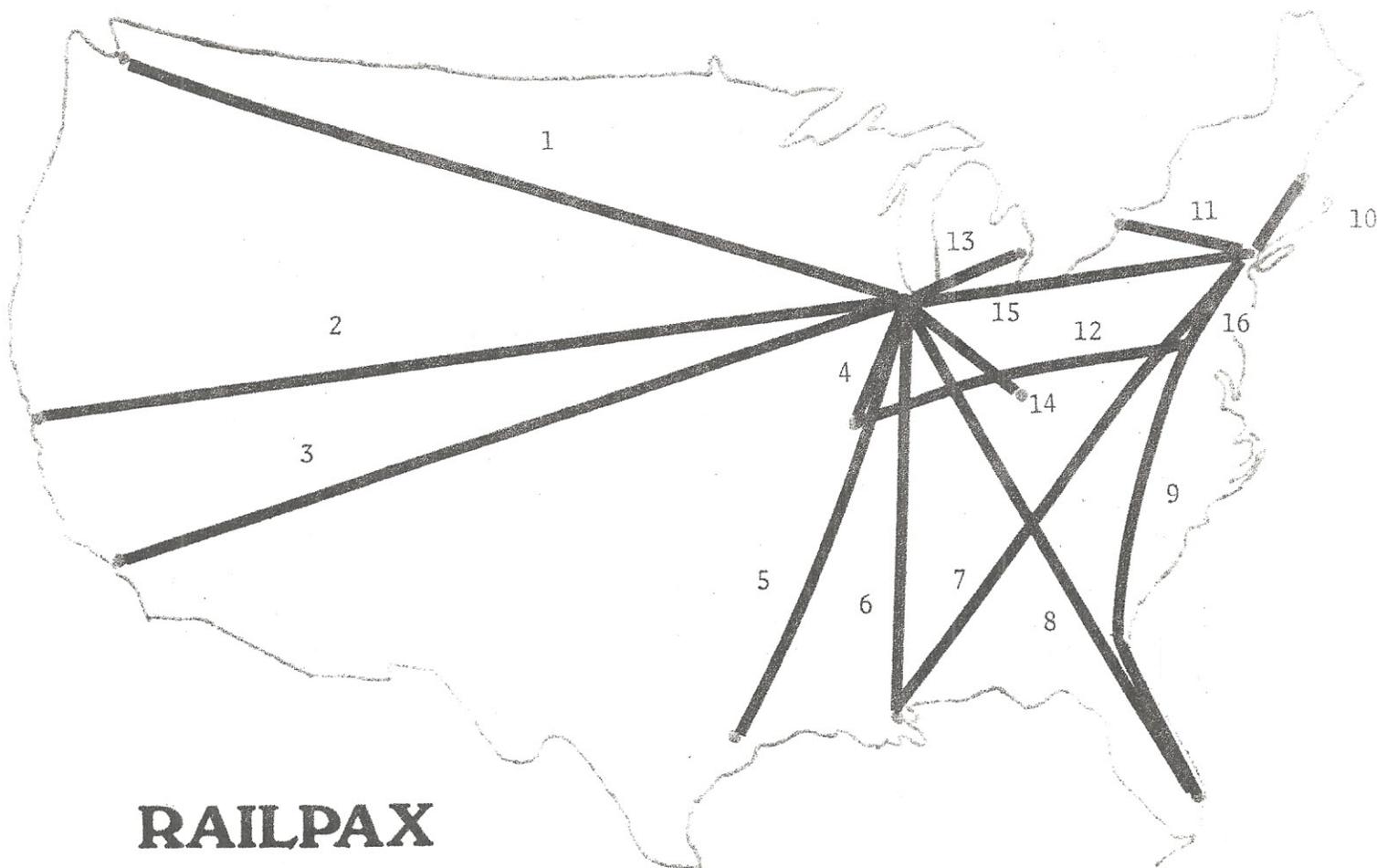


Transport Central



RAILPAX

CORRIDORS AND TERMINALS

- | | |
|--------------------------|--------------------------|
| 1. CHICAGO-SEATTLE | 9. NEW YORK-MIAMI |
| 2. CHICAGO-SAN FRANCISCO | 10. NEW YORK-BOSTON |
| 3. CHICAGO-LOS ANGELES | 11. NEW YORK-BUFFALO |
| 4. CHICAGO-ST. LOUIS | 12. WASHINGTON-ST. LOUIS |
| 5. CHICAGO-HOUSTON | 13. CHICAGO-DETROIT |
| 6. CHICAGO-NEW ORLEANS | 14. CHICAGO-CINCINNATI |
| 7. NEW YORK-NEW ORLEANS | 15. CHICAGO-NEW YORK |
| 8. CHICAGO-MIAMI | 16. NEW YORK-WASHINGTON |

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Ken Hayes

I do a lot of riding on AC Transit between Hayward and San Francisco. On occasion, I will see or ride with a woman bus driver; lately, it seems, I am seeing more women than before. I began to wonder whether, due to the women's liberation movement and non-discrimination laws hiring of women had begun or was being increased, or whether women operators were simply transferring to the transbay commuter runs I ride. In any event, I decided to investigate.

Oakland-based AC Transit, which serves the East Bay area and operates the transbay commute services formerly owned by NCL-affiliated Key System Transit Lines (a Railway Equipment & Realty Company subsidiary), had hired women during (and possibly before) the World War II era; many of its currently-retiring women operators are veterans of that era. AC Transit has between 40 and 45 women drivers on the payroll at present. On the other hand, in my ten years' experience of riding the Municipal Railway of San Francisco, I have yet to see a woman operator; I don't believe Muni has any.

Most transit operations in this country are male-operated ones. Sometimes this has been deliberate--a refusal to hire women. Sometimes it has been accidental--no qualified women applicants. Some systems, most notably small, non-union ones, operate without regard to the sex of their drivers. All they require is a qualified, safe operator, male or female; experience has shown that one is no safer (or less safe) than the other.

The old obstacle used to be one of mechanics--a woman just wasn't strong enough to shepherd a vehicle the size and weight of a bus. But today's coaches are air-brake equipped, so strength isn't a factor, and the steering systems are geared to feel little heavier than that of a pickup truck. Furthermore, recent additions to Federal law now make it illegal to discriminate in hiring on the basis of sex. Now, anything a woman can do she must be allowed to do, all other things being equal.

