## Transport Central



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# Cessna Whenever you're ready

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J. E. Hipsley ART/GRAPHICS DIRECTOR EDITOR/PUBLISHER Richard R. Kunz EDITORIAL CONSULTANT Robert Oliphant Thomas Kopriva ASSOCIATE EDITOR Kenneth Hayes NATIONAL EDITOR/WEST NATIONAL EDITOR/EAST Paul Weyrich CONTRIBUTING EDITOR Michael McGowen Paul Kutta CONTRIBUTING EDITOR GRAPHIC CONSULTANT T. A. Carpenter Robert Lindgren MARKETING CONSULTANT REPORTERS Charles Tauscher Stephen Scalzo Daniel Carter RESEARCHERS CONTRIBUTORS Harry Porter Charles Masterton CORRESPONDENTS Charles Rozema James Beeler James Buckley Robert Hussey David Wilson Ronald De Graw Tom Van Degrift Albert Meier Charles King Harry Porter Texas Division ERA Leonard McKinlay Canadian Coach Luke Bonagura

### COLUMN ONE

This is the first of our weekly series of expanded issues; we hope the added space will enable us to more thoroughly cover those news events of interest to our growing number of readers. As we mentioned in last week's TC, all new and renewal subscriptions from here on out will be assessed an additional \$3.00 per year for first class mail delivery; the basic rate will remain at \$10.00 for those readers desiring to receive TC by the slower third-class mail. Also, to answer a reader's query, all paid subscriptions entered before October 1 will continue to receive TC by first class mail until their expiration, at which time they will be eligible for the first/third class option.

Additions and corrections: TC's track record for accuracy and thouroughness was a bit blemished last week. The confusion surrounding the expansion and the volume of mail prompted by the informal reader survey somehow got to the editor. That excellent cover shot, for example, is of the parlor coach currently being restored by reader Tom Van Degrift; somehow the caption got lost in the shuffle. Tom writes: "The old 'W' I recently bought originally belonged to Edwards Lakes-To-Sea Stages in Pennsylvania. The missing lights on the rear (GMC part numbers 246459 or 244470 and 244471) are miniature railroad-style marker lights. Please let me know if you know of any in your area."

To set the record straight, several readers have accurately pointed out that our statement about C&O car ferry service on Lake Michigan being the sole survivor was incorrect. Also operating presently are Grand Trunk Muskegon-Milwaukee and Ann Arbor Railroad Frankfort-Kewaunee and Frankfort-Manitowoc services; the latter two definitely solicit passenger traffic.

Further, in our account of the projected demise of the <u>South Wind</u>, the erroneous impression was given in the second paragraph (and more or less corrected in the fourth) that the <u>South Wind</u> alternated with IC's <u>City of Miami</u> in providing <u>Chicago-Florida service</u>. The later note is correct; the <u>connection</u>, as detailed, was broken at <u>Louisville</u> by PC last year. The older timetable reproduced with the article and the <u>confusing</u> plethora of train numbers might have made this unclear.

### metro memo

BILLIONS FOR BUSES -- The House of Representatives voted September 29 to commit the government to a \$3,100,000,000, five-year aid program to publicly-owned mass transit systems, rejecting the recommendation of its Banking Committee for a \$5,000,000,000 program. The measure conformed to the Administration's request, and to a similar measure already approved by the Senate. Only minor differences between House and Senate bills remain to be thrashed out before the first continuing program to aid troubled transit becomes law. The House measure would obligate the government during the five-year program to make ten-year loans or outright grants to state and local governments wanting to improve their public transportation networks. A grant would require the state or local agency to provide the customary one-third matching assistance.

Also passed by both houses and now in a conference committee is Senator Percy's bill to appropriate \$75,000,000 yearly for five years to further aid mass transit systems by making grants to local systems (such as the CTA) for use in retiring principal and paying interest on bonds used for capital equipment purchases. The CTA, for example, is now some \$74,000,000 in debt as a result of capital outlays that go back to its formation in 1947.

And so it appears that government is going to come to the aid of mass transit after all, following years of treating it like some unwanted stepchild. One can only hope that carriers will lobby for new blood and enlightened management to lift them out of the abyss with the same vigor that they went after the public purse. Transport Central hopes to present an analysis of the significance of this landmark legislation by Washington correspondent Paul Weyrich in an early issue.

