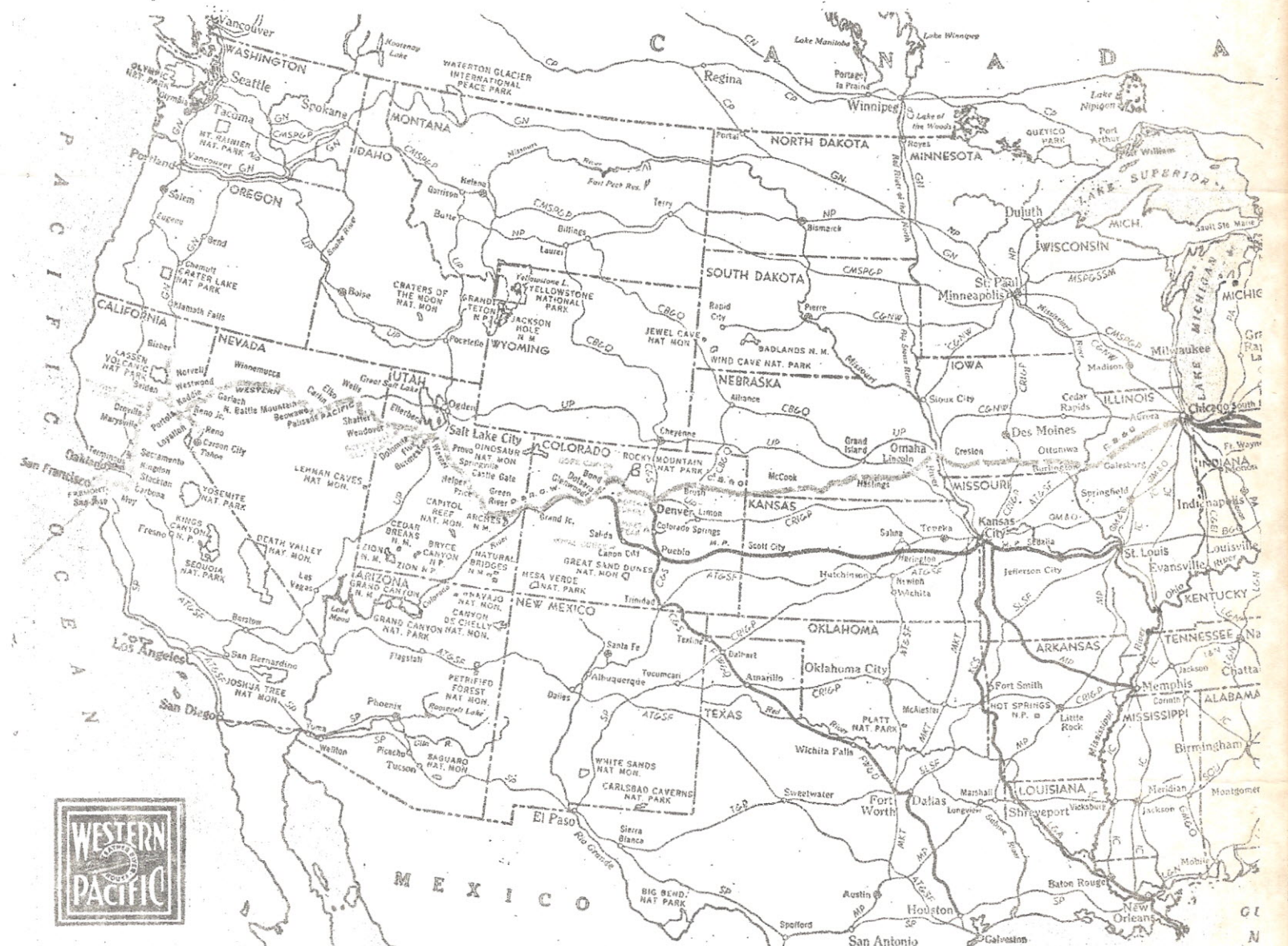


Transport Central



EQUIPMENT

Chicago and San Francisco

Tape-recorded music, Controlled radio reception, Hostess Service, Valet Service.