Transit systems having a no-women policy have been missing out on a good thing. Women as bus operators have proven themselves on school buses all over the country. By not using them, carriers restrict their hiring market which may, in turn, strengthen the bargaining position of the unions with which they must deal. The morning-evening commute peak problem might be solved, with probable reluctant union approval, by the use of part-time drivers of both sexes; women, by virtue of their normal duties, might find such an arrangement a convenient way to make money while still running their households.

All in all, women as bus drivers would seem to make good sense, and hiring them is preferable to a court suit. But you might, as an operator, try to make a test case out of it. Just say "no women" and sooner or later...

[To the best of our knowledge, this article was written by Mr. Hayes, but we're sure wife Lynn had a hand in convincing our resident iconoclast to pen these words. Both members of the Hayes family live in Hayward, California, where Ken is an administrative analyst for a public utility company. Editor]

 **railway report**

THE "BARE BONES" EXPRESS -- Hopefully portending the future, Railpax was right on time in its first venture. Just as scheduled, Transportation Secretary John A. Volpe unveiled DOT's "bare bones" U.S. rail passenger network that the National Railroad Passenger Corporation will begin operating next year.

The proposed system links 14 major cities into a network that would maintain rail passenger service for 85% of the metropolitan areas with a population of 50,000 or more currently having service. The system recommended by DOT would offer only a skeleton network that is planned to exclude some fairly populous cities such as San Diego and Portland, also eliminating such direct routes as Washington-Chicago and Seattle-San Francisco. In essence, the network has Chicago as its hub, and fans out from there to the west, south and east.

Even though this is the basic recommended network, NRPC will have considerable latitude in adding other services it might deem to be viable, and DOT will recommend some additional segments, as well as suggest actual routings between the city pairs detailed in its recommendations.

