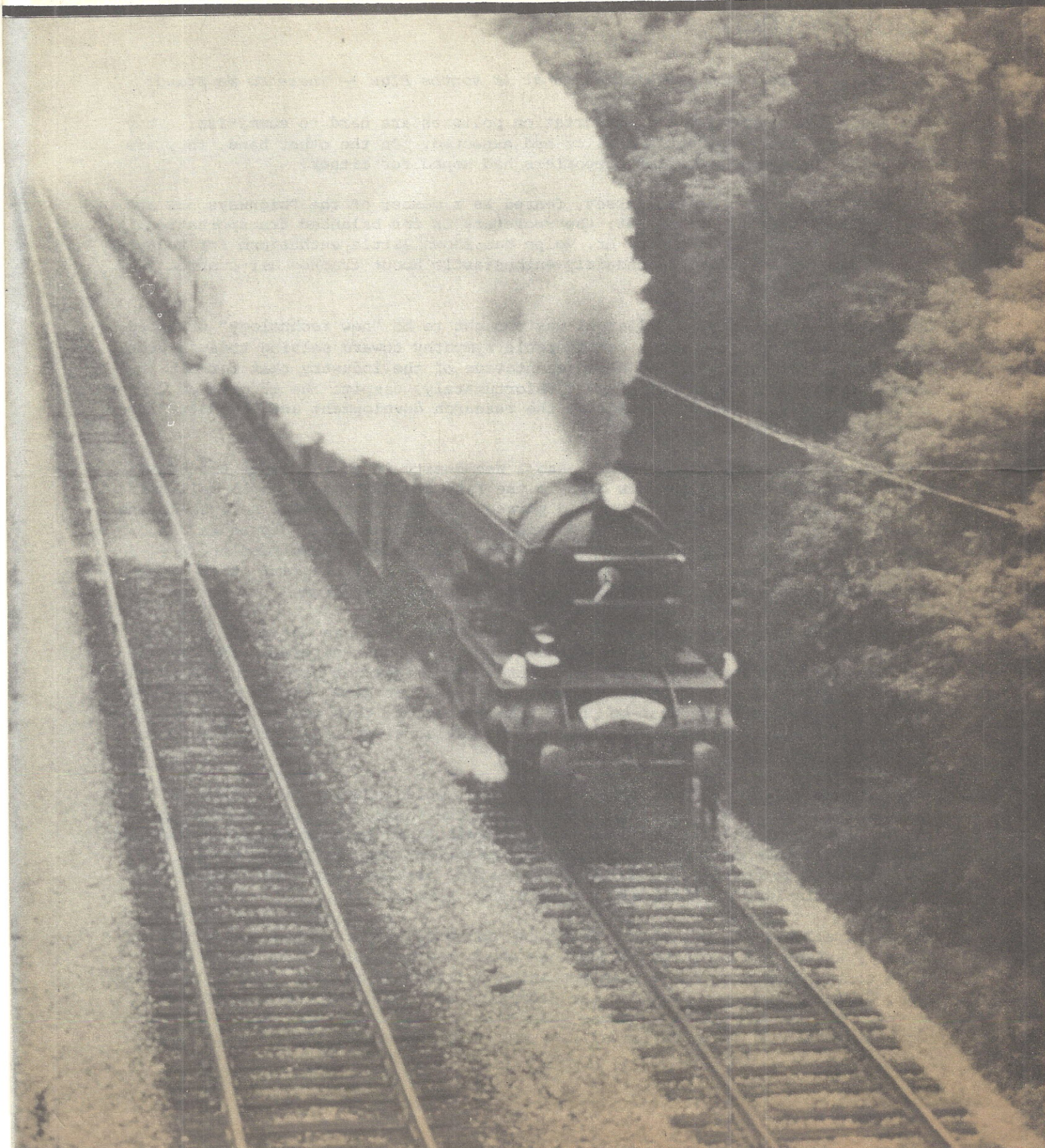


Transport Central

Vol 7 No 2
27 JULY 1970



Published each week by Transport Central, 416 N. State, Chicago, Illinois 60610
Telephone 312 828-0991. Annual subscription rate [including 48 issues]: \$10.00

Paul Weyrich

COMMENTARY: The Nixon Administration at 18 Months Plus -- Where Do We Stand?

The Nixon Administration's transportation policies are hard to summarize. They are not what the President's critics had expected. On the other hand, they are not quite what Administration supporters had hoped for either.

Secretary Volpe was, at the outset, feared as a member of the "highways now and forever" contingent. He is not; the Secretary is for balanced transportation. On the other side of the coin, Mr. Volpe has shown little enthusiasm for today's technology, while he is tremendously enthusiastic about tracked air-cushion vehicles and the like.

