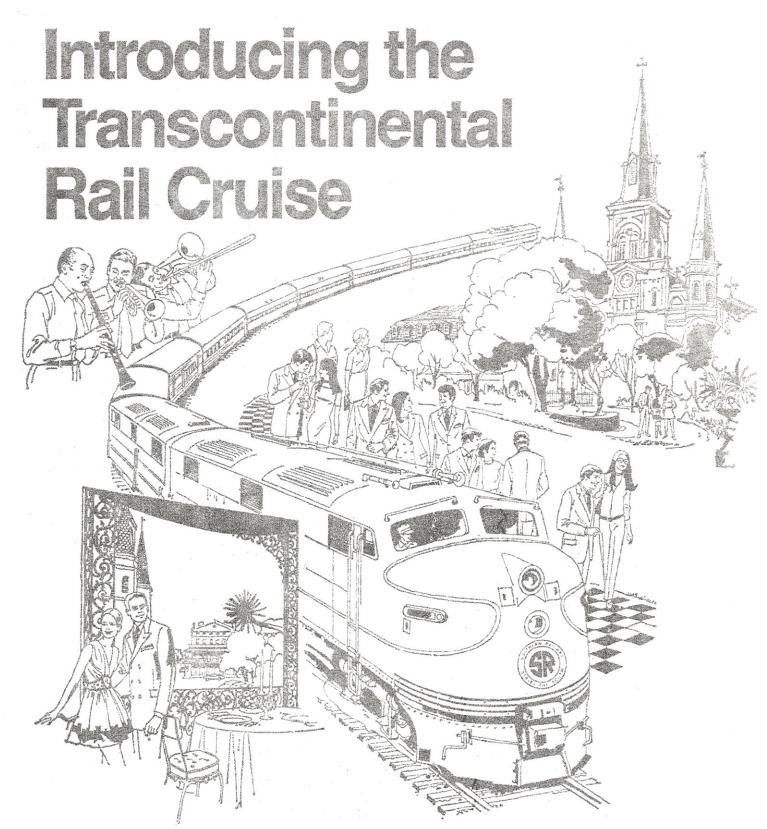
Transport Central

2 NOVEMBER 1970



New York-Los Angeles via sleeper, with an overnight stop in exotic New Orleans TRANSPORT CENTRAL Volume Seven

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

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Transport Central and its editor have succumbed to the all-too-common "foot in mouth" disease prevalent among journalists. In reporting on the tragic accident that marred a Sunday of Chicago Bears play at Evanston's Dyche Stadium late in September (one CTA "L" train struck another), we commented 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 period of time (in the rush hours)."

That last phrase was an unfortunate one, because it is incorrect. CTA Superintendent of Research and Planning George Krambles graciously took the time last week to provide this reporter with figures conclusively refuting *Transport Central's* inaccurate estimation of the Evanston line's crowd-carrying capabilities.

CTA statistics show that the 24-hour traffic flow on the line at Howard Street (the route's southern terminal and junction with the North-South main line) is about 9,500 each way. The maximum hourly load is about 2,400 in the morning, and 2,000 in the evening; the latter figure has declined in recent weeks to 1,600 to 1,800.

A check of ridership on the particular day in question (Sunday, September 27) showed an increase north of Howard (in both directions) of about 14,500 (7,250 riders each way) over a normal Sunday; this figure could be rightly construed to represent the number of patrons attributable to the Bears game.

In short, the peak in riding because of the gridiron contest was far above the normal rush-hour concentration on the Evanston line, and beyond the reasonable capacity of the route. On balance, the Authority did a remarkable job of handling the extraordinary traffic generated by the game, and we regret any unintended slur on the system. We "shot from the hip", so to speak, and *Transport Central* is happy to set the record straight. railway report

THE GOOD OLD DAYS ARE HERE AGAIN -- So reads the copy beneath the ad that is our cover subject this week. On October 24, Penn Central, Southern and SP reinstituted coast-to-coast sleeper service on the *Southern Crescent/Sunset* route, as part and parcel of a deal that permitted SRS #1-2 to be reduced to triweekly service south of Birmingham, and SP #1-2 the same New Orleans-Los Angeles.