HOME TOWN HAPPENINGS -- To the surprise of almost everyone present at the regular October CTA board meeting, member Wallace D. Johnson announced the receipt of a letter directed to the board from Harvey-based South Suburban SafeWay Lines offering to sell its entire system to the Authority. Long regarded as an archfoe of transit municipalization, South Suburban had been considered the last of the eleven Chicago area suburban carriers to even consider throwing in the towel. The company has a number of in-city routes it began operating long enough ago to qualify for grandfather privileges, along which it currently competes for local and downtown traffic with the Authority, and its opposition to public transit has even gone so far as to ignore the possibility (and potential) of feeding the 95th Street CTA Ryan rapid terminal, even though its routes pass right by the station on the expressway below. The carrier operates over a hundred buses, all in more or less excellent condition, on a pattern of routes extending from the Loop to the Far South Side and southern suburbs.

...AND MORE FROM CHICAGO -- Congressional passage of the mass transit package means an early start of the downtown Chicago subway network spoken of often in these pages; construction is now tabbed to begin in early 1971 on the collector-distributor route....Yet another survey is being undertaken on possible routes for a rail extension to O'Hare International Airport, this time at a cost of \$135,000. It is almost a certainty that the final choice will be an extension of the Kennedy rapid line in the expressway median strip directly to the field. On the subject of surveys, here is a bit of cogent comment from Stephen Vicari, manager of the Hammond-based Chicago & Calumet District Transit Company (an ATC

property): "Surveys are wonderful. They put a lot of people to work. But they only tell me what I already know. Someone, someplace, has to come up with some money. I know what my problems are and it all comes down to money. The survey is no help to me." (Quoted in the Chicago Tribune.).

set up an area-wide public system for Chicago, to include virtually all modes of transportation. After North Western president Larry S. Provo first proposed the plan some months ago, most observers thought it to be a nice idea, but one that was impractical within the near future. Then a major Chicago newspaper, Chicago Today, began the ball rolling with an article implying that such a plan was to be introduced in the Illinois legislature in January, with the blessing of the Governor. Up until that time, no such plans were in the offing, but after the story broke they soon were, and, wonder of wonders, support for the program seems to be growing, with commuter railroads, the CTA and suburban bus companies all jumping on the bandwagon. With the elections scarcely a month away, knowledgeable (and shrewd) politicians are also lining up behind the measure. It would appear that such a move would draw most of the heat generated by the same body's failure to solve the immediate financial problems of the CTA in the last session away from both parties.

THE CAMPUS COMMUTER -- More details on the North Western's proposal to extend its West Line commuter zone to DeKalb (58 miles west of Chicago, and 23 miles beyond the end of present commuter service) from the official C&NW press release:

The Chicago & North Western Railway has proposed a new experimental "Campus Commuter suburban train service between Chicago and DeKalb with fares reduced as much as 67% below existing rates. The proposal for the two trains each way each day between the two points, coordinated with Northern Illinois University class times, has been made to city and NIU officials by H. A. Lenske, the railway's director of commuter ans passenger service.

The new Campus Commuter service would start on December 11, 1970, in the event the Interstate Commerce Commission allows the discontinuance of the round-trip daily train now operating between Chicago and Clinton, Iowa. The nex experimental service would operate Mondays thru Fridays (except holidays) thru June 10, 1971, and could be continued depending upon the use made of it.

"The new service would be strictly an experiment to test rider demand," says Lenske. "We really have no good way of accurately determining in advance the attractiveness of such a service. To our knowledge, this would be the first time in the U.S. that a privately-owned railway company has extended its commuter service in many, many years. It would cost us \$64,000 in additional suburban service expense to run the proposed operation for six months. But with assurances of assistance and cooperation from the city of DeKalb and NIU, we feel the Campus Commuter service would have a good chance to succeed."

The inauguration of the new service is contingent upon new agreements with the railroad operating brotherhoods extending North Western's suburban territory from Geneva to DeKalb; negotiations are underway.

The westbound Campus Commuter would leave Chicago at 6:05 AM, stopping at Kedzie, Oak Park, Maywood, Bellwood, Elmhurst, Villa Park, Lombard, Glen Ellyn, Wheaton, Winfield, West Chicago and Geneva, arriving DeKalb at 7:40—in time for students to attend 8:00 AM classes. Students would return to Chicago on the Campus Commuter leaving DeKalb at 4:30 PM, arriving Chicago at 6:10. It would make all stops on the West Line made by its morning counterpart.

For the convenience of DeKalb residents, the North Western is proposing to

add a second round trip to Chicago. It would leave DeKalb at 8:30 AM, picking up the present schedule of train #44 at Geneva, arriving Chicago at 10:10. The return trip would leave Chicago at 2:40 PM, arriving DeKalb at 4:20; both trains would stop at all intermediate suburban stations. The Chicago departure would permit DeKalb riders who arrive in Chicago at 10:10 AM 4½ hours in Chicago before their 2:40 PM departure.

