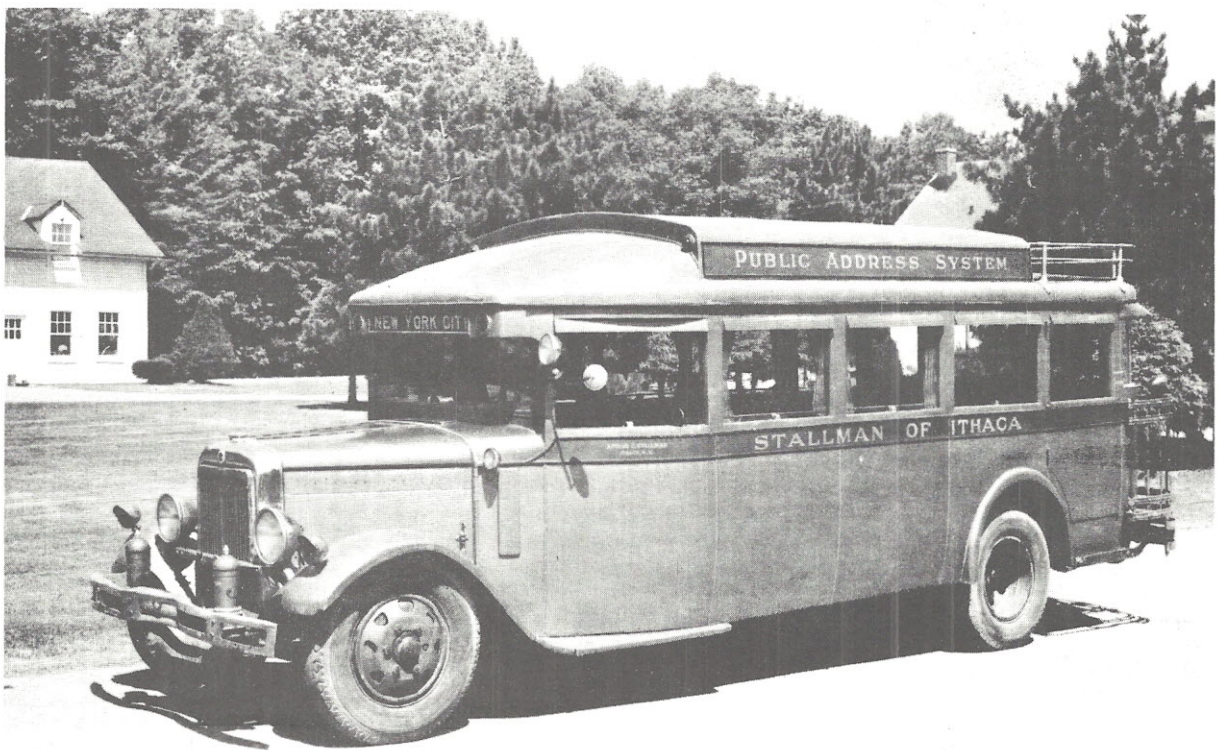


# Transport Central



28 SEPTEMBER 1970

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## COLUMN ONE

Our readers have spoken. The response to our informal survey was overwhelming, and it confirmed this editor's opinion that TC subscribers are a group any publisher would be indeed happy to call his own; a low bow from this publication to all who took the time to write.

Your opinion was almost unanimous in approving our plans for expansion, and, most importantly, in willing to pay for it, either by accepting later delivery via third-class mail or through the payment of an additional fee for the higher postage required to bring a more comprehensive issue to you each week.

Accordingly, we are adopting a plan that will offer two choices to you, the reader. TC will expand its size by degrees beginning next week, including as comprehensive a report on activities in passenger transportation as our facilities permit, complete with whatever pictorial aids are necessary to round out the report. As we stated earlier this year, the size of TC will be flexible, in keeping with that which is newsworthy each week.

Obviously, with such a format we will probably continue to break the postal 'barrier' each week that has hampered our expansion plans thus far. Since at present it costs about \$9.00 per year per subscriber to publish TC and dispatch it, something has to give if we are to incur increased postal rates, not to mention the 25% hike that will almost certainly go into effect next year.

