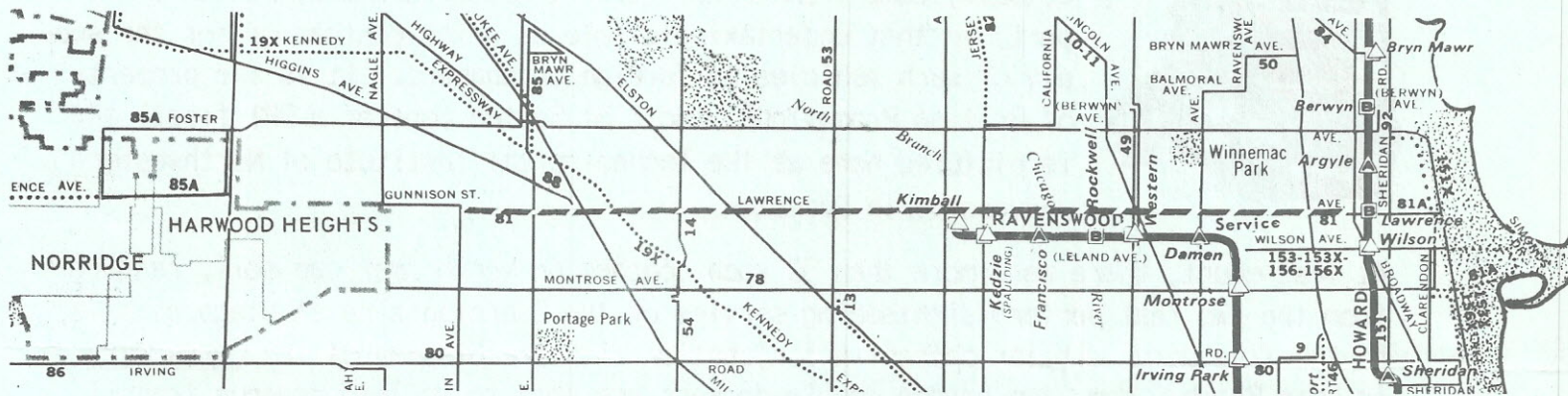
ITEM	PRESENT CONTROL	PROPOSED CONTROL
FARES	FULL CONTROL	FULL CONTROL
ROUTES--NEW	FULL CONTROL	Experimental: Simple permit for 6 months without hearings Permanent: FULL CONTROL
ROUTES--CHANGES	FULL CONTROL	Same as new routes
ROUTES--ELIMINATION	FULL CONTROL	FULL CONTROL
EQUIPMENT	Partial Control	New Equipment: no control Old Equipment (over 10 yrs): FULL CONTROL
FINANCING	Partial Control	No control
OWNERSHIP CHANGES	FULL CONTROL	"Reasonable and Proper Responsibility control"
SCHEDULES	FULL CONTROL	Less than 2% change in each route per year: no control Over 2%: FULL CONTROL
ADVERTISING	NO CONTROL	NO CONTROL
SAFETY	FULL CONTROL	FULL CONTROL

(The opinions expressed by Mr. Hayes in these columns are his own, and do not necessarily represent the views of Transport Central. The editors earnestly request your comments on this series of articles.)

THE NEXT ISSUE OF TRANSPORT CENTRAL WILL BE PUBLISHED ON 29 DECEMBER 1969. (TC-V/14)

Newsfront

AND THEN THERE WERE TEN



Route 81 LAWRENCE, scheduled to be converted to motor bus operation on December 14. (CTA)

This Sunday, yet another of the Chicago Transit Authority's trolley coach lines will be converted to motor bus operation, using 49-passenger Mack coaches (vintage 1957-57), and reducing CTA's electric lines to ten. The substitution is necessitated by a substation conversion to automatic operation that makes no provision for feeding a crucial segment of the route, and is the second this year; CTA has announced its intention of phasing out all trolley coach operations within the next few years. The LAWRENCE route was originally converted from one-man streetcar service on April 1, 1961.