The Secretary's recommendations were issues as a part of the total package of legislation that comprises the Railpax act. Now, the Interstate Commerce Commission (which has abdicated its authority over the remaining passenger runs in favor of Railpax), members of Congress, state regulatory commissions, individual roads and the railroad brotherhoods have 30 days to comment on the initial plan. Upon receiving their recommendations (which are sure to be many), Mr. Volpe will have until January 29 to make revisions and issue a final initial plan.

The basic network was deliberately kept simple in order to avoid burdening the new, Comsat-style corporation with a commitment such that it would be difficult for its to turn a profit. DOT estimates that NRPC could go into the black within five years, and the initial system is being designed to speed that day by avoiding substantial losses in the interim. NRPC's initial funding only amounts to \$40,000,000, leaving it precious little room in which to maneuver.

The initial report establishes a set of alternate routes between each of the terminal cities outlined as required by the Railpax act; the routes are combinations of existing services. NRPC will decide which of the exact routings it will operate, with the guidance of DOT. In addition to having the option of picking the exact routes, NRPC can also specify which intermediate cities will be served.

DOT plans to recommend a level of train service that would include some 150 intercity trains, down from the 285 or so presently in service. Department officials had initially planned to specify particular trains to be operated over the initial network, but decided later to be less specific in order to afford NRPC more flexibility in designing the actual service.

Volpe's report recommended only that the scheduled frequency of trains be "one or more per day in each direction between end points in keeping with demand," unless patronage or other factors "clearly indicate" that less frequent service is desirable and sufficient. Volpe said he looks for a "gradual increase" in train patronage over the next five years, stimulated by better equipment, better connections, and the use of such amenities as sleeping cars on overnight runs of

more than six hours in duration, food service of some sort on day runs in excess of two hours, and lounge cars on runs lasting longer than six hours. NRPC can implement such services immediately with equipment rendered surplus by the further shrinking of the presently-operated patchwork passenger train network.

The Secretary said he expects at least 90% of the nation's railroads to join the new corporation. By joining NRPC at a price based on their current passenger train financial losses, the carriers can unload their present services; any runs not picked up by NRPC will be able to be dropped almost immediately by the railroad, while a non-joining road must keep all presently-operated passenger trains in service for five years.

In the network outlined by Secretary Volpe, a number of presently-operated lines would not be included. Among them are New York-Montreal, Boston-Albany and the recently-revivified "Sunset Route" between New Orleans and Los Angeles. One of the most conspicuous gaps is along the West Coast, where there is no provision for service connecting Seattle, Portland, San Francisco, Los Angeles and San Diego, currently operated by the Southern Pacific and Santa Fe.

Washington's Senator Warren G. Magnuson, chairman of the Commerce Committee that developed the Railpax legislation, said he was particularly disappointed that the Seattle-Portland corridor had not been designated for high-speed service, but at the news conference unveiling the new network, Secretary Volpe outlined the rationale behind such omissions.

The line between Seattle and Los Angeles represents, in fact, a heavy traffic corridor, he said. Yet the demand for rail service has declined, the sometimes-mountainous roadbed has deteriorated, and Southern Pacific is losing \$3,000,000 annually on the trains it operates over the routes. "To have loaded that service onto the network would have prevented the corporation from continuing on a break-even basis," Volpe said. "We're not going to be able to go back to Congress next year and say: We couldn't quite make it; we need \$50 million more."

[Adapted from accounts in the New York Times and the Wall Street Journal. Ed.]

MISCELLANY -- An old steam engine is ready to chug down the track of the Monticello & Sangamon Valley Railway near Monticello, Illinois. The 27½ ton engine, owned and operated by the M&SV Railway Historical Society, was purchased in 1966 from a stone quarry, and is nicknamed "Little Dumpy". Pending acquisition of passenger equipment, and the completion of the four-mile line, the M&SV will join the growing ranks of museum lines. Information may be had by writing to the M&SV, Box 185, Monticello, Illinois.

