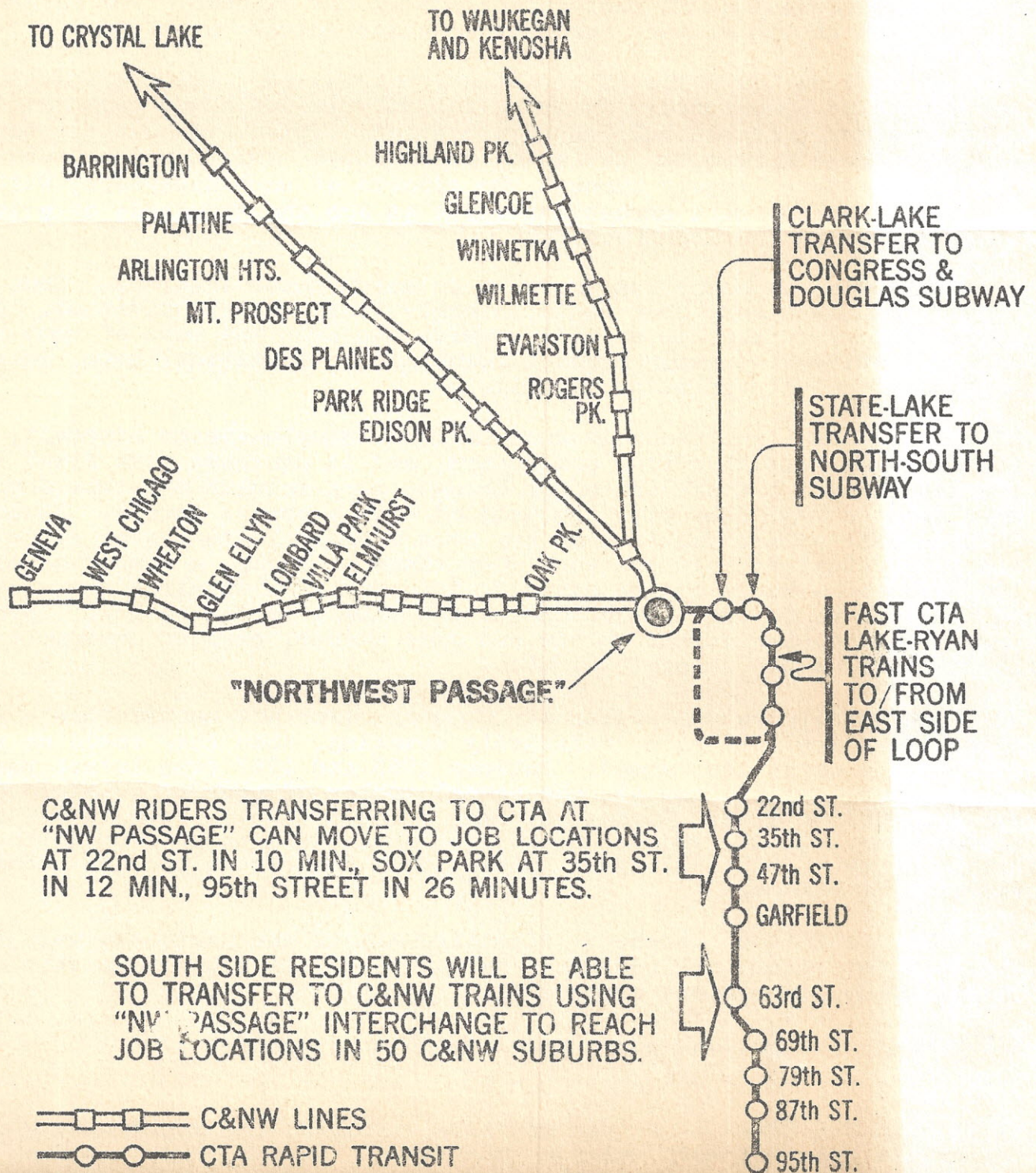


Transport Central

NORTHWEST PASSAGE LINKS C&NW AND CTA RAILS



Published bi-weekly by Transport Central, 416 N. State, Chicago, Illinois 60610.
 Telephone 312 828-0991. Annual subscription rate (including 26 issues) \$10.00

Ken Hayes

PRIVATE AVIATION - I

I have taken note recently of a comment that (whatever original merit it may have possessed) is most ridiculous in the extreme. The comment was the proposal to ban or very strictly regulate private aviation.