TROLLEY COACH TOPICS

The Toronto Transit Commission is to convert the 97 YONGE trolley coach route to motor bus operation as a part of the package that includes the conversion of the Mt. Pleasant Road segment of the ST. CLAIR streetcar line to trolley coach operation on the opening of the Yonge subway extension (TC 01 DEC 69). That portion of Yonge Street between the present north end of the subway at Eglinton and the city line loop is presently also served by the 59 NORTH YONGE express motor bus line to Richmond Hill. With the diminished need for through service on that line when the subway extension is opened in 1972, it will also be able to provide local service in lieu of the 97 route as well....The total price tag for the rebodging of TTC's 151 trolley coaches is \$5,239,000, which will be expended over the next three years.

Canadian Coach also reports that the Winnipeg Fort Street garage and shop complex has finally been closed, after being in service for 75 years. Motor bus operations have been transferred to a new facility a mile away on Osborne, and the remaining trolley coach line is serviced from the North Main depot....The first twenty new motor buses have been placed in service in Halifax, replacing trolley coach operation on four routes. The municipalization of the present private company, Nova Scotia Light & Power, into city-operated Halifax Transit is to take place January 1; these coaches are the first of HT's new fleet, but will be operated in the interim by NSL&P. All remaining trolley coach services are to be converted to diesel on January 1 with the changeover to city operation. At that time, there will be only one privately-owned trolley coach system in the Dominion, in Cornwall; the U.S. also has only one, in Dayton.

BUNDLES FROM BRITAIN



On the cover this week is one of a rapidly-increasing North American breed--the English bus. ONU 631, despite the livery, actually came from Yorkshire. It was reworked by London Transport, in that undertaking's role as prime contractor for the supply of such vehicles to foreign purchasers. It is the property of British Promotions, Inc., of Boston (one of a BPI fleet) and is pictured here at the Technological Institute of Northwestern University in Evanston.

At last count, there were more than 30 such coaches on North American soil, ranging from the two that perform sightseeing service on the Canadian side at Niagara Falls to the five doing similar chores in conjunction with the display of the Queen Mary in Long Beach. Now, two London double-deckers are soon to go into revenue transit service carrying students on three routes at the University of California's Davis campus near Sacramento, joining three more conventional U.S.-built buses.

METROPOLITAN MEMO

The Detroit News, an evening paper, in an ad minimizing the effectiveness of its morning rival's ability to reach commuters (only 3,000 of them on two roads, PC and GTW) bound for the Motor City each day, uses a photograph illustrating a typical commuter. There's just one thing: said commuter happens to be waiting for his train at North Chicago Junction on the old North Shore electric line. (Must be a fellow who really wanted to get away from it all; he'd have time on the way to work not only to read both Detroit papers, but the New York Times, Wall Street Journal and the Congressional Record as well)....Duluth-Superior Transit drivers walked out December 1; the strike may hasten city takeover of the property.

The Milwaukee County Board of Supervisors has voted to apply for state and Federal funds to test a new dual-mode system of mass transportation that would utilize an electronic guidance system. Special buses and autos would be used, operating along expressways on a guideway using a novel "third rail" for power and guidance. The vehicles would operate conventionally along other thoroughfares....The Connecticut Development Commission, in eying proposals for a bridge over Long Island Sound, has recommended an interstate ferry service instead of the controversial span, possibly using hydrofoils....HUD has offered a grant to Cincinnati for the development of a more rational system of "street furniture" (street lights, traffic signs, waste cans, benches, etc.) than the current haphazard placement of such items in U.S. cities.

