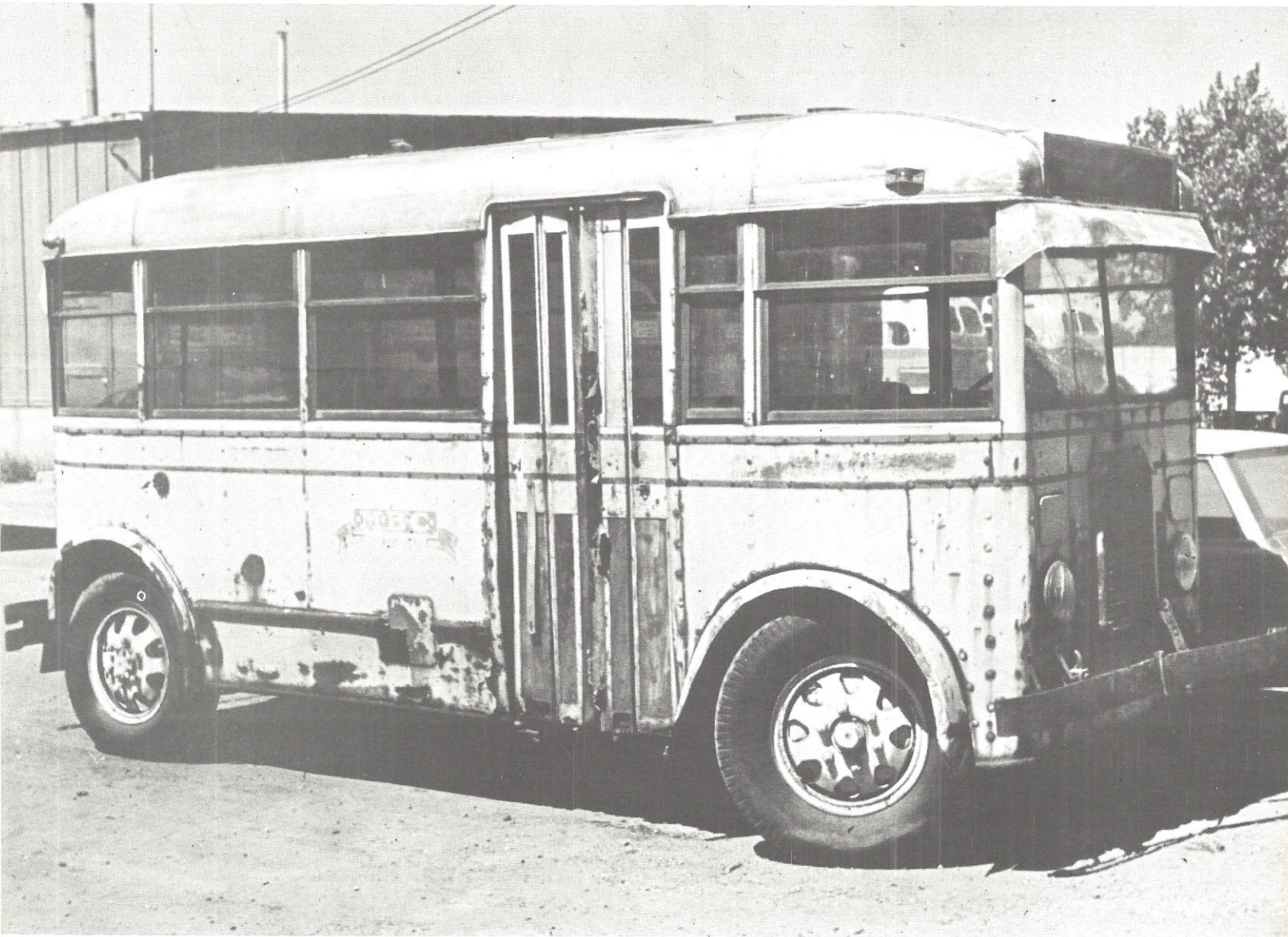


Transport Central

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Column One

"ACT TO REVAMP CTA BOARD", the headline said (TC 25 MAY 70), commenting on the appointment of railroad expert Wallace D. Johnson. As TC noted that week, a single new runner in a field of six could hardly have that much effect upon the outcome of the "race".

But now I'm not so sure. Obviously, Governor Ogilvie made a very progressive move in appointing a "pro" to a body hitherto distinguished by strictly political choices. New Member Johnson was the first breath of fresh air to waft across the calcified reaches of the board room in twenty years. Even the Governor's previous choice of non-controversial Cub star Ernie Banks had been more calculated to woo black support than to provide the troubled body with adrenalin.

Now, in a belated move (conveniently after the financial crisis had unheated), Mayor Daley has seen fit to fill the seat once occupied by the late Joseph Murphy, who died last December, with his choice, former Association of Western Railways chairman Clair M. Roddewig.

Roddewig is 67, and in his long career of service to the public he has been on the embattled Chicago school board, the Environmental Control Appeals Board, and is currently serving on the Public Building Commission, the McCormick Place board and the Committee on Urban Opportunity.

On the one hand, Mr. Roddewig's experience in transportation (even if it is peripheral) qualifies him for the post in greater measure than the Mayor's previous appointees; on the other hand his age, other duties and obvious political ties to the Mayor mitigate against the creation of a Board both independent and vigorous in tackling the many problems of urban movement.

