

Transport Central

ROUTE 100

NORRISTOWN HIGH-SPEED LINE



Effective September 11, 1970

**Fast, Frequent Rail Service to
ARDMORE JUNCTION, BRYN MAWR,
VILLANOVA, GULPH MILLS
and NORRISTOWN**



ROUTE 101

MEDIA RAIL



Effective September 11, 1970

**Fast, Frequent Rail Service to
DREXEL HILL, ARONIMINK,
DREXELBROOK, SPRINGFIELD
and MEDIA**



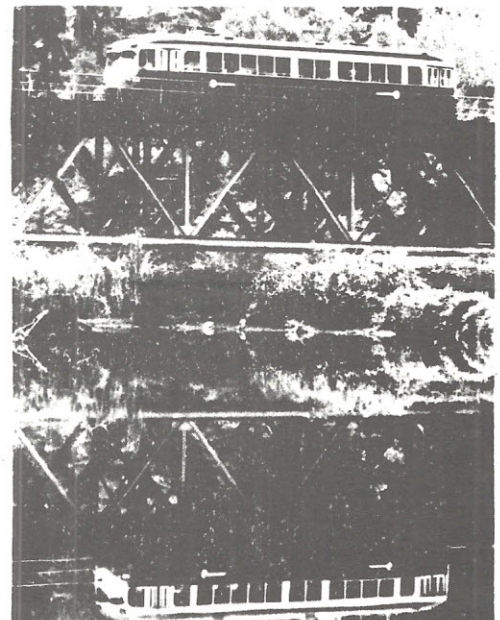
ROUTE 102

SHARON HILL RAIL



Effective September 11, 1970

**Fast, Frequent Rail Service to
DREXEL HILL, CLIFTON,
ALDAN, COLLINGDALE
and SHARON HILL**



14 SEPTEMBER 1970

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Column One

The expansion and improvement plans of Transport Central have hit a snag. The Post Office here in Chicago has begun to strictly enforce the weight limits on first-class mail, and has placed us on notice that it will continue to do so in the future by spot-checking TC each week. We have learned that our last issue, containing ten pages, was overweight by a fraction of an ounce, and that some of our readers had their copies either delayed in delivery or assessed an additional six cents; we deeply apologize for both inconveniences.

Since Transport Central is primarily a news publication, and our value depends on being able to reach our readers quickly, it thus becomes necessary to carefully weigh all of the alternatives available to us, and to solicit our readers' opinions on possible courses of action.

If we are not to fall victim to the Post Office's ever-accurate scales, we can, on the one hand, restrict TC to eight pages (four sheets) each week. With the increasing volume of news material crossing our desks each week, and our desire to cover it as thoroughly as possible, it has become difficult to provide a balanced, comprehensive news report each week. One might even say our motto has become "All the news that fits, we print".

Or, to gain more space, and be able to continue to provide such valuable feature material as our quarterly Train-Off listings, and learned commentaries by Paul Weyrich, Ken Hayes and others without cutting into our news coverage, we can begin sending out TC via third-class mail, in effect doubling the size of each issue without increasing our postal bill.

Third-class mail has one very significant disadvantage, however--speed, or rather the lack of it. Those of our readers who live in or near Chicago would hardly notice the difference in delivery time, but East and West Coast subscribers would be indeed fortunate to receive TC in less than three weeks, hardly adequate for a news-oriented publication.

The final alternative would be to increase the size of the publication to whatever extent is dictated by available material, and pass along the resulting postal increase to our readers. If we doubled the size of TC each week, for example, postage would go up to 12¢ per copy, or about \$2.75 per reader per year. When the first-class rates are raised in 1971, an additional dollar would be added to the increased rate. In effect, then, TC readers would be getting some 320 pages each year for \$14.00.

We have decided to query our readers on their preferences, and be governed accordingly. Which of the three alternatives, i.e., 1) eight pages per week at the same rate, with some curtailment of feature and news material when required; 2) doubling in size, but third-class mail distribution with resulting postal delays; or 3) Doubling of size and postage (first-class) each week, with the increases passed along to the reader? Please let us know by card or letter, as soon as possible; the majority opinion will dictate our response, beginning with the first issue in October (dated the 5th). Thank you.