The New York State Public Service Commission has ruled that the Penn Central may not increase certain fares and charges for the use of double rooms in sleeper coaches on trains presently operated within the state....The Union Pacific has lost its "Railpax" appeal, and 9-10 must continue into Kansas City Union Station, not being cut back to Kansas City, Kansas....The discontinuance of BN 39-54 (St. Paul-Duluth via Superior) has been upheld by a Federal District Court decision; the train had been permitted to be removed pending hearings....Boston & Maine is renewing its bid to join the Norfolk & Western system....CN has doubled TurboTrain service between Toronto and Montreal. A Turbo now leaves each terminal at 0745 and 1610. CN now has three name trains leaving the center of each city between 1600 and 1700--the *TURBO*, *RAPIDO* and *BONAVENTURE*.

COGENT COMMENT -- Recent comment on the MetroLiner by Colorado Republican Senator Gordon Allott (a prime mover in reviving rail passenger service in the U.S.), as reprinted in the *Congressional Record*:

THE PENN CENTRAL METROLINER

Mr. ALLOTT. Mr. President, in the early summer of 1968, I made the statement that the Federal Government's participation in Metroliner demonstrations might well be delayed for 2 years. I was wrong but only by way of underestimation.

The demonstration contract has finally been concluded 2 years and 3 months after I made my comments in 1968 and fully 3 years after the project was originally scheduled to begin, the fall of 1967.

Throughout this entire period of time, I was concerned about warnings regarding the alleged negative attitude of the Penn Central Railroad regarding passenger service. There was no question in my mind that such an attitude would prevent the Penn Central from putting its best efforts into the demonstration.

Of course, since I made my original statements, the management of that railroad has been changed as a result of the bankruptcy action of several months ago. At the time of the bankruptcy proceedings, the Federal court appointed trustees. The trustees in turn elected a new president, Mr. William H. Moore, who had been with the Southern Railway System as executive vice president.

I was hopeful that Mr. Moore would signal a change in thinking on the part of the Penn Central. I was hopeful that he would inject some positive ideas into the operation of that railroad. Therefore, I was not only shocked and disappointed but extremely dismayed to read Mr. Moore's comments on the Metroliner in an article by the Washington Star reporter, Stephen M. Aug, in the Wednesday, September 30, 1970, edition of the Star.

Moore is quoted as saying:

I do not think there is any profitable future for the Metroliner.

He is further quoted as saying that "We are not making any money on the Metroliner," at this time.

Ironically, Moore made these comments within hours after the Department of Transportation and the Penn Central announced jointly the formal beginning of the 2-year demonstration program which has been so long delayed. What a beginning.

The purpose of the demonstration is to determine whether the high speed Metroliner can lure passengers back to rail travel in the New York-Washington corridor.

The kind of statements attributed to Mr. Moore hardly inspire confidence that the Penn Central will try to make the demonstration work. I was disappointed, as I said, because while I might have expected such a statement from the previous Penn Central management, I was led to believe that things would be different under Mr. Moore.

I find his comments extremely interesting for a number of reasons.

First, there have been widely circulated reports, never denied by the Penn Central, that Penn Central wanted to exclude the Metroliners and possibly other New York-Washington service from the Railpax program, if this bill becomes law. The reports indicated that the Penn Central did not want the Metroliners included in the Railpax Corp., because these trains were bringing in cash to the rail treasury.

Second, the Department of Transportation has maintained that it needed the 2-year Metroliner demonstration, despite the fact that the Metroliner has been operated voluntarily by the railroad for a year and a half, because the railroads did not compute cost data on the Metroliner.

Department of Transportation officials have told me that while they believed that the Metroliners were profitable, they were not sure, because the railroad maintained no separate data on the Metroliners during the past year and a half.

The Department of Transportation said that if the railroad did not know the financial status of the Metroliners, the Government certainly did not know, so the demonstration was necessary.

I thought the argument was logical. Now, however, apparently Mr. Moore has some cost data on the Metroliners that enabled him to make the very positive statement that its trains were not making money at this time. If he has such data, he should come forth with it immediately since the Federal Government has already contributed money to the project and, in my judgment, is entitled to it.