And yet the outlook is a bit brighter. At the end of this month, Governor Ogilvie will be able to make another appointment to the Board, replacing former Congresswoman Bernice T. Van der Vries, whose term expires August 31. Perhaps that headline might not be wishful thinking, after all.

* * * *

From reader Jim Neubauer: "A recent article in Transport Central concerning the Kentucky Railway Museum intrigued me as I looked covetously at their equipment for the Mid-Continent Railway Museum. I checked with Charlie Castner, public relations associate of the L&N, who tells me that the potential demise of the Museum has been greatly exaggerated. Charlie says 'true, the KRM has serious problems, the gravest being its flood-prone location; however, neither the members themselves nor Louisville city fathers (including Hizzoner, Mayor Frank Burke) want to see the place fold, and both groups have been meeting to see what can be done. Writing the above, I cannot substantiate Transport Central's report, and in truth Penn Central may just be in worse shape.' Charlie says that KRM doesn't owe anybody any dollars and, attendance-wise, summer 1970 is great."

(TC is happy to set the record straight. Our source was a rather overblown and gloom-ridden article in the Louisville Courier-Journal. Contributor Harry R. Porter is being prevailed upon to check out the situation further for TC. ED.)

--RICHARD R. KUNZ

Ken Hayes

"COMMUTER RAILROAD SERVICE/WEST: I"

There is only one commuter railroad service on the entire West Coast, operated by the Southern Pacific Railroad on the San Francisco peninsula. It is not an extensive service as commuter operations go, but it does have many interesting facets to its operations.

It is operated over a two track main line between San Francisco and San Jose--47 miles--providing service at 26 stations. On weekdays, 22 trains operate in each direction; on Saturdays, 12; and on Sundays and holidays, 9. SP equipment consists of 31 145-seat double-deck gallery (center door) cars (vintage 1955-57), 15 164-seat gallery cars (vintage 1968), and 55 96-seat single-level "Suburban" type cars, built in 1924-27, but completely renovated between 1961 and 1965. The service is unsubsidized, and loses \$1,750,000 each year.

Most of the crews and equipment make only one daily round trip; the crews lay over in San Francisco during the day. Average weekday loadings were 16,250 riders in 1954 (the peak); this figure dropped to 11,500 in 1969. There have been fare increases in 1956 (10%); 1961 (12%); 1967 (20%); and 1969 (5%). Another 5% increase has been requested and is currently under investigation by the Public Utilities Commission of the State of California. Tickets are available in one-way, round trip, 20-ride, weekly unlimited, and monthly unlimited; they are sold at stations or by mail, much the same as in other suburban rail operations.

There are a number of apparent and hidden problems in the operation of this commuter service. The first is common to many roads--the railroad is paralleled by the main San Francisco-San Jose freeway; every time the expressway is improved, the railroad loses patrons. Another is the location of the San Francisco Terminal, at Third and Townsend, some eight blocks of Skid Row distant from downtown. During rush hours, connecting Municipal Railway bus services are very crowded.

The SP deserves some plaudits: the cars are kept moderately clean, the trains are fast, and the equipment is generally more comfortable (cooler in summer, warmer in winter), lighter and more roomy than competing bus service. Drinking water and washroom facilities are available, and SP personnel on board and at stations are generally pleasant and courteous. Schedules are arranged to best fit the requirement of fast, direct service to all stops.

NEXT: Problems and Possibilities

NOTES AND COMMENT: In response to many requests, we are sorry to report that our back issue file is exhausted, and we are unable to fill any orders for them. When we return to weekly production in September, our press run will be adjusted to provide for a limited number; as always, the best way to insure not missing any issue is to become a regular subscriber.

THE COVER: When the Madison Bus Company went municipal last May 1, city officials were anxious to promote the operation in any way possible. By chance, this Yellow Coach model 712 used to replace streetcars in that Wisconsin city in 1934 was located in a scrap yard in Appleton, none the worse for wear, and brought down to Madison a short time ago. It will shortly be completely restored to its original condition for parades and charters. Photographed 16 August 1970 in Madison-RRK.

newsfront

M E T R O M E M O

Transit service has returned to Peoria. On Monday, August 17, a bus signed up for the KNOXVILLE route pulled out of the ramshackle former Peoria City Lines garage on NE Jefferson, signalling the beginning of Peoria's venture into municipal transport.

Since the bulk of Peoria City Lines' equipment was unfit for service (TC 15 JUN 70) it became necessary to borrow coaches from elsewhere. Inasmuch as American Transportation Enterprises has the management contract for the Greater Peoria Mass Transit District, units from various ATE properties were called upon to provide service until the District's own new coaches are delivered later this year. Accordingly, 24 GMC TDH-4512 units are now in operation; four came from Harrisburg Railways, two from Norfolk, three from Richmond (both Virginia Transit properties), five from Omaha Transit, and five from CN&C Transportation (the Green Line) in Newport, Ky. All but the Omaha buses are currently painted in the standard ATE silver and green; the Omaha units are orange and gray.

None of the leased coaches are to be repainted into the District's new orange and white colors, but the ten former PCL TDH-4517 coaches will be when their renovation is completed; seven will roll soon, the other three in some months. An application for a \$560,000 federal grant to assist in the purchase of 33 new, air-conditioned units is currently pending in Washington. Coupled with the ten PCL "New Look" coaches, and half a dozen or more completely reconditioned PCL TD-4007 units, the District will have by early 1971 a fleet of fifty buses.

