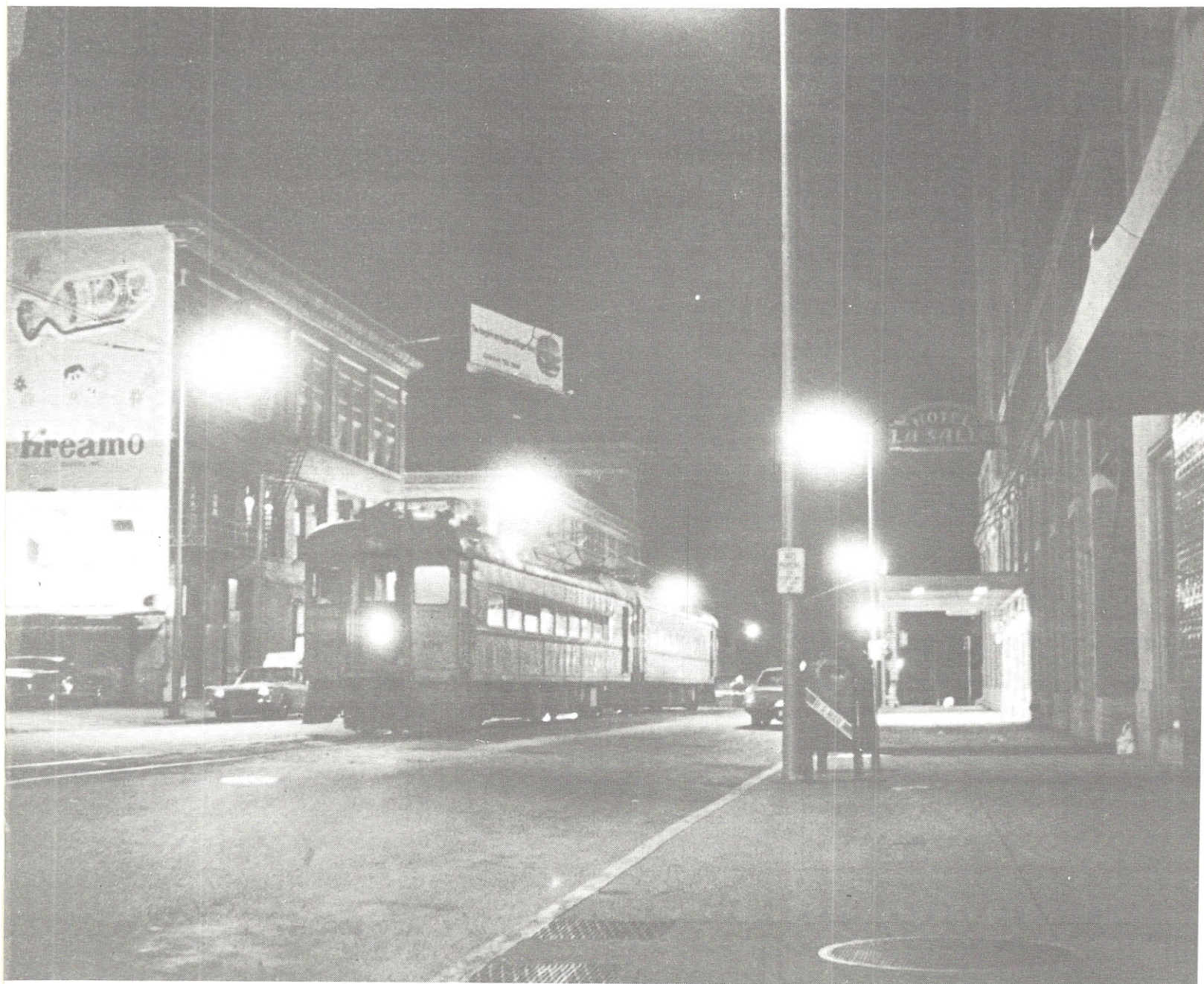


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## Paul Weyrich

VILLAREAL DEFENDS DR. HEMIS

Urban Mass Transportation Administrator Carlos Villareal has taken exception to some of the views expressed in this column regarding the activities of UMTA's Research, Development and Demonstration division.

He could not, he said, quarrel with what was said. There are some people working for Dr. Hemis who are not pleased with what he is doing. And, true again, more people have gone into the RD&D program than into Capital Grants, even though there is a great deal less money involved in the former.

But, said he, there is good reason for both. Some of Dr. Hemis' people are displeased, according to Mr. Villareal, because they do not support the Administrator's philosophy. "There are some here who want to continue a private workshop for themselves. This is in direct conflict with our objectives. We want to get rid of the phony programs that waste money. We want honest progress and we cannot tolerate programs which simply do not make sense. There are those who are dedicated to keeping the mess we inherited, and I am sorry if they don't appreciate what Bob Hemis is doing; but unless they re-orient themselves to our objectives, they will appreciate him a lot less", Villareal said.