The "Transcontinental Rail Cruise" sleeper leaves New York each Monday, Wednesday and Saturday at 3:00 PM, aboard PC's Senator bound for Washington. There, the car is attached to Southern's Crescent for the run to New Orleans. Arriving in the Crescent City (by way of Atlanta and Birmingham) the following evening, the car is set out at New Orleans Union Station for an overnight layover. Just past noon the next day, the sleeper departs on SP's Sunset for the run to Los Angeles, arriving there some 40 hours later. The same car is then sent out on the Daylight to San Francisco after servicing; any through passengers from east of Los Angeles may ride the same car out after briefly detraining during the switching and servicing period.

The same procedure is repeated in the reverse direction, though the layover in New Orleans is shorter. Westbound running time from New York to Los Angeles is 90:30; eastbound, 83:38. Total one-way fare, New York-Los Angeles is \$229.17.

OFF AND ON -- Traffic World reports that the entire Interstate Commerce Commission has ordered PC to continue in operation 22 trains [500/506/508/514/515/523/ 529/533/546/550/552/553/554/555/556/559/560/561/563/564/565/567] between Boston and Providence for 35 days from October 20. PC had sought to drop 17 of the 22 former New Haven runs and reduce the frequency of the other five effective June 21, but the Commission imposed the statutory four-month waiting period pending an investigation. On October 19, the full Commission (which, in an unusual move had "taken back" jurisdiction from its Division 3 a month earlier) ordered the 35-day extension. The unusual 35-day extension was ordered because of the pending Railpax bill, which requires DOT to differentiate within 30 days of its signing between intercity and commuter service. Since there is some overlapping of the two types of service in the Boston-Providence corridor, the Commission felt it prudent to continue the trains in service until a decision might be reached.

On the same day, the Commission in a similar action ordered continued operation for 35 days of six trains operated by the PC between New London and Worcester [572/578/580/573/575/579]. Citing the ridership on both sets of trains that would be required to find alternate means of transportation, the Commission also noted that the use of highways to transport people no longer appears wise, as air pollution would be increased by the substitution of mode.

Setting the record straight: All of the four Detroit-Buffalo PC runs up for discontinuance (the trains nobody seems to want) are still operating by court order, not merely 14-17; 351-52 also continue in operation "indefinitely"....Division 3 will investigate SCL 9-10, the Richmond-Columbia *Palmland*; the action keeps the train running until March 1....The ICC order okaying the removal of ATSF 191/190-201/200 (La Junta-Denver) becomes effective November 5; a petition for reconsideration by the Colorado PUC was denied....A Federal Court injunction has barred the removal of GTW 155-156, Chicago-Port Huron (the remnant of the Chicago-Toronto *International Limited*)....Now vanished is the Milwaukee Road "Hiawausau", 202-203, New Lisbon-Wausau (the old *North Woods Hiawatha* stub). Piedmont....That consolidation of Santa Fe's San Francisco Chief and the remnant of the Grand Canyon [TC 26 OCT 70] which was to have taken place October 23 was postponed by a Federal Court injunction....PC passenger service between Hartford and Springfield has been reduced to four trips daily via RDC. TurboTrains now terminate at South Station instead of Back Bay.

DB DATA -- The German Federal Railroads (Deutsches Bundesbahn), which now operates 527 express trains and some 1,700 locals, is at work on an 1,800-mile express network of 125 mph electric trains connecting 72 West German cities. The first three of these new trains, each with four aluminum air-conditioned coaches seating 160 first-class passengers, plus a 24-seat diner, are expected to be running between Munich and Bremen in time for the 1972 Olympics at Munich.

COGENT COMMENT -- From an editorial in the Baltimore Evening Sun:

"Congress has a dream, composed of two parts nostalgia and one part common sense. It is a dream of the days when intercity trains ran grandly on their own rights of way, half a dozen or more times a day, carrying travelling salesmen, business executives, homecoming students and visiting grandparents. It is a dream of dining cars serving better than edible food, of tickets at competitive prices, of crowds of people elbowing their way through the gates.