UMTA Administrator Carlos Villareal was thought to be "new technology" oriented, too. Yet Villareal has shown considerable sympathy toward solving today's problems today, and recently told a representative of the industry that far-out innovations are his "tenth priority". Unfortunately, despite the efforts of Villareal's associate Dr. Robert Hemis, the research development and demonstrations program is still not doing well.

The Federal Railroad Administration had a non-entity in charge since the beginning. Reginald Whitman has now gone to the Katy and FRA's gain could well turn out to be Katy's loss, to turn an old phrase. If Secretary Volpe selects Acting Administrator Carl Lyon to replace Whitman, a great deal could happen in FRA. Lyon, along with energetic and brilliant General Counsel Robert Kessler, are fully capable of managing and developing a realistic rail program; other candidates who have been mentioned for the post might pose problems.

The situation shapes up like this: Secretary Volpe is a man who wants to get things done. On the one hand, this has made him a "super-salesman" for some Administration transportation bills which otherwise might not have a chance in the Congress; give him an "A" on that score. On the other hand, the Secretary thinks that good transportation must be "new" transportation; this belief has caused him to insist (against the advice of some of his advisors) on a priority status for some questionable projects.

Undersecretary James Beggs, formerly with NASA, while scoring high marks for administration (he is literally the backbone of the "nuts and bolts" operation at DOT), rates about a "D" for his interest in rail rapid transit and rail commuter problems. In fairness, Mr. Beggs has done excellent work in trying to get Congress to wake up and face up to the Penn Central problem, but developments like the Lindenwold line in Philadelphia definitely turn him off.

Mr. Villareal has the ear of the Secretary and vice-versa. A realist, Villareal probably shares the Secretary's feelings about new technology, but he is too close to the problems of the transportation industry to advocate unwise decisions. Thus, Villareal seeks to support the Secretary on some of his ideas, but sticks pretty close to home plate on those matters over which he alone has the prevailing influence. In fact, Villareal has some excellent ideas for the sound devel-

[Continued on Page]