Vista-Dome Observation-Lounge

(Pullman Operated) Lounge and
Vista-Home for first-class passengers.
1 Drawing Room (with shower bath).

3 Double Bedrooms
Bulldozer Sleeping Cars

Pullman Sleeping Cars
10 Bunkettes, 6 Double Bedrooms

10 Roomettes, 6 Double Bedrooms
10 Roomettes, 6 Double Bedrooms

10 Roomettes, 6 Double Bedrooms
10 Roomettes, 6 Double Bedrooms
4 Double Bedrooms, 2 Single Bedrooms

8 Double Bedrooms, 5 Compartments
Wests-Dance Buffet-Lounge

Vista-Dome Buffet-Lounge
"Cable Car" Lounge for all passengers

Vista-Dome for sleeping car passenger

Dining Car (Dinner by reservation)
High Power Smoking Post Cabin Car

Vista-Dome Reclining Seat Chair Car
leg rests)

Chicago and San Francisco

Reclining Seat Chair Car

68 SOUTH, 1971-1987
 (continued from p. 5 through December)

operates June 5 through September

Car

0Z-10

CZ-16

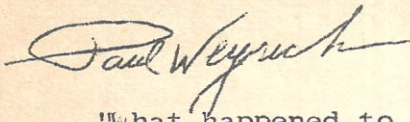
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"What happened to the other four?" were the needling words of C. Carroll Carter, Assistant to the Urban Mass Transit Administrator, as I walked in the door at UMTA shortly after the Senate vote on the Administration transit bill.

The "other four", all Southerners, Senators James B. Allen (D-Ala), Henry Bellmon (R-Okla), Allen Ellender (D-La) and Sam Ervin (D-NC) were the only members of the Upper Chamber to vote against the mass transit bill. 88 other Senators who were present and voting cast "yea" ballots, and this group even included John Stennis (D-Miss), the Chairman of the Transportation Appropriations Subcommittee, long an outspoken foe of money for urban transit programs.

This is not a meaningless bill, by any means. It contains \$3.1 billion in contract authority, which means the Federal government can make a commitment for that amount in advance.

How did it happen? Even the most optimistic of the bill's proponents never expected such an overwhelming victory. They remembered that it was just 8 years ago that President John F. Kennedy's mass transit bill was defeated in Congress. The first mass transit bill to pass, in 1964, barely made it in the Senate, and that bill authorized only a fraction of this year's outlay. Carter, while he couldn't resist the tongue-in-cheek comment to me, was astounded by the results. Veterans of the government's mass transit program were even more astonished. Everyone repeated the same question: how? Probably the Senate vote best reflected a number of different ingredients, all of which combined to do the trick.

In the first place, transit has come of age. Like pollution, it is now fashionable to talk of rights-of-way, headways and (Lord Save Us) even restricting the automobile. That helped. Then there was the team of V & V (Volpe and Villareal), which we mentioned in an earlier endeavor. Secretary Volpe sold some people on mass transit who had been against it; Administrator Villareal restored some confidence to a rather weak organization.

Assistant Secretary Bob Bennett (son of Utah Senator Wallace Bennett), who knows the political ropes, was enormously helpful. The bill itself was put together by two Senators of divergent political views (with the help of their staffs), Senator Harrison Williams (D-NJ) and Senator John Tower (R-Tex). Williams is a liberal Democrat and Tower a conservative Republican. Yet they (and nearly the entire Banking and Currency Committee) united behind this bill. It did not become a liberal-vs-conservative issue, or Republican-vs-Democrat and, except for some amendments, not even a small-vs-large state issue.

There was one problem. The Appropriations Committee members didn't appreciate the bill. It bypasses the appropriations process by making use of the controversial contract authority provision. The Committee is required to pay the bill, in effect, for whatever UMTA spends without much say as to how the money is actually spent.

In the Congress, if a whole committee moves to oppose a bill on the grounds that it takes power away from that Committee, the bill is often defeated. Other Committee members, though they may favor the concept of the bill, might vote against it on the grounds that "if authority can be taken away from the Appropriations Committee, for example, it can be taken away from other committees".