The Administrator said many new people were required by Dr. Hemis simply because the program was, for all practical purposes, out of control when he came on board. "You have no idea the mess we have found. Dr. Hemis has worked day and night, and I mean day and night, to try to come to grips with the situation. He needed help. He needed people who could monitor what was going on", said Mr. Villareal.

The Administrator assured us that Dr. Hemis is firmly committed to a common sense, down-to-earth philosophy of transit which will bring an end to the confusion in the RD&D division.

Mr. Villareal is a fair man. In fact, he is one of the most honest officials we know of in the federal government. Against that background, his words concerning Dr. Hemis have to be viewed as significant and convincing. As both his friends and adversaries know, Mr. Villareal means business, and from personal experience I can state without fear of contradiction that he has the correct intentions.

However, in the final analysis it is performance that counts. The efforts of Dr. Hemis have not been apparent thus far to most observers. Yet, if Carlos Villareal says these efforts are being made, then I for one fully expect to see the concrete evidence rise above the fog of confusion in the not-too-distant future.

# Letters

From reader Charles Masterton:

"...It is heartening and informative to learn that Beech Grove is reconverting 50 ATSF cars for New York State. Have also heard that New Jersey is buying 25 ATSF cars. Is ATSF selling 75 cars, or is there some other explanation?

[Ed. The New Jersey cars were purchased before those of New York state, and are already in service, largely on the New York & Long Branch. Santa Fe has sold more than 100 pre- and post-war lightweight cars for conversion to commuter service on Eastern roads.]

"The Phoebe Snow used to carry coaches too. Are they still in service on EL?

[Ed. I believe so.]

"Besides the Providence-Boston and Danbury-Pittsfield service, the New Haven is trying to shuck New London-Worcester service also. All this is mainly, if not entirely Rail Diesel service. If I am rightly informed, the only other New Haven runs using Rail Diesel are the New Canaan and Waterbury branches. So then the Rail Diesels on the runs to be discontinued greatly outnumber the Rail Diesels now used on runs where discontinuance is not requested. So where specifically will the Rail Diesel cars on the runs to be discontinued go?

[Ed. Will replace diesel locomotive hauled "junk" elsewhere on PC's vast commutation network.]

"The most obvious surmises are (1) those not scrapped will be transferred to NYC or Old Penn service; or

[Ed. Or ex-New Haven Boston-Readville, etc. service]

"...(2) regular equipment will be taken off the Springfield branch and Rail Diesel cars substituted for them.

[Ed. If the line is not already RDC-operated]

"If the latter is the case, then to what use will the regular equipment now running on the Springfield branch be put?"

[Ed. A question for Mr. Masterton: What kind of equipment is being used now, as the Springfield runs merely connect at Hartford?]

From reader E. Everett Edwards:

"Sorry, but you don't get quite 100% for accuracy in the July 27 issue. On page 8 Millvale on the PRSL should be Millville [Ed-Correct]. Also on the same page New Hope on the NH&I is in Pennsylvania, not New Jersey (though within sight of Lambertville, N.J.) [Ed-Right again]. And where is the CSS&SB on the Hammond map on page 9? [Ed-The Chicago Tribune evidently doesn't "recognize" the road]

"Why do transferring passengers from SHRT to CTS need the new 34th Street station? Can not this transfer be made at E. 55 Street if the downtown transfer point is inconvenient? [Ed-Yes; read on]. Both lines stop at E. 55; one has a high-level platform, the other a low-level one, and a stairway must be negotiated up and down to reach the other platform. Will the arrangement at 34th be different? [Ed-Yes. A drawing too poor to reproduce shows an island platform for CTS; with left-handed operation, the Shaker stop would presumably be "in line" there]"



**'I HEAR THAT TRAIN A-COMIN.' (AHM) I HEAR THAT TRAIN A-COMIN.' ISAID I HEAR THAT ...!'**



### RAILWAY REPORT

Repercussions from Penn Central's bankruptcy have reached down to 950-mile Lehigh Valley, which, having failed to receive extensions of its indebtedness, filed for bankruptcy itself under Section 77 barely a month after its parent (PC controls LVRR via PRR) went under. The motive sounds familiar: "to conserve cash".

While Saunders, Perlman, et al, assign the blame for PC's downfall to everything from severance pay to taking over the New Haven (or vice versa), more and more "dirty laundry" is being revealed; some of the "fallout" even affects old Scrooge McDuck and Walt Disney Productions, which is preparing to write off \$1,500,000 in commercial paper purchased from PC. Even extra-territorial interests are affected; Congressional testimony revealed PC had borrowed more than \$60,000,000 from Swiss banks.