Another advantage of the proposal is its offer of weekend transportation for NIU students to the service now offered by Greyhound from DeKalb on Friday afternoons and to DeKalb on Sunday afternoons. Students traveling to Chicago on Friday afternoons would have a 4:30 PM train and, instead of returning on Sunday afternoons, the morning westbound train out of Chicago would permit return to DeKalb on Monday mornings. No service is contemplated on Saturdays, Sundays, or holidays when regular classes at NIU are not in session.

The trains, representing an investment of more than \$2,000,000, would be the most modern, bi-level train equipment available. Because of the efficiencies of the push-pull operation, and because the trips (with one exception) would be extensions of existing suburban trains now terminating at Geneva, the proposed fares for the new service would be considerably lower than present DeKalb-Chicago fares. The present fare between DeKalb and Chicago is \$3.80 one way; \$7.60 round trip. This fare compares to a fare of about \$1.25 one way and \$2.50 round trip for a rider buying the proposed \$55.00 monthly ticket and using the experimental service an average of 22 days a month. The per-trip cost for persons buying a 10-ride ticket for the new service would be \$1.90, exactly half the cost of the present one-way fare of \$3.80.

Campus Commuter and mid-day service fares would be as follows:

ONE WAY	ROUND TRIP	10 RIDE	WEEKLY*	SEMI-MONTHLY*	MONTHLY*
\$2.10	\$4.20	\$19.00	\$17.20	\$30.25	\$55.00

[\* These tickets would provide for unlimited riding within the face period]

Says Lenske, "Whether or not we will be able to continue the service after the six-month experimental period will depend strictly upon revenue. If we can at least break even, we will be able to continue it beginning at the start of the Fall term. If not, we will have to eliminate it effective June 11, 1971."

GOTHAM NOTES -- U.S. District Judge John P. Fullam has authorized PC trustees to proceed with agreements made by the railroad with New York and Connecticut for the sale and lease of certain portions of former New Haven commuter routes. The transactions (sale to New York for \$7.2 million, and lease to Connecticut at an as-yet undetermined price) had previously been agreed upon by the Penn Central and the states, but were delayed when PC fell into bankruptcy. At the same time Judge Fullam okayed a trustees' request to spend \$4,424,000 as the road's share in the purchase of 100 new commuter cars for SEPTA-directed services in the Philadelphia area; Reading is getting 14 cars under the same contract.

...AND MORE -- John T. Maye, president of the Transit Patrolman's Benevolent Association, has called on Mayor Lindsay to add 1,800 more men to the subway police force because daytime subway crime had "skyrocketed". Mr. Maye also called upon the mayor to assign two-man patrols on a temporary basis on high-crime beats.... A new centralized public address system, designed to tell passengers when trains are running late, went into operation last week at all Long Island Railroad stations. The system's control panel is housed in the road's Jamaica operations center, where LI's 670 trains are controlled and their movement followed. Railroad spokesmen said the next step would be the installation of two-way radios on

all trains so conductors could tell riders how long delays would be. (Anyone ever consider spending some of that cash to insure that the trains did operate on time?). ... More on troubled Inter-City Transportation (TC 28 SEP 70): Trustee Donald Robinson said he needs \$7,800 from Passaic County and \$9,000 from Hudson County (both New Jersey) to enable him to obtain a subsidy of \$150,000 from the state to meet general operating funds and an additional state grant of \$1,500,000 to buy 30 new buses. "Not one penny of the subsidies will go to the secured creditors," said Robinson. The funds will be used to overhaul buses and purchase new ones. Robinson is slowly making progress in putting the bankrupt complex of buses and companies back on its financial feet. Besides activiating a tour company in the complex which had been dormant for many years, he is embarking on a unique program of hauling small cargo in Inter-City buses.

CITY LINES -- A scaled-down version of the dial-a-bus program developed by MIT is soon to begin in the Philadelphia suburb of Haddonfield, N.J., operated by human dispatchers instead of computers...BC Hydro in Vancouver, attacked by air pollution foes, has apparently backtracked on its plans to remove its trolley coaches from service in the near future. Now taking a defensive posture, the company says (in its Buzzer series of riders' leaflets): "We would like to point out that our system has the second largest fleet of trolley coaches in North America, second only to San Francisco. While most other cities have been discarding the electric trolleys in favor of diesel-powered buses, we have carefully maintained our fleet and have 296 vehicles (four more from Winnipeg are just entering service) in good operating condition. These non-polluters are the backbone of our service in Vancouver. Only 36 gasoline buses remain in operation in a fleet of 256 buses powered by internal combustion engines, and these will be replaced by diesel buses. We maintain our diesel engines in top condition and use the recommended grade of fuel to keep exhaust pollutants to a minimum."