All readers whose subscriptions expire after October 1, 1970, will receive a renewal form with two options. They may renew for any number of years at the regular \$10.00 rate, which will include an almost 100% increase in size, but with third-class mail delivery. In the Chicago area, this difference in postal service will be almost negligible; elsewhere, delivery times may fluctuate widely, from several days to several weeks. This \$10.00 basic rate, which was originally instituted in December, 1968, will remain in effect indefinitely.

The other option which you may elect will be an assesment for regular, weekly shipment by first-class mail, coupled with a speedup in distribution. This assesment, in addition to the \$10.00 basic rate, will be \$3.00, effective October 1. The rate will be in effect until the base first-class mail rate is raised to 8¢ under the provisions of the new U.S. Postal Service act; the hike will probably go into effect early in 1971. At that time, the TC first-class mail assesment charge will be raised to \$4.00; readers will be notified well in advance of any changes in rates.

Naturally, we regret having to take this step, but our purpose is to provide a superior news service, and we cannot be bound by artificial size restrictions if we are to do the job properly. We began TC in July 1967 with 4 pages twice each month at a \$6.00 annual rate; when that figure was hiked 18 months later, we were offering an average of 20 pages each month (at \$10). Now we will be producing about 50 monthly pages at the same basic \$10 rate.

We trust our readers will continue to support us.



# LETTERS

From correspondent Charles F. Rozema:

"Unless county boards of freeholders come up with money soon, one of New Jersey's larger suburban carriers will lose its buses to finance companies.

"Creditors of the carrier, Inter-City Transportation Company, had threatened to seize buses September 17 to satisfy debts that the creditors claim have gone unpaid since Inter-City slipped into bankruptcy in 1967.

"Inter-City is the 'flagship' carrier for an aggregation of bus operating, garage owning, franchise holding, bus owning, tour and financing companies, separately incorporated, that work together under one management to shuttle some 35,000 commuters between New York City and Bergen, Passaic, Hudson, Morris and Essex counties in New Jersey. Inter-City has also done tour and charter work and has 'in service for' agreements with long-haul operators.

"These companies operated, with seeming success, under the ownership of the Richmond family of Passaic, a suburban city some 10 miles west of New York City, until mid-1967. Then president Theodore (Teddy) Richmond, 70 years old at the time, sought protection from creditors of the company under voluntary bankruptcy provisions of the federal bankruptcy statutes.

"Ensuing testimony revealed, to the surprise of most area residents, that Inter-City, the apparently prosperous company, owed more than \$60 million to over 4000 creditors while having tangible and intangible assets (the latter consisting mostly of franchises) of only \$18 million. And, most of the creditors were not holders of stocks or equipment trust certificates but of notes for unsecured loans. Many of the loans had been made on the promise of interest payments ranging as high as 20 percent a year.

"Richmond, testimony indicated, had turned to spending long hours in his offices at Inter-City headquarters in nearby Paterson, tallying by hand the transactions necessary to what had become a giant money exchange. He had initially borrowed money to gain control of Inter-City in the late 1940's as the wave of suburban development was cresting in the inner suburbs. In order to pay off these debts he sought refinancing as well as to keep up with the companies' expansion as they added routes and services.

"The result was that an \$80,000 debt had pyramided itself in less than 20 years to \$60,000,000, all but \$8 million of it unsecured. In the meantime, the bus operations practically ran themselves. And well they could have, given the nature of the suburban bus business in the New York metropolitan area.

"At a time when public urban transportation rarely is attractive as a purely commercial venture, suburban bus companies have been consistently desirable to own. This is not because of the inherent profitability of franchised suburban bus routes. Indeed, operators face the same problems of high peaking and equipment and staff redundancy that railroads have. Unlike the railroads, however, the bus operators can diversify.