Let us stop for a moment to define our subject: private aviation is that branch of aeronautics involving the piloting of a non-commercial aircraft by a non-professional and unpaid pilot. These aviators are for the most part those interested in flying as a hobby. Aviation developed to its present state largely through the efforts of such hobbyists; Wilbur and Orville Wright were enthusiasts just as are the thousands of private pilots active in the country today.

A thriving industry has grown up to serve these aviators. Now, a proposal has been made that would severely limit their activities. In this series of editorials we will examine the pros and cons of such a proposal and attempt to reach certain meaningful conclusions; here, we shall examine the private pilot's aircraft.

The modern light plane is customarily a single-engine aircraft, usually carrying less than four passengers, and is equipped with fixed landing gear. Such a craft is common because most private aviators devote their time to the hobby with the help of only a modest income. Several thousand dollars are required to buy even a used single-engine plane; a more sophisticated craft can cost many times as much. A number of old-line, respected names in the aircraft industry have supplied the market and continue to do so: Beech, Cessna and Piper, to name a few. There is a great and growing market in new and used planes, support equipment and flight services for general aviation.

Charges have been levelled at the small aircraft manufacturers that their planes are less safe, relatively speaking, than they could or should be. Let's look at the record: Between 1963 and 1967 (the latest year for which figures are available), the actual number of general aviation deaths rose from 893 to 1186. During the same period, however, the number of fatalities per 100,000 passenger-miles actually dropped from 23 to 16. This is however, still 50 times greater than the record for the scheduled commercial airlines.

But here is the clincher: virtually ALL of the accidents were traceable to pilot error, not equipment malfunction. It would seem that any non-safety considerations evaporate in this light.

NEXT MONTH: The private pilot as a competent aviator.

A NOTE FROM THE STAFF -- As you may have surmised, the continuing U.S. postal crisis has seriously delayed this issue. We can only hope that service will return to normal in the near future, and hasten to warn our readers that any increase in postal rates arising from the walkout must necessarily, unfortunately and regrettably be passed along.

NEWSFRONT

HAIL AND FAREWELL

A train is dead. The California Zephyr, barely 21, had not the prestige of the Twentieth Century Limited, or the classic opulence of the Super Chief, but it laid claim to the most magnificent scenery in America, the majestic Feather River Canyon. The CZ, like so many other trains before it, was a victim of the times; its relaxed and leisurely pace was not for the modern traveler. Reams have been written about its demise; the only thing we can add is a note of genuine regret that our children will not be able to enjoy a unique segment of Americana.

In this era of increasing dependence on the automobile, the demise of yet another transit company is of but passing interest. In the Midwest, Joliet and Kenosha carriers have succumbed, for example, but their disappearances were expected and, since the companies were of an ordinary stripe hardly stirred a ripple.

But another company is gone, and its death is tinged with regret. The twin cities of Menominee (Mich.)-Marinette (Wisc.) are economically depressed; this area of perhaps 45,000 population has fallen on hard times in recent years with the defections to other locations of a number of business firms. Still, the Twin City Bus Line has managed to survive, operating a healthy schedule of service with its fleet of Ford Transit and GM coaches. The property had been operated since 1958 by Clement Bellemore, son of the former superintendent of the old electric street railway operation that linked the two towns, and in those 11-odd years had served Menominee and Marinette citizens well.

The final blow came on (appropriately enough) Friday, February 13, according to the Milwaukee Journal's recent account. On that date, one company, a helicopter manufacturer, closed its doors; two other firms laid off most of their employes, and the petition for discontinuance of the Ann Arbor Railroad ferry service to Ludington was approved. On that day Clem Bellemore's Twin City Bus Line made its final runs.

METROPOLITAN REPORT

The city of Louisville has ordered Louisville Transit to restore bus service to the level in effect before a schedule change in January. The company has agreed, and is in the process of adding runs in compliance with the order. The city, in making its demand, cited a franchise requirement that all such changes be approved by the council, which the company in this instance had failed to do. Service cuts were instituted by LT after a fare hike to 35¢ (a 5¢ transfer charge was also added) in December failed to provide sufficient additional revenue. The company, in placing the service cuts in effect, cited figures which showed a 12% drop in patronage in January 1970 over that of a year ago.