...AND MORE -- DOT has doled out \$2 million to the Northern Virginia Transportation Commission toward the purchase of 30 low-emission buses for service in the exclusive bus lanes of the Shirley Highway (I-95) leading into Washington...Officials of the Lindsay administration announced that the city was drawing up a plan allowing buses to operate on four local parkways (Belt, Grand Central, Henry Hudson and Interborough) where they had previously been banned. The city is also considering measures to discourage auto use, among them the following: 1) Punitive tolls on East River bridges for cars carrying only one passenger; 2) Creation of more pedestrian malls in midtown Manhattan; and 3) expansion of express bus services, presently numbering six, and carrying 10,000 passengers daily between Manhattan and the four other boroughs....In a further effort to speed the flow of public transit traffic, the bus zone plan, already in effect on much of Fifth, Madison and Lexington Avenues in midtown and on lower Broadway, will be introduced on Third Avenue from 34th to 59th Street this week. The plan bars curbside standing by any vehicle except a bus between 7 AM and 7 PM on weekdays.

...STILL MORE -- The Twin Cities Metropolitan Transit Commission has taken over operations of Twin City Lines in Minneapolis-St. Paul; former owner MEI Corporation has filed an appeal from the \$6,500,000 awarded it by a three-man condemnation panel for TCL's assets, charging the figure was "inadequate"...Bus service in Joliet (operated by the new Joliet Mass Transit District) began on schedule September 28 with ten GMC TDH-4512 units formerly owned by NCL's Joliet City Lines subsidiary. Painted a tasteful dark blue and white, the ten coaches operate 12 hours a day, six days a week over eleven routes similar to those operated by JCL until March 1, when a strike closed down its system. Fare is 25¢, with a 10¢ transfer charge...The

ICC has approved some commuter fare hike proposals by the South Shore, but has suspended a request by the road to raise monthly commutation fares. The okayed hikes included some reductions: The one-way fares for trips up to 18 miles from Chicago will rise from 90¢ to \$1.40, but the tariff for the 85-mile run between Chicago and South Bend will drop from \$4.10 to \$3.10....Increases averaging 21% in multi-trip tickets sought by CP Rail for its Montreal area commuter services have gone into effect by authority of the Canadian Transport Commission. At the same time, the commission announced it is making a general investigation of commuter train costs and revenues.

... AND STILL MORE -- Frustrated? Strike back with "Punch-A-Conductor", a doll designed just for the purpose of letting disgruntled commuters work off their hostility. The doll sells for \$4.95 and is the brainchild of three Wilton, Connecticut men, all regular riders on the PC. Punch-A-Conductor is an inflatable plastic figure, complete with maddening smile. When you punch it, the doll bounces right back and so does the smile....Regrettable Rhetoric: After a wreck on CTA's Evanston rapid transit line involving a Chicago Bears football special (one of several fourcar trains bound for the Dyche Stadium [Evanston] game) and a regular single-car shuttle train at the Davis Street station that put several persons in the hospital and did a small amount of damage to the cars, an Authority spokesman said that the crowd waiting for transportation at Howard Street bound for the game "was too much for CTA equipment to handle". It has always seemed to this reporter that one of the distinct advantages of rapid transit was multiple unit equipment's ability to carry huge crowds on very short headways. About 7,000 riders were on board the special trains, far below the number customarily carried on Evanston Express trains over a similar length of time. Given the need of all transit agencies to encourage patronage or die on the vine, propounding the idea that rapid transit cannot handle small crowds is unfortunate, to say the least.

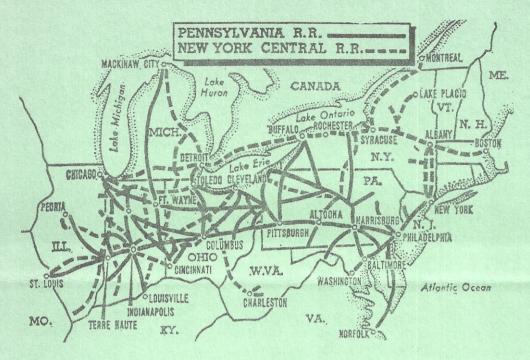
### railway report

THAT'S A NO-NO -- Although the Interstate Commerce Commission granted the Penn Central permission to drop 14 of its western area intercity passenger trains, a Federal judge, acting on a petition by the state of Pennsylvania and others, acted to temporarily bar PC from removing the runs. Federal Judge Wallace S. Gourley, in denying the road power to drop the runs October 1 as scheduled, also asked the Federal Circuit Court of Appeals in Philadelphia to review the Commission's approval of the train abandonments.