--THE STAFF

newsfront

AIRLINE ACTION

BOX SCORE -- As last week drew to a close, so did the service lives of three more airliners hijacked by the Popular Front for the Liberation of Palestine. Destroyed at "Liberation Airfield" 25 miles north of Amman, Jordan (a former RAF wartime Spitfire base) were a Swissair DC-8, a TWA 707 and a BOAC VC-10; all hijacked over Europe, they thus joined the Pan Am 747 blown up in Cairo as casualties of the Middle East "war". The VC-10 is the second of the 35 constructed to leave the skies; one of the few not delivered to BOAC, an Air Afrique craft, crashed some time ago. The 747 retails at about \$24,000,000; all three other planes taken together represent a similar loss. As might be expected, the insurance firms carrying the hijacked craft to the tune of \$50,000,000 have begun exploring loopholes in their policies that might void them because of the piracy.

RATES AND ROUTES -- Today (09/14) Chicago's Midway Airport begins offering a wider range of flights, up to 83 from last week's 52. The new services, long urged by the city and Mayor Daley, for the first time in a decade link Chicago with more major East and West Coast metropolitan centers, and to Miami....North Central began nonstop jet service between LaGuardia and Milwaukee September 8. Selling point for the three daily round trips: "Avoid the irritation of O'Hare Field"....Also today, United began 747 service, New York to San Francisco and to Los Angeles....Delta begins 747 to Florida December 15....A request by Continental for a \$7.41 surcharge on first-class tickets on Chicago-Los Angeles 747s was rejected last week by the CAB.

JETPORT JOTTINGS -- Five major airlines, which joined forces 6 months ago in the experimental operation of three suburban satellite check-in stations, announced last week that they would discontinue two of them for lack of business. American, Eastern, Pan Am, TWA, and United will close their joint White Plains and Manhasset stations on Thursday, September 17. Only the Greenwich terminal will be kept, for one year....The controversial third airport in the Chicago area will probably not be built in Lake Michigan after all, according to *Chicago Today*. The newspaper reported that the FAA has ruled out all but one of the proposed Illinois sites (that one located near Joliet); three Indiana locations are also on the approved list. The FAA itself does not select airport sites, but must approve them before federal funds can be expended.

FLIGHT FINANCE -- A CAB examiner has approved the proposed American Airlines-Trans Caribbean Airways merger, citing the fact that TCA is "nearly insolvent". Until 1968, O. Roy Chalk's airline owned 86% of the D.C. Transit System of Washington, but in that year all DCT stock was distributed to TCA stockholders as a "dividend". American is planning increases in service over TCA routes, including 3 daily 747 round trips between New York and San Juan, Puerto Rico.

MORE MANNA FOR THE OCTOPUS -- Controversial Continental Air Transport, the possessor of a "sweetheart" contract with the city of Chicago which now extends to 1986 its exclusive right to haul passengers to and from O'Hare and Midway, has been permitted to increase its fares for those services without a hearing. The Illinois Commerce Commission authorized the hikes, ranging from 25¢ to \$1.25, to go into effect September 18, without permitting opposing groups to testify, though it plans an "after the fact" hearing in mid-October. At issue are not only the fare boosts, but the company's lack of adequate service to and from the many hotels on the Near North Side, as well as the hike in Loop-Midway fares (from \$1.45 to \$2.25) at a time when the use of the South Side field is being pushed by the same city administration that tacitly went along with the CATCo tariff increases.

