

Transport Central



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Every bus has its own share of prohibitions in the form of signs posted at various locations on the vehicle. Among these, you will recognize

"NO SMOKING"

"RADIOS SILENT"

"PLEASE LEAVE BY REAR DOOR"

"DO NOT TALK TO OPERATOR"

"PASSENGERS MUST STAND BEHIND WHITE LINE"

etc., etc., etc.

These signs are placed for the general public safety or comfort, or to aid the driver. The question ultimately arises, however, as to just how far the driver can, will, or should enforce regulations. Is his job solely to drive or is he a "transit policeman?"

TRANSIT SAFETY - A number of rules (such as not distracting the driver or obstructing his view) are established in the interest of both the safety of his passengers as well as that of the public area through which his bus passes. These rules are essential and must be enforced when and if the driver feels enforcement is necessary.

TRANSIT COMFORT AND CONVENIENCE - These regulations can sometimes become a detriment to the safety rules. The driver cannot be continually looking around inside his vehicle to see if any one is smoking, will find it inconvenient to get out of his seat to remedy such situations, and in some cases will not help the system's public image in doing so.

There will always be inconsiderate boors in this world -- perhaps in increasing numbers -- who will smoke in enclosed places, who will play a blaring radio or who will push to the front of the bus because they don't want to be bothered by moving back. The bus driver is just that: a driver. He is not a policeman, not a babysitter and, should he take matters in hand, probably not much of a prizefighter either.

Perhaps it is up to the mass of other aggrieved passengers to contribute. I won't try to come up with many specifics here, but what can one do to one of those pests who annoy everyone aboard by bad manners or inconsideration to get the message across to him? Ever try letting the draft blow on the heavy smoker sitting next to you? Immature? Perhaps. But perhaps the only way to get the point across to some of these people is to get down to their level.

[Editor's Note: Resident TC iconoclast Ken Hayes is an administrative analyst for a West Coast public utility, and lives with wife Lynn in Hayward, California. Ken takes on matters weighty and small regularly in these columns, and is always anxious to hear comments about this series from Transport Central's readers.]



railway report

RAILPAX WRAPUP -- This quote from the latest issue of *Traffic World*:

"The Department of Transportation is expected to designate necessary rail passenger services in heavily-traveled corridors such as Washington-New York and Los Angeles-San Francisco. There is, however, nothing in the bill that fixes the overall size of the passenger network. The bill also is silent on just what the Corporation will do with a participating service that proves uneconomic. Presumably, the Corporation will have the power to abandon an uneconomic service, but there is no specific provision for such action."

As we got to press, President Nixon has not yet signed the "Railpax" bill, but he is expected to do so within the very near future.

STOP-AND-GO -- The Philadelphia chapter of NRHS' monthly publication, *Cinders*, reports that B&O's *Capitol Limited* was carrying its Chessie Club diner-observation on the rear (properly pointed) until Labor Day. Then the car was shifted back to its former location between the sleeper-lounge and the coaches in order to encourage coach passengers to eat in the diner. The same publication reports that B&O Potomac Valley trains 33-35 and 34 (Washington-Cumberland) were slated to be dropped June 1, but are still running (one E unit and one or two cars).... RPO service continues on RF&P/SCL 75-76, Washington-Jacksonville; this is the last working RPO serving Richmond.

The U.S. Supreme Court ruled last week that the Chicago & Eastern Illinois Railroad gave proper notice of its plan to stop operating a daily train between Chicago and Evansville (now defunct). The *Georgian* continued on to Atlanta over L&N rails from Evansville. The high court ruling reversed one by the U.S. Court of Appeals that the C&EI should also have given notice of its plan to remove the train to the states of Kentucky, Tennessee and Georgia; the road had only officially notified Indiana and Illinois.