For the moment, GPMTD buses will follow basically the same routes operated by PCL. Hours of service will also be the same, except that Monday and Friday "store night" service, cut out in a PCL economy wave last March, has been restored. No Sunday or holiday runs will be operated for the present. The former PCL 40¢ adult base fare has also been retained.

Service will also be operated to and within East Peoria, across the river. That municipality established its own transit district shortly after the GPMTD was formed, and has contracted with the larger body for service, on a somewhat lesser scale than in PCL days. The two bodies will be merged next year, on passage of necessary legislation and with voter approval.

Both districts now are operating with revenues advanced by the Peoria and East Peoria city councils. No funds from the five-cent transit tax will be available until 1971, but both bodies can issue tax anticipation warrants to operate pending receipt of the voter-authorized tax levy.

* * *

National City Lines has again become the owner of San Jose City Lines; SJCL was "removed" from the ownership of Pacific City Lines last month when that company was dissolved. The San Jose operation had been sold to Pacific in 1963 and was "repossessed" by NCL, presumably only until the line can be sold to a public agency for operation... San Francisco's Muni has approved the adoption of a 25¢ fare (30¢ express)....A fare hike for children and students is also in the offing on Chicago's West Towns Bus Company when that firm goes exact fare on September 1.

Despite the adoption of its own Exact Fare plan last year, the Chicago Transit Authority is still plagued by thievery--but this time from its own employees. A series of articles in the *Chicago Sun-Times* has detailed how larcenous CTA personnel have systematically looted the supposedly theft-proof fare boxes of as much as \$6,000 a day....As if that weren't enough, an armed robber who knew precisely what to look for recently made off with a set of master keys that will open any Exact Fare box in the city; it will be some time before all the locks can be changed.

The West Suburban Mass Transit District, composed of communities in the "Land of the Burlingtons", has been formed to apply for DOT aid toward the purchase of new commuter cars for Burlington Northern's Chicago-Aurora line....Only 610 of more than 7000 TA subway cars in New York are air-conditioned, and those only on the BMT and IND; no IRT cars are so equipped. By way of contrast, a quarter of CTA's 1200 car fleet is air-conditioned.

United Traction of Albany, New York, is threatening to cease all operations because of the customary financial losses....The Penn Central and Jersey Central are seeking fare boosts for their New Jersey services in an attempt to offset losses they claim amount to over \$100,000,000 for the last ten years. Fares have not been hiked on either line since 1960.

The Rock Island has petitioned for a 6% increase in its Chicago area suburban fares.PC's fare hike request for its New York New Haven service was suspended pending a Public Service Commission investigation....Five TA subway cars are still running around in "foreign" colors. Flushing line passengers are accustomed to seeing cars with the seals of Massachusetts, Kansas, Rhode Island, Vermont and Missouri, placed on the units for the 1964-65 World's Fair. The TA's painting program has lagged, and it will be some time before the insignia are obliterated.

More and more cities are losing their bus service to rising costs and diminishing revenues: since last December, service has been discontinued in Danville, Peoria, Joliet, Owensboro, Ky. (a municipal operation), Evansville and Saginaw. In only the first two cases has there been a ray of hope: Danville will see transit service in the near future with the help of the city, which has discovered it could not live without it; and in Peoria, the intercession of a transit district was necessary to get the buses rolling again.

In Illinois, a little-known provision of the amended Cities and Villages Act is to assist in keeping transit in operation in several municipalities. That provision stipulates that any incorporated municipality may contract with a private carrier for transit service. Regulation of the carrier is then transferred from the Illinois Commerce Commission to the city or village. Thus far, Freeport and Aurora have such systems; Rockford (a Chromalloy property) will soon join the "club".

DOT is considering a proposal by a Chicago Congressman for taxi substitutes for non-rush hour bus service. The passenger would be picked up at his home and delivered to his destination, if it were nearby, or to a rapid transit station. Taxis would also wait at major stations to take passengers to their homes on a group basis.

The Paris transit authority has announced that all of its remaining open-platform buses will be replaced by modern, closed-in models by December. Ten will be given to museums, while the other 40 will be sold for \$830 each by the RATP....DOT's UMTA granted aid last year to municipalize private companies in Baltimore, Trenton, Wilmington, Fort Wayne, Salt Lake City and Santa Cruz, Cal. 121 of the 1094 bus companies in the U.S. are now in public hands, carrying 2/3 of all urban passengers.

Unconfirmed reports persist in asserting that City Transit of Dayton will receive its first new Western Flyer trolley coach this month. CTC denies the rumors (attributed to a Canadian source) that three such vehicles are on order, to be numbered 901-903. The new coach(es) will be identical to the rebodied Toronto WFC units; *Motor Coach Age* reports that it is possible that one of the TTC's own coaches will "demonstrate" in Dayton....Elsewhere in that city, CTC's contract with the city and county runs out December 31, and it is possible that a new body will take over, perhaps the Montgomery-Green Transit Authority. That agency favors the retention of trolley coaches over diesel buses.

School bus safety: Over the last several years an average of 19,000,000 pupils have been transported 2,000,000,000 miles a year, with an average of from 50 to 75 deaths each twelve months. Of these 50 to 75 fatalities, only 15 to 25 were actually killed while on board the bus.

