

# Transport Central



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(Late in September, the New Jersey Department of Transportation released a progress report on the implementation of its \$325 million master plan for public transportation within the state. Here are some of the highlights of that report.)

- \* *The major objective of the Plan is the complete rehabilitation and re-equipping of the commuter railroads of Northern New Jersey (CNJ, E-L, PC, NY&LB), including electrification where warranted, new high-speed cars, new or improved station facilities, and railroad interconnections.*
- \* *The Plan provides for a direct connection between the existing electrified E-L lines, as well as the present Greenwood Lake Division and Boonton branches via a new Montclair Connection and the Penn Central at a point east of Newark. A direct connection for E-L lines in Bergen and Passaic Counties, as well as direct Manhattan access for CNJ is also under consideration (see map).*
- \* *The Department has persuaded Penn Central to assist in a study of Penn Station and Hudson River tunnel capacity, with a view toward providing increased service from New Jersey.*
- \* *Interim rehabilitation projects in advance of the full Plan implementation have begun where emergency conditions warranted, such as the assignment of better equipment, etc.*
- \* *The growth of rail ridership within the State now exceeds five per cent per year, ending a decline in patronage of long standing.*

\* *Carrier improvements:*

CNJ— *Technical studies on an electrification system, station requirements and improved track connections with LV at Aldene and PC at Newark are nearly complete. 50 A/C coaches have been acquired on the second-hand market and are being refurbished to provide service on an interim basis. Also, 13 new locomotives were obtained for lease to CNJm and 65 of CNJ's own coaches are being rehabilitated.*

PC— *The initial order of 35 "Jersey Arrow" cars has been received and is being placed in service; an application for Federal funds for 45 more is being processed. Construction of the new MetroPark park and ride facility in Woodbridge Township is underway, with completion set for 1970. Preliminary work has begun on a new Trenton station, and planning is underway for improvements at Rahway and Newark.*

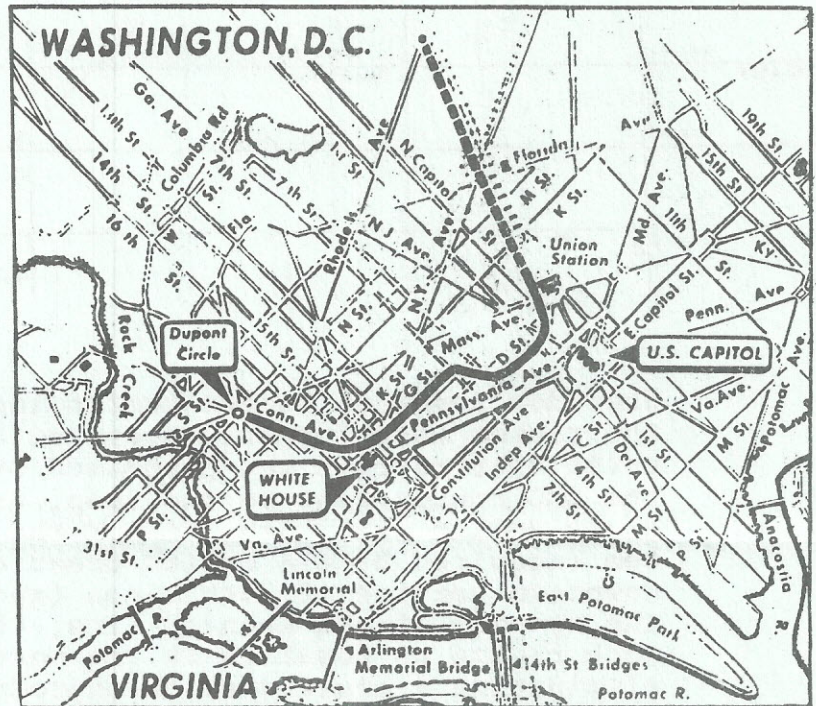
E-L— *Pullman has been awarded a contract for construction of 30 locomotive-hauled coaches for use on the non-electrified lines, and the Department has exercised its option to purchase an additional 105 to permit replacement of the entire existing E-L fleet. These cars are designed for possible conversion to self-propelled electric units. Six new locomotives have also been advertised for. 26 of 53 passenger cars purchased from the Santa Fe are to be rehabilitated for interim service. An electrification system compatible with the Penn Central has been shown to be feasible for present non-electrified portions of the railway, providing for possible direct Manhattan access for E-L trains. Engineering work is proceeding on the Montclair-Greenwood Lake branch connection.*