newsfront

METRO MEMO

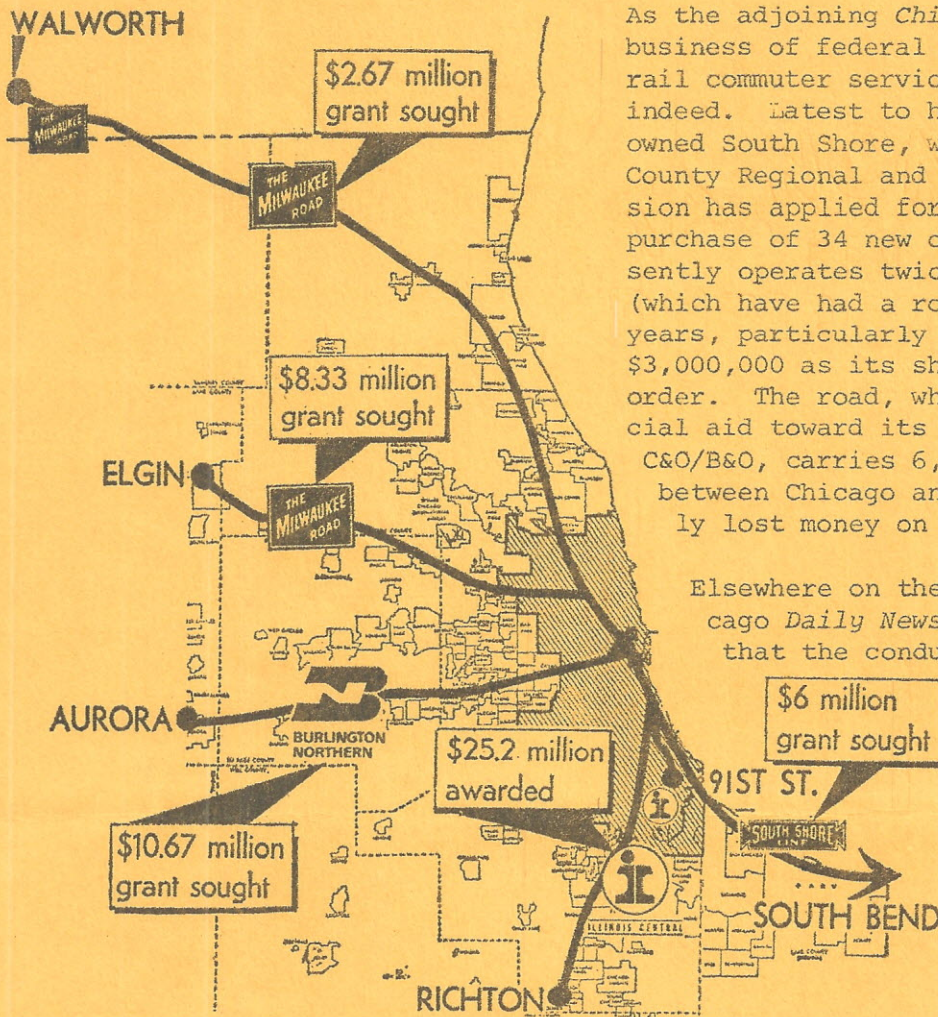


The *Wall Street Journal* reports that Public Service Coordinated Transport, New Jersey's largest bus company (and one of the biggest in the country) has finally been sold by owner Public Service Electric & Gas Company. The new owners formed Urban Industries, Inc., to effect the purchase; UI principals are John J. Gilhooley (a former commissioner of the New York City Transit Authority), Claude A. Jessup (a former chairman of Continental Trailways), and Laird, Inc. (a New York investment banking firm). Urban Industries purchased the giant firm (which operates 2,500 buses and the 30-car Newark subway, covering 20 of that state's 21 counties) from PSG&E, PSCT's long-time parent, for about \$29,000,000. The purchasers will take an active role in the management of the firm, if the requisite approval for the takeover is given by the New Jersey Board of Public Utility Commissioners. PSCT showed a net loss of \$202,786 in 1969 on revenues of \$74,600,000.

A Chicago Transit Authority study made last week showed that some 1,100 passengers each day are using the new, federally-assisted #40 O'HAREXpress bus line linking the rapid transit at Jefferson Park with O'Hare Airport; 60% of the riders are employees at the field and 40% are travelers. This riding count is up from 470 per day recorded when the line opened in February, and well above the 500 necessary to break even financially....A 17-day strike by operating personnel of the Cleveland Transit System ended last week when agreement was reached on a new contract covering a two-year period; a fare increase is now on the horizon....A management contract having been signed for a two-year period between the Greater Peoria Mass Transit District and ATE Management Service Company of Cincinnati, buses will be ready to roll once again about August 15. East Peoria voters earlier this month also approved the creation of a transit district, assuring area-wide public transportation service by September.

William J. Reinhardt has been appointed Technical Director of the Institute for Rapid Transit; in this position he will also serve as project administrator for the new study, "Ventilation and Environmental Control in Rapid Transit Systems", which DOT is funding in the amount of \$1,385,777. The grant is for the initial phase of a three-year program aimed at producing a design manual that will tell subway operators and designers how to control ventilation, air-conditioning, vibration and noise....New York City last week began a commuter hydrofoil boat service between Manhattan's Upper East Side and Wall Street. One-way fare is \$3.75, as compared to \$3 for a land-bound taxi.

With the coming of summer and open windows on non-A/C CTA rapid transit cars, the noise problem arising from corrugated rail in Chicago subways has once again become severe. The Authority is doing some grinding in the worst areas, but the ear damaging screeches continue. Spotted just recently was one man with a solution to the problem: he was wearing a set of those noise suppressors used by jet mechanics....Joliet City Lines is officially out of business; on strike since March, the NCL-owned firm was permitted to "drop" all service by the Illinois Commerce Commission....With any thought of subsidy having been effectively torpedoed by the Illinois legislature, many state carriers have fallen on hard times. Latest to retrench is northwest suburban Chicago area United Motor Coach, blessed with many unprofitable lines and a management that has not been the most progressive in the region. UMC is cutting back to "token" operation on most of its routes, and slashing even the stronger ones in non-rush periods.