If indeed he does not have such data as the Department of Transportation maintains, then obviously his statement about the Metroliners is without basis in fact.

Third, Mr. Moore's statement contradicts the petition of the Penn Central trustees before the court in their bankruptcy proceedings on September 11, 1970, just 3 weeks ago.

The petition states the following:

The debtor has already made expenditures of approximately \$50 million under the aforesaid agreement. These expenditures were primarily for the upgrading of track and the acquisition of new cars. Upon commencement of the test period, no major additional expenditures will be required of the debtor and such commencement will permit the payment of \$4.6 million to the trustees by the Government followed by additional monthly payments totalling at least \$2.5 million. *The trustees are of the opinion,*

and therefore allege, that implementation of the aforesaid agreement of April 15, 1966, as amended, would be in the best interests of the debtors' estate and of ultimate reorganization.

The court affirms that the trustees were authorized to execute the agreement. Now, in a bankruptcy proceeding, for the Penn Central to say that execution of the demonstration would be in the best interests of the debtors' estate and the ultimate reorganization, if these

trains are indeed losing money, would be sheer folly.

If these trains are losing cash, then continued operation cannot possibly be in the best interests of a bankrupt railroad.

It is one thing for a financially healthy corporation to maintain that the continued operation of a non-profitable train would be in its best interest. Such an operation might be charged to advertising, public relations, or good will. But a railroad in bankruptcy may not consider such factors. The Metroliners either are or are not financially profitable for the railroad.

The demonstration does not change the situation because, in effect, most of the money given to the railroad is a loan to be repaid.

If Mr. Moore's attitude is in any way typical of the continued posture of the Penn Central, then the Department of Transportation ought to take a long, hard look at the contract it has just signed. What could the Government possibly gain by running trains on a railroad that really does not want to run them?

Mr. Moore says that the trains have been operating at only 62 percent occupancy. The figures I have received from the Department of Transportation indicate a considerably higher rate of occupancy than 62 percent. One or the other figure must be incorrect.

Mr. President, I hope that my reading on the attitude of the Penn Central is incorrect. This is one of those cases where I would like to be wrong. However, unfortunately my record of predictions on the Metroliner has been frighteningly accurate. Virtually every problem I foresaw with this project, beginning nearly 4 years ago, has materialized.

I would hate to see the fate of our needed passenger service in the United States resting with the success, or lack of it, of the Metroliner. I said in 1967 that if the Metroliner experiment failed, other passenger trains in this country were doomed automatically. Obviously, if passenger service cannot be successful in the densely populated New York-Washington corridor, it cannot be successful anywhere.

At this point, Mr. President, I question whether Mr. Moore is correct in his statement. If so, then I contend that somebody, somewhere—either the Congress or the Department of Transportation, has been misled when told that no specific data was available on profitability, or lack of it, relative to the Metroliner. If Mr. Moore cannot back up his statement, then I question whether the Penn Central, under his administration, is the proper operational agency.

Mr. President, I ask unanimous consent that the Washington Star article be printed in the Record.

There being no objection, the article was ordered to be printed in the Record, as follows:

[From the Washington Evening Star, September 30, 1970]

PENNSY HEAD DOUBTS PROFIT IN METROLINER
(By Stephen M. Aug)

ALBANY, N.Y.—The new president of the bankrupt Penn Central Transportation Co. sees no future for intercity rail passenger service as a profitable operation—and he includes the 110 mile-an-hour Metroliner.

William H. Moore, Penn Central president, said at a news conference, "We're not making money on the Metroliner," and "I don't think there's any profitable future for the Metroliner."

Moore held the news conference after inspecting Penn Central facilities between Springfield, Mass., and Albany yesterday. His comments came within hours after the Department of Transportation and Penn Central announced jointly the formal start of a two-year government-sponsored project to determine whether efficient, clean, fast, trains—the Metroliners—can lure passengers back to the railroads in the densely populated corridor between New York and Washington.