Thus, Appropriations Committee members looked to Colorado Senator Gordon Allott to come out against the transit bill. Allott, while not the Committee chairman, has long been identified with urban transit matters, and has often been the committee spokesman on that subject.

Allott surprised his committee and came out with a ringing endorsement of the bill. His reason, he said, is that this bill is the only one that has a chance of passing the Congress, and we are so far behind now that even the evil of contract authority is better than the evil of another year of no funds and inaction. With the Committee split, Wisconsin's maverick Senator William Proxmire withdrew his amendment to strike contract authority and the game was over.

On the first day of debate on the bill, Proxmire did manage to pass an amendment which did away with a 15% discretionary fund that Secretary Volpe wanted to be able to use to distribute to those states which will reach their 12 $\frac{1}{2}$ % legal limit of the total authorized amount of mass transit funds. Proxmire's amendment reduced that fund to 1 $\frac{1}{2}$ %, and passed after the Senate rejected one by Allott which would have reduced the fund to 5%. All the Senators from large states voted against the Allott proposal, thinking they would thus retain the 15% fund.

After the Proxmire amendment passed (which in turn was supported by many who voted for the Allott proposal—including Allott himself), the Administration became very concerned that projects in large cities might have to be cut back in the event costs went above 12 $\frac{1}{2}$ % of the total authorization. This would be particularly true in states such as California, Pennsylvania and Ohio, where more than one large metropolitan area would require aid simultaneously.

The second day of debate Allott sponsored another amendment making the discretionary fund in effect 7 $\frac{1}{2}$ %, with a restriction that no more than 25% of the contingency funds could go to any one state. That amendment passed (with assistance from large-state Senators) overwhelmingly, and Proxmire's proposal was no more.

The bill now faces its real test; the House Appropriations Committee is against it. Leadership on the Banking and Currency Committee, with few exceptions, is weak. The House is by nature more conservative than the Senate.

The V & V team is giving the bill its all; so is Bob Bennett. The transit lobby and the cities lobby, which at first fought the concept of the bill (but later came around when faced with the facts of life) is mildly behind it, but these people carry little weight anyway. In the final analysis, House passage of the bill is going to be difficult; the outcome may well depend on how V & V have learned to play the political game, and how much emphasis the White House is willing to put on mass transit.

The bill can be passed, but right now the odds are 50-50. However, the outstanding victory in the Senate is a good start; the 88-4 vote cannot but impress

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the House that there is sentiment for urban transportation in the U.S.

Oh, and by the way, about the other four: I don't know why they voted against the bill. Senator Allen is regarded as George Wallace's man in the Senate and George, as everybody knows, prefers school buses. Senator Bellmon is a farmer by trade and the bill does not contain any provisions for capital grants for tractors. Senator Ellender has spent a great deal of his time on trips around the world that cannot be taken by subway. And Senator Ervin? He is known as the constitutional lawyer of the senate. Heaven help us—I hope the UMTA is not unconstitutional!

--PAUL M. WEYRICH

Ken Hayes

Our contemporary public is talked into a multitude of useless, uneconomic and unprofitable projects, all in the name of "let the public be served". To knock these projects is tantamount to attacking motherhood or apple pie. Which projects? Lots of them: DOT demonstrations; HUD grants; city, county, state and Federal undertakings.

City transit is found to be uneconomic for many smaller areas; the private company cannot provide service profitably. Cure-all: raise fares. Result: failure. Cure-all #2: sell out to the city. Result: failure. Sure you get your money out, but take a look at what happens next. Service that cost \$100,000 to operate before now costs \$200,000. To hide this, add routes. Result: Service which produced \$1.00 per mile now only yields 75¢. But look at what you can show the taxpayers: 25% more mileage; just don't tell them that all of this additional mileage loses twice as much as the former mileage. And be sure to blame all their increased tax bills on "increased labor costs", "increased material costs", or, better yet, include the transit tax in with the general tax and blame it on the schools.