EQUIPMENT REPORT -- A few years ago Air Canada began replacing "outmoded" 119-seat Vanguard turboprops with DC-9s of smaller capacity on its transborder routes YUL-JFK and YYZ-JFK. Correspondent Charles Rozema in fact noted some of the Vanguards sitting rather forlornly outside of Montreal Airport with their engines demounted in December, 1968. All of this notwithstanding, the Vanguards, because of their larger capacity are back as unannounced substitutions for DC-9s on heavy traffic weekends. The difference in block time is only about five minutes more for the turboprops but the larger capacity results in increased payload--one of the few instances where a newer aircraft produces less possible revenue than the one it replaces....The Anglo-French Concorde 002 flew over land (the coast of Scotland, Wales and England) for the first time on September 1, creating a double sonic boom....California's PSA has ordered 2 Lockheed 1011 tri-jets of 250-300 passenger capacity for its intrastate services....TWA has taken delivery of its 200th Boeing jet, a 707-320C cargo liner. Trans World's first Boeing jet was a 707, way back in 1959.

RAILWAY REPORT

CAMBODIAN COMMENT -- After two and a half months of cold fireboxes, Cambodia's national railroads are rolling again--up to a point. The Cambodian government reinstated passenger service September 1 from Phnom Penh to Bat Deng, 20 miles northwest. Beyond that, enemy forces have destroyed several bridges, and the rail service had been stopped June 17 on all of the country's 530 miles of narrow gauge track. Trains are Cambodia's only form of publicly-owned transportation, and the lines were heavily used by passengers before the war forced their closure. In normal times the trains earned \$60,000 each day hauling food from Battambang, 180 miles northwest of Phnom Penh, and oil and manufactured goods from the seaport of Kampong Som (formerly Sihanoukville). The run to Bat Deng uses a 71-ton Haine St. Pierre steam locomotive, fired by hardwood logs; World War I-vintage wooden boxcars with hard benches are used in lieu of the usual third-class carriages. A military train loaded with 200 soldiers precedes the regular run.

FINANCIAL FACTS -- Penn Central says it is failing to regain the business the railroad lost prior to its filing for bankruptcy. PC prexy William H. Moore said a combination of "poor service and the bankruptcy proceedings have driven customers away"....The ICC has again postponed (this time until February 15, 1971) completion of action on the proposed merger of N&W and C&O/B&O; PC's bankruptcy has delayed the proceedings. At the same time, C&O/B&O have asked the ICC to dismiss a petition of the trustee of CNJ asking the regulatory agency to require C&O/B&O to take over the bankrupt line. One of the conditions of C&O/B&O's acquisition of the Western Maryland in 1968 was that CNJ might petition for inclusion also within a five-year period.

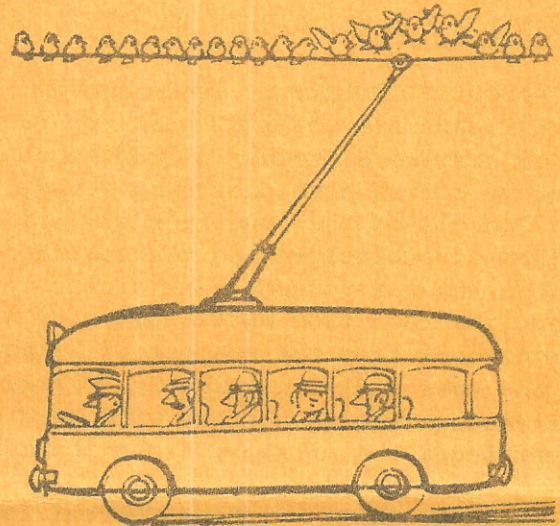
EQUIPMENT REGISTER -- Penn Central has traded two of its business cars for one Southern Railway business car. The latter is now at the Penn Coach Yard in Philadelphia. Livery is Southern green, lettered "Penn Central" in Southern gold....UP's Dome Dining cars have been removed from service; no present plans exist for their disposition....Southern Railway president W. Graham Clayton Jr. runs a model railroad over 40 feet of line in his back yard. "It suffers badly from deferred maintenance," he laments....There are now some 60 operating steam lines in the United States, 25 located in the Northeast.