"Perhaps this overstates the case. But it is hard to see what else Congress had in mind in whooping through the Rail Passenger Service Act, to provide for government acquisition and operation of passenger trains at a cost that would hardly finance a couple of obsolescent coaches. For only if there were the kind of dreamlike service and market visible in the future could Washington possibly do the job envisioned with the money authorized.

"Only \$40 million will be provided in direct subsidies for the plan under which a quasi-governmental corporation is to take over any passenger operations that private railroads want to get rid of--which would mean just about all the 450 such trains remaining. There will be another couple of hundred million dollars available in loans and guarantees, to be sure. But on the assumption that these would have to be earned back and repaid, they hardly offer hope of a major rescue operation.

"The inadequacy of the financing becomes clear in any comparison with the one existing government-subsidized operation, the MetroLiner. The federal government realizes it must go beyond the \$12 million already invested in this single line, to which Penn Central has added more than \$60 million of its own money. And the Metro-Liner operates in a market, the New York-Washington corridor, which has the highest potential for success. What the tiny bit of financing provided by Congress can possibly accomplish when spread all over the country is difficult to see.

"But there is an element of common sense, too. This is the basic truth the act reflects, that the hard-pressed railroads must be relieved of the burden of passenger operation by the only rescue party available--the federal government. And perhaps a case can be made for direct government control of passenger rail service, although with the old railroad management doing the actual operating, as opposed to the dismally inefficient Interstate Commerce Commission regulation that has so signally failed. Even so, it ought to be clear to Congress that it can't achieve success on the cheap, that making the dream come true will take far more money than it has authorized initially."

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metro memo

DOT DOLES -- UMTA has approved a grant of almost \$750,000 as its share of the total cost of 35 new buses for the Greater Peoria Mass Transit District; delivery of the new GM units is at least six months away. GPMTD currently operates units from various ATE properties, plus six GMC "New Look" units formerly owned by Peoria City Lines and conveyed to the District when it began operations several months ago. The new fleet will consist of air-conditioned units.

The city of Houston has been granted \$516,000 for an in-depth study to develop a balanced public transportation system for its metropolitan area. The grant has two phases: a short-range study of bus transit improvements and a longrange rapid transit plan. Six corridors will be studied for rapid transit potential, and engineering and design, environmental impact and cost-benefit studies will be carried out for those corridors in which rapid transit is found to be feasible. Public transportation in Houston is currently provided by the 350bus fleet of Rapid Transit Lines, Inc. (NCL), operating over 712 route miles and carrying about 100,000 riders daily.

A grant of \$181,066, supplemented by some \$90,000 from the city will give Pontiac (the Michigan home of General Motors' Truck & Coach Division) 10 new air conditioned buses to add to the Pontiac Transit Corporation fleet. PTC's operations are owned by the city and managed by ATC (Chromalloy); the fleet consists of 19 buses with an average age of 15 years.

A UMTA grant of \$135,964 has been made to Mecklenburg county in North Carolina to plan and improve the public transit facilities of the greater Charlotte area. The four-part study will analyze the management and operation of existing public transportation provided by Charlotte City Coach Lines, define transit needs and develop a transit improvement program to be implemented over the next five years.

UMTA has also made available funds enabling 28 public transit experts to attend a six-week course at Carnegie-Mellon University in Pittsburgh, and to enable Penn Central (via New York's MTA and the Connecticut Transportation Authority) to upgrade 100 old New Haven cars and purchase 144 new ones, as well as improve certain portions of its physical plant. As noted here several weeks ago, unexpectedly high bids for the new cars had placed the total ordered in doubt. The MTA and CTA have now successfully completed negotiations with PC for operation of the New Haven services, and with General Electric for the new cars.

e FOR ECOLOGY -- The San Francisco Public Utilities Commission has authorized the preparation of a master plan for modernizing the existing Municipal Railway electrical power supply system. It is expected that the study, to be completed by July 1, 1971, will provide some assessment of the total electrical system envisioned for the city, and an opportunity to examine the proposed expansion of the Muni's electric trolley coach service. Muni, with 333 trolley coaches on hand, is the largest operator of such units in North America.