NY&LB— *The program for upgrading the line has been consolidated from a two-phase effort to a unified project that will extend electrification and improvements in a single stage to the line's southern terminus at Bay Head Junction. New cars are to be purchased, with 27 Santa Fe units filling in in the interim.*

COVER: TC's annual winter shot features a Flint trolley coach in scenic Beardsley Park, photographed in February 1956 by Ray De Groote. Flint's newer Brill equipment was sold to Winnipeg when The Flint Trolley Coach, Inc. ceased all overhead operations; these units have just been resold by Winnipeg to STE in Mexico City, where they will be the first coaches to operate in all three countries.

# Newsfront

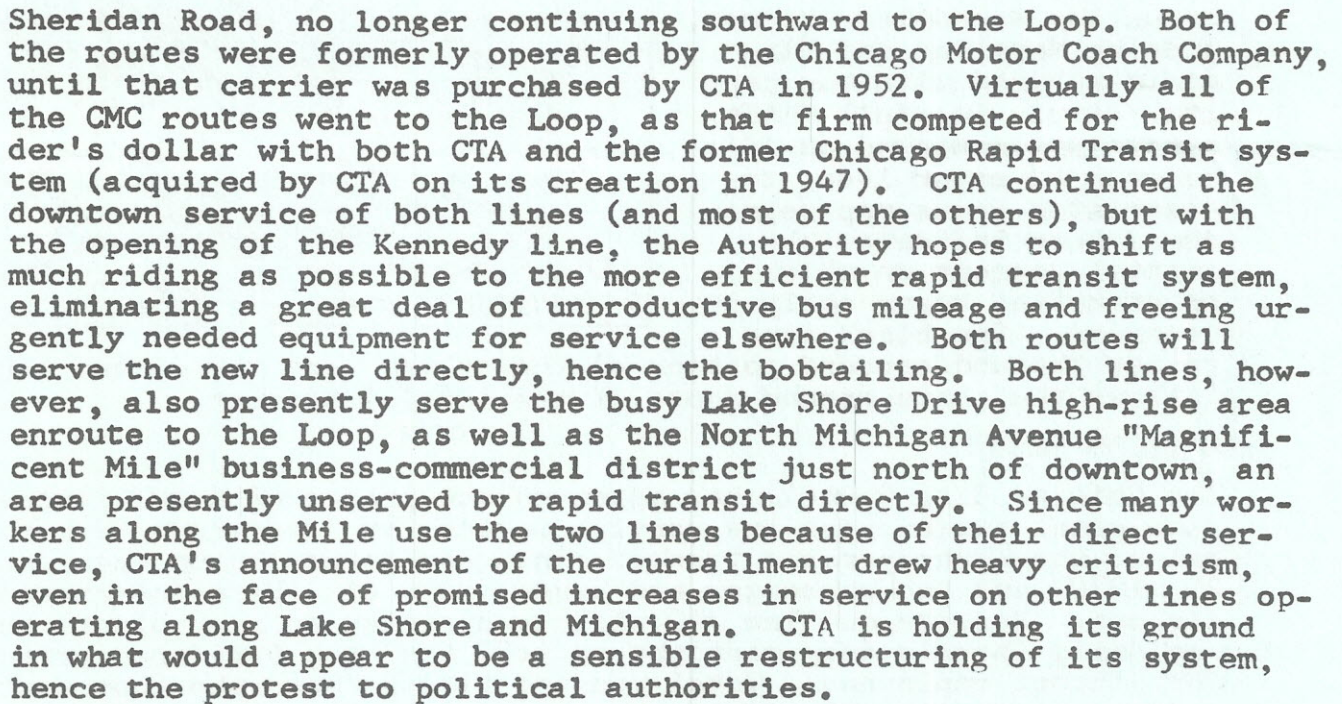
Ground has been broken and construction is under way on the first segment of the Washington "Metro". 1972 will see the opening of the first portion of the Metro, linking Du Pont Circle with Northeast Washington. Construction of the entire 98-mile system is to be completed by 1980, if all construction schedules are met, joining Maryland and Virginia suburbs with the capital city. The full WMATA system was depicted on TC's cover 8 November 1968; the Associated Press map reproduced here indicates the initial segment on which construction began early in December. The black line traces the underground portion of the subway, and the dotted line follows the above-ground route of the initial segment.