The Illinois Central, which earlier in October had announced plans to drop the sleeper on the petitioned *Panama Limited* (Chicago-New Orleans) as of Wednesday last (October 21) changed its position and ordered the car retained on a day-to-day basis. In the press, the road was quoted as saying it had decided to keep the sleeper in operation because "suddenly they all want to ride the car". More to the point might have been charges of downgrading the train had these amenities been removed, a charge the railroad (mindful of SP's woes with the *Sunset*) decided it wanted no part of. Because the four-month period of operation for the run expires after March 1 (the starting date for Railpax) the train might indeed itself be retained for some time to come.

Effective October 23, the Santa Fe will consolidate operation of trains 23 and 24 (the remains of the *Grand Canyon*) with trains 1-2 (the *San Francisco Chief*) between Fort Madison, Iowa and Newton, Kansas. The trains presently run about an hour apart between the two cities....More on the "trains nobody wants", the Penn Central Detroit-Buffalo via Canada runs. Although all were scheduled to disappear on October 1 (the Canadian Transport Commission absolved itself of all responsibility for the runs, saying the intraCanada business was "negligible", and the ICC also initially disavowed jurisdiction because the major portion of their runs were in a foreign country), 14-17 have continued to run by court injunction

and will continue to do so "indefinitely. Train 14 is the eastbound run, departing Detroit at 7:30 PM [EST]; 17 leaves Buffalo each morning at 3:15 [EDT].

The Canadian Transport Commission has okayed the removal of six southwestern Ontario trains on CN, but has dictated that Railiners 671-672, Toronto-Guelph, be continued in service for another year....The same body will also launch a full-scale investigation into all the financial aspects of commuter rail service in the Dominion (largely in the Toronto and Montreal areas).

ICC Division 3 has okayed tri-weekly operation of the *Southern Crescent* by the Southern between Birmingham and New Orleans, but will investigate. Southern began the reduced service October 20; runs depart Birmingham for New Orleans on Sunday, Tuesday and Thursday, and New Orleans for Birmingham on Monday, Wednesday and Friday. Daily service continues north of Birmingham.

An ICC examiner has recommended denial of SCL's petition to drop 93-94 between Jacksonville and St. Petersburg (as a part of the removal of the remaining old *South Wind* service; see TC 29 SEP 70); a Florida PSC decision had also denied a similar petition by Seaboard Coast Line.

Ferry Facts: To further complicate our rendering of the ferry services criss-crossing Lake Michigan, we have learned that two of the roads currently operating them have asked for certain discontinuances. Ann Arbor wants to abandon its Manitowoc-Frankfort sailings, and retain the Kewaunee-Frankfort crossings. At the same time, C&O is eager to drop its Ludington-Kewaunee sailings, and retain its Ludington-Manitowoc and Ludington-Milwaukee crossings. Officials of both roads deny any "deal" in the ferry petitionings.

ROADBED WRAPUP -- Reading chairman William R. Daley has sold all 200,000 shares of his Reading common stock to C&O, which now controls 45% of the road's common shares. The same road also requested the ICC to order C&O/B&O to "render financial aid to preserve the transportation services of the railroad", saying its petition is justified because of the delay caused by the reopening of N&W-C&O/B&O merger proceedings, in which Reading sought inclusion.

A new MetroLiner platform is now under construction at Washington Union Station just west of the present high-level platform on Track 16....Santa Fe's new one-price tickets include meals. Round trip examples: Chicago-Kansas City: coach, \$45.00, first class \$67.50; Chicago-Los Angeles: coach, \$183.50, first class, \$268.10....A Dallas bank is trying to locate the owner of a stock certificate once worth \$75, but now valued at \$2,000,000. The paper was issued to raise funds for the Texas & Pacific Railway Company (no relation to the present T&P), and during the panic of 1885 its value dropped to \$75. The property was eventually conveyed to the Texas Pacific land trust, which struck oil in 1952; now the one outstanding certificate is worth more than \$2,000,000.