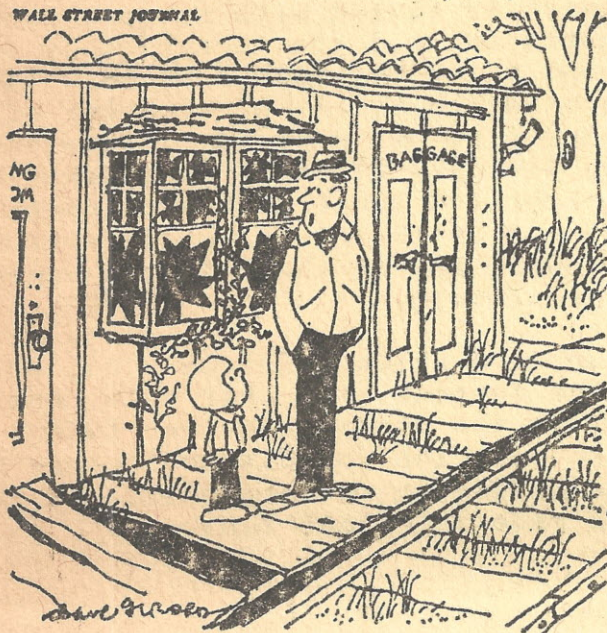
Paris now has a subway station, La Defense, where one can shake the trunk of an elephant, buy a herring sandwich, or get a urinalysis. The new station is the terminal of a just-opened, fast Metro line that enables riders to reach the suburbs at Puteaux from L'Etoile in less than four minutes. The station features modernity: wide halls, escalators, imitation marble, aluminum and electronic ticketing equipment similar to that in use on the Lindenwold and IC suburban lines. In addition to two

banks, clothing stores, a hairdresser and a restaurant, there is also a pet shop (specializing in toucans), an Oriental rug bazaar and a medical lab that does quick blood and urine tests. The elephant is in a special pen, and his stay has been extended because of his popularity.

Governor Cahill of New Jersey estimates that his state will need a minimum of \$125 million in Federal funds over the next several years to carry out its program of mass transit improvements; New Jersey itself has funded \$200 million for commuter rail improvements in the heavily populated northern section of the state.

The Penn Central has moved to block a series of petitions for reconsideration of revised fares approved for New Haven commuters to New York City. The company filed a request with the ICC for reaffirmation of its decision to allow the implementation of a zone fare system on 1 April. Petitions for reconsideration had been filed by New York City and several commuter groups.

WALL STREET JOURNAL



"They were long, gleaming steel things that came roaring in on flying wheels and a terrifying blast on their horns and thousands of people pushed and shoved to ride on them."

BRIEFS

SEPTA has received a grant of \$21 million for 144 commuter rail cars; 130 will go to the Penn Central and 14 to the Reading....A joint program by the Springfield (Ill.) Mass Transit District and the city's Tourism Commission will result in free bus service between downtown hotels and tourist attractions this summer....Westchester Street Transportation's petition for a fare increase and the institution of Exact Fare on its bus system in Westchester County (north of New York City) has been denied by the New York PSC.

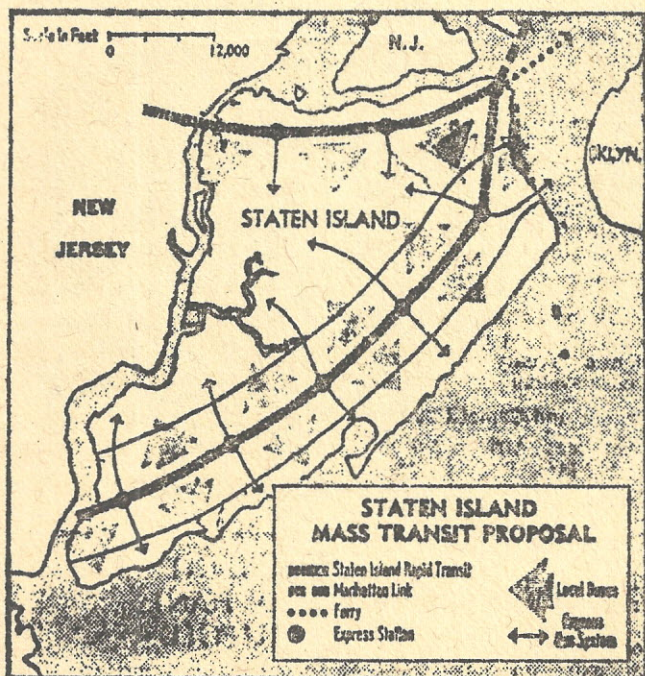
General Motors has come out in favor of transit funding by the Federal government....New York City Transit Authority police are now pounding their beats in some areas in pairs after one officer was killed while questioning a suspect....A Westchester commuter who took the Penn Central to court for breach of contract