Transportation professionals seeking a solid background in fundamentals, and a comprehensive knowledge of modern concepts and techniques are invited to attend a four week course at Carnegie-Mellon University in Pittsburgh. The \$3750 course includes a two-week study trip of six Canadian and European cities to acquire a first-hand knowledge of various applications of urban transit ideas and techniques now in practice. DOT fellowships are available; the course begins October 5.

An increase to 35¢, along with other hikes, has been recommended for the Philadelphia area by a SEPTA examiner; public ownership does not necessarily bring lower costs to the public....In the wake of several fatal accidents involving chartered buses, Secretary Volpe has announced a government inspection program that will check 5,000 units within the next two months--twelve times the number inspected last year. The campaign will involve mainly interstate charter buses arriving at tourist attractions around the country; those with safety defects will be grounded until repairs can be made.

The Golden Gate Bridge District, which put the ferries out of business during the 1930's, inaugurated San Francisco-Sausalito ferry service last Monday with its new passenger vessel, the *Golden Gate*, to reduce traffic volume across the bridge. In the ship's first evening rush hour voyage, its starboard engine failed just after leaving San Francisco. She limped back to her slip, and her passengers boarded buses, as usual.

A I R L I N E A C T I O N

An over-the-wing passenger bridge, which permits a third point of access to the Boeing 747 jetliner, has been installed at Los Angeles International Airport by TWA. The new device is expected to save deplaning passengers five minutes and help eliminate confusion among boarding passengers trying to find seats in the rear of the huge jet....Two groups backed by consumer advocate Ralph Nader have accused 16 airlines and assorted financial institutions of violating or ignoring federal law requiring annual disclosure of airline ownership.

The "octopus" which has a monopoly on airport ground transportation at Chicago's two fields, Continental Air Transport, wants to up its fares. CATCo, related to both major Chicago cab companies and Kalamazoo's Checker Motors, has petitioned the Illinois Commerce Commission for a rate hike of up to 80% for some runs. The basic CATCo O'Hare-Loop tariff is now \$2.00; the company wants to raise this to \$2.25. Biggest hike would be in the O'Hare-Oakbrook/Oak Park suburban runs. Now \$1.25, the carrier wants to raise the rate to \$2.25.

New rules governing air space and designed to reduce the chance of mid-air collisions were introduced last week at O'Hare field. The FAA regulations establish "terminal control areas" around major airports in which all aircraft are under ground control at all times.

All traffic entering the controlled air space, commercial and private, now must be equipped with a two-way radio and a transponder, an instrument that makes a plane clearly visible on radar. Since a transponder is expensive, many private pilots are upset over the new rule, as some private fields in the Chicago area and elsewhere are within the terminal control area for the major airport, thus severely restricting private plane movements there.

Pan American has suspended its daily Los Angeles-New York flight as unprofitable, claiming a \$5,000,000 loss in 1969. The daily New York-San Francisco Pan Am flight was also suspended as unprofitable some months ago.

Fortune magazine's annual list of the nation's fifty largest transportation companies again ranked TC's "home town" airline, United, second (behind Penn Central) in operating revenues. United is eighth in terms of assets and net income, tenth in invested capital, third in number of employees, and 18th in net income as per cent of invested capital.

Alaska's Interior Airways has filed for bankruptcy; the line operates the world's largest fleet of Hercules C-130 aircraft....Northeast Airlines is seeking a fare hike of 9.5% on coach tariffs....Rohr Corporation, builder of the BARTD cars and recent purchaser of the Flxible Company, has received contracts for \$16,300,000 for SST engine work....At the same time, the director of the U.S. SST program conceded that there were major uncertainties about the potential atmospheric effects of supersonic airliner operation. William M. Magruder said it was possible that a large fleet of SSTs, if they burned the type of fuel now used by jetliners, could raise the temperature of the atmosphere by as much as 7° Centigrade, with definite harmful effects.

The British government is to assist two independent airline operators to amalgamate and go into competition with state-owned BOAC and BEA. It said it wanted such a "second force" airline to be in operation next summer on major international routes. Heretofore, independent operators like British United and Caledonian, the partners in the proposed marriage, were left with only charter services and scheduled routes that the state-owned carriers did not want. BUA, with a fleet of 20 jetliners, is Europe's largest independent carrier.

Continental has announced an order for eight DC-10s, putting the Lockheed L-1011 yet further back in the air bus competition....Iran Air has purchased three Boeing 737s; two are 737-200s, the other a 737-200C....Braniff has petitioned the CAB for

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new non-stop routes to Acapulco from Houston, Dallas and Chicago. The same carrier has also asked for Chicago/Twin Cities/Detroit/Atlanta-Jamaica authority....Aloha and Hawaiian have resumed merger talks; the married carrier would be known as Hawaiian-Aloha Airlines....Flying Tiger has increased cargo flights to Hong Kong from 7 to 12 weekly.



Pan American has asked the Civil Aeronautics Board to reduce the number of supplemental carriers flying the Atlantic from six to four. Currently operating on the lucrative route are American Flyers, Capitol International, Overseas National, Saturn Airways, Trans International and World Airways.

Delta has applied for additional authority into Mexico from Atlanta, New Orleans, Dallas and Houston....The city of Des Moines is asking the CAB to reconsider a ruling that ties that city with both coasts through new air service, but prohibits the flights from stopping at Chicago. American and TWA begin serving Des Moines September 5 with new runs to New York and San Francisco.