"Suburban bus owners buy vehicles that feature amenity at the expense of passenger-carrying capacity and internal-circulation ability. They are usually delivered with high-back, reclining seats, overhead luggage racks, air conditio-



ning, one passenger-loading door and manual transmissions. These buses are then suitable for tour and charter work, as well as for franchised operations. A typical bus, then, can haul a load of commuters during the morning rush, return to a suburban point to take a charter group somewhere, return the charter group before the evening peak, head into the city for a homebound commuter load, and even serve a suburban theatre party that same evening. This combination of common and contract carriage improves driver and equipment utilization vastly over what it would be for just franchised operation.

"Couple this ability to diversify, sometimes mistakenly referred to by the highway lobby as the bus' superior flexibility, with service to a growing area and a generally tolerant policy of the Interstate Commerce Commission on fares, and the presumed formula for success turns into a near-guarantee.

"In northern and central New Jersey, as railways have cut their service in the years since World War II, the suburban bus operators have expanded theirs. The Port of New York Authority built terminals to accomodate the growing trans-Hudson bus travel; Inter-City was a part of this growth. Heavily patronized routes linked Paterson with both midtown and uptown New York subway stops. Other lines ran to Ridgewood, Ho-Ho-Kus and Paramus. Inter-City added service to Newfoundland as that area, farther out, developed. During the 60's, it acquired Warwick (N.Y.) Transit and gained control of Orange & Black Lines, an east Bergen county carrier.

"The bus fleet kept expanding. The Macks that were the early postwar mainstay of the operation gave way to ACF-Brills and then to GM's. By 1967, the majority of the fleet was composed of "New Look" models. The company even maintained ticket offices at downtown and suburban points.

"Then the roof fell in.

"By August, 1970, Trustee in Bankruptcy Donald Robinson reported that some \$2.5 of the \$8 million in secured obligations had been paid off. But General Motors Acceptance Corporation, holding liens against 80 buses; Chase Manhattan Bank of New York City; People's Trust Company of Bergen County and James Talcott Finance Corporation (the secured creditors) were pressing claims for interest; nothing had been paid to the holders of unsecured notes.

"Robert Day, Director of Public Transportation for the state Department of Transportation, proposed that the state advance Inter-City \$150,000 under a subsidy program originally conceived to prop up marginal operations in places like Trenton and Atlantic City. This amount would be augmented by county matching funds totalling \$50,000. In addition that state would try to get \$1.5 million to buy 30 new buses. The newest are three years old; the oldest are pre-Fishbowls.

"Meanwhile, Richmond was given a suspended sentence on a charge of false swearing; he had misrepresented the financial position of the companies when seeking funds from the secured creditors."

*[Editor's Note: Further details on the plight of the beleaguered companies are in the news columns of this issue. The paragraphs that discuss the nature of suburban bus service in the area are excerpted from a study Mr. Rozema coauthored that was previously published in the Tri-State Transportation Commission's Technical Bulletin. The Tri-State commission is a regional planning agency.]*





# railway report

**THE WIND DIES DOWN** -- SCL has announced its intention to discontinue the six passenger trains comprising the *South Wind* service (see schedule at right). The 6 trains are:

- 11-12 Montgomery-Waycross
- 5-6 Waycross-Miami (via Jax)
- 93-94 Jacksonville-St. Petersburg

(The latter run has connecting limousine or bus service between St. Petersburg and Sarasota-Tampa-Bradenton).

The runs operate on an every-other-day basis, alternating with IC's *City of Miami* to provide Chicago-Florida service. The latter train is not currently up for discontinuance.

The *South Wind* and *City of Miami* are operated over identical routes between Waycross and St. Petersburg, with identical limousine service from that point. SCL proposes to drop the alternate day service of 11-12, and to drop 5-6 and 93-94 on the *South Wind* days of operation. An earlier application currently pending before the Commission calls for the discontinuance of 93-94 (which also connects with the *City of Miami*) entirely.

SCL told the ICC that the out-of-pocket losses on the trains was almost a quarter of a million dollars in 1969, and stands at \$89,645 for the first quarter on 1970. As noted in the timetable at the right, the *South Wind* once ran thru to Chicago in conjunction with PC and L&N; the latter road connected at Montgomery, but on November 19, 1969, PC discontinued its participation in the through service, hence the losses and the petition for discontinuance. Passenger revenues, for example, were down to just over \$42,000 in January 1970, as compared with almost twice that amount in 1969.