has won a \$1.40 judgment against the road, as well as \$12 in costs; the disgruntled rider initiated the legal action after his PC train came in late once too often....CTA has placed in effect its Monitor program, designed to instantly inform dispatchers of the locations of buses in service on Chicago streets; two-way communications capability is built in to the Motorola system. 500 buses are currently being equipped with the radio equipment; the system will be primarily used in owl periods....Eugene H. Nickerson, Nassau County (N.Y.) Executive, has proposed a three year freeze on all transit fares in the U.S.; Federal auto excise tax funds would be used to subsidize the systems in the interim while permanent funding methods would be studied....National transit patronage in November 1969 was down 5.39% over November 1968....Duluth is experimen-

ring with 19-passenger Flexible Flixette units....The Twin Cities Metropolitan Transit Commission has reviewed proposals made by four firms that want to run Twin City Lines under a management contract. The low bid was tendered by ATE Management and Service Company of Cincinnati; next lowest by National City Management of Houston....Peoria suspended all night bus service as planned on 2 March; a fare hike to 40¢ and Exact Fare went into effect on the same date....Two pollution-conscious West German firms have developed electric-powered buses; both MAN and Mercedes-Benz have instituted tests, the former in Coblenz city service, the latter in the hilly Stuttgart region.

REACHING THE "FORGOTTEN" BOROUGH

The city of New York is investigating ways to move people between rapidly growing Staten Island and Manhattan. Among these are a direct rail tunnel from St. George to the Battery, a rail link via the Bayonne Peninsula, and rail-bus service across the Verrazano Narrows Bridge to subways in Brooklyn.



New York Times

these improvements, according to the commission, would only take care of Manhattan-bound commuters until the late 1970's.

MARITIME MEMO

Commercial river navigation on the once-turbulent Arkansas River has been opened to Fort Smith on the Oklahoma border. The taming of the Arkansas cost over a billion dollars, making it the single biggest public works project in the history of the country. Formerly, it was only possible to reach Little Rock with ships of any size....With the demise of passenger steamship travel on the high seas, ambitious plans of the Port of New York Authority to construct a consolidated six-berth passenger terminal on the Hudson at a location between 46th and 50th Streets have been abandoned. High costs and steamship industry resistance also accounted for the proposal's undoing....New investments in the British merchant fleet as of the end of last year were \$1.92 billion, a major increase.

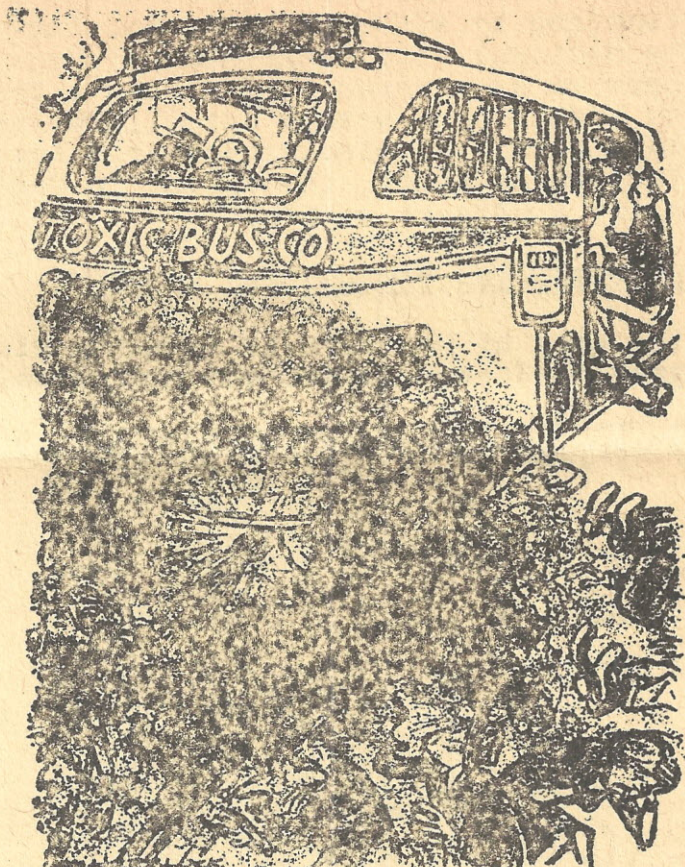
COGENT COMMENT**Subway Slum**

The sheer bad graphics and classic confusion of subway signage and maps, the atrocious obstacle race of concessions, the wrongheadedness of so many "improvements" make it almost seem as if the whole grotesque thing were put together by vindictive underground gremlins. Well, it's not gremlins; it's the Transit Authority. Even stratified filth (a layer for every administration) and grim cellar lighting fail to obscure the authority's abysmal standards of non-planning and antidesign.