That recently-inaugurated Hamlet-Memphis SCL/Frisco pool freight has been extended coast-to-coast in conjunction with Santa Fe via Floydada, Texas between Richmond, Va., and Richmond, California.

Illinois Terminal has obtained trackage rights to replace another segment of its former 400-mile ex-interurban rail network. The latest stretch to be pulled up is the 25 miles between Edwardsville and Benld, Illinois (save for a spur in Hamel) using the nearby North Western main. Except for substantial terminal trackage in the Alton-East St. Louis area, only 14.6 miles between Benld and Carlinville and 27.3 miles between Lincoln and Mackinaw remain of the original system.

Midland Continental has received official permission to abandon its entire 68-mile line; 9-1/2 mile portions go to the Soo (Frazier-Clements ville, N.D.) and BN (Jamestown-Klose, N.D.)

Because of a disapproving opinion from the Justice Department, General Electric and Budd have mutually terminated their agreement for the former to purchase the latter's railway car division. While Budd seeks another purchaser, GE will enter the railway car building field on its own.

Norfolk & Western President and Chairman John P. Fishwick says that the railroads' current failures were much their own because "they had not over the last five years asked for increases (in freight rates) of as much as 20%. We could have put one in last year (November)". The Eastern roads report that their association and the Western carriers are preparing for another increase for some time in September, with most roads favoring a 15% hike.

On the passenger train front: Electro-Motive Division of General Motors is researching and developing a lightweight, high-speed train for up to 300-mile corridor service....SP was permitted to reduce its daily Cascade to tri-weekly, operating from Oakland on Sunday/Wednesday/Friday and from Portland on Monday/Thursday/Saturday....BN 3/4, the AK-SAR-BEN, Chicago-Lincoln, made its final runs on August 7, although hearings will be scheduled.

That PC request to drop 24 of its 34 East-West trains (TC 27 JUL 70) would have left 4-31 (New York-St. Louis), 14-17 (Chicago-Buffalo via Detroit), 25-54 (Pittsburgh-New York), 27-28 (Chicago-Buffalo via Cleveland) and 48-49 (Chicago-New York) as the remaining runs....C&O must run 46-47 (Detroit-Ashland) on Fridays, Saturdays and Sundays for another six months (to 01/28/71) thus saving the operation for when it is most needed, and producing the smallest deficit.

A Federal Court has ruled that IC failed to give a full 30 days notice when petitioning 3-4 (Chicago-Memphis), thus voiding an ICC decision allowing IC to discontinue the Carbondale-Memphis portion; IC is expected to reapply for that portion only....Those unique UP dome diners were discontinued on the *City of Los Angeles* following runs of August 3; a standard diner requiring a smaller crew was the replacement....Southern's *Asheville Special* (15-16, Greensboro-Asheville) has been reduced to tri-weekly service.

The Canadian Transport Commission has ruled that Penn Central does not qualify for assistance under the Canadian Transport Act insofar as PC 14-17 and 52-351 (Windsor [Detroit]-Fort Erie [Buffalo]) are concerned. The trains' primary function is to transport passengers between U.S. destinations, and the few people who use them locally in Canada, having alternative transportation available do not merit subsidy assistance. The ultimate fate, then, of the runs is in doubt, raising the knotty legal question of just what effect the CTC's ruling will have on the board's U.S. counterpart when the expected petitions arrive in Washington.



Reader Jim Neubauer sends along news of the Mid-Continent Railway Historical Society's Second Annual Antique Transportation Meet, which is attracting nationwide attention and participation. The ATM features Mid-Continent's steam trains, antique automobiles, aeroplanes, motorcycles, hot air balloons, horse-drawn vehicles and motored antique utility vehicles such as fire engines. Last year's extravaganza saw over 25 bi-wing planes (the oldest dating to 1923), about 40 autos (among them a 1903 Cadillac and a 1909 Fuller) and many other rare old vehicles, plus a crowd of about 10,000. For this expanded meet, to be held August 14, 15 and 16 at the Museum in North Freedom, Wisconsin, Mid-Continent anticipates a crowd of 20,000 and quadrupled exhibits.

Laying of track for the Peking-financed Zambia-Tanzania railway will begin from Dar es Salaam in October. Zambia and Tanzania will share the costs equally; China is to provide a loan of \$688,000,000, interest-free, repayable over 30 years from 1973....Japan National Railways is moving ahead with plans to extend the famed high-speed Tokaido line an additional 700 miles; already begun is an extension to take the "Bulleit" 100 miles beyond its present southern terminal at Osaka. When that line is completed in 1972, the maximum speed of express trains is to be increased from the present 120 mph to 150 mph. An additional extension is in the planning stages underneath the Tsugaru straits (TC 27 JUL 70).