A lot of free and low-cost money is going to be handed out in this decade, but it is up to a concerned populace to make sure it goes where it will do the most good. If your city is presently struggling to provide minimum local service do insist that it spend its available money on keeping that service going, not for costly frills that do little to maintain or gain patronage. Demand that each dollar be invested where it can do the most good. Insist the city do everything it can to aid existing transit operations, such as providing private bus lanes on major streets, exempting the company from property taxes, enforcing bus stop regulations against illegal parking, improving roadways to favor buses, banning parking in the downtown area, and so on.

Money improvements, plus non-monetary improvements, plus a creative campaign to beautify and promote the downtown area might just solve a few problems at the same time. It is time for a hard-nosed "go it or forego rewards attitude". Let us not add public transportation to our "welfare budget".

--KEN HAYES

news front

FEATHER RIVER FAREWELL

Jack Anderson's syndicated "Washington Merry-Go-Round" column recently reported that ICC told DOT its "Railpax" idea to save passenger trains was an unreal and unfair scheme that could not possibly retain and might even speed up the demise of long-haul passenger service.

Giving credence to the "confidential" report is the ICC's decision to allow Western Pacific to discontinue the famed California Zephyr effective 15 March between Salt Lake City and Oakland. The Commission also allowed Rio Grande to cut its portion of the run to tri-weekly from daily service Denver to Salt Lake City. At the same time, SP received permission to reduce the frequency of operation of its City of San Francisco between Ogden and Oakland from daily to tri-weekly. The latter two orders are also effective 15 March, and the trains must be operated as such until 15 October.

Some confusion arises out of the fact that Rio Grande must reschedule its present service to provide a through run to San Francisco via SP. Neither current CZ nor City schedules will allow this, and to implement the order would require reinstitution of service between Salt Lake City and Ogden by Rio Grande. One solution might be to route SP service via Rio Grande and Burlington in lieu of via UP. The order also raises another question: What will Burlington Northern now do with two Chicago-Denver daily runs?

FADE OUT

Penn Central, which recently "wrote off" its entire investment in passenger service facilities and equipment west of Buffalo and Harrisburg, is reported to be readying a blanket petition of all service in the same territory to be effective 1 April. The move appears to be a challenge to Congress and the Administration to act on a subsidy program and other proposals currently moving along at glacial speed.

RAILROAD WRAPUP

Hearings have been scheduled for C&NW 121, Milwaukee to Green Bay; 125, Chicago to Milwaukee and 214, Green Bay to Chicago. The move will delay discontinuance until at least 22 June....The ICC has reviewed the first 12 years of decisions under Section 13a: a total of 406 cases were docketed, 57 being intrastate applications under 13a(2). The 349 interstate petitions involving 1575 trains were handled as follows: 78 allowed without investigation; 152 allowed after hearings, 68 denied, 9 dismissed, 8 withdrawn, 23 involving a continuance and discontinuance in the same petition and 11 were pending as of 31 December....MKT has received permission to abandon its 44 mile Rotan-Stamford (Texas) line (reached via FW&D trackage rights from Wichita Falls); the line has been sold to Texas Central for continued (and hopefully profitable) operation....Rio Grande has received official permission to discontinue its entire narrow-gauge operation (excepting the tourist-oriented Durango-Silverton run)....Ann Arbor received an OK to drop its Frankfort-Menominee, Mich. car ferry service....Boston & Maine has defaulted on some \$46,000,000 in first mortgage bonds and the road could be placed in receivership after the bonds mature 1 July; mean-

while, N&W's Dereco waits vulture-like in the wings....ICC folks say the Burlington Northern merger will speed consolidation of U.S. roads into 10 or less gigantic systems by the end of the decade....That Western roads 5% increase in passenger fares as well as elimination of round trip discounts was approved by the Commission without investigation....Two new transcontinental high-speed freight services have been inaugurated; both operate from Jacksonville to north Pacific coast destinations via SCL-Frisco-UP or Southern-MP-UP with pooled power between Jacksonville and North Platte.