PEOPLE -- The North Western has appointed Ralph W. Coakley as its Manager, Commuter Services; Mr. Coakley will have responsibility for commuter services, including train schedules, fares and customer parking facilities....A sad postscript: Theodore J. (Teddy) Richmond, who headed a financial empire that included the now bankrupt Inter-City Transportation Company and two-score other concerns (TC 29 SEP 70) died October 17 at the age of 78. Mr. Richmond operated Inter-City, a bus line carrying 35,000 persons daily between New Jersey and New York, from a small office in Passaic. When he filed for bankruptcy in 1967, it was disclosed that he owed more than \$60,000,000 to 5,000 creditors.

TIMES ARE TOUGH ALL OVER: III -- The latest American Transit (Chromalloy) property to have fallen on hard times is the 72-bus Lexington [Ky] Transit Company, which posted a \$43,000 loss thus far this year. In June ATC listed the Lexington system as one of 11 it owns around the country in danger of service termination.

B&O has filed for a 15% increase in fares on its Pittsburgh-Versailles commuter service....The Cleveland Transit System is stocking up on 10 million bus tickets of a new color, in preparation for a possible fare hike. As a result of the "wildcat" strike last July, CTS must raise an additional \$2.5 to \$3 million for wage costs to get through until next July.

URBAN OUTLOOK -- Boston's MBTA has filed for a \$20,000,000 grant from UMTA toward the construction of its South Boston Dover Street transportation complex, necessary to service rail and bus runs to the South Shore area...A proposal is on California ballots to divert highway funds for mass transit purposes...The Crawford Bus Service of Lockport, Ill. is operating a transit service of sorts using school buses. Lockport has been without local service since Joliet City Lines quit in March; the successor Mass Transit District does not serve the area, but now connects with CBS runs...Illinois Governor Ogilvie, according to a *Chicago Today* report, is considering appointing former C&NW president Clyde Fitzpatrick to the CTA board seat soon to be given up by former state legislator Bernice T. Vander Vries.

MORE ECOLOGICAL COMMENT -- Despite clear evidence of a significant decrease in pollution, steam car development in the U.S. seems to be stalled. The Williams steam car, made in Ambler, Pa., has undergone extensive testing vis-a-vis a standard auto internal combustion engine, with graphic results:

	Williams	Internal
	Steam Car	Combustion
		Engine
HYDROCARBONS	20 ppm	900 ppm
CARBON MONOXIDE	0.05 pct	3.5 pct
NITROGEN OXIDES	40 ppm	1100 ppm

(ppm: parts per million)

TROLLEY COACH NOTES -- A one-way street program to affect San Francisco's Sutter and Howard Streets (both now two-way and used by Municipal Railway trolley coaches) will take effect shortly. Although Muni didn't have the \$500,000 necessary to move the overhead, it didn't need to, since overhead maintenance and line crews had been transferred to the city's Water Department (a profit-making agency), which has sufficient excess funds to pay for wire relocation. On Sutter Street, used by Lines 1 CALIFORNIA and 3 JACKSON, eastbound wires will be moved one block south to Post Street; westbound overhead will remain on Sutter. On Howard Street, used by line 41 UNION-S. VAN NESS, northbound wires will be moved one block east to Folsom Street; southbound overhead will remain on Howard. [Editor's note: Who says the trolley coach isn't flexible?]

airline action



Western Airlines

MERGER MANIA -- The boards of American and Western Airlines have approved a merger of the two carriers; AA would be the survivor. Two hurdles must be overcome before the marriage can become a reality: stockholder assent and approval of the Civil Aeronautics Board. In addition, President Nixon must also okay the amalgamation, as some international routes are involved.