At the same time, the Board per-

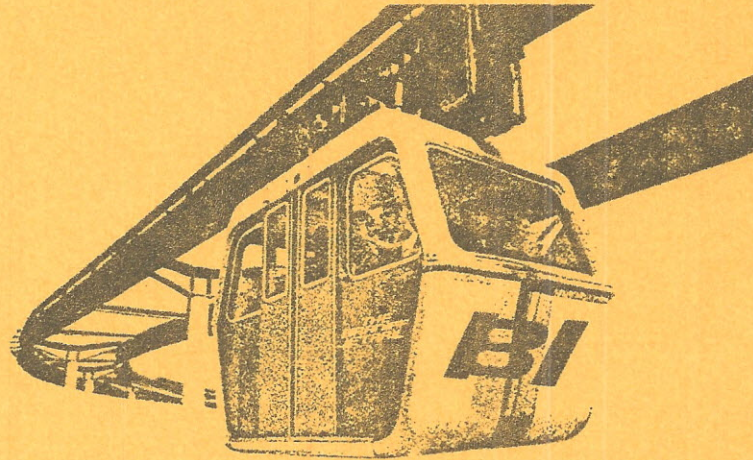
mitted Ozark to begin non-stop Des Moines-Chicago service, ending United's long-standing monopoly on the route....The latter carrier has settled with its pilots, removing the need for supervisory personnel to fly United's new 747 craft.

United has also announced that it will boost its usage of Chicago's south side Midway Airport from 12 to 26 flights effective September 14. The added flights are a part of an agreement between the majors and the city of Chicago which called for an increase in service to the "ghost airport"; the city had asked for a total of 257 runs there, and will get 83 by September 15. Other airlines are expected to follow suit in announcing shifts from O'Hare to Midway.

The Air Transport Association says U.S. airlines suffered a net loss of more than \$73,000,000 for the first half of 1970; during a similar 1969 period they had a deficit of \$2,100,00. ...Imperial Airways of the Twin Cities has inaugurated helicopter service between downtown Minneapolis (the terminal is a "heliport" on the roof of a local auto agency) and Minneapolis-St. Paul International Airport. Fare is \$7.50 for the six-minute ride; Imperial also offers scheduled helicopter service to Mankato and St. Cloud.

Despite the fact that it did not win South Pacific authority, United is promoting tours to that area. In cooperation with a travel agency and Qantas/Air New Zealand, UAL is offering tours jumping off at Hawaii. As a part of the deal, United and ANZ are swapping stewardesses on a four per month basis....10 of Braniff's BAC-111 jets are being sold to Qualitron Aero, Inc. of Houston, which will refurbish the planes for resale as corporate jets. Braniff is phasing out the smaller craft in favor of

larger aircraft. The phase-out program will be accomplished over the next 18 to 30 months; Qualitron will refinish and rebuild each jet according to the new owner's specifications. It will also provide maintenance and spare parts support.



The Braniff Jetrail: another time saver.

The *New York Times* reports that U.S. and Soviet negotiators have reached tentative agreement to expand commercial airline service between the two countries, but diplomatic sources report that the U.S. has rejected a Soviet bid to permit transcontinental flights over both nations. The expansion would permit Pan American World Airways to land at Leningrad and Aeroflot to serve Washington. Pan Am is currently limited to Moscow, Aeroflot to New York.

Severe overcrowding at O'Hare last week prompted Mayor Daley to order an investigation into means of alleviating passenger jams and overcrowding at the field. Biggest crunch was in the international terminal arrival area, where customs facilities are being expanded; inspections are also being stepped up in an attempt to curb widespread marijuana smuggling....Ten more new BAC-111 airliners have been sold, four to Phillipine International, six to other independent European carriers.

Blimp facts: Goodyear has three, the *Mayflower*, *Columbia* and *America*. The latter two are 192 feet long, 59 feet high, 50 feet wide and have a 202,700 cubic foot volume. Maximum gross weight is 12,320 pounds; weight empty, 9039 pounds, maximum lift 3281 pounds; each carries six passengers plus pilot. The car is 23 feet long, 8 feet high, 7 feet wide at the ceiling and 4-1/3 feet at the floor. Operational power is supplied by twin Continental 6-cylinder, pusher-type engines of 210 HP each. The blimp has a cruising speed of 35 mph, a maximum of 50 mph. Normal operational altitude is 1000 to 3000 feet, with a maximum of 8500 feet, and a range of 500 miles. The envelope is made of 2400 square yards of two-ply Neoprene-coated Dacron. Each blimp cost \$1,500,000 to build and \$750,000 per year to operate. (All figures for the *Mayflower* are somewhat less). Each ship has 7,560 bulbs on its 24-1/2 x 105 foot sign, which can be read easily at night for a mile.

B U S B R I E F S

Drivers of most commercial buses and trucks will be required to wear seat belts after July 1, 1972. DOT has issued a regulation that also requires installation of safety belts for drivers in trucks and buses manufactured after July 1, 1971. Vehicles manufactured between January 1, 1965 and July 1, 1971 must be fitted with belts by July 1, 1972.

