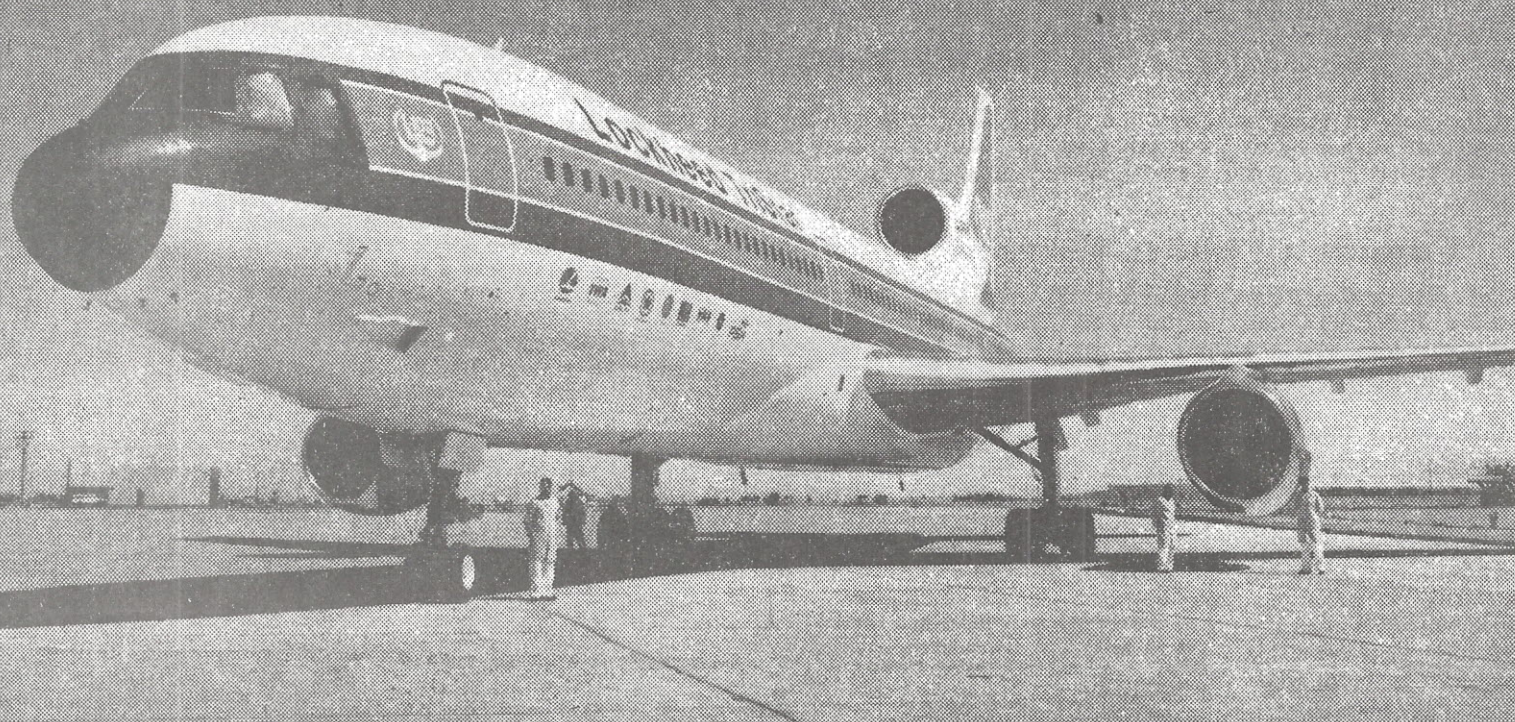


Transport Central



△ TriStar nears initial flight

The first of the new Lockheed TriStars is off the assembly line and getting ready for her maiden flight—powered by Rolls-Royce fanjet engines.