New York-based American is second only to United Air Lines in terms of reported domestic revenue passenger miles. Western, headquartered in Los Angeles, is the country's eighth largest carrier. AA has almost 60,000 miles of route, including recently awarded authority to fly from East Coast and Midwest points to Hawaii, Australia, New Zealand, Fiji and American Samoa.

American currently has before the CAB a petition to allow it to absorb O. Roy Chalk's Trans Caribbean Airways, which would give it access to Puerto Rico, the Virgin Islands, Haiti, Aruba and Curaçao; the transaction has already been approved by the AA and TCA boards and their stockholders.

Western Airlines, which AA wants to acquire to give it access to the lucrative West Coast markets, serves twelve Western states, as well as Canada, Hawaii, Alaska and Mexico. It serves Hawaii directly from Anchorage, Oakland, Los Angeles and San Francisco.

AA has 37,000 employes, and a fleet of 253 jets, including seven Boeing 747s; an additional nine 747s are on order, as well as 25 McDonnell-Douglas DC-10s. Western has almost 9,000 employes and a fleet of 70 jets. Interestingly enough, the carrier has no 747s, and is making money by not following the crowd in so equipping its fleet where other airlines with the jumbo have had a rough financial row to hoe. AA, for example, expects to post a substantial loss for 1970, having a September deficit of some \$6,600,000. Western, on the other hand, reported a nine-month profit of \$475,000, or 10¢ per share.

Western Air Lines is one of the major holdings in the tangled financial empire of LasVegas financier Kirk Kerkorian; the "boy wonder" holds 28% of the carrier, and has reportedly been squeezed by the declining stock market.

American, once the largest U.S. carrier (until it was unseated by United's purchase of Capital almost fifteen years ago) has been seeking a merger partner for some time and, a few years ago, was close to a marriage with Eastern. That merger was scotched by the Justice Department. AA also had transatlantic routes (under subsidiary American Overseas Airlines) until poor financial results caused their sale in the early 1950's. MORE WEDDING BELLS -- The new Caledonian-British United Airways merger has created an airline comparable in size to Swissair, Qantas and Air India. With Gatwick, the second London airport, as its base, Caledonian/BUA will operate 31 aircraft, consisting of seven Boeing 707s, four VC-10s and 20 BAC-111s. The new amalgamation will operate with 4,400 employes, and estimates it will carry 2,750,000 passengers next year.

Eastern Air Lines has agreed to acquire the routes, three leased DC-9s and other assets of debt-ridden Caribbean-Atlantic Airlines, commonly known as Caribair. The latter carrier, based in San Juan, flies from Miami to various Caribbean vacation spots, including Jamaica, Haiti, Trinidad, Curaçao, Aruba and others.

The Caribair takeover agreement is in two parts, both subject to CAB approval. The first is a management agreement, under which Eastern will delegate a four-man team to manage Caribair until it can be fully integrated into Eastern. CAB approval of this step must come within 30 days or Eastern will not consummate the deal.

The second part is the actual acquisition contract, approval for which by the CAB must come by next June 30 to be effective. During the interim, Eastern will advance up to \$1,000,000 interest-free to Caribair to cover future operational expenses, including Eastern's management services.

One final merger note: Shareholders at a special meeting of Northeast Airlines voted to approve the previously-proposed marriage of their line with Minneapolis-based Northwest Orient Air Lines. The not-unexpected stockholder assent was the last necessary before CAB and Presidential approval.

RATES AND ROUTES -- American has asked the CAB for permission to hike fares on eight routes (mostly in the East and Midwest) and to adjust rates on three of its discount fares; AA says the hikes are necessary on a temporary basis until the Board completes its domestic fare investigation.

The routes involved are: Boston-New York, Boston-Washington, Buffalo-New York, Chicago-Detroit, Chicago-St. Louis, New York-Rochester, New York-Syracuse and New York-Washington; the hikes runs from \$2 to \$4 coach, depending on distance traveled. AA proposed eliminating the Discover America excursion fare on routes of less than 1,500 miles and reducing the discount from 20% to 15% during the June 15-Sept. 15 peak.