More ex-Greyhound Scenicruisers are popping up on independent carriers. The tiny Fergus Bus Service of Fergus Falls, Minnesota has one, and Jack Rabbit Lines now has five....Minneapolis' Jefferson Lines has instituted a pool service with Trailways between the Twin Cities and New Orleans, using MC-7's, PD-4905's and Eagles.

Plans to build an \$80,000,000 addition to its midtown bus terminal and a \$50,000,000 office skyscraper above it have been announced by the Port of New York Authority. The extension would be from 41st to 42nd Street along Eighth Avenue, on land already acquired by the agency. It would increase the peak-hour capacity of the bus terminal, now 40,000 passengers an hour, by 50 per cent....Congress is going to push the cost of the Interstate highway system past \$75,000,000,000--almost twice the original \$41,000,000,000 price tag--and extend its completion date to 1978 from 1972.

N A U T I C A L N O T E S

A once-luxurious cruise ship, whose paint is peeling because of a year spent as a derelict without a berth, tied up between two Hudson River piers in New York City last weekend and received a parking ticket. The ship, formerly the *Caronia*, but now renamed the *Caribia*, had been lying since May off the Verrazano-Narrows bridge, forbidden by the city to move up the river to a mooring place because of legal difficulties. Formerly of the Cunard Line, the ship has been beset by mechanical and financial troubles since it was sold two years ago. In the last year, the ship has been either at anchor in Lower New York Bay or berthed without the city's sanction at a Brooklyn dock. The ship moored between Piers 84 and 86 at West 45th Street on a Saturday afternoon, and was promptly cited for "tying on to waterfront property without the written permission of the Commissioner". The case is now in court.

A 72-foot iron-hulled steam tug built in 1899 in Sorel, Quebec, has joined the historic fleet at the South Street Seaport Museum in New York. The tug, *Mathilda*, laid up since 1969 by owner McAllister Brothers, Inc., is believed to be the only 19th century tug still afloat in the Port of New York....Elsewhere in Gotham, the changing needs of fire fighting along the city's waterfront have sent a 105-foot fireboat, the *Governor Alfred E. Smith*, into retirement. The fireboat was built in 1961 by the John H. Mathis Company shipyard in Camden, N.J., and was the last of four identical craft built for the city of New York. It cost \$907,077, has a speed of 11.3 knots and displaces 290 tons.

The mothball fleet of troopships, submarine tenders and radar vessels anchored in the Hudson River near Stony Point, N.Y., has been placed up for auction. Sixteen of the 76 ships were offered for sale for scrap early this month, but bids were received for only 12. Bids were also received on four ships from the mothball fleet at Mobile, Alabama, which is also being phased out. Buyers have paid as much as \$41,000 per vessel (most of the fleet consists of Liberty Ships of World War II vintage); the sale of scrap steel (no ship may be re-used) can net the buyer almost \$135,000. Only the mothball fleets at Beaumont, San Francisco and Olympia will be retained.

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Notice of Public Auction Sale In the Bankruptcy Arrangement Proceedings of THE QUEEN, LTD., Debtor



"THE ELIZABETH," FORMERLY "THE QUEEN ELIZABETH" of the Cunard Line, now berthed at Port Everglades, Florida, will be sold at public auction free and clear of all liens and encumbrances beginning on Wednesday, September 9th, 1970 at 11 A.M. (D.S.T.) and continuing thereafter on Thursday, September 10th, 1970 at 10 A.M. (D.S.T.) in the Continental Ballroom of the Galt Ocean Mile Hotel*, Fort Lauderdale, Florida.

The sale includes all of the gear, fittings, museum objects of art, fine furniture, all of the ship, hotel and restaurant equipment. There will also be sold a parcel of real estate on the Intracoastal Waterway, as well as the right, title and interest, if any, of the Debtor in certain land leases, with respect to which assignments are subject to the Lessors' consent.

The "Elizabeth" will first be offered in bulk complete with all her contents as an entirety—then the hull, gear and fittings as a bulk lot and then the gear and fittings separately and all other contents in various bulk and piecemeal lots. Sale subject to the confirmation of the Court.

Inspection commencing on Wednesday, September 2, 1970 and prior thereto by appointment.

Terms: 25% deposit in cash or certified check at time of purchase; Balance before removal.

BY ORDER OF THE HONORABLE HAROLD K. WOOD, Judge of the United States District Court for the Eastern District of Pennsylvania in the Matter of THE QUEEN, LTD., Debtor, in Proceedings for an Arrangement Under Chapter XI of the Bankruptcy Act, Cause No. 70-251

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Another ship has joined the roster of the South Street Seaport Museum. The 279-foot hulk of the *Wavertree*, somewhat the worse for wear, will be restored to its original 1885 grandeur through the auspices of American Export Industries chairman Jakob Isbrandtsen, who has thus far raised some \$375,000; more than \$1,000,000 and three to five years will be needed to restore the former British merchantman, which was rescued from a derelict Buenos Aires berth, where it tied up between sand-hauling runs.In deference to the present "credit crunch", the Holland-America Line has instituted a 10% down, sail now, pay later plan for prospective passengers on its cruises.