The TriStar is easily one of the most sophisticated airliners ever built. Its body

is almost twenty feet wide and can take up to 345 passengers. The three Rolls-Royce RB.211 engines are designed to be extremely clean and quiet—cleaner and quieter than jet engines half their size. They will generate over 40,000 pounds of thrust apiece, and do it on surprisingly

little fuel. Result: An airliner economical enough for short intercity hops, versatile enough for cross-country flights.

To date, 178 TriStars have been ordered. Customers include Eastern, TWA, Delta, Air Canada, Air Jamaica and Pacific Southwest.



19 OCTOBER 1970

Published each week by Transport Central, 416 N. State, Chicago, Illinois 60610
Telephone 312 828-0991. Annual subscription rate (including 46 issues): \$10.00

Ken Hayes

BART/MARKET STREET

The Bay Area Rapid Transit District and PBTB, its engineering consultants, were kind enough to arrange a personal tour for this editor through the nearly-completed central Market Street subway in San Francisco.

I entered the three-level structure through the Montgomery-Market entrance to the Montgomery Street station. All construction, except finish work, is now completed in this area. The station finish contract has been let and the contractor's employees are beginning their work; no track will be laid until the other areas of the subway are complete.

The Montgomery Street station has been the eye of a controversy for some time, revolving around the provision of basement-level entries to surrounding buildings from the pedestrian mezzanine of the station. One such entry already exists into the Wells Fargo Bank building; others will be added later, all privately financed.

All stairwells are to be provided with escalators, either duo-directional or reversible. Each station will have the "full art treatment"; that is, the station walls will be decoratively adorned, usually with mosaic tile.

The Montgomery Street station is 800 feet long, consisting of--from street down--pedestrian mall, Municipal Railway trolley tunnel, and BART tunnel.

The Muni will need an entirely new trolley fleet; for one thing, there are to be no circular turnarounds. Double-ended cars will be required; the downtown end of the system will be at the Embarcadero station on Lower Market (there will be switchover facilities at this point).

Another reason for requiring new cars will be platform height--35" from the top of the rail to the platform level in the tunnel. However, some means of ground-level embarkation will be required for the non-subway portions of the Muni system; the Muni subway separates from BART at Van Ness Avenue, and continues on Market (BART runs under Mission).

The stations will have acoustical ceilings for noise control and the platforms will be brick (except near the tracks, where there will be a more non-skid surface). Piston action from the cars will in large measure insure ventilation in the tunnels and station areas.

The station itself (Montgomery Street) sits on a seven-foot slab of concrete to keep it from floating--that's right; the water table is at fifteen feet at this point, and there are 85,000 tons of hydrostatic pressure pushing up under the station (the concrete acts as a counterweight).

[Editor's Note: Author Hayes wishes to thank Mr. William Maher of PBTB for his cooperation and service in arranging the tour; Transport Central will have further reports on BART's progress as the system nears completion.]

railway report

AT LAST: A REPRIEVE -- By the time *Transport Central* reaches its subscribers this week, President Nixon will have signed into law a far-reaching bill that will at last provide a future for necessary long-distance rail passenger service.

Under the bill, a Federally-sponsored corporation will be formed and will begin assuming control of railroad passenger service next March. It will take two or three years for the corporation to become fully operable.

The Federally-chartered National Railroad Passenger Corporation, to be logically headquartered at the hub of the nation's rail network here in Chicago, will assume ownership of unprofitable intercity passenger trains, some 450 or so (the total was more than 20,000 in 1929). The outlook is that NRPC will be able to revitalize rail passenger service in the U.S., possibly expanding it.

Transportation Secretary John Volpe, in a statement released after final Congressional approval of the bill, said the overwhelming margin by which the bill was passed (78-3 in the Senate, and by unanimous voice vote in the House) reflects "the importance Americans attach to continuing and improving rail passenger service for fast, convenient and comfortable travel between urban areas as a matter of public convenience and necessity.

"This Act envisions a national system of intercity rail passenger service as a means of transportation superior in terms of speed and convenience to that offered today, and of a quality and dependability that will bring back a high level of patronage," he said.