The temporarily-stayed ICC order, in permitting Penn Central to rid itself of the 14 money-losing intercity runs, also ordered the road to continue running 20 other trains of the controversial group of 34 for another six months. The 34 trains were a part of the largest single intercity discontinuance case to come before the ICC. Through these applications and petitions to drop 14 other trains, the Penn Central proposed to drop all its intercity passenger service west of Buffalo and Harrisburg. Most of the other petitions have been denied or are still pending.

The 14 trains which the Commission had permitted to be taken off and which must now run until disposition of the legal proceedings initiated by the order are:

#22-23, the Manhattan Limited, Chicago-New York via Pittsburgh #63-64, Chicago-New York via Buffalo and Cleveland #53-351, Chicago-Buffalo via Detroit



#13-32, Pittsburgh-St. Louis #77-78, the <u>Cincinnati Limited</u>, <u>Cincinnati-Columbus</u> #315-316, <u>Cleveland-Indianapolis</u> #548-549, <u>Harrisburg-Baltimore</u>

The discontinuances would leave PC with these Chicago trains:

Three each way to New York City via Pittsburgh
Two each way to New York City via Cleveland and Buffalo
Two each way to Detroit
Two each way to Cincinnati
One each way on alternate days to Louisville

THE TRAIN-OFF TALLY -- During hearings on the fate of UP 35-36, Salt Lake City-Butte, the ICC pointed out that the road has spent no more than a few hundred dollars over the past several years to promote the trains. By contrast, the Commission said, the UP at hearings on the application had a public relations man on hand, plus a minimum of two attorneys and three or four technical advisors, all paid hefty fees. "It would thus appear," the Commission report stated, "that more costs were expended by Union Pacific in a negative manner than have been expended in a positive manner promoting the service." (The ICC ordered the train continued in service, finding the loss was not an undue burden to an otherwise profitable road (\$103,000,000 net in 1969.).

...AND MORE -- Southern wants to reduce Southern Crescent (1-2, Washington-New Orleans) service to tri-weekly between Birmingham and New Orleans. The train service north of Birmingham would remain on a daily basis. The road said that partial discontinuance (trains would depart Birmingham Sunday, Tuesday and Thursday; New Orleans Friday, Monday and Wednesday) would enable the railroad to implement certain improvements in its remaining services. Such improvements would include addition of a parlor-dome car between Atlanta and New Orleans on the through run

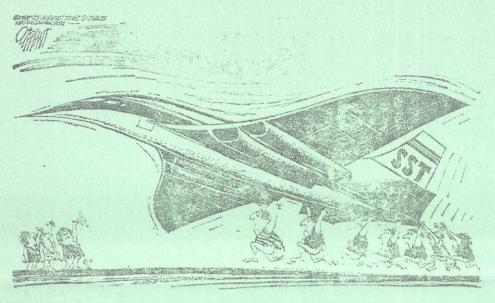
and, most significantly, experimental reinstatement of sleeping car service between New York and Los Angeles over the old "Sunset Route" via Penn Central, Southern and Southern Pacific. The Southern said such an experiment is not possible under present conditions of daily operation; the reinstatement would presumably be tied to SP's proposed tri-weekly operation of its own Sunset train between New Orleans and Los Angeles, currently pending before the Commission (the reduction was okayed by the Commission, but Division 3 will investigate anyway).

...STILL MORE -- Missouri Pacific's Texas Eagle ran its last between Texarkana and Laredo September 22....D&RGW's Silverton narrow gauge has been out of service since August because of floods that did heavy damage to the roadbed...Train-on news: DOT had paid Penn Central another \$3,400,000 toward the beginning of the official MetroLiner demonstration program, long-delayed. The original program provided for nine daily round trips between New York and Washington, but many problems (not the least of which was PC's financial disgrace) have cut that figure to seven, which PC says it can operate. No date has yet been set for the official demonstration program to start, but the way is now clear. Penn Central, by the way, has thus far spent \$50,000,000 of its own scarce cash in getting the MetroLiner program going.

LONG HAULS -- Senator Mike Mansfield (D-Mont), in a bill co-sponsored by Senator Frank Church (D-Ida) has proposed the abolition of the Interstate Commerce Commission...The much-maligned Commission has okayed fare hikes for Southern and RF&P. Both roads will now have a \$1.00 minimum fare; SRS was permitted to eliminate the discount for round-trip ticket purchase...Remember the old saw about a hog being able to ride coast-to-coast without changing cars? Well, now John Barleycorn is traveling in the sort of comfort rail passengers only dream about. A Philadelphia firm has designed a special car that carries booze in safe, cushioned comfort; more than a million whisky bottles were carried in it last year without one single precious bottle being broken.