"America's Railroads. Who Needs Them?" Well, maybe no one. The much-heralded TV and radio ad campaign featuring astronaut Wally Schirra has bottomed out, yet another victim of the Penn Central financial crisis. PC was contributing about 15 per cent of the total outlay for the AAR industry promotion; when it fell out of bed, the payments naturally stopped, and other U.S. carriers, also suffering from the cash crunch, were extremely reluctant to step in. Thus, further promotion of a chronically-ill industry is all but extinct.

Following the lead of many other European countries, most notably Germany, the Italian State Railways (Ferrovie dello Stato) is trying an experiment designed to eliminate beggars, loiterers and prostitutes from its railway stations. The system is selling 500 lire (about 16¢) tickets good for an hour of access to the platforms; such tickets (at comparable rates) are commonplace elsewhere, except in Austria and Switzerland.

## M E T R O      M E M O

According to an editorial in the *Indianapolis Star*, the Lindenwold line now carries as passengers more than 40 per cent of those who used to drive to work. Trains run every four minutes during rush hours, the line has clean, attractive cars, runs on time and is attracting more riders each month. Already, 30,000 commuters use the line. Now, asks the *Star*, why can this commuter line not only survive and grow, but make a profit out of passenger service?

"The answer is simple enough. It is not bound by the traditional railroad labor restrictions. The line employs only 210 people, which comes out to only one for every 145 passengers served. That is the lowest ratio of employees to passengers in the world. Everything that can be automated has been automated."

Elsewhere in Philadelphia, SEPTA has announced that 200 buses can now be scrubbed nightly by new automatic bus washers, installed at a total cost of \$250,000. ....The Authority has asked Common Pleas Court to dismiss a suit brought by the city of Philadelphia to compel SEPTA to repair a 5-mile section of the Frankford Elevated line at a cost of \$14,200,000. At the same time, SEPTA requested the court to dismiss the city's suit that would compel the Authority to pay an annual rental of \$50 for each SEPTA bus plying Philadelphia streets. Disclaiming any responsibility for the "L" repair, SEPTA passed the buck back to the old PTC.



Thanks to a \$1,383,965 DOT grant, the Illinois Central will be able to get its full complement of 130 air-conditioned bi-level commuter cars for its Chicago area suburban services. The additional funds were released as an amendment to the original \$19,952,499 grant, which, because of continuing escalation in the cost of car construction would have provided only for 123 units. With the additional funding, the road will probably be able to retire all of its present 1920-vintage single-level, non-A/C electric MU car fleet. The DOT funds are to be administered by the South Suburban Mass Transit District, composed of representatives from south suburbs served by the IC; the District will lease the cars to the railroad.

Meanwhile, back in Gotham: New York governor Nelson Rockefeller has issued yet another proclamation, this time on board a Penn Central commuter train: "It's going to be a tie between the Penn Central and the Long Island as to which will have the finest commuter service in the country". Most commuters on board the 7:25 AM train out of Brewster, N.Y., seemed unmoved by the Governor's hyperbole, only preferring to have their trains run on time, regardless of statistical excellence rating. Oddly enough, the train from Brewster the the Governor was riding arrived in Grand Central one minute ahead of schedule. Regular riders polled by the *New York Times* said such punctuality was uncommon.

The New York City Transit Authority has purchased another 206 air-conditioned buses from General Motors, for delivery beginning later this year. When all of the new fleet is on the property, the TA will have 1,362 A/C units out of a total TA/MaBSTOA roster of 4,340 coaches. All of the new units will have two-way radios and PA systems; 16 will have forward-facing upholstered seats for suburban express service between Staten Island and Manhattan.