Railroads signing contracts with the corporation would pay a price, based on their passenger losses, in cash or equipment. In return, the railroads would receive common stock in the corporation and be entitled to elect 3 of its 15 directors. The corporation also will sell preferred stock to private investors, who would elect four directors; the eight other directors will be appointed by the President.

NRPC's organization would be similar to that of the Communications Satellite Corporation, operator of the vast international communications satellite network. Like Comsat, acknowledged a resounding success, NRPC would be specifically intended to be a profit-making corporation.

NRPC will get \$40,000,000 in direct Federal assistance to help get it rolling. It would receive \$100,000,000 more in Federal loans and guarantees to upgrade physical plant and to acquire rolling stock. An additional \$200,000,000 in Federal loans and guarantees will be authorized to subsidize the cost incurred by individual railroads signing contracts with NRPC.

Individual carriers joining NRPC would be relieved of further responsibility to operate any intercity passenger service on their own; any road declining to join the Corporation would be denied the right to drop any of its passenger services until 1975.

A NARP comment: "For the first time, rail passenger service in the United States will be organized on a systematic and rational basis, with central authority (the Corporation authorized by the Congress) responsible for schedules, op-

erations, connections, equipment, promotion and overall service." NARP (the National Association of Railroad Passengers) has long been lobbying for just such a realistic approach to the problem of providing intercity rail service; last year, for example, the roads collectively posted a \$200,000,000 loss in their passenger services.

COMMENT FROM THIS DESK -- Thus, in the final analysis, some good has come from the largest fiscal collapse in the history of American finance. No doubt it was the financial disgrace of the Penn Central (and the manifold reasons that it occurred, a great many of which were directly traceable to the Passenger Department's problems) that finally pushed a reluctant Congress over the fence. Certainly PC's plan to remove 34 trains from service in one fell swoop prompted a great deal of Congressional protest that culminated in the legislation many said would never be passed.

So now we have our "Railpax"--or at least a goodly portion of it. Much remains to be done before our rail passenger service will be even one-tenth as good as that on the Other Side, but a beginning has been made. It has long seemed inconceivable to this editor that the richest and most technologically advanced country on the face of the globe should have no more to offer its 200,000,000 citizens in the way of short-range intercity travel than a decidedly inferior, uncomfortable and inconvenient road-bound and delay-prone Greyhound bus; that, for want of a sensible transportation policy on a national level, we have unnecessarily crowded the skies (and the highways) with travel that could be diverted to a mode much more capable of handling it.

One can only hope that this legislation, conceived in desperation and born in haste, will live up to its promise; that government, the unfortunate employer of last resort once again doing a job that private industry is unwilling or unable to do, will succeed in its quest; that labor will realize that it is to its own best advantage to revise archaic and obsolete work rules to provide for the continuing employment of those members the brotherhoods profess to serve; and that the public, even though conditioned against the railroads by years of poor service and noticeable lack of good will, will support the visionary program.

MORE MUNDANE MATTERS -- Prodded by Ralph Nader, the Food and Drug Administration has proposed a ban on flushing human waste along tracks from new railroad equipment put into service after December 31, 1971. The proposal was published in the *Federal Register* along with a similar one from Mr. Nader, which would ban the discharge from all equipment, regardless of its age. The agency itself is planning to ban all such discharges, but was not yet sure how long it would take to convert older equipment.



metro memo

MORE DOT DOLES -- President Nixon has just signed a \$3,100,000,000 mass transit aid bill (also overwhelmingly endorsed by the Congress) to aid cities in improving their bus and rapid transit facilities. At the signing ceremony, attended by DOT officials and American Transit Association president George L. DeMent, Mr. Nixon predicted that within a decade, "we are going to see a significant breakthrough in mass transportation".

The measure, the Urban Mass Transportation Act of 1970, enables the Transportation Secretary to assure cities of federal money for such major projects as sub-

ways five years in advance, bypassing the annual Congressional appropriations process. Mr. Nixon last year had proposed one-year advance commitments only.