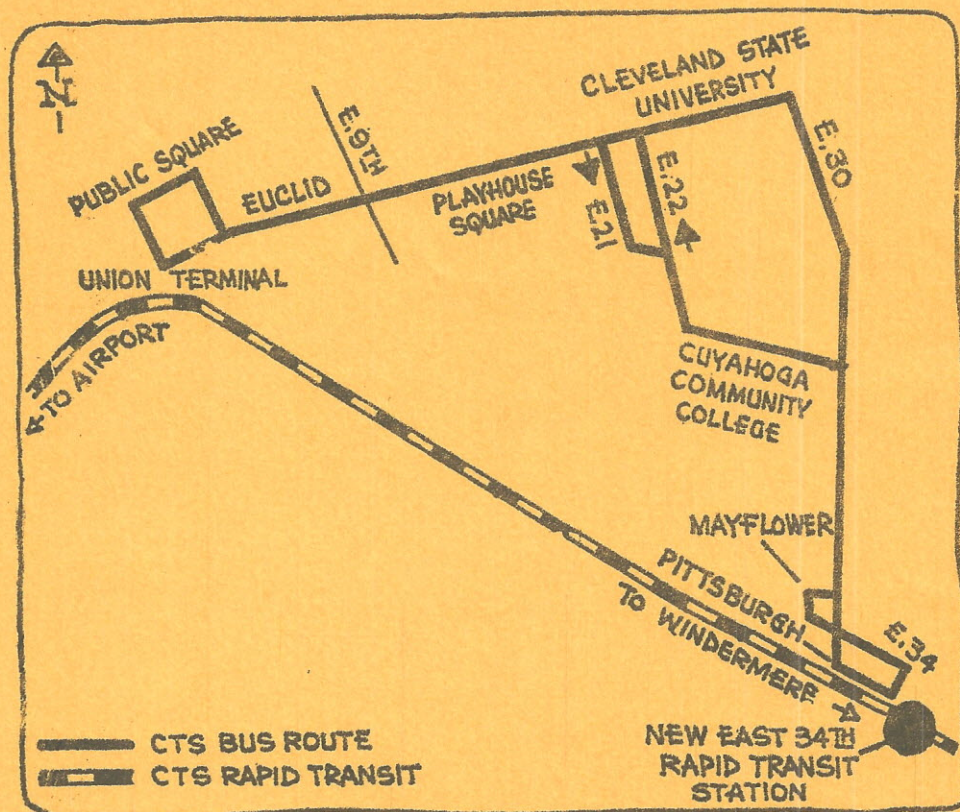


As the adjoining *Chicago Today* map indicates, the business of federal grants toward the upgrading of rail commuter services is getting to be a big one, indeed. Latest to hop on the DOT bandwagon is C&O-owned South Shore, which, through the Lake-Porter County Regional and Transportation Planning Commission has applied for \$6,000,000 to assist in the purchase of 34 new cars. The railroad, which presently operates twice as many 1920's-vintage cars (which have had a rough row to hoe in the past few years, particularly in the winter), would put up \$3,000,000 as its share of the air-conditioned car order. The road, which does not receive any financial aid toward its passenger operations from parent C&O/B&O, carries 6,000 passengers daily on its line between Chicago and South Bend, and has consistently lost money on its passenger services since 1951.

Elsewhere on the commutation front, a recent *Chicago Daily News* article pointed out graphically that the conductor on your morning and evening rush hour trains may not be as low on the economic totem pole as you had surmised. Some of the ticket-punchers were revealed to have almost fulltime jobs on the side, some even as stockbrokers. One Burlington conductor has his own seat on the Mercantile Exchange, worth about \$50,000, turning a tidy profit for himself when not in his regular "uniform".

The San Diego Transit Corporation has applied for a DOT grant of \$1,500,000 to purchase two-way radios for its 220 city buses, and to assist in the construction of a new office and maintenance building opposite its present Imperial Avenue facilities.The remaining Greyhound Lines/West PD-4151 "Silversides" coaches in the San Francisco commuter pool have been sold for further service in Peru....Also in San Francisco, Muni's #61 CALIFORNIA cable car line will be shut down for repairs for most of the summer (closure began July 20); the #60 POWELL-HYDE line will also be closed for 45 days late in September....Portland and New Orleans go to Exact Fare soon. In the latter case, however, conductors will remain on the St. Charles line streetcars; their positions are protected by city ordinance.

Rochester, N.Y., which along with Los Angeles and Cincinnati boasts a non functioning trolley subway (defunct since 1956), is contemplating restoring the 8-mile line, half of which is intact, to use. The long-range 1990 *Transportation Plan* envisions paving over the subway right-of-way and its utilization by express buses. Capital costs are estimated at \$50,000,000....BC Hydro of Vancouver has acquired 5 trolley coaches (CCF Model T-48, fleet numbers 1728-1736 [even only]) from Winnipeg; it has not been decided whether they will actually run in service or be used for parts. BC Hydro's fleet now totals 296, largest in Canada and fourth only to Mexico City, San Francisco and Chicago on the North American continent.



A rarely-used Shaker Rapid Transit stop at E. 34th-Pittsburgh is to be converted into a new CTS rapid station about October 1. CTS LOOP buses will link the stop with Cuyahoga Community College, Cleveland State University and the Union Terminal via Euclid Avenue. Now, Shaker passengers bound for the West Side and the Airport via the rapid may avoid a tedious transfer at the Union Terminal; riders of Brecksville, Maple Heights and Garfield Heights buses will also be able to use the new facility conveniently. CTS has applied for a \$50,000 DOT grant to build the station, but would proceed anyway if the funds are not available from UMTA. CTS General Manager Robert T. Pollock credited former *Cleveland News* writer and *Transport Central* reader Harry Christiansen (author of the best-selling *Lake Shore Electric* history) with the basic plan.

NAUTICAL NOTES

Cunard has acquired sole ownership of two 17,000 ton cruise ships to be built in Dutch shipyards. Overseas National Airways, U.S. supplemental carrier, sold its 50% interest in the ships to the British line. Cunard will operate them on weekly seven-day cruises between New York and San Juan/St. Thomas. The first ship, as yet unnamed, will be launched in January, the second in October 1972....Ingres Lines, operators of the luxury cruise ship *Victoria*, has announced the formation of Clipper Yachts, a new organization that will engage in luxury yacht charter service. The first unit of the new venture is the 90-foot motor sailer *Sea Star*.... The first great passenger liner built primarily for cruising, once the Cunarder *Caronia*, now the *Caribia* of Panamanian registry, ran aground on legal shoals last spring, after being withdrawn from service for repairs. A claim from some former members of her crew led to her "arrest". Now berthed off Bay Ridge (Brooklyn), the 1948-built craft is being touted by her Greek-born owner as a possible setting for outdoor concerts this summer, while repairs are being completed, and the legal matters resolved; owner Andrew Konstantinidis hopes to resume sailings this year.