For the record, Minnesota Enterprises, the holding company that controls Twin City Lines (currently strike-bound and eager to sell out to the cities) and Chicago's West Towns Bus Company (recently the recipient of an increase in base fare from 35¢ to 40¢)

also has investments in a Las Vegas hotel, a regional airline, a charter air service, a transit consulting firm and a Wyoming bank. The "conglomerate" was formed out of the former Twin City Rapid Transit company....The city council of Dayton has approved an ordinance requiring automobiles to yield the right-of-way to buses at all times.... Since the Chicago area has no mass transportation master plan acceptable to DOT, further approval of grants, including one to suburban Palatine for a "transportation center" has been withheld until one is forthcoming.

The city bus system in Madison, Wisconsin has gone municipal....The "new town" of Columbia, Maryland's minibus system, begun when the town was established to accustom residents to public transportation from the start, is doing poorly, and its 7 vehicles run empty nearly all day....Two Chicago area charter carriers, Prairie Coach Lines and Checkerway Charter Coach Lines (the latter with a branch in Milwaukee) have been padlocked by creditors: CCCL operated a free bus service from a lakefront apartment complex just east of the Loop to the downtown area....San Jose City Lines drivers and mechanics went out November 24 over wages and fringe benefits; TC staffer Ken Hayes reports no settlement is in sight....Construction of a cable-car system linking Detroit and Windsor across the Detroit River is to begin soon, at a cost of \$2,250,000. Twin 280 foot towers would support the line, which would operate year-round.

TARIFF TALK

The International Air Transport Association has released the schedule of air fares for transatlantic travel its member lines agreed upon at Caracas, to go into effect March 1, 1970. In addition to a general reduction, the 14-21 day excursion period will be increased to 28 days, and a new 29-45 day tariff was also established. In addition, a lower rate for groups of 80 or more was initiated. Some sample rates:

ROUND TRIP RATES, 14-28 DAY EXCURSIONS, OFF SEASON

New York-London, \$250; San Francisco-London, \$427; Los Angeles-London, \$427; New York-Shannon, \$200; New York-Rome, \$300; New York-Paris, \$275; New York-Frankfurt, \$290; New York-Lisbon, \$250; New York-Athens, \$359.

Rates during "high season" (May-September) are somewhat higher; 80 member group rates (without any stopover privileges) run about 15-30% lower.

Mid-Atlantic rates remain about the same, although some Miami-London tariffs were cut. The existing 14-21 day excursion rates will be replaced by 14-28, 29-45 and 14-45 day excursion fares.

PLANE FACTS

An airport tax of \$1.00 per passenger at Newark Airport has been "grounded", pending a court test. Similar "head taxes" are common in Europe, but have been largely resisted in this country....Northeast Airlines, which Time calls the "New Haven of the skies", is fighting for reversal of a \$15 judgment awarded to a passenger who sued because his plane arrived late (they probably need the money, aside from the nuisance value of the suit)....The CBS-TV station serving Chicago, WBBM-TV, reports that Midway Airport, renovated at a cost of \$11 million, is losing the taxpayers \$1 million each year....The

FAA has proposed the establishment of air space regulations around O'Hare Airport to assist in coping with increased traffic. Within this area, which would be from 8 to 20 miles in diameter depending on altitude, all planes would be required to follow an instrument flight plan and be equipped with a transponder to activate radar control. The regulations are primarily aimed at private planes, which have been responsible for many accidents and near-misses around major airports.

ROUTE REPORT

Pan Am has petitioned for authority to add Houston, Los Angeles, Miami, New Orleans, New York/Newark and San Francisco to the cities from which it can originate traffic bound for the Caribbean and Latin America....Pan Am also plans to reduce service to San Juan from New York. The line is also cutting service between the West Coast and Hawaii....Continental has begun its first international service with an every-other-week flight from Majuro in the Marshalls to the republic of Nauru north of the Solomons. It will be an extension of Air Micronesia, operated by Continental....Northwest begins daily Los Angeles-Tokyo round trip service January 6....Add nice gestures: Military personnel whose last duty station was in Vietnam can fly free to their homes in Sheboygan, Elkhart, Detroit or Springfield via Commuter Airlines....North Central is seeking Milwaukee-Denver and Detroit-Denver non-stop and one-stop service, and has been recommended for Twin Cities/Milwaukee and New York-Cincinnati-Columbus-Dayton authority. Newest NC service includes daily non-stop Chicago-Twin Cities and Twin Cities-Denver runs....Ozark now has daily jet service between the Twin Cities and Dallas-Fort Worth....American spends \$6 million a year just to get its jets to the runways.