TRAIN-OFFS -- A special, low-cost *Campus Commuter* train from Chicago to the DeKalb home of Northern Illinois University has been proposed by the North Western. Fares would be cut as much as 67% (\$55 for a monthly book of tickets, for example) for the twice-daily six-month trial operation; inauguration of service depends on the outcome of the railway's petition to drop the Chicago-Clinton daily service....UP's *Butte Special* 35-36, triweekly Salt Lake City-Butte, must run another six months (to 13 Mar 71)....A federal court has enjoined MoPac from dropping 14-17, St. Louis-Kansas City.

...AND MORE --The Northwestern Pacific has applied for permission to cut the present tri-weekly Willetts-Eureka (Calif.) *Redwood* service to Saturday-Sunday only operation, northbound from Willetts on Saturday, returning from Eureka on Sunday. The service is currently RDC-operated....SP's *Sunset* has been repetitioned, this time to be reduced to tri-weekly service in exchange for restoration of sleeping- and dining-car service. The rescheduled 1-2 would depart New Orleans on Monday, Wednesday and Friday, and Los Angeles Tuesday, Friday and Sunday....An ICC examiner has recommended discontinuance of the "City of Savanna" (its unofficial title), Milwaukee Road 111-112, Chicago-Savanna, Ill. Said the examiner, "the volume of traffic is below the breakeven point of 60 passengers per trip which incidentally exceeds capacity of the coach used in the service"....The fast little three-car TurboTrains operating experimentally between New York and Boston may be laid up October 22 on expiration of the present United Aircraft-DOT contract. Rising cost estimates of test continuation may be responsible for their demise.

M E T R O M E M O

COMMUTER COMMENT -- The Rock Island has applied for a 6% increase in Chicago area commuter fares....Penn Central placed its fare hike in the Philadelphia area in effect on September 1....DOT is considering making more money available as an emergency grant to assist in rehabilitation of the New Haven (PC) commuter service. Bids for 144 new cars were found to have greatly exceeded estimates, and the project was in danger of being gravely curtailed (TC 07 SEP 70). The states of New York and Connecticut are expected to ratify a contract for the takeover of the New Haven district service from the Penn Central (which will continue to manage it) within a week or two. At about the same time, PC announced that, with NYPSC approval, it would introduce a new zonal schedule on its evening rush hour New Haven commuter service September 21. There would be an increase in PM rush trains from 29 to 37; 20 other additional trains in other hours are also proposed. Under the zone concept, the New Haven line would be divided into seven service zones, and trains would run non-stop from Grand Central to the southernmost station in their particular zone, then would operate locally to the last zone station and deadhead back to New York for another trip.



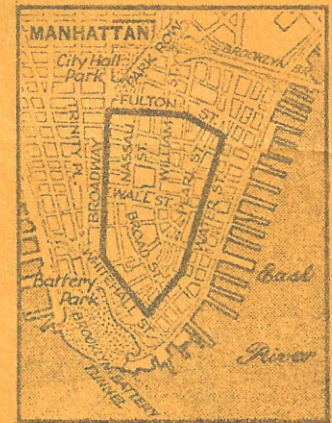
URBAN OUTLOOK -- The Metropolitan Transit Commission of Minneapolis has recommended the use of bright red buses with no outside advertising in Twin City service....Some \$350 worth of nuts and bolts--or rather the lack of them--are all that stand between a present school bus and one that would be many times safer. The National Transportation Safety Board said the use of too few fasteners causes school bus bodies to disintegrate in crashes, contributing to injuries and deaths....The cudgel for an integrated transportation network in the Chicago area (TC 07 SEP 70) has now been taken up by the six Chicago area commuter roads. It is a safe bet to assume that legislation providing for the creation of such an agency will be introduced in the next session of the Illinois legislature.