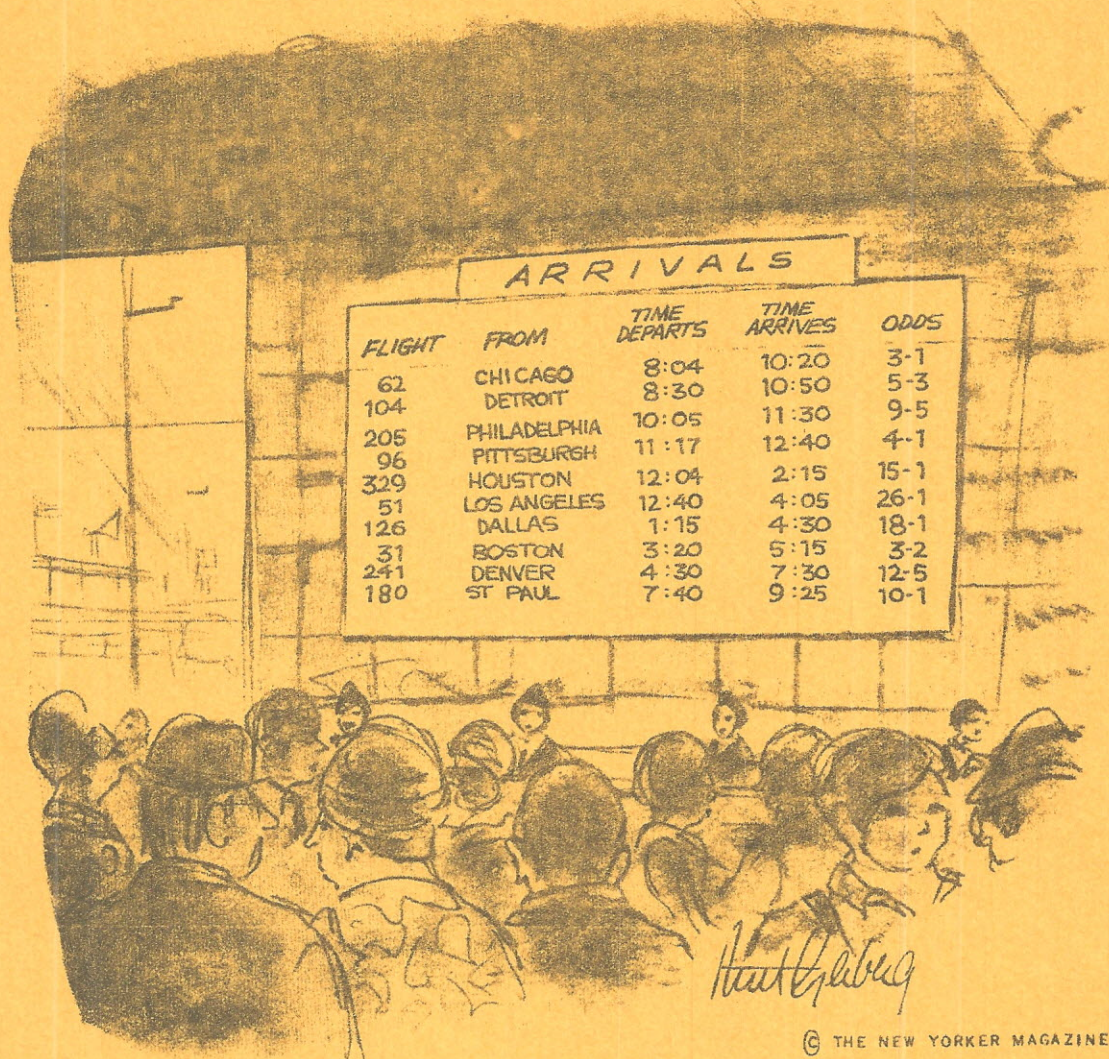
Hydro-foiled: Commuter hydrofoil service between the Upper East Side and Wall Street has turned out to be anything but a smashing success in its first days of service. With a one-way fare of \$3.75 for the twenty-minute ride scaring off all but the rich, the total paying clientele for the initial morning "rush" numbered less than a dozen, with TV cameramen, reporters and soundmen outnumbering regular riders on one trip by more than ten-fold.

The new coalition that has agreed to purchase Public Service Coordinated Transport from Public Service Electric & Gas, Urban Industries, Inc., plans many innovations for the 2500-bus system. Former NYCTA commissioner John J. Gilhooley, UI chairman, said these innovations might include the use of exclusive busways along existing expressways, and "dial-a-bus" service. Gilhooley also said that UI would start the use of air-conditioning on PS buses on intra-city runs; only about 10% of the existing fleet is so equipped, primarily for intercity runs. The UI takeover has yet to be approved by the New Jersey Public Utilities Commission before it can become effective.

San Francisco BART workmen have unearthed 5,000-year-old human skeletal remains; according to *Chicago Today*, it hasn't yet been determined whether they expired waiting for a streetcar or died because they couldn't find their hearts.... Unconfirmed reports indicate that bus entrepreneur C. Norman Elsy, once prominent in operations serving Chicago's western suburbs, Waukesha, Fargo and Wausau, has severed relations with the latter carrier (Wausau Transit Lines), and that the Wisconsin firm is defunct, with a new municipal operation about to take over.... Aimed at cutting pollution (which it very definitely did), an experiment closed parts of the Ginza, Shinjuku, Ikebukuro and Asakusa to traffic at staggered periods between 10:00 AM and 9:00 PM on Sunday, August 2. Success of the project will mean it will be repeated on future Sundays and holidays.

Chicago Transit Authority revenues are up only 3.25% since the July 8 hikes of 12.5% in the adult base fare, and the doubling of the transfer charge.... A man on foot raced the TA Fifth Avenue bus downtown--and won by 9 minutes.





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## AIRLINE ACTION

A CAB examiner has recommended that the merger between Northwest and Northeast be approved. Storer Broadcasting owns 86 per cent of Northeast, which has fallen on evil financial times....The CAB granted American authority to fly non-stop between Washington/New York, Chicago and Salt Lake City. The Board also granted Western non-stop authority between San Francisco and Salt Lake City....The same body has agreed to permit American to postpone service to Hilo, Hawaii at least until July 21, 1971. AA wants to postpone operations because of a lack of potential traffic between Hilo (largest city on the island of Hawaii) and the mainland. American will be permitted to begin service to Honolulu and American Samoa this month.