TIE TALK

The ICC has given Penn Central until 1979 to dispose of its interest in N&W....120 short- and long-haul British Rail runs are subsidized to the tune of nearly \$30,000,000 annually....The Soviet Union, China, Mongolia, North Korea and North Vietnam have signed an agreement to coordinate major passenger train timetables in Asia....The famed Flying Scotsman train is scheduled to visit the National Railroad Museum in Green Bay for 3 weeks beginning 28 July....The French and Italian state railways have introduced a new fast train, the Palatino, which links Paris and Rome in just over 15 hours, an improvement of 1:49 over the famed Rome Express. The train carries only first and second-class sleepers as well as second class couchettes....The Southern is negotiating with D.C. officials to haul trash from the Capitol to a disposal site in rural Virginia 100 miles away....Reader Malcolm McKean attended hearings on the removal of IC 3-4 (where more than 30 students protested their discontinuance, and IC 21-22, where the hearing was postponed until 16 March to permit interested parties to study the testimony.

AIR/LINES

Swissair will begin daily DC-8 jet service between Chicago and Zurich via Montreal, beginning April 26....Delta has made a bid for troubled Northeast, opposing the tender offered by Northwest....A PATCO official has blasted Chicago's plan to expand Midway, saying the South Side field ought to be closed because its flight patterns interfere with those at O'Hare. The field is greatly underutilized, and Mayor Daley has plumped for transfer of more than 200 flights there from O'Hare....The CAB has given American permission to lend ailing Trans Caribbean some \$10,000,000. American plans to acquire the carrier....Hugh Hefner's custom-made DC-9 (painted black, with an illuminated bunny on the tail) took to the air last week on its maiden flight to Los Angeles....That city is planning a new airport in the desert 60 miles north of the city, to be opened in 1980....Pan Am has laid off more than 2,000 personnel in a cutback caused by declining business....Western may now offer San Francisco/San Jose-Twin Cities via Denver service, and American has been recommended for new services to Salt Lake City (from San Francisco/San Jose/Oakland, Chicago, Washington/Baltimore, and New York/Newark.

ONE LINERS

Admiralty Enterprises (parent of Prudential Lines) has been cleared to purchase Grace Lines....A British group plans to raise the Titanic, using electronic equipment....American Export Isbrandtsen Lines Constitution and American President Lines President Roosevelt have been sold to a Greek operator, Chandris Lines....Greyhound Lines of Canada has been authorized to purchase Canadian Coachways.

TRIAL BALLOON

Last week, Larry S. Provo, President of the Chicago & North Western Railway (long a foe of governmental subsidization and/or control of urban transportation facilities) suddenly proposed an area-wide authority to acquire and operate all mass transit facilities in the Chicago area (in about a dozen Illinois, Indiana and Wisconsin counties) including those highway facilities directly related to public transit usage. The proposal is interesting because it represents a break in the aforementioned policy (to which most area commuter roads and bus carriers had heretofore subscribed) and because it seconds a similar concept advocated by Mayor Daley (a long-time friend of C&NW's Ben Heineman) rather earnestly last Spring. Inasmuch as virtually all of the area's private carriers seconded the plan as if by prearrangement, it would appear as if it might soon become reality. The timing of the "trial balloon" also suggests it being offered as a sop to those riders soon to be faced with the CTA fare increase now in the works (the hike has now been put off until a subcommittee of the Illinois legislature set up to "analyze" the situation makes its report on the reconvening of that body in April). The Authority is now one of the longest-lived public bodies whose operating area is more or less restricted to the dominant city in the region; the trend, as evidenced in Pittsburgh, St. Louis, Boston, etc., is now toward a more responsive and efficient area-wide body to oversee local transit without regard to political boundaries.

SNOW JOB

Since the Twin Cities feel the effects of winter more so than most American cities, how snow affects urban mobility there might be of interest. Contributing Editor Tom Kopriva filed this report:

"Without the Twin Cities, the rock salt industry would collapse. Traffic moves along extremely well—at least there is no more congestion because of snow, in fact Minneapolis (traffic) moves pretty well at all times. Buses (of Twin City Lines and the suburban companies) seem to get along well also.

"The real clue is the armada of equipment that comes out at the first sign of flurries, not only in the Twin Cities themselves but elsewhere in the area as well. I was in Superior one day when it had 26" of snow—all at once. Traffic slowed but never stopped. A scene similar to Chicago '67 (SuperStorm) will probably never be a reality. The city of Minneapolis has some trucks which scoop up the snow, melt it, and discharge the water into the gutters. Most efficient."