The appeal at the right was taken from an excellent, long article on the Mississippi River steamer in the *Chicago Tribune*. TC is reprinting it here in the hopes that a few of our readers might be galvanized into taking some action to save the historic vessel. (See TC note, 04 MAY 1970).

The Hudson River Day Line's *Alexander Hamilton*, a harbor workhorse since 1924, is being retired. Companion vessel *City of Keansburg* is in layup for the second year in a row, providing a gloomy outlook for the Port of New York's tourist trade; the ship was built in 1912, and is likely to end up as a floating restaurant. On the more cheerful side, however, is Day Line president Francis J. Barry's announcement that the company will commission a new, 3,500 passenger excursion steamer for the 1971 season. The 320-footer is currently under construction in Jacksonville, Florida. Currently available to Manhattan circumnavigators or Hudson River devotees are: Eleven sailings a day by Circle Line yachts from West 43rd Street; Daily departures for Bear Mountain, West Point and Poughkeepsie on the *Alexander Hamilton*; a weekly trip from Yonkers to Rockaway Beach on the *Bay Belle*; and the regular sailings to Liberty Island from the Battery. The around-Manhattan sightseeing boat *Manhattan II* is sitting out the season this year.

RAILWAY REPORT

Federal judge John P. Fullam has appointed, subject to ICC approval, four trustees to operate the Penn Central Transportation Company while under reorganization. Heading the list is Jervis Langdon, Jr., presently chairman and president of the Rock Island; W. Willard Wirtz, former Secretary of Labor; George P. Baker, retired dean of the Harvard Business School and former CAB member; and Richard C. Bond, chairman of John Wanamaker & Company, the giant Philadelphia department store chain.

Paul Gorman, present chairman and president of PC, announced that he will retire as soon as the trustees can take effective control. Judge Fullam stated that the trustees will be charged with the responsibility of maintaining and improving rail service without reductions in schedules or the number of employees. He also instructed that the employees' pension fund be protected.

While Judge Fullam outlines the goals of the trustees, the present management continues to slide the company deeper into the financial quagmire, as it defaulted on some \$12,000,000 in New Haven trustee certificates guaranteed by the government. In fact, PC says it is so strapped for cash that it has requested permission from the ICC to immediately discontinue 24 of the 34 East-West long-haul trains presently being investigated by Division 3.

Lehigh Valley has asked permission to extend indefinitely the due dates on several million dollars in long-term debt to save the carrier's cash (currently rated barely sufficient) and to allow either C&O/N&W or, after 1978 by agreement PC to assume the debt once LV is taken over by one or the other.

Jersey Central, meanwhile, indicated that the cash crisis is hitting it very hard. The July 3 payroll for its 3250 employees was met only by a \$1,200,000 loan from N&W

HOW TO SAVE THE QUEEN

TO DATE, none of the bills introduced before Congress this year to save the Delta Queen have been enacted.

The Senate Commerce Committee has amended the House-passed Nixon Merchant Marine bill to exempt the Delta Queen from the Safety at Sea law. After the Senate passes the bill, it will go to a Senate-House conference and the Senate amendment exempting the Delta Queen probably will be made a part of the conference report.

The House Merchant Marine and Fisheries Committee says it has 14 or 15 bills intended to provide this exemption, but has not acted on them and probably will not since the matter is taken care of in the Senate bill.

If you want to help save the Delta Queen, you can write to:

Rep. Edward A. Garmatz
Chairman,
House Merchant Marine & Fisheries Committee
2187 Rayburn House Office Building
Washington, D. C., 20515



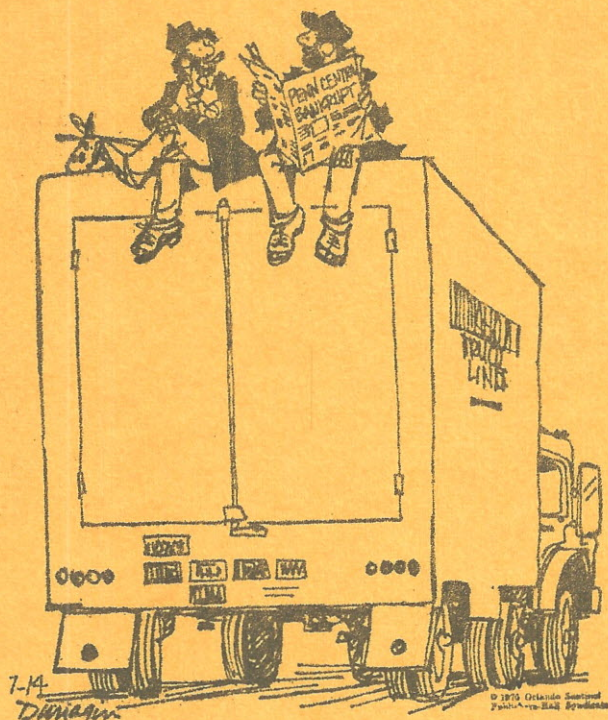
*"I just never imagined they wouldn't finally come up
with some form of government aid."*