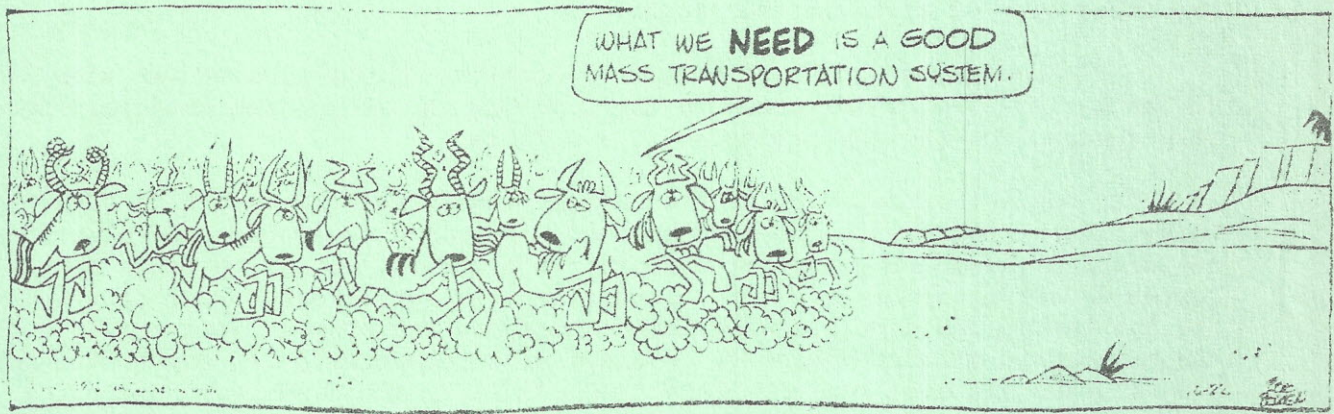
PC POTPOURRI -- The principal in America's biggest corporate bankruptcy, Penn Central, appears to be continually in the news. On the one hand, the road is considering selling some of its highly-valuable real estate (the road's parent is the biggest holder of property in the city of New York) to bolster its sagging cash position; on the other hand, the ICC has uncovered evidence of financial conflicts of interest that might lead to criminal prosecution of officers of the bankrupt railroad, and which might partially explain PC's financial disgrace. A number of New York banks are involved in the proceedings, and the Commission noted that PC's parent diverted needed cash for diversification investments.

ident William H. Moore cited a number of things he had found wrong with the giant carrier on tours of the property and in meetings with employees. Among them:

- + Supervisors who ought to be out on the road checking on conditions have been kept at desks in the road's Philadelphia headquarters. As a result a lot of deterioration on the line has gone undetected.
- + The Penn Central has been loaded down with paperwork because of a built-in "bureaucracy".
- + There has been inefficient utilization of freight cars, resulting in a shortage which forces shippers to go elsewhere.
- + About 12 to 15 per cent of the road's locomotives are out of service each day for repairs, over twice the normal figure.
- + The Penn Central has been laying only 150 to 200 miles of rail annually; it will need to lay 1,000 miles a year in the next five to catch up.



metro memo



THE CONTROVERSY GOES ON --- Following is a statement by DOT Secretary John Volpe on the District of Columbia subway-freeway situation:

"The Washington metropolitan area has for many years been in serious need of additional transportation facilities--both a long-overdue subway system and additional highway projects.

"As Secretary of Transportation, and at the personal direction of President Nixon, I have for the past twenty months been involved in a continuing effort to seek a resolution to the 20-year impasse which has prevented timely completion of these planned transportation programs.

"Last year, after many months of studies, analyses, and review, and after many meetings and discussions with the appropriate members of Congress, District government officials, and citizens' groups, an accomodation was reached enabling the city to proceed with boths its Metro program and certain freeway projects.

"The situation has now been complicated by a series of formal actions and statements by members of Congress which have cast serious doubt on the future of

the highway program in the Washington Metropolitan Area. The uncertainties over specific highway projects, which in turn have seriously jeopardized the expeditious progress and future planning of the area's subway program, result from the following recent actions:

-- On October 2, 1970, the Senate, by a vote of 51 to 0, passed its version of the 1970 Highway Act which would repeal Sections 23(a), 23(b) and 23(c) of the 1968 Highway Act. These provisions call for specific freeway projects for the District.