Braniff, pending CAB approval, plans to reduce its coach fares to Hawaii November 23. The reductions, which would range up to 19%, would apply on BI daily non-stop flights between Dallas/Fort Worth and Honolulu, and connections to those trips....The CAB has recommended against recertification of Mohawk to serve Liberty-Monticello, New York, citing a required subsidy of as much as \$32 for each passenger carried....TWA has expanded its Chicago/Midway services with six in and six out Monday through Friday.

EQUIPMENT REGISTER -- The CAB has approved a Pan Am plan to lease three Boeing 747 jets to Eastern Air Lines. EAL will pay a basic fee of \$550,000 per month for each unit through next September 30; the rate drops to \$525,000 monthly after that for the balance of the 17-month lease period....Varig Airlines of Brazil has purchased four Boeing 727-100 trijets.

JET JOTTINGS -- On October 25 Chicago became a "Frontier Town" again as Frontier Airlines began service to Omaha (jet non-stop)....Eastern has been granted non-stop authority between St. Louis and four North Carolina and Virginia airports....American is also entering the coach seat battle. The "war" began when United offered 5-across seating on certain longer flights; AA has proposed four-across seating on its Boeing 707 craft. TWA is also soon to announce a new seating configuration on its 707**a**. MUSEUM MEMO -- A new Air Force Museum is just about ready at Wright-Patterson Air Force Base just outside Dayton, Ohio. Smaller aircraft that were on display at the old site will now be housed inside. The movement of sites (the new museum will be fully operational next summer) presented some rather sticky problems with respect to the larger, unflyable aircraft.

The large planes will be moved to their new locations down a major, four-lane divided highway. The move will take place over three weekends; first to go will be a B-29 Superfortress. Next to make the journey will be the 100-ton 196' long XB-70 bomber. Major hurdle will be at a bridge where the possibility exists that the main landing gear may break down the decking; the 105' wingspan of the craft will require the re-moval of poles, trees, overhead traffic lights and road signs.

PLANE FACTS -- The FAA has disclosed a plan (called composite separation) to double the capacity of the traffic-clogged air lanes across the North Atlantic....The same agency has proposed to subject student and other groups that arrange for leased flights of large planes to the same aircraft safety rules that air travel clubs must meet. The action is an outgrowth of the October 2 crash of a leased airliner in the Colorado Rockies that all but decimated the Wichita State football team. The Agency also revoked the license of Golden Eagle Aviation, Inc., of Oklahoma City, owner of the ill-fated Martin 404 involved in the crash.

AUA Austrian Airlines is to discontinue all of its transatlantic service on March 31 of next year, as a prelude to its merger with Swissair. Actually not a merger in the technical sense, the amalgamation will permit each carrier (AUA is state-owned, while Swissair is in private hands) to concentrate on certain services (planes will be in a common livery, but lettered for one or the other underlying carrier) and pool maintenance. AUA will buy the "combined" line nine jets (all McDonnell-Douglas products) and divest itself of its remaining Caravelles.

The New York MTA has taken over ownership of Stewart Airport in Newburgh, N. Y. from the federal government. The 1,590-acre field was formerly Stewart Air Force Base... The state of Hawaii is considering a proposal to use hydrofoils to carry passengers between Honolulu International Airport and Waikiki resort hotels....The first American open-air airport terminal has been built at the Ke-ahole Airport on Hawaii's Kona coast. The \$20,000,000 airport was literally blasted out of a 170-year-old lava flow.DOT is investigating a rail link in the median of an Interstate expressway linking Dulles Airport outside of Washington with Union Station.

The FAA has extended for another year the flight quotas at four high-density airports, but is dropping them at New Jersey's Newark airport. The arrival and departure quotas were placed in effect on June 1, 1969, at the five fields as a way to reduce delays, were later extended and were due to expire last week. The most recent extension will keep the quotas in effect until October 25, 1971, at Washington National Airport, Chicago's O'Hare International Airport, and at Kennedy International and LaGuardia airports in the New York metropolitan area.