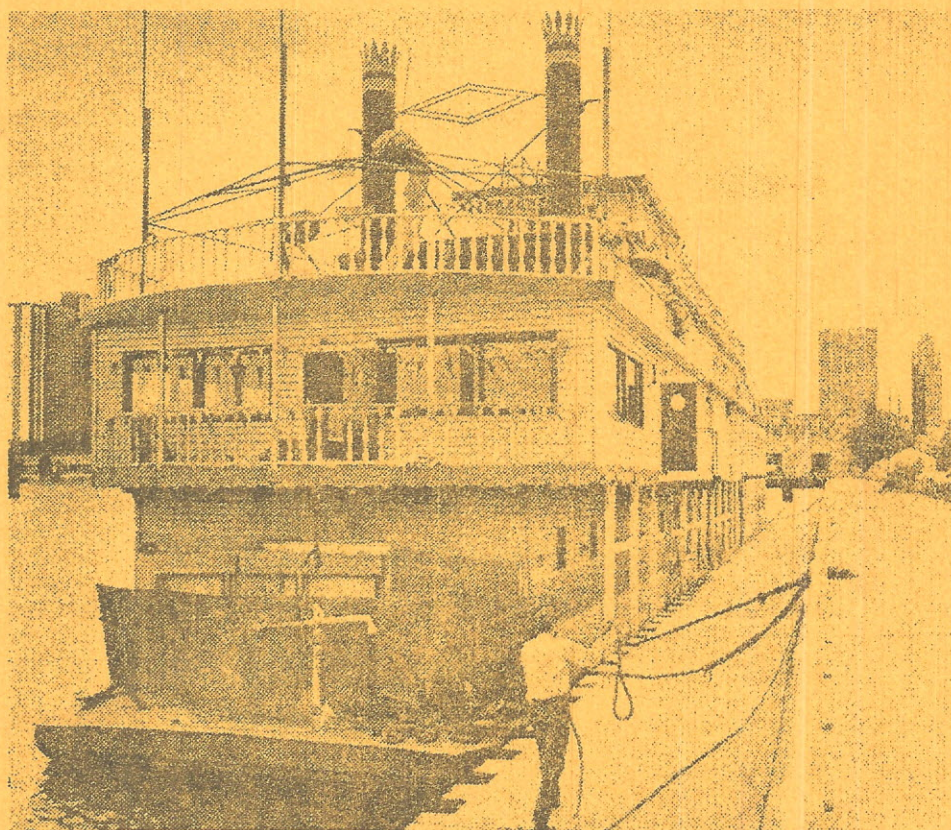
Ills are plaguing the 747, according to an article in the *New York Times*. Pan Am, largest 747 operator (21 planes), has acknowledged that only 25 to 30 per cent of its tw-score daily flights are leaving the gate within 15 minutes of the advertised. Other carriers are having similar experiences. Citing a "typical" problem on the enormously-sophisticated jets, one airlines spokesman reported that the movie *Ice Station Zebra* was being shown when an on-screen underwater explosion turned on all the lights in the passenger compartment....Air New Zealand intends to buy at least three DC-10 jets for 1973-74 delivery. The line's present principal craft are DC-8s; ANZ flies to Hong Kong, Australia and Los Angeles.



Hijack happenings: Havana's Jose Marti airport is now 747-rated. A bearded gunman, said by the pilot to resemble the supposedly-executed revolutionary leader Ernesto "Che" Guevara commandeered a New York-San Juan Pan Am flight last week. When the flight reached Jose Marti, Cuban prime minister Fidel Castro was waiting to give the jumbo jet the once-over. Dr. Castro looked the craft over for about 30 minutes as he and pilot Augustus Watkins talked through an interpreter. The pilot said he invited the Cuban leader aboard the craft, but Castro demurred, saying, "I would probably scare the passengers". Despite fears by Cuban ground personnel that the giant jet would not be able to take off from the field, the lift-off was uneventful. By coincidence, the plane involved happened to be the same jet that flew Pan Am's first revenue trip from New York to London some months ago.

The CAB has ordered beefed-up service at Chicago's "ghost" field, Midway Airport. In response to a plea by the city of Chicago, the CAB ordered to airlines to provide the following numbers of flights: American, 13; United, 26; TWA, 6; Northwest, 10; Delta, 8; Eastern, 4; Southern, 3; Allegheny, 2; North Central, 2; Ozark, 5; Piedmont, 3; and Northeast, 1. The new pattern will permit travelers to reach both East and West coasts and Florida; now 83 flights (166 movements) over and above the present total will operate from the South Side field. The CAB further ordered the carriers to continue planning to transfer as many as 150 additional flights into Midway during the coming winter. The carriers generally will be using 727-100s, 737s, DC-9s and Convair 540 turboprop craft in Midway service; the field's runways are 6,400 feet in length.