The money will go to the cities in the form of loans (for station sites and rights-of way) and grants for the purchase of rolling stock. Both types of financial aid provide for the payment by DOT of two-thirds on the total project costs. Cities cannot tap the \$3,100,000,000 fund to meet transit operating expenses or other debt financing.

One of the projects expected to be approved now that federal aid is assured is Chicago's \$400,000,000 downtown area subway network (TC 01 JUL 67, et al), the request for aid for which is already in the DOT hopper. Ground-breaking for that new line is expected to be early in 1971. Also forthcoming from the new funding will be money to cover an over-run in construction costs of the Dan Ryan and Kennedy median strip lines, and DOT's share of the cost of building the 130 new Illinois Central electric cars for 1971 delivery. A further request is for assistance in financing 34 new cars for the South Shore Line, which hasn't seen a new car on its interurban right-of-way since 1928.

A further use for the Federal funds now made available might be the purchase of suburban bus lines in the Chicago area by the CTA. As we have reported, long-time opponent of publicly-owned transit South Suburban SafeWay Lines threw in the towel late in September, asking for purchase by the Authority. Now yet another, unidentified area firm (presumably the West Towns Bus Company) has also asked to be included, and no doubt the list will quickly swell. New CTA board member Wallace D. Johnson, leader of the progressive faction and an investment banker, is in favor of the purchases, and believes financing can be arranged under the terms of the recently-signed legislation. Unification of Chicago area properties has been a desired (and desirable) goal since the formation of the Chicago Transit Authority (which was originally set up to do precisely this job in 1945).

BRIGANDRY -- Police in Middlesborough, England are searching for two hijackers who seized a double-decker bus there, ran their own service for two hours and pocketed the fares. One man drove the bus, and the other acted as conductor, explaining to passengers that he was not in uniform because he was a member of a relief crew. The two men stole the bus from a car park, and abandoned it some 400 yards from police headquarters after collecting hundreds of fares.

TOWARD THE CASHLESS SOCIETY -- The prospect of traveling on buses, trains and the Underground was held out last week by the Greater London Council. The body said buses use 12 times less road space than private autos carrying the same number of riders, and that free rides could be expected to reduce auto traffic. The Council controls the city's public transport system, which is spread out over an area of more than 900 square miles, and outlined the bold plan in an official report designed to stimulate public discussion.

The report said public transport might be financed through higher local property taxes instead of fares, estimating the cost at about \$320,000,000 annually, or about \$50 per London householder. The same document urged that the government free London Transport's bus fleet from fuel taxes now costing LT about \$5,000,000 each year. The council plans to spend about \$848,000,000 during the next ten years to improve the London area transport system. The document said that parking control was the most effective instrument to produce significant and quick reduction of traffic congestion.

URBAN MISCELLANY -- A May survey taken by the Chicago Department of Streets and Sanitation has revealed that fewer persons are apparently driving to the Loop, primarily because of the completion of the Ryan and Kennedy rapid transit routes; the survey showed 5 percent fewer persons entered the downtown area by auto, and a 7 percent increase in rapid transit passengers....The city of New York has made the final payment toward the purchase of Fifth Avenue Coach Lines. Now a part of the New York City Transit Authority's Manhattan & Bronx Surface Transit Operating Authority (MaBSTOA) system, the lines were seized by the city in 1962. The latest payment followed a court ruling that fixed the compensation at just over \$15 million for the last installment; the city had previously laid out almost \$39 million in partial compensation.

AT THE HUB -- The Chicago *Sun-Times* reports that Francis W. Sargent, the Republican governor of Massachusetts, has instituted a regional planning review of freeway and rail transit extensions in the Boston area. Until a policy can be determined by the review committee, all new transportation plans for the city have been put off, and future projects are being examined for their impact on housing, location of jobs, recreational open space, pollution and visual attractiveness. According to the report, Boston mayor Kevin White had to agree to the freeze because of a massive political upheaval at Boston neighborhood level.