**MORE TRAIN-OFF ACTIVITY** -- The SP has asked the California PUC once again for a halt to its *San Joaquin Daylight*, San Francisco-Los Angeles, and the Sacramento connection to the same train. SP, in its petition, said that the public convenience and necessity would be well served by continued operation on the Coast line between the two cities, and that there was no necessity for running passenger trains on the 482-mile Valley route. The PUC turned down a similar request on September 3, 1969.

## THE SOUTH WIND

Operates from Chicago, Louisville and Florida EVEN DATES during April, May, August, November and December; ODD DATES during June, July, September and October.

Read Down		TABLE 10				Read Up	
PC 90 L&N 15 SCL 12-6	Miles					PC 93 L&N 16 SCL 6-11	
8 00 AM	0	Lv CHICAGO (Union Station).....	CT	PC	Ar	8 00 PM	
11 27 AM	117	Lv Logansport.....	ET	"	Ar	6 30 PM	
1 17 PM	202	Lv Indianapolis.....	"	"	Ar	4 50 PM	
3 55 PM	313	Ar LOUISVILLE.....	"	"	Lv	2 20 PM	
4 05 PM	0	Lv LOUISVILLE.....	"	L&N	Ar	2 00 PM	
6 13 PM	114	Lv Bowling Green.....	CT	"	Ar	10 39 AM	
7 20 PM	187	Lv Nashville.....	"	"	Ar	8 50 AM	
9 27 PM	307	Lv Decatur.....	"	"	Ar	6 21 AM	
11 30 PM	392	Lv Birmingham.....	"	"	Ar	4 15 AM	
1 30 AM	490	Ar MONTGOMERY.....	"	"	Lv	2 10 AM	
1 35 AM	0	Ar MONTGOMERY.....	"	SCL	Ar	1 35 AM	
h 2 30 AM	51	Lv Troy.....	"	"	Ar	h 12 09 AM	
h 3 18 AM	91	Lv Ozark.....	"	"	Ar	h 11 21 PM	
h 3 54 AM	118	Lv Dothan.....	"	"	Ar	h 10 48 PM	
h 5 56 AM	174	Lv Bainbridge.....	ET	"	Ar	h 10 33 PM	
h 6 45 AM	210	Ar Thomasville.....	"	"	Lv	h 10 00 PM	
h 6 50 AM	210	Lv Thomasville.....	"	"	Ar	h 9 55 PM	
h 7 35 AM	252	Lv Valdosta.....	"	"	Ar	h 8 03 PM	
h 8 45 AM	313	Ar Waycross (Oklahoma Ave.).....	"	"	Lv	h 7 50 PM	
h 8 50 AM	313	Lv Waycross (Oklahoma Ave.).....	"	"	Ar	h 7 45 PM	
h 10 25 AM	387	Ar JACKSONVILLE.....	"	"	Ar	h 6 30 PM	
h 10 50 AM	387	Lv JACKSONVILLE.....	"	"	Ar	h 6 05 PM	
h 12 34 PM	494	Ar DeLand (Daytona Beach).....	"	"	Lv	c 3 55 PM	
h 12 55 PM	510	Ar Sanford.....	"	"	Lv	h 3 30 PM	
h 1 35 PM	533	Ar Orlando.....	"	"	Lv	h 2 50 PM	
h 2 50 PM	586	Ar Winter Haven.....	"	"	Lv	h 1 25 PM	
h 3 00 PM	597	Ar West Lake Wales.....	"	"	Lv	h 1 15 PM	
h 3 18 PM	620	Ar Avon Park.....	"	"	Lv	h 12 55 PM	
h 3 28 PM	629	Ar Sebring.....	"	"	Lv	h 12 45 PM	
h 4 00 PM	670	Ar Okeechobee.....	"	"	Lv	h 12 11 PM	
h 5 05 PM	731	Ar West Palm Beach.....	"	"	Lv	h 11 20 AM	
h 5 15 PM	739	Ar Lake Worth.....	"	"	Lv	h 11 03 AM	
h 5 27 PM	749	Ar Delray Beach.....	"	"	Lv	h 10 53 AM	
h 5 40 PM	760	Ar Deerfield Beach.....	"	"	Lv	h 10 44 AM	
h 6 10 PM	774	Ar Fort Lauderdale.....	"	"	Lv	h 10 30 AM	
h 6 35 PM	781	Ar Hollywood.....	"	"	Lv	h 10 10 AM	
h 7 00 PM	793	Ar Hialeah.....	"	"	Lv	h 9 55 AM	
h 7 30 PM	801	Ar MIAMI.....	"	"	Lv	h 9 45 AM	
h 10 45 AM	387	Lv JACKSONVILLE.....	"	"	Ar	h 4 50 PM	
h 12 35 PM	472	Ar Gainesville.....	"	"	Lv	h 2 50 PM	
h 1 07 PM	492	Ar McIntosh.....	"	"	Lv	h 2 17 PM	
h 1 35 PM	512	Ar Ocala.....	"	"	Lv	h 1 64 PM	
h 2 20 PM	546	Ar Leesburg.....	"	"	Lv	h 1 05 PM	
h 3 25 PM	486	Ar Trilby.....	"	"	Lv	h 12 10 PM	
h 3 40 PM	597	Ar San Antonio.....	"	"	Lv	h 11 52 AM	
h 4 19 PM	630	Ar Tarpon Springs.....	"	"	Lv	h 11 10 AM	
h 4 34 PM	640	Ar Dunedin.....	"	"	Lv	h 10 50 AM	
h 4 42 PM	643	Ar Clearwater.....	"	"	Lv	h 10 40 AM	
h 5 25 PM	657	Ar ST. PETERSBURG.....	"	"	Lv	h 10 20 AM	
h 5 35 PM	...	Lv ST. PETERSBURG.....	"	Limousine	Ar	h 10 05 AM	
h 6 05 PM	...	Ar TAMPA.....	"	"	Lv	h 9 35 AM	
h 6 35 PM	...	Lv ST. PETERSBURG.....	"	"	Ar	h 10 05 AM	
h 6 15 PM	...	Ar Bradenton.....	"	"	Lv	h 9 25 AM	
h 6 35 PM	...	Ar SARASOTA.....	"	"	Lv	h 9 05 AM	