#### N A U T I C A L      N O T E S



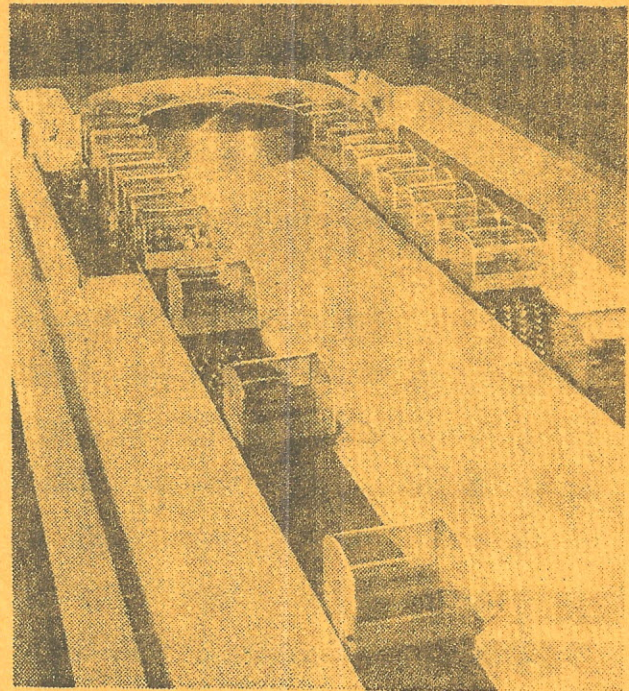
It's goodbye to the Showboat Sari-S, the 74-year-old stern wheeler which has spent the last few years of her life tied up beneath the Ohio Street entrance to the Kennedy Expressway offering Southern fried chicken and Dixieland jazz. She will be towed to Buffalo, where new owners will open her up as a restaurant again. (CHICAGO TRIBUNE PHOTO)



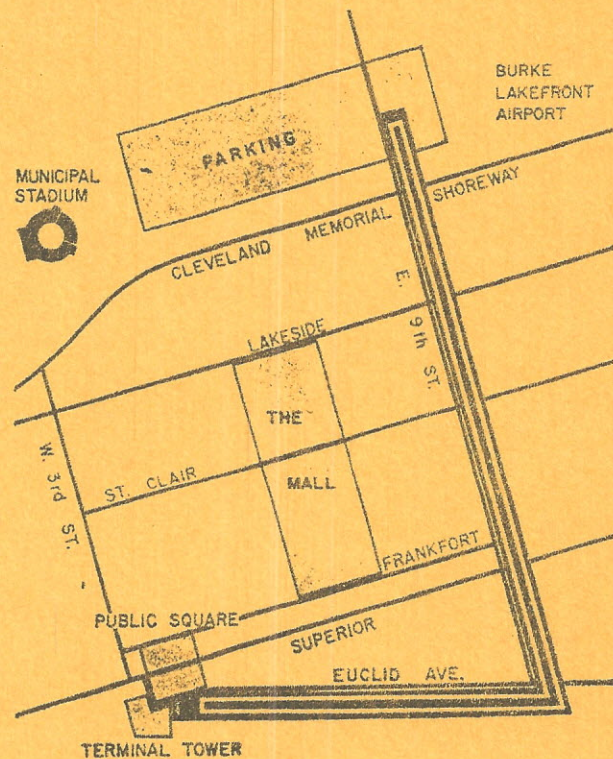


## Underground Signs

Even if you can't read, you don't have to worry about getting off at the wrong stop on the Mexico City subway — each of the 100 stations has its own symbol. Here is a sampling. Chapultepec station is identified by a grasshopper (it means grasshopper in Aztec), the arch is a familiar landmark in the Juanacatlan district, the eagle is the symbol of Cuauhtemoc, last Aztec emperor.



'EL' 1970 STYLE-Model shows how cars might look. Since there would be no driver, cars might be monitored by television for security. Cars might run open-top in a transparent elevated tube or all-enclosed on an open viaduct.



**BELTWAY** — A proposed Carveyor line would carry riders between Public Square and the Municipal Stadium parking lot, with a possible feeder branch to Burke Lakefront Airport.



## Ken Hayes

### PRIVATE AVIATION - 4: ARE THERE SOLUTIONS?

The prior three articles have explored, in a very light way, some of the problems involved in the complex subject of private vs. commercial aviation, pilots, equipment and fixed facilities. In the minds of many private and commercial pilots, as well as those of other interested parties, there are either no mutually acceptable solutions, or solutions which are based entirely on one's own commitments. I would doubt if more than half can find any flexibility in their thinking. Any solution[s] must consider at the very minimum these four items: safety (both public and individual), public good, convenience and cost. Many other considerations might be included, but for the sake of brevity we shall limit ourselves to these four.