-- Also on October 2, the majority of the House Public Works Committee, in its version of the 1970 Act, called for the construction of the North Central Freeway in addition to those projects required by the 1968 Act.

-- A Minority report of the House Public Works Committee dissented from the Majority's proposed legislation requiring specific freeway projects for the District.

-- Some Washington Metropolitan area Congressmen have expressed the view that no specific freeway project should be imposed by the Congress on D.C. or any other city or state in the nation.

-- Some members of both Houses of Congress have expressed the view that no further freeway construction in the District should proceed until all necessary funding for the Metro program is available.

"It would therefore appear that Congress will not for some time resolve these issues. However, on the other hand, there has never been any doubt as to the critical need and universal support for a modern, extensive rapid transit system to serve the District of Columbia and the surrounding areas of Virginia and Maryland. The participating communities and the overwhelming majority of the membership of both Houses of Congress have joined with the Mayor, the D.C. Council, the National Capital Planning Commission, the Fine Arts Commission, the Council of Governments, and business and community groups in expressing unanimous and enthusiastic support for the Metro program. Further, the communities of Maryland and Virginia have demonstrated their support by voting to tax themselves and by authorizing substantial bond issues to finance their share of this program.

"Despite this impressive backing, the District's subway program is now seriously jeopardized by the current Congressional controversy with respect to certain highway projects in the Nation's Capital. I have been following these developments with increasing concern, and I recently asked Metro Chairman Joseph Yeldell for a report on the status of Metro's financing. Mr. Yeldell responded to that request with a letter dated October 8 indicating that, unless additional money is made available in the immediate future, Metro will exhaust its authority to enter into new contracts by November 1 of this year. It is clear that such a development would produce further substantial delays in construction, creating higher costs and seriously impairing investor confidence in this essential undertaking.

"I have a number of important responsibilities in this area. First, as Secretary of Transportation, it is my general statutory obligation under the De-

partment of Transportation Act of 1966 to facilitate the development and improvement of coordinated transportation service, in the National Capital area as well as throughout the country. Second, pursuant to the National Capital Transportation Act of 1969, I am custodian of the Federal contribution to the Metro program--already more than \$180 million and ultimately to be \$1.1 billion--and I am therefore responsible to the Congress for protecting the health of that very significant investment. Finally, President Nixon has personally instructed me to take all appropriate action to ensure the orderly and expeditious progress of the Metro program.

"In view of these important responsibilities, and in view of Metro's clearly demonstrated need--as an interim measure to keep the Metro program on schedule until the Congress resolves the situation regarding the D.C. highway program--I am today directing the Urban Mass Transportation Administrator, Carlos C. Villareal, to entertain an application for an emergency loan that would make available to the Metro. It is my intention, in initiating procedures to make this loan available, to enable the Metro program to go forward uninterrupted and unimpeded by confusion and controversy over particular freeway projects, and to enable it to meet its obligations to the participating governments in Maryland and Virginia. The two programs--freeways and the subway--must complement each other, but uncertainty about one must not be permitted to jeopardize the other.

"As for the highway projects in the District, very different views have been expressed by members of the House, the Senate and the District government. I will continue to meet my responsibilities under the existing laws and any others which the Congress may enact to develop the best balanced transportation system for the Nation's Capital with full regard for the expressed needs and wishes of the communities involved."

URBAN OUTLOOK -- The Highway Users Federation for Safety and Mobility has declared that a new study of urban mobility it has just completed refutes charges that most American cities are "strangling" on their own traffic. Some 37 cities ranging in size from New York to Sioux City were surveyed for the report....West Germany's Wgonfabrik Uerdingen A.G. of Düsseldorf will cooperate with Rohr in an effort to win a \$20,000,000 contract to build rail vehicles for San Francisco's Municipal Railway. Bids for the 78-car contract are to be sought next January.