### Special Service Charge in Reserved Seat Coaches.

Type Car	Car No.	Between	Accommodations
Baggage Cars		Chicago-Louisville Louisville-Montgomery Montgomery-Miami Jacksonville-St. Petersburg	
Coaches (2)		Chicago-Louisville	Reclining Seats (Not Reserved)
Coach-Buffer-Lounge		Chicago-Louisville	Reclining Seats (Not Reserved)
Sleeper SW-93		Louisville-Miami	10 Roomettes, 6 Double Bedrooms
Coaches SW-3		Louisville-Miami	Reclining, Reserved Seats
SW-1		Louisville-St. Petersburg	Reclining, Reserved Seats
Diner-Lounge		Louisville-Montgomery	
Cafe-Lounge		Dothan-Miami	
Grill Car		Jacksonville-St. Petersburg	
		Coach Attendants	



**AND MORE --** Petitions denied: The city of Chicago (and others) for reconsideration of an ICC decision permitting ATSF 23-24, Chicago-Los Angeles, to expire; a plea for reconsideration of an ICC decision requiring the continued operation of PC 65-66, Chicago-Cincinnati (by the PC); and a similar exhortation by the IC to reconsider a Commission decision retaining 3-4 south of Carbondale....PC's 24 trains in its western region (of the 34 total petitioned) must run until at least October 1 by court order.