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and C&O/B&O. The latter has stated it will be unable to continue aiding the 631-mile line (in bankruptcy since 1967) because the hoped-for merger that would include CNJ has been weakened by the Commission's reopening of the case to check the effects of the marriage on PC's future freight traffic. CNJ trustees feel that if the road can get sufficient revenues from shippers and receivers by August 5 it can meet payroll and current obligations and make it through the end of the year. The road's problems, say the trustees, are due to severe winter weather and rising costs.

On the train-off scene, CP Rail has replied to the Canadian Transport Commission's order for a plan to reduce the \$15,000,000 annual loss on its transcontinental Canadian service. Management's plan proposes to 1) reduce frequency of operation during the September 15-June 15 period to tri-weekly; 2) limit the size of the train to 9-12 cars tri-weekly, 14 during the summer; and 3) increase coach fares 10% and inclusive sleeper-meal fares by 25%. CP says the plan would reduce losses by 50%.

The CTC has also allowed CP Rail to discontinue RDC runs 201-206 (Montreal-Megantic), 131-134-137 (Montreal-Ottawa via Montebello) and dome-car trains 232-235 (Alouette), and 233-234 (Rideau) Montreal-Ottawa via Vankleek Hill. The discontinuances, all effective August 1, will reduce service over each of the routes involved to daily single round trips except in the Montreal commuter zone.



"You have to learn to adapt to the changing times
if you're going to get anywhere nowadays."

Burlington Northern has petitioned to discontinue 3-4 (the *AK-SAR-BEN*), Chicago-Lincoln, effective August 10; 19-20 (*American Royal*) are also in jeopardy (they are combined with 3-4 Chicago-Galesburg) as the RPO cars were removed on July 10.

Illinois Central wants to discontinue 11-12 (the *Hawkeye*) Chicago-Sioux City, effective August 21....PRSL commuter service to Millvale will be discontinued effective August 1....The ICC has reopened the *California Zephyr*-City of San Francisco cases to investigate the Ogden transfer arrangements for adequacy and possible change.

The first Federal court review of an ICC decision, requested by a railroad, involves N&W's *Wabash Cannonball*; the Federal court concurred in the ICC's decision to keep the train running for another year on each count (1, regular tho small patronage; 2, no comparable Detroit-St. Louis service; and 3, no undue burden)....Goldsboro (NC) Union Station

Company has applied to abandon its station facilities and tracks; no trains have served the joint SCL-SRS facility since April 1968....BN and Rio Grande have added a second dome coach to their tri-weekly Chicago-Salt Lake City run thru Labor Day.

With the opening of that new Kansas City (Mo.) "station" (widely heralded in the general press), UP pulled 117-118 (formerly the *Portland Rose*) across the river to UP's small Kansas City (Kan.) station where the mixed runs (to and from Denver) now originate and terminate....The railroads of Arkansas have asked the Secretary of State to place on the state's ballot a proposal to repeal the full-crew law, allowing a reduction to four from six men....As we go to press, BN has petitioned 39 (*Gopher*) and 54 (*Badger*) St. Paul-Superior for August 31....N&W 11-12 (the *Pelican*) will make its last run between Monroe and Bristol August 2.

Vandalism: Penn Central says 17,000 of its passenger train windows were damaged at a cost of \$1,500,000 in 1969....IC spent \$78,473 in the first half of 1970 to fix vandal damage in the Chicago area....Reading pays out more than \$6,000 monthly to repair signal damage....A single B&O derailment caused by vandals last year cost more than \$300,000....LIRR officials report at least one person per day is hit by rocks thrown at its passenger trains.

Not only the PC has financial woes. A story on the wire services the other day detailed the plight of the 17-mile New Hope & Ivyland. The extent of its conglomerate activities is a gift shop in New Hope, N.J.; its major claim to fame is an appeal to rail buffs (the line links the two communities of its corporate title with a steam powered train). PC filed for bankruptcy June 21; NH&I beat it to the punch (owing creditors \$200,000-plus) June 5. (PC owes about \$300,000,000). President Robert Guthrie of the road has been appointed trustee of the NH&I by the same federal court that did the same for PC (see above).