PEDALLING ALONG -- The Chicago City Council has taken the first step toward the creation of an expanded system of bicycle commuter and recreational routes for the city's estimated 800,000 bicyclists. The Council began formal consideration of a proposal by Mayor Daley, who urged aldermen to create bike commuter routes on low traffic streets. The mayor said there has been a 100 percent increase in the number of cyclists in the city in the last ten years, and an annual increase of 60 per cent over the last three years. A so-called "bike-in" held in the downtown area on October 3 to protest the lack of suitable bicycling facilities in the city drew over 1,000 participants.

MARTA MUDDLE -- Recommendations for "computerized" operation of commuter trains over existing tracks now used by freight trains in the Atlanta area have been--predictably--sharply criticized by area railroad officials. The concept had been advanced by consultants to the Metropolitan Atlanta Rapid Transit Authority who envision successful operation of commuter trains on computerized timetables with freight and other trains over sections of track in and near the Georgia city. Southern Railway president W. Graham Claytor assailed the plan as "unworkable" and warned that it would cause "a most hopeless situation".

At the same time, William H. Kendall, L&N chief executive, noted that his road handles a train on the average of one every ten minutes through the study area and asserted that "it would be impossible to move any commuter-type service thru the junction without serious delay and some hazard". Similar views were expressed by other carrier executives. (One comment: it occurs to this editor that once, many years ago, Atlanta had rail commuter service of some consequence. At that time, signalling and interlocking systems were not as sophisticated as they are [or should be] now, yet many more freight and passenger runs managed to get through without delays--why the difficulties foreseen in this "enlightened" age?)

"e" FOR ECOLOGY -- San Francisco's Muni, bowing to ecological protest, has apparently agreed to replace its entire trolley coach fleet (more than 300) with new vehicles (or, possibly, rebodied ones), rather than pare the roster to about 150.A similar announcement about another large city may appear here next week.



airline action

SAGA OF THE 747 -- According to a lengthy article in the *Detroit News*, this is not exactly the big airlines' finest hour. With great fanfare, they launched the era of wide-bodied 747 jets, and for awhile carried 300-plus loads of curious travelers. Now, according to the report, they are carrying empty seats.

Citing one example, United inaugurated jumbo jet service September 14. During the first week of the new UAL service, its planes were only 27 percent full. The supreme irony is that one of UAL's competitors who has no 747s at all is racking up its first profits in a long time. Western Airlines, which decided about a year ago that it could not afford 747's, posted a \$3,500,000 profit for August, more than offsetting its losses earlier in the year.

The contrast points up the simple fact that the 747 could not have arrived at a worse time. The airlines may have been far too optimistic about their need for it. And, as a result, they will rack up their biggest losses in history in 1970. With the fourth quarter (traditionally the worst) yet to come, the dozen majors appear likely to sustain a collective loss of as much as \$100,000,000. Aviation sources maintain that without a quick turnaround there may even be a bankruptcy (or perhaps more than one).

Many airline officials put the financial blame on excessive regulation, but much of their troubles are due to the current economic recession; both business and pleasure travel are off. At the same time, carrier executives condemn the CAB's numerous route awards and say these have worsened the capacity situation. CAB Chairman Secor D. Browne, in office about a year, has retorted that no airline has ever been given a route it did not ask for.

Meanwhile, the 747 has just come through another trial. The FAA declared just ten days ago that Boeing's giant liners are "without qualification" safe. Officials found no cause for alarm in the recent rash of engine failures.

THE CONTINUING SST SAGA -- Yet another argument has been advanced to further the apparent losing cause of the U.S. supersonic transport (now opposed by a growing number of Senators, including both Illinois Republican members). According to a recent report, if the aircraft industry had not developed new, more productive planes for airline use, there would be 47,000 DC-3s jamming the skies today; only 5,700 airliners now fly the world's air routes because bigger and faster planes have appeared on a continuing basis since the 28-passenger DC-3 came along in the 1930's. Proponents of the SST argue that if the craft is not built by the 1980's the airports of the world will be jammed with conventional jets.