Pullman-Standard was the apparent low bidder on about \$50,000,000 in new commuter cars for the Philadelphia area; GE was the only other bidder....The Metropolitan Transportation Authority of New York has tentatively agreed to lease two of PC's New York area rail lines that haul 40,000 riders daily. Under the plan, the MTA would lease the two routes--one running from Manhattan 72 miles to Poughkeepsie, the other 77 miles to Dover Plains--for 60 years at \$1 annually. MTA would pay PC \$125,000 annually to continue operation of the service, pay \$600,000 each year in rent for Grand Central Terminal facilities, and buy 100 1950-built commuter cars from PC for about \$4,300,000. Under the plan, also, the MTA would order 80 new commuter cars, costing a total of \$22,825,000 from General Electric for use on the two lines beginning in the summer of 1971. GE, which would make the bulk of the electrical equipment for the cars, has selected Budd as the subcontractor to assemble the units. The Port of New York Authority (a joint New York-New Jersey agency) would finance the 80 new cars; MTA would bear the overall expense of the commuter operation.

ONCE OVER QUICKLY -- LIRR has about 400 of its new 620-car order in service; the road reports the laying of third rail into Huntington is complete and electrified operation is expected to begin before the end of the year....SEPTA's route 47 PCC line is now "permanently" abandoned. The same carrier has purchased seven GMC 33-passenger "New Look" coaches for service on routes 8, 14, 25 and 85....The Rock Island has raised its Chicago-Joliet commuter fares by 6%....TTC will equip most of its motor buses and all of its new-bodied trolley coaches with water bumpers.GO Transit now has 15 GMC T8H-5305A's in service on routes radiating from Toronto to Hamilton, Oshawa, Richmond Hill and Barrie; the units are maintained by Gray Coach Lines....Winnipeg has sold two trolley coaches, 1738 and 1740, intact to Western Flyer (the Toronto-rebodying firm).



airline action

COVER STORY -- Another era ends: United Air Lines will remove all its remaining 16 twin-engine Caravelle jet liners from regular service effective with the normal schedule changes Sunday, October 25. The craft had outlived its usefulness for UAL, and the line has been progressively withdrawing them from service; four of the original order of twenty have already been sold.

United purchased its fleet of 20 Caravelles from Sud Aviation (Toulouse, France) for \$68,000,000; the first went into regular service July 14, 1961 between Chicago and New York. The craft later introduced jet service to various cities in the Eastern and Southeastern portions of United's route system. UAL reports that the Caravelle carried 10,300,000 passengers a total of 4,500,000,000 route-miles over the past nine years.

The Caravelle's all-first class seating configuration and 64-passenger capacity make it uneconomical to operate in a market in which more and more passengers are traveling coach-class, hence the decision to retire the fleet. On the short-haul route segments assigned to the plane, the craft cannot earn a reasonable return even if every seat is occupied.

United was the only U.S. airline to purchase the Caravelle, and its order was the largest ever signed by Sud with a foreign corporation. The Caravelle continues in wide use on European (Sabena, for example) and other foreign airlines. UAL's version was powered by British-built Rolls-Royce Mark 532R engines. The planes averaged only three major overhauls over their nine years with United, and compiled impressive safety and reliability records. *[Editor's Note: The excellent cover photograph was graciously supplied by the News Bureau of United Air Lines].*

MISCELLANY -- Caledonian has taken over British United Airways in a \$17,000,000 deal, merging Britain's two largest independent airlines....Western has retired the last of its propeller planes....SAS/Aeroflot trans-Siberian (Copenhagen-Tokyo) services will begin next April....IATA's fare conferences will produce an average raise of 5%-7% in north Atlantic tariffs beginning in 1971....El Al wants rights to serve Chicago, Los Angeles, Miami, Philadelphia and Boston....Butler Aviation (providing flight services at 14 airports to private planes) has been sold to Shell Oil....Mohawk's inauguration of service to Chicago has been delayed until January 1, 1971....The Pentagon will not "surrender" any land at O'Hare to the city of Chicago, which wants a portion of the military base for terminal expansion.