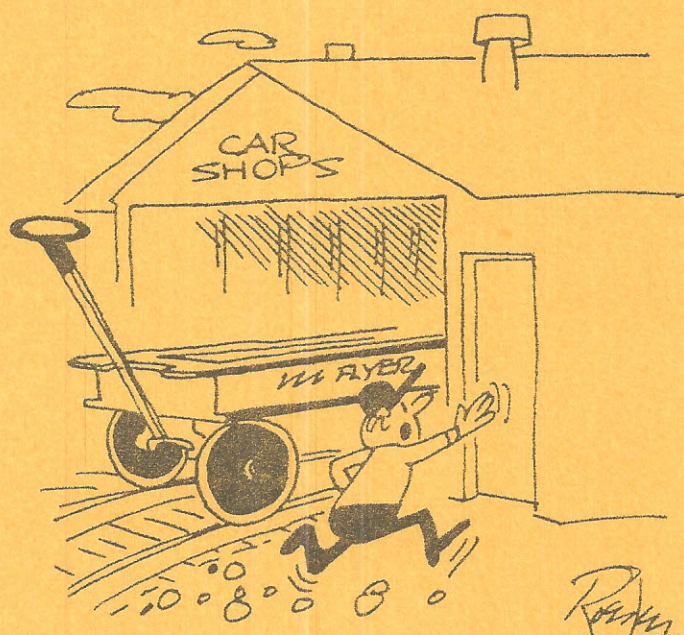
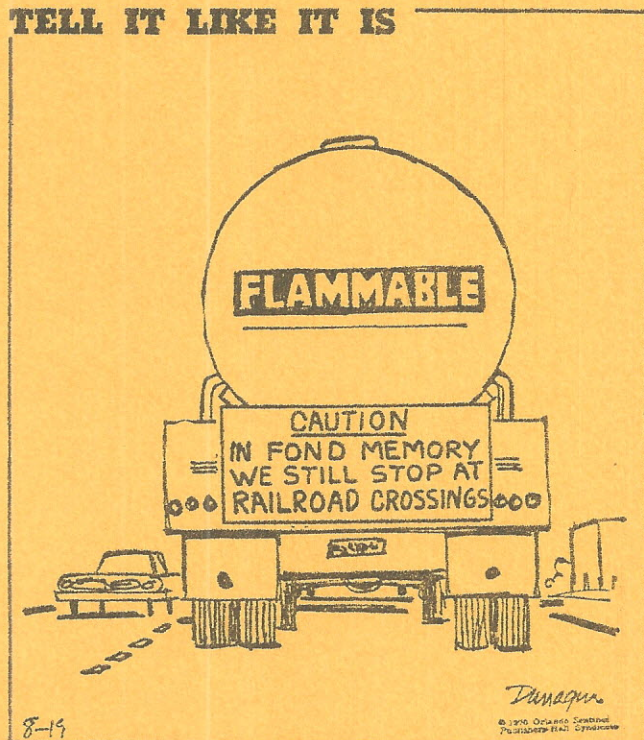
RAILWAY REPORT

William H. Moore, 55, formerly executive vice-president of the Southern Railway, has been appointed chief executive officer of the embattled Penn Central Transportation Company, operator of the financially-disgraced PC system. Moore's first statement outlined his desire to clean up and run passenger trains on time; then, if the public offers no support, discontinue the service. Moore also plans to meet as many employees "from the ground up" as possible, in hopes of upgrading sagging morale. PC meanwhile reported a \$286,000,000 working capital deficit between January 1 and June 21 of this year.

Now that negotiations between BN and Missouri-Kansas-Texas have broken off, the latter has begun talks with Southern Pacific since and ICC examiner's report recommended that Katy be included in SP if UP is allowed to take over the Rock Island.

Eastern and Western railroads (Illinois Central and Frisco excepted) will file for a 15% across-the-board freight rate increase with an October effective date. The carriers just received permanent approval of the 6% (with certain exceptions) increase of last November, and a current 5% increase, effective June 2, is still being considered by the ICC.

On the train-off scene: Little Carolina Western Railroad Company seeks to abandon its entire 4-1/2 mile line between Russellville and St. Stephen, S.C.....Penn Central will discontinue #14, 17, 52 and 351 between Fort Erie and Windsor, Ontario on October 1, following a Canadian Transport Commission ruling that the services were not required within Canada....Southern Railway's *Birmingham Special* (17-18) made its final runs between Chattanooga and Bristol on August 11. Four month hearings have been scheduled for C&NW 1-2, 11-12, Chicago-Clinton (to 11-10-70) and IC 11-12, the *Hawkeye*, Chicago-Sioux City (to 12-21-70).

TELL IT LIKE IT IS

"Hold it, hold it! What plans are you guys following?"

Penn Central's request to immediately discontinue 24 of the 34 East-West trains was denied by the ICC because the October 1 deadline was set by court order, not by the Commission....The U.S. District Court in Missouri has set aside an order of the ICC allowing Missouri Pacific to discontinue #14-17, St. Louis-Kansas City, because MP, under Section 13a(2), must file a denied intrastate petition and receive a decision from the ICC based entirely on the denied petition; in this case trains 14-15, 16-17 (in that order) were taken to the ICC following Missouri PSC denial and the ICC allowed 14 and 15 to be discontinued but named train 15 on train 17's schedule, and MP further compounded the error by publishing #15 as train 17 on 17's schedule as the service to be discontinued (Who's on first?).