(Editor's note: Contrast this to New York, where, in the words of one long-suffering commuter, "winter comes as a surprise to the Penn Central each year.")

METROPOLITAN REPORT

The target date for the opening of the first segment of Washington's Metro subway has now been set back to June 1973; the full system is expected to be operational by 1979....Budd is to build and Westinghouse is to equip 198 subway cars for the abuilding system in Sao Paulo, Brazil, at a cost of over \$50 million. Sao Paulo's 13 mile subway is to open in 1973....It's that time again: GSI (St. Louis Car) will construct 240 new subway cars for the New York City Transit Authority. The new order will be composed of 70-foot units capable of 80 mph speeds. Previous orders have specified 60-foot 55 mph equipment. Delivery is set for 1970-71.... Exact Fare has spread outward: The Metropolitan Bus Authority of San Juan, Puerto Rico adopted the plan in January.

URBAN DIGEST

A referendum held to authorize an increase in property taxes benefiting Joliet City Lines' drivers (providing for a subsidy to JCL to meet the costs of a wage contract negotiated late last year) was defeated last week. JCL drivers are now free to strike March 1 and will probably do so, ending all transit service in that Illinois city....The San Francisco Public Utilities Commission has opted to require Muni to retain its existing trolley coach system and possibly enlarge it, a victory for the San Franciscans For Clean Air anti-pollution group....The city bus system in Pekin, Illinois, municipally-owned for many years, raised its fare rate from 20¢ to 25¢ earlier this month. At the same time, the utility added four runs each day....Now the Milwaukee Road has proposed a transit district be created to purchase new cars for its two Chicago area commuter divisions....The magazine of the Rohr Corporation, builder of the BARTD cars, contains an excellent article on that equipment in its Summer 1969 issue. Copies may be obtained from Rohr in Chula Vista, Cal....The #3 trolley coach line in Calgary is to be extended again, this time at both ends. The southern extension will be made with a diesel bus feeder; on the north some 6000' of new overhead will be required for the electric coaches. CTS plans call for the retention of the three remaining electric lines until the completion of the rapid transit system (not until 1975, at least). Some 70 coaches will be required for routes 2, 3, and 7....Governor Rockefeller has signed into law a measure providing for more than \$30 million in aid to the New York City subway system and commuter rail lines for improved maintenance....More recommended reading: Fortune magazine for February 1970, on pollution and mass transit....Both inclines in Pittsburgh showed increases in patronage in 1969; this year marks the 100th anniversary of the Monongahela incline, oldest in the U.S....Peoria City Lines plans to end all night service March 1, eliminate most base runs at the end of April and probably shut down for the summer in June. The company is in poor financial shape.

COMMUTER COMMENT

Giving the lie to union predictions, commuters on the Long Island, as a rule, took the recent fare hike in a docile manner; near-riots had been predicted....One commuter, however, sued the Long Island for over \$50,000, claiming the road caused him to suffer "commuter neurosis"....The same line, plagued with new equipment problems, now will test each one of its cars for 1,000 miles before accepting them from the Budd Company....Northwest Passage #2, a C&NW "private" car for a select group of commuters, is being retired from Chicago-Lake Geneva service because of declining patronage—on the request of the group itself.

LAST WORDS

A black-owned enterprise, the Cheetah Charter Bus Service Company of Harlem, is on the way to becoming a full-fledged interstate charter carrier. The Interstate Commerce Commission has recommended that it be given 19 state rights from north of 110th Street in Manhattan. Cheetah expects to be on the road by April....Secretary Volpe has ordered that no transportation project go forward unless all residents displaced by the construction are housed adequately without any delay....A committee representing major U.S. business interests has recommended a two-tiered simplified form of government to replace our fragmented system. Major problems, such as transportation, would be handled on an area-wide basis, while new "little city halls" would be set up at local levels to handle local affairs....Growing pains: TC is late in distribution again this issue. Our growing "empire" has required installation of new printing equipment once again. Please bear with us awhile.