...AND MORE -- Not content with merely providing fashion shows for MetroLiner riders, PC is now operating the "History Trail" MetroLiner run southbound out of 30th Street Station in Philadelphia each Tuesday. The film and lecture programs aboard the train will highlight historic and cultural attractions in the Nation's Capitol and Philadelphia....IC's historic roundhouse at Lake Shore Drive and 27th Street in Chicago has seen its last locomotive. Built in 1897, the smoke-blackened building is no longer necessary because of the closing of IC freight yards in Chicago's "front yard" east of Michigan Avenue where high-rise buildings will soon stand. In the line's early years, it was on trestle and fill along the shoreline of the lake, and water once lapped at the eastern wall of the roundhouse.

LOOKING BACKWARD -- The battle over famed civil war locomotive The General is still raging in the courts. Losing its fight in lower courts, the city of Chattanooga, anxious to lay permanent claim to the historic engine, has brought the matter to the U.S. Supreme Court in the hopes that the high tribunal will order the tourist attraction back to Tennessee. Attorneys for the city urged an appeal of the U.S. Court of Appeals decision allowing transfer of the engine to Kennesaw, Georgia. The General is currently stored on L&N property in Louisville... The price of progress: The famed old "Railroad Y" in St. Louis has closed its doors after 63 years at its present location just west of Union Station. Once thronged by trainmen laying over, the Y had 190 rooms, but most have been empty lately. Similar hostelries in other cities have also closed their doors, in keeping with the decline in passenger train operation, and the corresponding decrease in operating personnel. The St. Louis Post-Dispatch, in a sad "obituary" about the demise of its own YMCA, said the institution became a victim of the "march of progress".



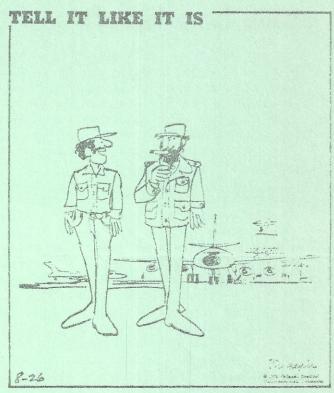
Supersonic airliners could critically shorten the world's fuel supplies in 15 years . . .



RATES AND ROUTES -- The CAB has approved proposals of five airlines (Northwest, North Central, Ozark, Piedmont and TIA) to keep present fares in effect. It suspended other airlines' proposals to raise fares October 15, and said it would permit them to refile new proposals to keep present fares in effect. The Board acted in an effort to establish lawful fares to replace those which a court of appeals had declared unlawful because they were adopted under an invalid procedure.... The New York Times, in a front-page Sunday article, recently detailed how history is repeating itself. Now airlines are abandoning small town services, much as the railroads did before them. In an effort to shore up the level II (regional carriers) lines, the CAB has permitted them to serve more and more profitable markets by offering non-stop and other long-haul services, and at the same time releasing them from their original obligations to provide connecting services from the smaller cities and towns to major airports served by the trunk carriers.... Eastern has been granted non-stop authority between St. Louis and Richmond, Charlotte, Greensboro/High Point/Winston-Salem, and Raleigh/Durham over a competing petition by level II carrier Piedmont....Level III carrier Air Texas suspended all of its regular Texas commuter operations last week, citing financial losses.

JET JOTTINGS -- The House has voted a \$92,000,000 increase in air passenger taxes to pay for a corps of 2,500 armed air marshals to guard against hijackings. The increase will raise the average ticket price by 21¢, and would become effective on November 1, 1970....American, TWA and United are suspending the showing of movies on long-distance domestic flights as a means of cutting costs....Pan Am has sold its interest in Lineas Aereas Costarricenses of Costa Rica. The big carrier had invested heavily in Latin American carriers in the 20's and still holds minority interests in a number of them....Both Lockheed and the Pentagon have come to the same conclusion: By next year the troubled aircraft giant must find a merger partner...Braniff's JetRail, now in operation at Love Field in Dallas, can be moved to Dallas-Fort Worth Regional when that field opens soon.

EQUIPMENT REGISTER -- The first Lockheed TriStar L-1011 300-passenger airbus was rolled out recently. Lockheed has received an order for three L-10lls from PSA; total orders now stand at 178, as opposed to 241 for McDonnell Douglas' DC-10. ....Lufthansa has ordered a 707-320C; a 727-200 has gone to Royal Air Maroc.... The \$2,500,000,000 supersonic Concorde airliner has turned out to be a giant "rathole" with no apparent financial escape for co-builders Britain and France. Suggestions that one or both countries might scuttle the program, which costs \$2,000,000 a week, and employs 50,000 people, are getting a lot of play these days in London and Paris. The "Dump the Concorde" program got a big boost when a freak weather condition forced the landing of 002 at London's Heathrow. The resultant noise and damage caused such a hue and cry among Britons that Edward Heath's Tory government is seriously evaluating the continuation of the controversial development plan, and on the other side of the Channel, Premier Pompidou's administration is also taking a long look at the program it inherited from the government of Charles De Gaulle.