The latest disaster is a thick layer of prisonlike slabs covering BMT station walls, narrowing the already too-narrow, cluttered platforms still more, with the dubious purpose of covering up the old tile for "uniformity" and "improved appearance." Of the original mosaics that have provided a few touches of humanity and New York history in the chabby old stations—beavers at Astor Place, the remnants of genuine graphics and Early Underground style—the T.A. says, "We didn't consider these things had any great artistic merit, anyhow."

The only thing more disturbing than the T.A.'s repeated demonstrations of basic design incompetence is the doggedness with which it clings to its own terrible way of doing things. Better the big tile boondoggle and penitentiary modernity than soap and water and mastic for repairs when possible. Under pressure, a few cosmetic concessions are given out to pretty up the "decor" of some sample stations—a ludicrous approach to chaos. Other cities have subways that are models of functional order and esthetic sophistication. New York has a subway slum.

New York Times



"Sorry, mister—no smoking."

Chicago Sun-Times

AIR/LINES

The mail strike that caused many of us so many difficulties may have had its good side as well. Because it ended so quickly, funds that had been delayed enroute were delivered in time to stave off the bankruptcy of beleaguered Commuter Airlines. Regular readers of Transport Central may recall that CAL was perpetually in the news in its earlier years with publicity schemes of one sort or another but the line soon found that it had overextended itself. Flamboyant president Paul Delman was sacked, and the line itself was sold to a New York firm. In the wake of continuing losses and the spectre of not being able to collect its account receivables, CAL had no choice but to request voluntary bankruptcy proceedings be instituted during the postal walkout. When the mailman returned, however, enough funds arrived in his pouch to permit a withdrawal of the petition and an attempt to work out an equitable settlement of its aggregate \$2,000,000 bank debt. For the moment, then, CAL's Beechcraft fleet remains in the air.

Boeing is planning a "commuter" version of its 747 jet, a short-range model that will permit effective competition with other modes on trips of up to about 500 miles. The new liner would be dubbed the 767, with a capacity of about 200. One of its first assignments may be the busy

Tokyo-Osaka corridor, where the famed JNR "Bullet" trains are operating at capacity, but where there is yet additional demand for passenger service....Other 747 service has begun via TWA between New York and Los Angeles, and is about to begin on TWA's New York-San Francisco run. At the same time, American has announced that it has negotiated a lease with Pan American for a second 747 to operate over the same route....TWA, by the way, has joined Pan Am in transatlantic 747 service. The line's inaugural 747 New York-London flight was completed successfully last week.Northwest will begin 747 service Seattle/Tacoma to Tokyo on 1 July.

JET JOTTINGS

Western Air Lines has sued Air West over the similarity of names once again, taking the battle to the CAB. The older carrier contends the similarity has bred much confusion among passengers and shippers....The nation's first black-owned airline, Arabesco Airlines, is "making it" out on the West Coast. Every night, one of Arabesco's two twin-engine C-45 cargo planes flies from Oakland International to Los Angeles with more than 800 pounds of San Francisco French bread. The line has been active since May 1967....Pan Am has constructed a new temporary passenger terminal at Kennedy International to ease ground congestion. The new terminal can handle one 707 and one 747 or five 707s simultaneously....Four European lines have agreed to purchase and jointly maintain 36 DC-1030-ER air buses....Egyptian Libyan and Sudanese Airways are eyeing merger.

The CAB has recommended American to serve Salt Lake City from San Francisco, Chicago, Washington/Baltimore and New York....A third parallel runway has been approved for O'Hare. The runway will be 8070 feet long and will have three high-speed turnoffs....At the same field, an expansion of the rent-a-car facilities to 21 acres from 4½ will begin soon; it is noteworthy that the 1100-car Hertz operation at the port, largest in the world, has more cars than all the leasing agencies in Colorado. ...Several weeks ago, we "reviewed" Tim Conway's latest TV opus, wherein he portrays the pilot of AAA Airlines, flying a superannuated craft. It has been hurriedly pointed out by TC's air editor that said craft measures out to be a Beech model 18. The model 99 referred to in our note "belongs" to equally-mythical Crawford Airlines. The show, by the way, has been cancelled.