Czechoslovakia said it has signed an agreement with the United States providing for mutual recognition of aircraft worthiness certificates. Cezch and U.S. officials said the agreement would facilitate sales of civil and sports planes between the two countries....National Airlines expects to post a \$3,000,000 loss in the first half of 1970. Once again, the "Airline of the Stars" is seeking buyers for its two 747s. National's financial picture has never been too bright, and a long strike this year has not helped, delaying the start of Miami-London jet service.

BUS BRIEFS

Greyhound has begun daily through-bus service between Sarasota, Fort Myers, Naples and other Florida southwest coast cities, and the northern cities of Chicago, Detroit, Cleveland and New York....Public Service, Manhattan Transit and Colonial Coach of New Jersey have been granted interstate rights to link New York City and the Liberty Bell Race Track in Philadelphia....The Captiol Bus Company (Harrisburg, Pa.) has purchased a portion of the rights of Southern Tier Stages of Johnson City, N.Y....The purchase of Alaskan Coachways by the Coachways System of Calgary has been okayed, along with the control of Coachways by Greyhound Lines of Canada.

Denial has been recommended of Waukegan-North Chicago Transit's petition to provide Great Lakes-Milwaukee regular and charter service...Approval has been recommended for Hudson Transit Lines (Mahwah, N.J.) service over a new Fishkill (N.Y.)-Danbury (Conn) leg; no through New York-Danbury riding will be permitted....Greyhound is to open a new Louisville terminal this autumn; work is beginning on new stations in Raleigh and Chattanooga....The purchase of bankrupt Checkerway Charter Coach Company (presumably the Milwaukee division) by Mid-American Coach Lines, Inc. (which maintains a Milwaukee office) has been approved by the Interstate Commerce Commission. Mid American also has an interest in Davidsmeyer Charter Service of Elk Grove Village, Illinois. ...Jack Rabbit Lines (Sioux Falls, S.D.) has filed for permission to acquire Inter City Bus Line, Inc., Yankton, S.D....The 1971 Motor Bus Society convention will be based in Norfolk, Virginia, April 17-18.

NAUTICAL NOTES

A new car ferry, supplementing the La Paz-Mazatlan ferries, now is operating across the Gulf of California between Topolobampo (on the Mexican mainland) and La Paz, near the southern tip of the Baja California peninsula. The ferry boat, named the Salvatierra, leaves Topolobampo at 9:00 AM, Monday, Wednesdaysand Friday, arriving La Paz at 7:30 PM the same day. Departures from La Paz are at 8:00 PM, Sunday, Tuesday and Thursday, with a 6:30 AM arrival the following morning at Topolobampo. One-way passenger fare is \$4.40 first-class, \$6.00 first-class special....The famed Delta Queen was to make its final river trip November 2; more details in TC next week.

ECLECTICA

Transport Central offers its collective congratulations to Jim and Susan Penning (he is a West Suburban Transit Lines [Lombard, Ill.] executive and occasional contributor to TC) on the birth of their first child, Bryan James, who weighed in at 7 lbs., 6 oz. on Saturday, October 31; mother and child are doing well.

EXTRA MOVES

A San Francisco Muni trolley coach excursion will be operated on Saturday, December 5, 1970, departing from Presidio Trolley Coach Division (Presidio-Sutter) at 10:00 AM, returning there at 6:00 PM. Half of the trip will be operated on a Twin Coach 44-TTW (newly-painted red, yellow and white #570 if possible); the other portion will be on board a St. Louis TC-48. The fare will be \$5.00; tickets and information are available from G. L. Squier, WTS, 189 Crestwood Drive, Daly City CA 94015.