The *Asheville Special* has lost its name and now operates weekends only via Salisbury with the run via Greensboro and Winston-Salem discontinued entirely....The August *Railway Guide* is down to a slim 840 pages....The ICC upon reconsideration, has ordered PC to run #50, the *Admiral*, Chicago to New York, for another six months, and allowed to remain unchanged its discontinuance ruling on #53, Pittsburgh-Chicago; the change follows appeals that #50-53 are not a pair of trains, and that losses were 80% chargeable to #53 only.

Illinois Central has formally applied to discontinue #3-4, Carbondale-Memphis, effective September 14....Erie-Lackawanna wants up to 35% fare increases for its Cleveland-Youngstown commuter service (which, incidentally, carries four lightweight coaches)....Meal and lounge service is off all Empire Service trains except #71-72-74, and the D&H lounge service on #63-64....Meal service has been entirely discontinued on B&O #53-54, Detroit-Cincinnati....A court order has indefinitely suspended discontinuance of PRSL Camden-Millville commuter service.

The *Birmingham Special* made its last runs between Birmingham and Valley Head on August 23/24....Illinois Central on July 20 imposed a \$3.00 coach reservation charge on the *Panama Limited*, Chicago to New Orleans....The Washington-New York PC sleeper made its last run in mid-June.

A full-sized reproduction of the *Best Friend of Charleston*, the first commercial steam locomotive in the United States, has been successfully tested by its Greensboro, N. C., builder. It is destined for a Santee, S. C. museum....Uncle Sam is waiting patiently for bidders on the 522-mile Alaska Railroad, now owned by the federal government. The road carried 1,300,000 tons of freight and 71,000 passengers in 1969, mostly on mixed trains.

The Canadian Pacific Railway made cuts in its Montreal-Ottawa and Montreal-Megantic train services August 1. Montreal and Ottawa are linked by one train a day in each direction via Montebello on the North Shore line, and by one train daily in each direction via Vankleek Hill on the South Shore. Previously, there were three trips daily in each direction.

Cogent Comment: "Only nine passengers died in railroad accidents in 1969, reports the AAR. Rail passengers were twice as safe as those traveling by plane, three times as safe as those using buses, and almost 33 times as safe as those riding in automobiles. The railroads haven't announced it, but they are working toward 100% safety. At the rate passenger trains are disappearing, in a few years there won't be any around for anybody to be unsafe in." -- *Bluefield-Princeton Sunset News*.

PC will add another pair of New York-Washington MetroLiner runs August 24. Every evening except Saturday, a train will leave in each direction at 8:30, arriving at the other terminal at 11:29 PM; each run will make five intermediate stops.

ads infinitum

[This section is open to everyone; TC subscribers may place one ad each year at no charge. The regular rate is 10¢ per word, with a \$1.00 minimum per order.]

PUBLICATIONS

THE OFFICIAL MAP AND TIMETABLE OF MOTOR BUS SCHEDULES COVERING THE STATE OF ILLINOIS

--A 15 page offset reproduction of a March 12, 1929 guide to motor carriers in the Prairie State, originally published in 32 half-size pages by Russell's Guide Co. Most of the suburban and intercity carriers within Illinois are listed, from the Egyptian Transportation System in the southern portion of the state to tiny Nash Motor Bus in the north. Such long-gone companies as Yelloway, Pickwick-Greyhound, Metropolitan Motor Coach, Western Motor Coach, Black Hawk Motor Transit and Roadway Lines help to fill out the guide. \$2.00, plus 25¢ postage from The CopyShop.

CHICAGO EQUIPMENT PLAN SHEETS

--A collection of ten plan and specification sheets of Chicago Transit Authority and CA&E Railway (prepared by the CTA in 1956), detailing equipment generally no longer in service. Ten offset pages. \$1.00, plus 10¢ postage from The CopyShop.

THE COPYSHOP'S 1970 SLIDE LIST

--A listing of several thousand 35mm slides of transportation subjects; air, rail and bus. Duplicate transparencies are available, custom-crafted by a New York State firm specializing in high-quality reproduction for scientific, medical and technical purposes; there are no better duplicates made anywhere. The CopyShop's listing consists of 26 pages, offset. Now, by popular demand, full-color prints are also available from CopyShop slides. The list is free, from the CopyShop.

THE TROLLEY COACH IN CHICAGO: 1930-1970

--We regret that this publication, produced in limited quantity, is now out of print; there are no present plans to reissue it. Some copies, however, are yet available from the Publications Service of ERA in New York.

THE HIAWATHA STORY

--Chronicles the growth of the Hiawatha fleet from the building of a single lightweight, semistreamlined coach in 1934 to the time that the trains connected Chicago with Milwaukee, northern Wisconsin, upper Michigan, Omaha, Sioux Falls, Seattle and Tacoma. It records the gradual demise of the famous trains. The book is available at \$17 at hobbyshops or from Kalmbach Publishing Company, 1027 N. 7th Street, Milwaukee, Wisconsin 53233.

EXTRA MOVES

[Listings in this column are FREE to all organizations and individuals, subject to space considerations and may be edited. Copy must reach us by Wednesday of week prior to publication for inclusion in that issue, dated Monday.]

OCTOBER 4-5, 1970 -- A ride on the Connecticut Company's Road/Rail Bus over the tracks of the trolley museum at Warehouse Point, Connecticut, plus inspection tours of bus properties in the Springfield and Holyoke area. Contact Patrick Stanford, trip chairman, 369 Eddy-Glover Blvd., New Britain CT 06053.