**MISCELLANY --** On Wednesday afternoons until November 11, PC MetroLiner passengers bound for New York from Philadelphia will be treated to fashion shows....That 65-mile segment of Rio Grande's narrow gauge network between Antonito, Colorado and Chama, N.M., has been purchased by the two states, along with 9 locomotives and a number of cars. The two states will develop the road as a scenic attraction modeled after D&RGW's own Silverton line. The newly-purchased segment saw its last regular passenger trains in 1951, and winter freight service in 1964. The remaining freight service disappeared last year.

**AND MORE --** One "Extra Move" that is highly unusual is being operated with the cooperation of the U.S. Army. The Washington Chapter of the NRHS is running a special RF&P/C&O train to Fort Eustis in Virginia, where a steam-powered train will carry passengers over the only such military railroad anywhere in the world not diesel or electric operated. The 12-hour run leaves Washington Union Station at 8:00 AM; fare is \$16.50.

**LOOKING AHEAD --** A concrete plan has been developed for the long-proposed Channel Tunnel between England and France. Two tubes will be bored between Folkestone on the British side and Sangatte on the French, for operation using 87mph train service. Carrying autos and passengers, the trains will take 35 minutes for the run. ....A federal court order has fixed the total compensation of the 4 PC trustees at no more than \$250,000 annually....The House Commerce Committee has okayed a bill setting up a U.S.-backed corporation that would operate most of the nation's intercity passenger trains. Designed as a profit-making corporation, the company would offer contracts to lines for taking over their passenger operations after March 1, 1973, renewable March 1, 1973. The Senate has passed a similar measure.

**SHORT HAULS --** Old depots never die: Residents of Clifton, Mass. take sauna baths at their old station; Housewives do their laundry in the station at Wellesley Hills, Mass.; Dover, Del. townspeople check out library books at theirs; and in Tenafly, N.J., the old West Shore station is now a boutique....A 50¢ bus service linking the city's hotel and business district with MetroLiner trains at Washington Union station has been inaugurated with DOT help; DC Transit buses equipped to handle luggage are used.



## metro memo

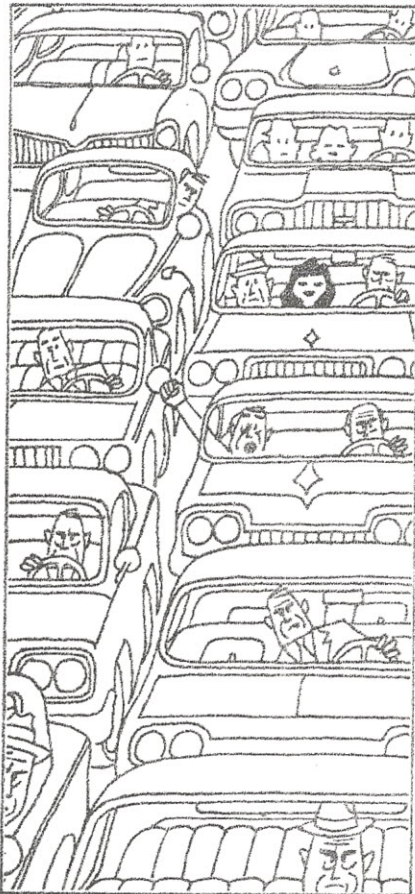
**MEANWHILE, BACK AT THE BUS GARAGE --** Inter-City Transportation Company's plight moved closer to a crisis last week as freeholders from Passaic, Essex and Hudson counties refused to consider subsidy payments for the bankrupt concern. The buses remain on the streets, though, by dint of federal bankruptcy referee William Lipkin's "continuance" (putting off) of a motion by secured creditors to permit seizure of the company's buses to pay them off.

Inter-City trustee Donald Robinson has urged the recalcitrant counties, which would contribute operating subsidies based on the number of passengers boarding



in each, to reconsider. If Inter-City goes under, he envisions increased traffic congestion in North Jersey cities, stranded passengers and 700 persons out of work.

Correspondent Charles Rozema reports that in the event of liquidation, it is probable that somebody would be willing to buy the franchises of certain Inter-City transHudson routes. Public Service Coordinated Transport, the largest private operator in the area, presently runs some intra-state service paralleling Inter-City interstate routes--often along the same streets. But not all of the Inter-City network would be eagerly sought if the results of Robinson's attempt to peddle the company's Paterson-Jersey City franchise are any measure. He found no takers for the line, despite a sales price of \$26,000, so far.