EQUIPMENT REPORT

The final Twin Beech model 18 came off the assembly line last week, ending the longest production period of any aircraft ever built....Pan Am's first Ford Tri-Motor, delivered in 1928, has been sold for revenue service to Wings & Wheels of Santee, S.C.... The first jet designed and built in Israel has made its first flight; the Arava transport had been three years in development....Boeing's first 747 made a press flight to New York from Seattle last week in less than four hours....The 500th Douglas DC-8 was delivered last week to KLM Royal Dutch Airlines.

SUBSIDIES

That CN and CP application to discontinue 31 trains is the first step by the two carriers to either drop all long-haul passenger trains or force the Dominion government to subsidize them to the tune of 80% of their operating losses. CP's petition covers all of its long-haul trains while CN's involves 13 regional "big losers". CP lost \$19.5 million last year on its Canadian alone. The initial petition is only to establish the fact that those trains actually do lose money; once proven, abandonment petitions will be filed and the Canadian Transport Commission will hold hearings and

to rule on the retention and subsidization or discontinuance of the runs.

MERGER MEMORANDA

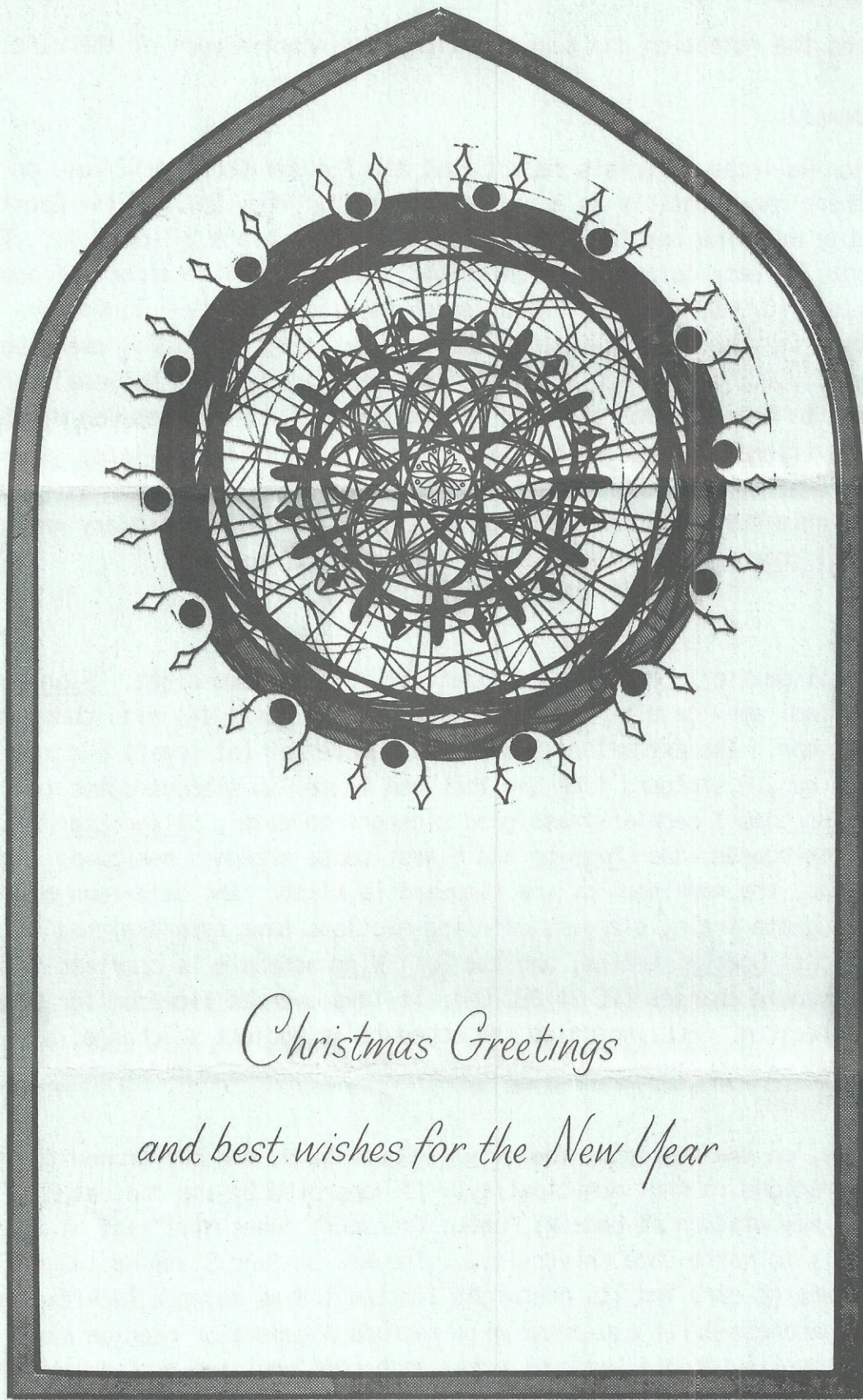
Burlington Railroad officials report that the Supreme Court will rule on the Burlington Northern case possibly as early as January 1. They believe the Court will render a favorable decision and the consolidation can take place by March 1....The Justice Department, already delaying the BN merger, has issued a statement of opposition to the proposed IC/GM&O marriage. The reason is also the same—elimination of effective competition in the region served by the two carriers, especially over the Chicago to Gulf route....KCS Industries has filed two suits against Lee National Corporation in an attempt to thwart a takeover bid by the latter. KCS accuses Lee of stock manipulation and illegal purchasing practices....Southern Railway's latest streamlining of its subsidiaries calls for merger of Central of Georgia Railway, Wrightsville & Tennesse, Georgia & Florida and Savannah & Atlanta into one subsidiary named Central of Georgia Railroad Company; the proposal requires ICC approval.