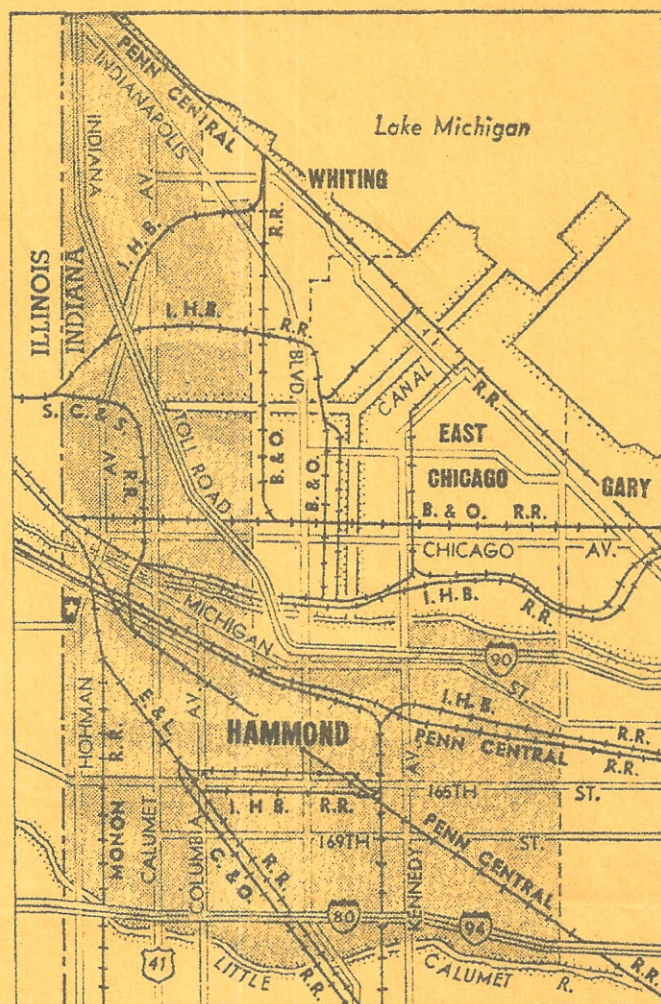
As the map at the right clearly indicates, the city of Hammond is blessed with more than its share of railroad grade crossings, 211 of them, to be exact. Needless to say, these crossings have been a thorn in the side of the city for many a year, causing many traffic delays. Last February, in exasperation, the city passed an ordinance prohibiting all rail traffic within its boundaries during the rush hours of 6:30 to 8:30 AM, and 3:30 to 5:30 PM. It came as no surprise to observers then that the 11 roads serving the Indiana city went to court to seek an injunction stopping enforcement of the ban. The city then countered with a suit of its own seeking to enforce a 1959 ordinance placing a five-minute limit on any train blocking a crossing.

Faced with an obvious stalemate, a Federal judge ordered a delay in both cases until a compromise could be reached. Now the "light at the end of the tunnel" is being reached. EL agreed not to change train crews in downtown, but at a yard in another area. The B&O added assistance of its own by installing gate control devices at three locations raising barriers where trains were still in the electrical block but were not actually blocking the crossing. The city reciprocated by closing a street to facilitate the work.

The measures will not by any means alleviate the entire problem--only wholesale mergers and line relocations could do that--but some progress is being made by honest negotiation and compromise between the city and the carriers.

Two masked men, in the best tradition of the West, held up a miniature train at a city park in San Antonio the other day, relieving some 30 passengers of at least \$500. The heist occurred on the *Brackenridge Eagle* as it passed through a wooded area of scenic Brackenridge Park. Most of the passengers at first thought the holdup was a put-on (mock stickups have been held to raise funds for charity), but real guns in the hands of the brigands soon convinced them otherwise.

Japan has apparently jumped off to a head start in building the world's longest tunnel. The Japanese government has already invested 8,000,000,000 yen (\$22,300,000) for pilot shafts and tunnels for the 36.4 kilometer Seikan Tunnel, planned to connect the main island of Honshu with the smaller Hokkaido. Of its total length, 22 km will be undersea. The proposed two-track tunnel (twin single track tubes are also being considered) will plunge to a depth of 240 meters below sea level. A final decision on the project, to cost more than \$335,000,000, is expected soon....The three companies bidding on the \$270,000,000 cross-Channel English-French rail tunnel are pooling their resources to form a joint group....Hong Kong Island and the Kowloon peninsula are to be linked by a tunnel (four-lane, non-rail) by 1972.