ROUTES REPORT -- A CAB examiner has recommended East African Airways be granted authority to link New York with Kenya, Tanzania and Uganda, with various stops in Ethiopia, the Sudan, the UAR, Canary Islands, Greece, Italy, Switzerland, France, Germany, Denmark and the United Kingdom....Air Halifax, Ltd. has also been recommended for authority to operate charter service with small craft between Halifax and the northeastern U.S....The CAB says 134,407 passengers with confirmed reservations were denied boarding because of oversales in 1969, a figure up from 132,108 in 1968. U.S. airlines carried 140,715,976 passengers in 1969, an increase of 8,624,912 over 1968.

SERVICE MEMO -- American Airlines recently scheduled three 707 direct connecting flights a week from Chicago to Sydney, along with service to Hawaii, American Samoa, Fiji and New Zealand. The flight leaves O'Hare each day at 10:00 AM, arriving in Honolulu in time to make a connection with AA's 3:10 PM HST departure for the South Pacific....Japan Air Lines now has daily-except-Monday 747 service direct to Tokyo from Los Angeles via Honolulu.

AIRLINE ADDENDA -- The CAB will form three advisory committees soon to help it in its regulation of the airline industry. The committees will be oriented toward labor, finance and consumer affairs. Consumer advocate Ralph Nader's prodding is largely responsible for the committee formation; one of Mr. Nader's "Raiders", Reuben Robertson, will be chairman of the Consumer Affairs Committee....PATCO, the Professional Air Traffic Controllers Organization, may be in line, despite its being tabbed as a "criminal" organization (over last spring's "sick-out") to be certified as the official bargaining organization for the controllers; quiet, behind-the-scenes negotiations are currently taking place with the Department of Labor on the subject....Because of the recent IATA agreement, travelers will pay more for regular transpacific round-trip tickets but less for package tours. The International Air Transport Association is still wrestling with transatlantic rates, but expects an agreement shortly.

bus briefs

HOUND HAPPENINGS -- The ICC has approved the sale of a large portion of Greyhound authority in the Washington, D.C. area to Atwood's Transport Lines, Inc., Tuxedo, Md. The Commission's action will enable Atwood to purchase 30 Greyhound buses, give it conditional use of certain 'Hound facilities, and transfer to it certain regular route certificates, among them:

- 1) Between Baltimore and Washington, serving all intermediate points, but restricted against traffic between the two terminals.
- 2) Between Baltimore and a junction near Cedar Heights, Md.
- 3) Between Frederick, Md. and Washington, serving all intermediate points.
- 4) Between Waldorf, Md., and Leonardtown, Md., and all intermediate points.
- 5) Between Leonardtown and the Patuxent River Naval Station in Maryland, again serving all intermediate points.

The parties agreed on a basic purchase price of \$600,000 in late 1968, when the sale was first proposed. At the same time, Greyhound was granted certain express rights between Washington and Frederick and between College Park and Laurel, Md. and points north of Baltimore.

RIGHTS REPORT -- The Parochial Bus System, Inc., of the Bronx has been granted interstate charter and special rights between the Bronx and Liberty Bell Race Track in Philadelphia....Intercity Transit and Ohio Valley Charter Service of E. Liverpool has been granted charter rights from its four-county service area to all 48 states....The Missouri Transit Lines purchase of certain Jefferson Lines operating rights has been denied by the Interstate Commerce Commission's Review Board....Miscellany: U.S. Class I motor carriers posted a net loss of some \$1,181,494 in the first quarter on 1970, up from last year.

THE COVER -- A portion of a Rolls Royce ad detailing the firm's contribution to the as-yet-unflown Lockheed Tri-Star jet aircraft (from the *Wall Street Journal*).