"We've kept up with the world in aviation. We can handle any plane that gets hijacked here."

...MORE PLANE FACTS -- Consumer advocate Ralph Nader has charged that information concerning engine failures on 747s has been suppressed by the FAA. At the same time, the National Transportation Safety Board said that engines on the 747s are operating at "near critical turbine temperature conditions". The Board recommended quick steps to avoid "potentially catastrophic results". Several 747s have experienced engine failures recently, being forced to murn back or land short of their objectives...Malaysis-Singapore Airlines said it received 100 foreign applications in response to an advertisement for 11 qualified pilots to fly its Fokker Friendship turboprops...Air New Zealand is leasing a United DC-8 for an unspecified period beginning November 1, 1970.

AH, CAPITALISM — When a tourist goes to the Soviet Union he tours their homeland on their terms, take it or leave it; the Russians write their own rulebook. An illustration of this policy was provided recently by Chicago Tribune Travel Editor Kermit Holt. He pointed out that Aeroflot claimed it carried 10,000 passengers on the joint New York-Moscow route, and Pan Am 6,000. Holt wondered how the USSR carrier could gain such a competitive edge on Pan Am when most of the passengers were Americans. The answer was simple. When an American traveler is ready to leave Moscow, he must reconfirm his Pan Am reservation with Intourist, the Russian travel agency monopoly. Intourist simply says Pan Am's flight is "overbooked", and politely offers to switch his ticket to Aeroflot. Since Pan Am's Moscow office has been relegated to a second-floor location away from the traffic mainstream, and is not permitted to advertise, the harried passenger can do little to verify the "overbooking" for himself, and must do as Intourist "suggests". Ah, capitalism.

### bus briefs

SAFETY FIRST? -- At least half of the country's 25,000 interstate buses appear to violate federal safety standards, according to DOT. More than one in ten inspected recently was ordered off the road. Of 3,516 chartered and scheduled buses inspected by DOT since August 18, more than half had at least one safety violation and 11.5 per cent were removed from service for immediate repairs. The safety violations included faulty brake hoses, cracked windshields, broken lights, empty fire extinguishers and defective speedometers; the violations were discovered most frequently in charter buses.

RIGHTS REPORT -- The ICC has granted Sarlon Coach Lines, Ltd. (Ontario) charter rights from Ontario to U.S. points except Alaska, Hawaii and Michigan...Lincoln Coach Lines (Irwin, Pa.) was granted authority to operate routes between Warren and Stone House, and between Oil City and Youngsville, all in Pennsylvania...Seaway Coach Lines (Erie, Pa.) may operate between Erie and Smethport (Pa.)...Jefferson Lines (Minneapolis) has asked permission to sell a portion of its system to Missouri Transit Lines of Moberly...Two Cities Transit Lines (Sault St. Marie, Ont.) was granted 48-state charter rights from the Sault area and other Canadian points via Sault Ste. Marie...The Arrow Line (E. Hartford, Conn.) can now operate race track service to Saratoga track from New Haven, Torrington and Winsted, all in Connecticut...Starr Transit Co., Inc. (Trenton) was granted charter rights between Trenton and Veteran's Stadium in Philadelphia (site of the Army-Navy game).

OVER THE ROAD -- Wisconsin Coach Lines (Waukesha) has added a new PD-4905 and a used TDH-4511 (from the Transport Company in Milwaukee) to its fleet of green and white coaches. The PD-4905 and PD-4903 are used for charter work only; all other coaches (including PD-4104's, PD-4106's and PD-4107's are equipped with fare boxes. Service cuts proposed by WCL include service to East Troy from Milwaukee and runs to Oconomowoc from Milwaukee via Delafield. The East Troy runs use the company's only TDH-4512....The National Intercity Bus Fleet Safety Contest winner (awarded at the recent NAMBO convention in Chicago) was Tamiami Trail Tours of Hialeah, Florida....Those five new PD-4905 units for Cheetah Tours (a black-owned charter carrier in New York's Harlem area) are still at the Pontiac GM plant; many delays are stalling the start of Cheetah operations.

### nautical notes

The following is a list of some of the regularly scheduled automobile-ferry trips — of at least one hour's duration — in the United States and Canada:

#### CONNECTICUT

Bridgeport to Port Jefferson, L. 1.: 4 trips daily through Sept. 4 (1 hour 20 minutes): one-way fares: passengers \$2 to \$2.50, cars \$8.50. New London to Orient Point, L. 1.: frequent daily trips; one-way fares: passengers \$2, cars \$8.50.