## METROPOLITAN REPORT

The Chicago City Council has approved acceptance of a DOT demonstration grant for express bus service between the Jefferson Park terminal of the Kennedy rapid transit line (now scheduled to open January 20, 1970) and the passenger and cargo areas of O'Hare International Airport. Service on line #40 will be operated on a 30 minute headway daily (hourly from midnight to 4:00 AM) at a 60¢ fare, primarily for airport employees. Total running time between the Loop and the airport (including 20 minutes on the rapid) will be about 35 minutes. DOT will pay 90% of any operating loss sustained over the two-year experimental period; the remaining 10% would be borne by 30 employers in the O'Hare complex.

Chicago Today reports that a Federally-sponsored investigation into the financial structure of the Chicago Transit Authority is imminent. The inquiry will also explore what the paper calls the "secret" pact (which, to the contrary, was given wide publicity at the time of its implementation) between the Authority and the Chicago & North Western Railway, wherein the CTA agreed "for all time" to renounce any intentions of extending its Kennedy rapid transit line to the Airport. In exchange for this agreement, C&NW chairman Ben Heineman would withdraw all opposition to the two new median strip lines, necessary as the railway's commuter service parallels the Kennedy route. The inquiry was prompted by the Authority's threatened hike in fares to a 50¢ base early next year, which would make CTA's rate the highest in the nation. The quest for such an investigation is being led by Illinois Democratic Representative Sidney Yates, who originally became interested in CTA affairs as the result of a widespread protest over the partial discontinuance of two CTA bus routes in his district. At the time the Kennedy line opens, all service on lines 76 DIVERSEY and 152 ADDISON is scheduled to be cut back to a new east terminal at



An ordinance has been introduced into the Chicago City Council to establish a Chicago Urban Transportation District, which would assist in financing new subways to partially alleviate, among other things, the problem of lack of easy access to such areas as North Michigan Avenue. This district would raise, through a special tax in an irregularly-shaped area including and surrounding the Loop, \$100,000,000, to be matched with state and Federal funds for the construction of the shuttle subways (extending from the University of Illinois' Circle Campus on the Near West Side through the Loop to the Gold Coast area on the north and McCormick Place on the south. At the same time, subways would also be constructed in the Loop to replace the famed Loop "L" structure that rings the area. After approval by the area's voters in a special referendum early next year, application would be made to the Department of Transportation for \$400 million in grant funds to begin construction. The Illinois General Assembly would then be asked to appropriate the remaining \$100,000,000 out of motor fuel tax funds to bring the amount to the \$600,000,000 needed for the subways' construction. Legislation approving the establishment of the special tax district passed the General Assembly earlier this year and was signed by the Governor. If all of the required steps are completed, construction could begin in 1971.

## URBAN OUTLOOK

Denver has applied for \$300,000 in DOT funds to start development of a shuttle bus service serving the downtown area from designated outlying parking lots. The same city's request for funds to acquire the Denver Tramway Corporation are still in the federal "pipeline", according to the Rocky Mountain News....DOT also awarded Flint, Michigan, \$483,000 to prolong its luxury, door-to-door bus service (known as "MaxiCab"), but insisted that the city provide some additional money of its own and promote the service. Despite door-to-door operation (home-to-industrial plant service), stereo music, air conditioning and even "bus bunnies" serving coffee, riders stayed away in the proverbial droves, and the system lost money since its inception. This time, the city will provide a third of the cost of continuing the project (\$241,000) through January 15, 1971. In addition, the city has promised proper maintenance of the buses, new schedules and routes, and "imaginative marketing" to boost patronage.....The Westchester County (N.Y.) Board of Supervisors has voted to permit the county to purchase 77 new buses for four area carriers, Club Transportation of Yonkers (10 coaches); Liberty Coaches, White Plains (27 coaches); Westchester Street Transportation, Yonkers-White Plains (30 buses); and Yonkers Transit, Yonkers-Mount Vernon (10 buses). The coaches will replace outdated equipment of the private carriers. ...Reader Steve Scalzo reports that Peoria will also benefit from the largesse of the Federal Government, to the tune of 35 A/C 45-passenger coaches. The city of Peoria will lease the new coaches to Peoria City Lines (not an NCL property) for \$1 each per year.