**Safety:** Aerodynamic science has provided me with the statistic that aircraft-caused air turbulence increases as the square of the size of the aircraft, all other things being equal. In other words, in absolute figures, an aircraft of size "2" causes turbulence of "4"; a craft of size "10" causes turbulence of "100". This can be brought down to a very practical level if you ask the question: how far out does a small plane have to stay from a 727, 747 or SST to be safe? Another consideration is that small planes have demonstrated an inferior safety record as compared with commercial craft.

**Public Good:** The number of passengers utilizing commercial craft is many times that of private craft.

**Convenience:** Because public good weighs heavily in favor of commercial craft, public convenience should also tip the scales in that direction.

**Cost:** The cost per unit can be equal by locating the greater numbers within the highest cost area. This would mean a strictly commercial airport close in, with a strictly private airport in the suburbs.

This latter item is one [of several] viable [and proven] solutions. It is used in Oakland, California, and in many other areas: Two airports, one strictly commercial and one strictly private. In Oakland's case they are located adjacent to each other.

But this need not be so. Another solution which would meet all of the major criteria listed above would entail a "commercial" aerodrome relatively close to the city, and a "private" aerodrome in the suburbs. For most cities, this would mean closing the existing facilities to private aviation as soon as the suburban facilities could be constructed.

This is the sort of a proposal that would probably generate a hue and cry from the private aviation group, but they should look at it closely from a point of view of their own long-term good. Congestion will eventually come to a point where everyone is endangered and, because of its "public good" value, commercial aviation will win out. It might be more expedient to compromise now in order to retain exclusive and satisfactory facilities later.

*[Ken Hayes is an Administrative Analyst for a Western public utilities company. A resident of Hayward, California, he is connected to the transportation industry through education and his own service company. He is a regular TC columnist.]*

**THE COVER:** It is just about midnight on a Tuesday morning early in July. The last South Shore train ever to run on the streets of South Bend is about to depart from the plain, store-front station on LaSalle Street. C. L. Tauscher]



# The Great American Ferry Tale.



ONCE UPON A TIME THERE WAS A FERRY NAMED CHESSIE.

BEING A FERRY, CHESSIE'S JOB WAS TO CARRY PEOPLE BACK AND FORTH BETWEEN WISCONSIN AND MICHIGAN EVERY DAY. KIND OF LIKE AN OCEAN LINER, ONLY ACROSS LAKE MICHIGAN.

WELL, CHESSIE DID HER JOB SO WELL THAT SOON SHE BECAME KNOWN AS THE GOOD FERRY. MAINLY BECAUSE OF ALL THE ENJOYMENT SHE PROVIDED, WHAT WITH HER DECK CHAIRS AND DINING ROOM AND TV AND COCKTAILS AND LOUNGE AND SNACK BAR. NOT TO MENTION ALL THAT FRESH AIR AND SUNSHINE.

AND TO KEEP UP THE GOOD FERRY IMAGE, CHESSIE ALSO MADE THE PRICE VERY EASY TO TAKE: THE ROUND TRIP CHESSIE CRUISE, INCLUDING TWO MEALS, FOR \$10.95. (CHILDREN 5-15, \$5.95. UNDER 5, PASSAGE FREE.)

FOR MOTORISTS, SHE EVEN OFFERED A ONE-WAY SERVICE IN EITHER DIRECTION. ONLY \$6.50 PER ADULT; \$11.50 FOR THE CAR. SO INSTEAD OF DRIVING ALL THE WAY AROUND THE LAKE, THEY COULD RELAX ON BOARD, OR EVEN IN A COMFORTABLE STATEROOM IF THEY WISHED.

YES, THE GOOD FERRY IS ALIVE AND WELL. THREE SAILINGS LEAVE DAILY FROM MILWAUKEE. FIVE FROM LUDINGTON, MICH. TWO FROM MANITOWOC, WIS. JUST WRITE TO THE C&O/B&O RAILROADS, DEPT. CN, LUDINGTON, MICHIGAN 49431 FOR A COLORFUL BROCHURE. OR, IN THE CHICAGO AREA CALL (312) 726-1342 FOR DEPARTURE TIMES AND RESERVATIONS.

QUITE FRANKLY, THOUGH, EVEN CHESSIE CAN'T PROMISE YOU'LL LIVE HAPPILY EVER AFTER. BUT, SHE DOES SEE TO IT THAT EVERY CRUISE COMES COMPLETE WITH A HAPPY ENDING.

 **CHESSIE**  
**The Good Ferry**  
THE C&O/B&O RAILROADS