...AND MORE -- Pontiac (Mich.) Transit Corporation, ATC-owned but city-subsidized, has lowered fares from 30¢ to 10¢ for a four month trial period beginning today in an effort to boost patronage. The city will make up the deficit in revenues....Bus service by another ATC (Chromalloy) subsidiary, Chicago & Calumet District Transit Corporation of Hammond, will continue on a status quo basis until December 31, to permit the city of Hammond to come up with needed funds to keep the buses running. Daytime service will continue unchanged until then, but night and Sunday runs will disappear (except for the Chicago-Gary line) at the end of the week....Tram service in Copenhagen is now scheduled to bow out by 1972; the city traffic department says the #5 line will be the last to go. KS' DuWag articulated tram cars are being sold south of the Danish-German border.

...STILL MORE -- The South Bend Public Transport Corporation has received a DOT grant in the amount of \$716,861 as that agency's share of the cost of 30 new 45 passenger buses and related facilities. The newest buses in South Bend are former Northern Indiana Transit (NCL) GMC TDH-4509 units....Boston's MBTA has received a DOT grant of \$346,616 toward the management of an industry-wide project to train bus operators....The selection of a junior college site to replace one vigorously oppo-

sed by residents of Chicago's Uptown neighborhood will result in the razing of CTA's historic shop complex at Wilson Avenue, constructed shortly after the old Northwestern Elevated Railroad began operating to that point from the Loop in 1900. The facilities are currently used for light running repairs for rapid transit equipment....Another historic structure, the long single-track bridge that carries Norristown high-speed rail cars of SEPTA's Red Arrow division over the Schuylkill River will be repainted beginning this week. Half of the long span was repainted in 1955; the other portion, from the middle of the river to Main & Swede streets in Norristown, has not seen refurbishing in over 25 years and is the subject of the current program.

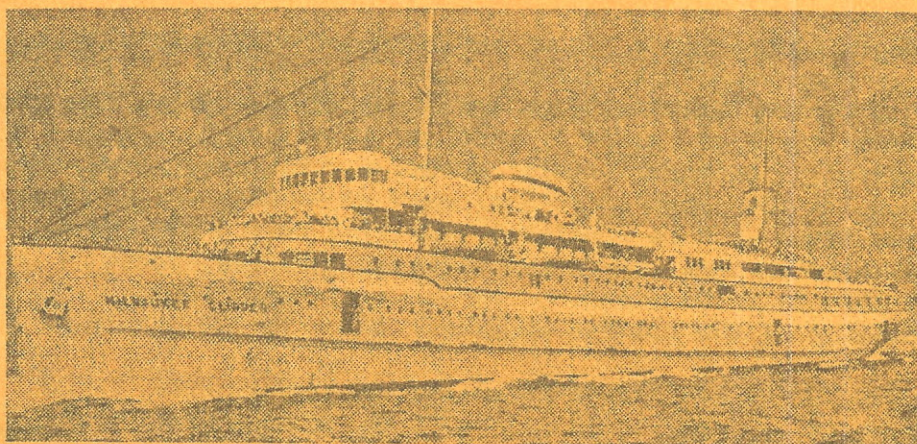
BANNING THE BUGGIES -- New York's Mayor Lindsay has ordered the implementation of a parking ban in a 50-block area below Fulton Street in an attempt to break up the Lower Manhattan traffic bottleneck, warning that if the measure did not prove effective enough the city might eliminate the bottleneck entirely by banning all traffic in that area. The new parking restrictions will be effective on weekdays, beginning September 21, from 7 AM to 7 PM, except for trucks making deliveries; some 139 meters in the area are to be removed. There are already 250 off-street parking facilities in the affected area, which includes some streets less than 15 feet wide. The ban on parking in the area will no doubt have a measurable effect on the flow of traffic, which includes several MABSTOA bus routes. The ban is the first total one in any area of a large major city since former Mayor Dilworth of Philadelphia instituted a similar prohibition in his city a number of years ago.