Braniff has asked for nonstop Atlanta-Dallas service; the route is already serviced by Delta and Eastern....New York Airways recently placed in service two new 30-passenger Sikorsky S-61 helicopters. The single rotor craft replaced the twin-rotors 25-passenger Vertol 107's previously in use on the LaGuardia-Kennedy-Newark service....Eastern, in a surprise move, plans to discontinue the Newark-Washington leg of its no-reservation shuttle service 26 April. Added in April, 1962, along with Newark-Boston service, the segment has not attracted sufficient business. The main line LaGuardia-Washington and LaGuardia-Boston legs will remain in service; LaGuardia-Boston began operations 30 April 1961....Scheduled daily flights between Chicago and Amsterdam via KLM begin 19 May....Pan Am is seeking immediate authority to carry local traffic between New York and California on its international flights....Air Afrique has ordered 30 DC-10 tri-jet liners from McDonnell-Douglas. Deliveries are to begin in 1973....The latest entry into the lucrative Chicago air market is Southern Airways. Chicago, via Midway Airport, will become the 67th city on the growing Southern system, with three flights in and out daily. ...Aeronaves de Mexico has begun an air route over the Yucatan peninsula,

offering two daily roundtrip flights between Merida, Isla Mujeres and the island of Cozumel....North Central has applied for Detroit-Toronto-Montreal rights....TWA will begin direct Hartford-Paris, Rome and Geneva service 1 June....Swissair will offer daily Chicago-Montreal-Zurich service beginning 26 April.

LIFE-SAVER?

Perhaps it was the Penn Central petition, or the CZ decision, but the faint heart-beat of the U.S. passenger train may receive adrenalin beginning in 1971, if the Senate Commerce Committee's 4-year aid bill receives favorable (and quick) attention from the full Senate and House. While the bill does not have Administration backing (or opposition), a healthy vote margin should bring out the souvenir pens.

The bill proposes 100% operating subsidies for trains designated by DOT as part of a "national system", with an annual \$60 million ceiling. Also called for are Federal expenditures of \$195 million for purchase of and lease to carriers of new and used equipment; the cars would be assigned to maintain service standards yet to be considered. The Railpax and Canadian-type 80/20 subsidy plans were rejected by the Committee.

CLICKETY-CLACK

The ICC has rejected BN's petition to discontinue and partially extend 17-18 and 11-12, Chicago-Denver; the body ordered BN to continue running 17-18 on a tri-weekly schedule between Chicago and Denver for 120 days pending ICC investigation of the remaining portions of the petition.... SP has announced that through sleeper and coach service via Milwaukee-UP will be reduced to Sunday/Wednesday/Friday from Chicago beginning on 22 March, with an Ogden departure at 10:30 PM (MST); and Monday/Thursday/Saturday Oakland departures beginning 23 March, leaving 1:00 PM (PST), arriving Ogden at 7:00 AM (MST).

The 6% freight rate increase proposal (TC 09 MAR 70), has been rejected by the ICC, and a new 6% proposal (Ex-Parte 265) has been filed (this time including Southern Territory lines with certain exceptions and lesser increases on certain commodities) with an effective date of 2 June 1970....BN wants to pull 35-36 (Kansas City-Omaha) back to North Kansas City also effective 1 April 1970....L&N has received permission to shorten the Evansville "layover" on 3-4 and 5-10, St. Louis-Atlanta....GT/CN want out for 155-156, the International, effective 6 June 1970, over the entire Chicago-Toronto run....The Capitol Beltway PC (Lanham, Md.) station has been opened by the road; Metroliners will stop there....Consumer crusader Ralph Nader's Raiders have examined the ICC and found it wanting; their report suggests elimination of the body, the Federal Maritime Administration and the FAA, replacing them with an overall agency.

GIVING CREDIT...

Several times in the past several issues, Canadian news has been featured, inadvertently without crediting its excellent source. To set the matter straight, we must hasten to affirm our reliance on Canadian Coach, the official publication of the British Columbia Transit Society. This learned journal is available at \$5.00 yearly (12 monthly issues); information may be obtained from John Day, 1368 West 57th Avenue, Vancouver 14, B.C. We heartily recommend CC for its thorough coverage.