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TRANSPORT CENTRAL

U.S. PASSENGER TRAIN-OFF PETITION ACTIVITY -- 01 JULY THROUGH 30 SEPTEMBER 1970

ROAD	TRAINS	BETWEEN	DECISION*
BN	3-4 39-54	Chicago-Lincoln St. Paul-Superior	OFF# OFF#
СъО	46-47 303-304	Ashland [Ky]-Detroit Clifton Forge-Hot Springs	FSS-6 MO
C&NW	1/11-12/2	Chicago-Clinton	
GTW	155-156	Chicago-Port Huron [Mich]	
GM&O	5-6	Chicago-St. Louis	
IC	3-4 11-12 21-22	Carbondale-Memphis Chicago-Sioux City Chicago-Springfield	OFF#
L&N	3-4 3-4 5-10	Chicago-Danville Evansville-Atlanta Evansville-St. Louis	
MI LW	1-4 111-112 202 - 203	Chicago-Minneapolis Chicago-Savanna New Lisbon-Wausau	OFF
MP	1-2 14-15	Taxarkana-Laredo Kansas City-St. Louis	OFF NEGATED
N&W	11-12	Lynchburg-Bristol	OFF
PC	4-31 4/78-77/31 13-32 14-17 15-18 16-25 22-23 24-33 27-28 48-49 51-98	New York-St. Louis New York-Cincinnati Pittsburgh-St. Louis Chicago-Detroit Cleveland-Columbus New York-Pittsburgh New York-Chicago Philadelphia-Pittsburgh Chicago-Buffalo New York-Chicago Chicago-Buffalo	
	52-351 54-55 63-64 90-93 136-137-142-147	Chicago-Detroit New York-Chicago Chicago-Buffalo Chicago-Louisville Danbury-Pittsfield	

PC	315-316 355-356 427-428 500-506-508-514-515-	Cleveland-Indianapolis Chicago-Detroit Boston-Albany/Rennsalaer	
	523-529-533-546 548-549 550-552-553-554-555- 556-559-560-561-563-	Boston-Providence Harrisburg-Baltimore	
	564-565-567 572-573-575/579-578/580	Boston-Providence New London-Worcester	
NWP	3-4	Willits-Eureka (to weekly)	
SCL	93-94 12/5-6/11	Jacksonville-St. Petersburg Montgomery-Miami	
SP	1-2 11-12	New Orleans-Los Angeles (to triwkly) Oakland-Portland (to triwkly)	OK ' d
	51-52-53-54	Los Angeles-San Francisco- Sacramento	
SRS	1-2 11-12 15-16 15-16 17-18	Birmingham-New Orleans (to triwkly) Monroe-Lynchburg [Va] Salisbury-Asheville [NC] Greensboro-Barber [NC] Bristol-Chattanooga-Birmingham	OFF TRIWKLY OFF OFF
UP	35–36 117–118	Salt Lake City-Butte Kansas City [Mo]-Kansas City [Kan]	6 MOS OFF

[NOTES: *Where no entry is indicated, the decision is pending. Only regulatory decisions are listed herein; no attempt is made to indicate trains running under court orders. FSS - Friday, Saturday and Sunday only. #Train off, but hearings being held]

EDITOR'S ADDITIONAL NOTES: It is well to remember that this listing details actions as of the close of business on 30 September 1970. Compilation and publication was delayed necessarily because of the complications arising out of the Penn Central's manifold discontinuance petitions, the disposition of which had to be resolved as of our arbitrary cut-off date; a number of PC trains were slated to "expire" October 1.

The passage of the "Railpax" bill has necessarily rendered much of the above data obsolete in view of the changed situation, but the editors deemed it advisable to publish the regular quarterly listing so that an accurate picture might be provided of the train-off situation as it stood just before the bill's passage. As of our press date, for example, all of the Penn Central trains are still in service, most by court order, and only a handful of other runs have been removed that are listed as pending.

Present TC plans call for another quarterly listing covering October, November and December to appear just after the first of the year, and a summary (and probably the final Train-Off List) shortly following the effective date (scheduled for March 1, 1971) of the DOT program. This 13th edition of Transport Central's Train-Off List was compiled from official source data by Robert I. Oliphant and Thomas Kopriva.