The New York Times

MINOR MEMOS -- Transit service has returned to Paducah, Kentucky. Curtiss Kelley, operating as Kelley's Transportation Company, Inc., is operating eight former ATC 31-passenger GM units (painted in the classic "fruit salad" color scheme on a pattern of routes within the area....Cape Transit of Cape Girardeau, Mo., is out of the transit business....The same is true of transit service in Port Arthur, Texas, also an ATC property....Airline Ground Transportation Company of Houston is operating TC-25 and TC-29 coaches between downtown Houston and its airports....Pensacola now has bus service once more, thanks to a city subsidy....Galveston is operating propane-powered GMC TGH-3102 units, some second-hand from Amarillo....Transportation Enterprises, Inc., the outfit noted last week as being responsible for Austin Transit's exit from the local bus business, is now running a fleet of school buses in that Texas city in transit service, no doubt the largest city in the country to be so equipped....The fare in Harrisburg, Illinois, has jumped from 10¢ to 15¢ (on Harrisburg-Dorrisville Bus Line).

ONCE OVER QUICKLY -- Tests of an exclusive bus lane to speed 35,000 New Jersey commuters to work in Manhattan each day have been authorized by the Tri-State Transportation Commission. DOT participation is needed for the three mile lane to be built along the New Jersey Turnpike between Exit 16 and the Lincoln Tunnel....El Paso City Lines will go to Exact Fare October 4, the last city system in Texas to do so....Final design plans are in the works for the Long Island Railroad extension to Kennedy International Airport; nonstop rail service in :20 from Penn Station will be a reality by 1974....Schenck Transportation of Floral Park, L.I. will cut fares and revise its zonal structure in an effort to increase patronage, all with the help of the state DOT and the Tri-State Transportation Commission....The worst Boston MBTA service slowdown in a decade has resulted in the cancellation of 1750 scheduled trips in August alone. The Carmen's Union has refused to work overtime, and 125 of MBTA's 345 streetcars are out of service at present.



NAUTICAL NOTES

YET ANOTHER ERA ENDS -- The trim craft above is the *SS Milwaukee Clipper*, for 29 years a fixture on the Milwaukee-Muskegon ferry run. Last week, the ship, which first began passenger and auto ferry service on Lake Michigan in 1941, made its last crossing; what was once a modern, streamlined vessel is now just a "tub". The *Clipper*, only surviving member of the Wisconsin & Michigan Steamship Line's fleet, has grown old and is in need of extensive repairs. The company was to have continued the lake crossings with the *SS Aquarama*, once on the Detroit to Cleveland run, but it has developed that the latter ship is too large for Milwaukee's North Harbor, and, unless Army Corps of Engineers approval can be obtained for four more feet of dredging, the Milwaukee-Muskegon service will be abandoned, leaving C&O as the sole survivor of Lake Michigan ferry service; C&O operates between Ludington and Milwaukee/Manitowoc/Kewaunee.

a d s i n f i n i t u m

PUBLICATIONS

- CHICAGO EQUIPMENT PLAN SHEETS: A collection of ten plan and specification sheets of the CTA and CA&E Ry. (the latter prepared by CTA in 1956), detailing equipment generally no longer in service. \$1.00 plus 10¢ postage from The CopyShop.
- THE TROLLEY COACH IN CHICAGO - 1930-1970: A compendium of articles from trade magazines, plan sheets, roster and route data of 40 years of trolley coach service in Chicago. 29 pages. Prepaid orders will now be taken for the reprinting of this bulletin by popular demand, for delivery within 30 to 45 days. \$2.50, plus 35¢ postage from The CopyShop.
- THE TROLLEY COACH - A DIRECTORY: The long-awaited fifth edition of this popular reference work on trolley coach operation in the United States and Canada, with complete and accurate data on dates of operation, complete corporate history, equipment and non-commercial installations, plus a brief "thumbnail sketch" of each property. Originally issued in 1965, extensively revised to include the latest available and up-to-date information. 14 pages, \$1.00, plus 15¢ postage.
- THE COPYSHOP'S 1970 SLIDE LIST: A listing of several thousand 35 mm slides of transportation subjects, air, rail and bus, now in its second printing. Duplicate slides and color prints are available, all of the highest quality. The 28 page list is FREE from the CopyShop.

All publications available from the CopyShop, 416 North State, Chicago, Ill. 60610.