#### MAINE

Bar Harbor to Yarmouth, Nova Scotia abourd M.V. Bluenose: daily at 8 A.M., June 13-Sept. 28 [6 hours]; round-trip fares: passengers \$10.40 to \$13, cars, \$27.60 to \$38.30. Reservations through Canadian National Railways.

North Head, Grand Manan Island, to Blacks Harbour, New Brunswick: daily at 8 A.M., Oct. 15-April 14, twice daily from April 15-Oct. 14 (2 hours); one-way fares: passengers, \$2.45, cars, \$5. Portland to Yarmouth, Nova Scotia aboard the Prince of Fundy: daily at 9 P.M. [10 hours]; one-way fares: passengers, \$12.50, cars, \$32. Cabins extra. Reservations recommended.

#### MICHIGAN

Ludington to Milwaukee, Wis.: 3 times daily (& hours); one-way fares: passengers, \$6.50, cars, \$11.50. Staterooms extra. Reservations from Chesapeake & Ohio Railway. (Also service to Manitowoc and Kewaunee, Wis.)

#### BRITISH COLUMBIA

Kelsey Bay to Prince Rupert: every other day from each terminal, May 15-Sept. 25, Tuesdays and Thursday from Sept. 24-May 14 (20 hours); fares: passengers, \$30, cars, \$60. Berths extra. Reservation through B. C. Ferry Authority.

Keisey Bay to Beaver Cove, Alert Bay and Sointula: twice daily Saturday through Thursday (5 hours 15 minutes); one-way fares: passengers, \$1 to \$4, cars, \$3.50 to \$14. Reservations through B. C. Ferry Authority.

Vancouver to Prince Rupert: every Tuesday at 10 P.M. (arriving Prince Rupert 8 A.M. Friday; one-way fare: passengers, \$62.90, cars, \$120.40. Reservations with Northland Navigation Co., Ltd., Vancouver.

#### NEW BRUNSWICK

Saint John to Digby, Nove Scotia: daily at 10:40 A.M. (2 hours 45 minutes); one-way fares: pessengers, \$3.25 to \$3.75, cars, \$16 to \$17.50.

#### NOVA SCOTIA

North Sydney to Port aux Basques, Newfoundland 2 round trips daily (7 hours); roundtrip fares: passengers, \$9, cers, \$29. Berths and cabins extra. Reservations with Canadian National Reilways.

#### ONTARIO

South Bay Mouth to Tobermory aboard S.S. Norisle: twice daily in September, daily at 11 A.M. in October (3 hours); one-way fares: passengers, \$3.15, cars, \$6.30. Berths extra.

### ads infinitum

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#### PUBLICATIONS AVAILABLE



REPORT ON PROTOTYPE #9020 TROLLEY BUS TESTS, July 1968-October 1969, with a short history of the unit.

--This is the complete history, adapted from an official Toron-to Transit Commission report (all of the original text and addenda material is included), of the successful rebodying experiment conducted by Western Flyer on a 1947 Canadian Car & Foundry trolley coach that led to the historic TTC decision to rebody its entire fleet. Hailed as a significant step in pollu-

tion reduction, the details of this forward-looking project should be must reading for all transit management officials, industry personnel and those interested in the transit field. Containing a number of before and after pictures, complete and revealing data and a to-scal side elevation drawing of the "new" 9020, this 24-page volume is available at \$2.25 from the North American Trackless Trolley Association, 1042 Bardstown Road, Louisville, Kentucky 40204.

#### THE TROLLEY COACH: A DIRECTORY

--The long awaited sixth 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, a complete coporate history of the 77 properties operating the vehicle, a detailed list of equipment manufacturers, a brief overview of the noncommercial experimental installations, and a thumbnail sketch of every North American property. Originally issued in 1965, now extensively revised to include the latest available and up-to-date information. 18 pages, including a list of all known preserved trolley coaches in the U.S. and Canada. Available from the CopyShop, 416 N. State, Chicago, Illinois 60610, at \$1.00 per copy, plus 15¢ postage.

#### CHICAGO EQUIPMENT PLAN SHEETS

--A collection of ten plan and specification sheets of the CTA and CASE Ry. (the latter was prepared by the CTA in 1956), detailing equipment generally no longer in service. \$1.00, plus 10¢ postage from the CopyShop.

#### THE COPYSHOP'S 1970 SLIDE LIST

--Contains a listing of over 3500 original 35mm slides of transportation subjects, from which high-quality duplicates and color prints can be ordered, now in its second printing. The 30-page list is FREE from the CopyShop.

A NOTE ON "THE TROLLEY COACH IN CHICAGO: 1930-1970" -- This popular publication will be reprinted and available once again in the last week of October.