## MINOR MEMOS

Beacuse of anticipated wage increases arising from New York's bien-nial TWU/City "cliff-hanger", the TA fare is expected to go up to 30¢ from the present 20¢....Bus service has resumed after walkouts in Duluth and Minneapolis-St. Paul. Holding company for the latter firm, Minnesota Enterprises, has changed its name to MEI Corporation; that level III carrier controlled by MEI referred to in TC last issue is Texas International Airlines....Reader Ronald DeGraw authored an excellent piece on Red Arrow's #62 for the Philadelphia Inquirer December 8. The car has been lovingly restored by Merritt Taylor in Red Arrow's Llanerch shops (TC 09/22/69)....One run of the Staten Island Ferry each morning has been declared "off limits" to autos in an attempt to make room for more commuters....Two double-deck omnibuses in Disneyland (along with two of the Adventureland motor launches) are using compressed natural gas in an effort to determine the decrease in pollution claimed for CNG. The fuel has been touted as a clean-burning alternative to gasoline or diesel oil for buses....After an initial curiosity period in the first two weeks that the Mexico City Metro was open, during which the number of daily riders reached a high of 380,000, the average weekday level of passengers during the 6 AM-12 AM period has settled to an average of 230,000, less than half the total predicted by Metro officials. As a result, income for the first two months of service came to only 16 million pesos, less than that required to meet operating costs.



"Here's a very realistic bus. It puts out a noxious, air polluting exhaust!"

**"SAVE THAT RAILROAD"**

The "imminent" (TC 11/03/69) takeover of former New Haven commuter services now operated by Penn Central (see map) by New York and Connecticut should be a reality come spring. Subject to approval by State and Federal agencies, the two states have agreed to pay Penn Central \$11.1 million for the involved rights-of-way and necessary equipment, and annual rents of \$3.9 million for other rights-of-way. The proposed state-run system will use Grand Central rent-free, lease rights from New York City to Woodlawn, NY at \$2.9 million per year, purchase 14 miles of line from Woodlawn to the Connecticut line for \$7.2 million, and lease the commuter trackage in Connecticut (47 miles) for 60 years at \$1 million annually, purchasing only the 97 1954-built commuter cars. The states will then purchase 144 new cars. PC will operate the service under a management contract at \$100,000 per year. A current proposed fare increase was expected to reduce the annual deficit after takeover to \$1 million. Actual improvements as planned will take 2 to 5 years to implement.

**RAILROAD WRAP-UP**

The Supreme Court has ruled that Section 13a train-off decisions are subject to judicial review by the public. The decision is the outcome of an appeal by the city of Chicago and others of the ICC's decision to allow discontinuance of the C&EI's Georgian.

The AFL-CIO sheet metal workers turned down the 11th hour 2-year wage pact offered them and three other shopcraft unions. The rejection means that all four unions will return to the negotiating table with railroad management to settle the issues holding up ratification. The unions have agreed not to strike during the negotiations.

Five railway unions, including the United Transportation Union, Maintenance of Way Employees, Railway & Airline Clerks, Hotel and Restaurant Employees, and the Seafarers International Union, have formed the Congress of Railway Unions. Charles Luna, head of the recently-merged UTU, will be president of the new amalgamation, which will ask for new contracts under a united front similar to the crafts.