[TRIBUNE Staff Map]

AIRLINE ACTION

Vital Statistics of New Jets

	L-1011	DC-10	B-747
Length [ft.]	178.66	182.00	231.35
Engine thrust [lbs.] and number	121,800 [3]	120,000 [3]	180,000 [4]
Wing sweep [degrees]	35	35	38
Gross wt. [lbs.]	409/595,000	410/555,000	710/775,000
Range [miles]	300/3,500	300/3,600	700/6,200
Seats	250/345	270/345	300/465
Cost [per plane]	\$15,000,000	\$15,000,000	\$25,000,000

Illinois' first major Downstate airport, which would rival O'Hare in size, is at least ten years and many obstacles away. Costing some \$350,000,000, and capable of handling the jumbo jets, the field is to be built across the Mississippi River from St. Louis--or so it seemed. Now the big guns on the Missouri side are angling to have the field constructed in the Show Me state. Latest to raise his cockles is Senator Stuart Symington, who said he'll work to assure construction of the field in his dominion; several weeks ago the Missouri legislature voted to oppose any site that was not within its jurisdiction. Thus, Illinois is now faced with two airport site controversies.

Greyhound has acquired an 80% interest in Freeport Flight Services, Ltd., a privately-held Bahamian aircraft-servicing concern. The omnipresent 'Hound had previously tapped the service field in the Bahamas thru acquisition of Nassau Air Dispatch. The huge bus concern is actively expanding into the air field....American begins service between Chicago and Australia August 1. AA will schedule three 707 direct connecting flights a week to Sydney. The carrier had announced earlier that it would begin service the same day to Hawaii, American Samoa, Fiji and New Zealand.

Air Mid-America has bought 12 of the "workhorses of the sky", the venerable Douglas DC-3. Initial AMA service will begin August 15, linking Midway with Urbana and E. St. Louis; six flights each way each day. Runs to Springfield and Peoria will begin soon after that. The DC-3's, all veterans of major carriers, are being reconditioned following their purchase for upwards of \$30,000 each from Trade Winds, a Texas dealer. Each plane will seat 32, and the line figures to break even with a 40% load factor. Fare to E. St. Louis will be \$15.99; services include on-board ticketing, guaranteed seating, curbside baggage pickup and even a champagne flight on the hour-long run. The level III carrier is privately held by Illinois men.

Continental Airlines had a gang plank with palm trees at its boarding gate, a ticket counter under a thatched roof, Hawaiian entertainers and orchids for passengers on its initial Boeing 747 flight to Hawaii via Los Angeles last week....More 747 service: Air France has inaugurated a daily run to Montreal and Paris from O'Hare; the line began tri-weekly service June 11....Despite the frills, things are not especially good for the majors. The Air Transport Association said the "financial condition is critical" throughout the airline industry. ATA said 26 of the 39 scheduled carriers lost money last year; in the first quarter of 1970, the carriers posted the largest loss in their history....The Jordanian airline Alia has purchased two Boeing 707-320C craft (for use on domestic and proposed international runs); Eastern Provincial Airlines of Canada purchased its third Boeing 737.

PAUL WEYRICH COMMENTARY [Continued]

opment of reasonable innovations for bus and rapid transit operations. Hopefully, he will be allowed to follow through on his ideas.

UMTA still suffers from an overbalance of personnel in the research area as opposed to capital grants. Capital Grants, under the able direction of veteran Bill Hurd, has been suffering for years from the lack of qualified people. Not only have few positions been given to Hurd's shop, but unfortunately a few of the people who are in that department possess minimal qualifications. Hurd has done the best he could with what has been given him, but it is not enough. Congress insists that most of the federal money be spent on capital grants, and indeed has limited the research budget stringently. Despite the attitude of Congress, Dr. Hemis and the research group continue to expand and expand, mostly with high-level positions. Hemis has not impressed observers with his grasp of his responsibilities, and in fact even some people in his own shop wonder about some of the directions in which the program has been going.

FRA, if the right people are put in charge, could be the "comer". With its small budget, that Administration has not emerged as a powerful force in DOT or the government. Some of its functions are not policy-related, such as rail locomotive inspection while others, such as the Alaska Railroad seemingly run by themselves. FRA has made a poor showing on its rail passenger efforts, and what the report card will show with respect to its Pueblo, Colorado test track activities is anybody's guess at this time. In the final analysis, the operation of good government comes down to good people. If Lyon is appointed and confirmed, and Kessler continues his prominent role, there is a bright future for FRA.

In short, the Administration's policies on transportation come down to the people who are their advocates, and whose responsibility it is to carry them out. In the areas where capable men are busy at work, the situation looks rather good. By the same token, where there are unrealists and holdovers from the previous Administration who spend most of their time attempting to sidetrack Mr. Volpe, the situation is bad.

What Congress does with Railpax, the Rail Safety bill and the big UMTA bill for urban transit will tell the story. All are still awaiting final Congressional action. Even if passed, however, what DOT does with these instruments in the year or two ahead will make an even better story.

[National Editor/East Paul M. Weyrich is a Washington-based former newspaperman now specializing in transportation staff work for the United States Senate. His perceptive and provocative articles, analyses and commentaries appear regularly in the pages of Transport Central; your comments, as always, are invited.]

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