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**COMMUTER COMMENT** -- The Port of New York Authority favors the inclusion of CNJ into B&O/C&O as the only way to retain the former's essential commuter service.... The 4,000 daily riders of PATH trains within Manhattan or New Jersey will have 4 more weeks to enjoy the 15-cent intrastate fare. On October 19, the system-wide tariff between all stations goes up to 30¢, in preparation for the switch to an exact-fare turnstile system....The IC has warned that it will petition for yet another fare hike if the one granted it in June (and now under attack at a re-

opened Illinois Commerce Commission hearing) is rescinded. In suggesting the additional hike, the road said it preferred that Chicago riders absorb it; the IC presently has a minimum within Chicago of 55¢....The West Suburban Mass Transit District has organized and has voted to apply to DOT for aid in purchasing 25 new bi-level cars for the Burlington Northern's Chicago area service, as well as for rehabilitation of existing equipment.

**CITY LINES** -- Muni's fare has gone up to 25¢, with an extra 5¢ on express buses. ....Wolf's Bus Lines, Inc., of York Springs, Pa. has purchased the rights of Valley Transportation of LeMoyne (across the river from Harrisburg); ATE-owned Harrisburg Railways had operated the service for a time after Valley suddenly ceased operating....DOT Doles: \$1,640,000 to Bi-State Transit of St. Louis for 69 new buses; \$165,220 additional to the Columbus (Ga.) Transportation System (public) for new buses and construction of maintenance facilities....The nation's collective bill for passenger transportation topped the \$100,000,000,000 mark in 1969; more than 85% was spent on private automobiles....Bullet-proof change booths are now beginning to appear in the New York subway stations....The TA, by the way, has ordered 60 additional air-conditioned subway cars (from GSI) and 200 air conditioned buses (from GMC) at a total cost of \$19,300,000. The new subway cars, 75 feet in length, will replace older 60-foot cars on the IND and BMT divisions.

**MORE** -- CTA chairman George DeMent has been elected, not unexpectedly, president of the American Transit Association....Bus service returns to Joliet September 28 after an absence of seven months. The Joliet Mass Transit District has purchased 10 of the 15 1959-vintage GMC TDH-4512 units purchased new by the former Joliet City Lines (NCL) operation. Service will be offered on a 30-minute headway during peak periods, with no operation on Sundays. The operation will be headquartered at the former JCL garage on Osgood Street. JCL drivers went on strike, effectively closing down the company, after a city subsidy ran out March 1.



## airline action

**FLIGHT FACTS** -- UTA French Airlines is beefing up its Los Angeles-Papeete service from a five-a-week basis to six times weekly....The CAB has suspended the plan proposed by American, United and TWA calling for lessened competition on a number of domestic routes by coordination of services....A CAB examiner has recommended that Eastern be given Detroit-Atlanta and Cincinnati-Atlanta rights, and that Delta be awarded Detroit-Cleveland-Atlanta authority, with no local traffic permitted Detroit-Cleveland....The full board granted Piedmont Norfolk-New York nonstop authority....Northwest will postpone using Hilo as an alternate stop on its trans-pacific U.S.-Orient runs until July 21, 1971.

**MORE** -- Damascus once again has weekly jet service. Pan Am now stops at Damascus International Airport on a route from New York to Tehran (where connections to the line's round-the-world route are made), via Paris, Rome and Beirut. Pan Am began flights to the oldest city in the world that has been continuously inhabited (some 1600 years worth) in 1947, with propeller planes, but ceased stopping there in 1960 because the field could not accommodate jets....Aer Lingus (Irish International) has leased a 747 to Qantas for Frankfurt-Sydney service; the route of the "bothered" koala bear will get its own 747 in 1971....Lufthansa is purchasing 4 DC-10-30 planes from McDonnell-Douglas to replace a portion of its 707 fleet.