On the train-off scene, the Milwaukee Road was told to keep operating its Varsity trains, 117-118, Chicago-Madison, for another year, but was allowed to discontinue holiday operations....Erie-Lackawanna received permission to discontinue its last long-haul passenger train, the Lake Cities, 5-6, Chicago-Hoboken; the final runs are to leave their respective terminals January 4, 1970....ICC hearings are set for IC 3-4, Chicago-Memphis (to 03/12/70); SCL/RF&P 85-86 (the Everglades), Washington-Jacksonville (to 03/10/70); and CB&Q 51-52 (the Blackhawk), Chicago-Minneapolis (to 03/14/70)....the Illinois Commerce Commission has until November 24, 1970 to decide the fate of IC 21-22, (the Governor's Special), Chicago-Springfield....Rock Island will cut back trains 7-10 from Omaha to Council Bluffs on January 6, 1970....IC will add 25 minutes running time to Chicago-Carbondale trains 7-8-9-10 on January 4, 1970....GM&O dropped diner-lounge service on the Limited, 1-4 Springfield-St. Louis....CB&Q has added 8 heavyweight intercity coaches (capacity 60) to its Chicago commuter service as a temporary measure alleviating the current shortage of rush hour seats; the Q is also restructuring its commuter schedules to better supply seats during peak hours....Rock Island has received the first two of its new Pullman-Standard bi-level commuter cars; they are painted a bright red and yellow (not stainless)....PC trains 3-30 continue to operate under a court injunction, the latest to January 18, 1970.

## AIRLINE ADDENDA

Air Jamaica has reached agreement to fly to Chicago, Philadelphia and Detroit. The line presently flies to Miami and New York....National Airlines has announced that its San Francisco-Atlanta services are operating at only 15% capacity. The line will begin its new Miami-London service January 1....May 1970 will see the beginning of Prague-New York service by Czechoslovak Airlines and Pan Am. CSA will use Soviet-made Ilyushin-62 jets. Air India also has flights to Czechoslovakia....A CAB examiner has urged that Ozark be given three non-stop routes connecting Minneapolis-St. Paul, St. Louis and Des Moines. Braniff has the existing nonstop authority while Delta's application for the routes was rejected....The CAB has backed Pan Am in its bid for 45% of New York Airways (a helicopter local carrier serving the three Gotham airports)....Continental has begun non-stop service between Chicago and Honolulu....Pacific Southwest Airlines carried 382,793 passengers in October, up almost 50,000 from the previous October....The CAB has suspended proposals by Alaska, Pan Am and Western to up fares between the Pacific Northwest and Alaska.

Trans Central Airlines of Denver has proposed a \$2 million training facility to be built in Pueblo. It will provide advanced training for level III carriers' flight crews and maintenance personnel....Someone recently closed the baggage doors of a Delta DC-9 with a ramp service agent still inside at Memphis. 52 minutes later, the jet landed at St. Louis and the "stowaway" was discovered, chilled but otherwise all right. He then flew back to Memphis--but this time in the passenger compartment....The 15th anniversary of the first polar flights between California and Europe was observed earlier this month. The first run made by a SAS DC-6B carried 33 in 22 hours; today an SAS DC-8-62 carries 146 in less than 11 hours...KLM will begin service between Chicago and Amsterdam in early 1970. The line is also introducing super DC-8s on all New York-Amsterdam flights....Armco-Boothe is leasing a DC-8-63F to Seaboard World Airlines....Continental has asked for a new route between Chicago and Baltimore....Lufthansa has ordered two 230 passenger Boeing 727s.

The ten most dangerous airports as reported by ALPA are:

1. Bradford, Pa.
2. Greater Cincinnati
3. Kennedy International
4. Blue Grass (Lexington, Ky.)
5. Tweed (New Haven)
6. Molokai (Hawaii)
7. Kona (Hawaii)
8. Kansas City Municipal
9. Kanawha (Charleston, W.Va.)
10. Miami International

## LATE WORD

CB&Q 15-16, Omaha-Kansas City, will be off after January 4, 1970, leaving 35-36 as the only pair of runs on the route; they must run one more year. ....Reflecting the de-emphasis of America's railroads as a potent force in U.S. business, Dow-Jones has modified its traditional 20 rails stock index to include other modes. Dropped will be C&O, FEC, GM&O, IC, KCS, MoPac, C&NW, D&RGW and WP. Added to the index as replacements will be American Airlines, Eastern, NWAL, Pan Am, TWA, UAL and three trucking firms.

THE NEW JERSEY DOT MASTER PLAN  
(AND THE NEW HAVEN RAILROAD)