LUXURY AWAITS

Though a bit smaller, SCL's winter timetable is a welcome sight. Florida Special New York-Miami service will resume December 19 (to April 14) with champagne dinners, recreation car. The extra-fare train will consist of (at least) 3 coaches, 2 diners, recreation car, 6 sleepers from New York and those B&O sleeper domes from Richmond. Silver Meteor has 7 regularly assigned sleepers to Miami, Silver Star has 5 sleepers serving both coasts, the Champion has 6 west coast sleepers assigned. After that bit of good news, the remainder of the timecard is mixed: the cafe-lounge was dropped from the Augusta train, sleepers offering sections have been assigned to the Palmiland and Gulf Coast Special trains, and the Gulf Wind schedule is completely broken up by the L&N schedule changes (TC 01 DEC 69); it lays over at Flomaton for several hours in each direction. SCL indicates the schedule is subject to change, however.

PASSENGER POTPOURRI

South Shore, on the urging of the city of South Bend, has petitioned to abandon its street operations in that municipality. If approved by the Indiana PSC, CSS&SB is to build a new station at Bendix; Public Transport buses will link it to downtown and directly to Notre Dame University....The New Zealand State Railways have ordered all-new sleeping cars for its overnight limited trains between Auckland and Wellington. The Japanese-built equipment will include 3 generator-baggage cars; 3 buffet cars; 12 Twinette (double bedroom) cars, each room equipped with shower and 12 American-style Roomette cars with shower in each car. The short cars (3'6" gauge) will have small attendant baggage pantries as well. The service will be all-sleeper, with a companion all-coach train serving more intermediate stations.



Christmas Greetings
and best wishes for the New Year