The Pennsy has been operating the Metroliners since January 1969 on its own as a means of recouping some of its \$58 million investment in the sophisticated high-speed equipment.

Mechanical and electrical problems plus differences between the company and DOT have delayed until now the official start of the two-year demonstration, which was to have begun in 1967.

ABOUT 62 PERCENT OF CAPACITY

Moore said also that the Metroliners are operating on time about 90 percent of their trips—but that occupancy is only about 62 percent of capacity. "The volume of business on the Metroliners in the past three months has started going down for the first time since they were inaugurated," he said.

Despite his pessimism that the Metroliners could never show a profit, Moore said, "At the same time, we're going to do everything" to make the project a success.

Moore said later that the Metroliners ought to be successful. "It's certainly the type trip that should be conducive to rail travel, and an area where it can be competitive with the airlines. But the Penn Central Railroad will not be able to operate the Metroliners on a profitable basis without help."

The Penn Central is operating 7 Metroliner round trips a day weekdays between Washington and New York. The original contract with DOT had called for at least 9 and possibly 11. Because of mechanical and electrical problems, however, the Metroliner cars are undergoing repairs about 40 percent of the time.

MONEY NEEDS CITED

On other matters, Moore reiterated Penn Central's urgent need for cash, saying, "Before the year is over, we will have to have some money." But he declined to say how much it would take to keep the railroad running. He added, "We are still losing money," but, "We are improving."

Penn Central had been losing about \$1 million a day operating the railroad.

Moore, 55, came to Penn Central nearly a month ago from the Southern Railway System, where he was executive vice president. During the news conference, he listed two reasons why he believes Southern is profitable and Penn Central is not:

1. Southern serves an area "growing rapidly industrially."

2. Southern has always tried to have enough freight cars to move cargo. This has cut down on rental payments Southern

would normally have to make to other railroads for using their cars, and it has given shippers service which competitors have been unable to match.



metro memo

BILLIONS FOR BUSES -- The Administrator of the new mass transit program says there is now more than enough federal money to modernize every urban bus system in the country. "No city or private bus firm that needs the money and qualifies will be left out," said Carlos Villareal. Villareal, outlining UMTA's spending plans, said cleaner, faster, more comfortable buses with lower pollution levels are the number one short-term priority.

"We've got to save those systems that run the risk of being lost," he said, citing the 259 city transit systems that have ceased operation since 1956. "Then we move on to improving and extending existing systems and finally promoting new systems," Villareal said. "We must show dramatic improvements in the short term to hold the interest of Congress; and so we'll do the best we can with what we have got." (Thus far, applications totalling more than \$1,000,000,000 have been filed for the \$864,000,000 available this year).

URBAN NOTES -- Voters in the Champaign-Urbana [Ill] area approved a proposal to set up a mass transit district modeled on the Springfield [Ill] system, with the customary 5¢ per \$100 assessed valuation tax. The area, which includes the growing campus of the University of Illinois, is presently served by Champaign-Urbana City Lines (no longer affiliated with the NCL chain)...The West Towns Bus Company, serving suburbs to the west of the city, has offered itself for sale to the Chicago Transit Authority, the second area company to do so.

MORE MISCELLANY -- A 16-minute film which documents how the bus has evolved into the prime carrier of people in urban public transportation systems and the potential it offers for enhancing urban mass transit systems is available for special interest and public groups. Titled "Winning Ways", the full-color film produced by GMC Truck & Coach Division of General Motors traces how the bus has been utilized since the early 1900's to meet changing transit needs caused by dispersing population patterns.

Cleveland Transit's Airport Rapid marked its second anniversary last month, losing passengers but still paying its bills. Two million people have ridden the pioneering line since its opening November 15, 1968 (see TC 15 NOV 68); during the first six months on 1970, 316,794 passengers went thru the Airport station turnstiles, a drop of about 42,000 from the same 1969 period. On the other hand, airport limousines operated by Yellow Air Transport (a subsidiary of the Yellow Cab Company of Cleveland) carried a record 423,000 fares in 1968, but this figure has dropped by about 50% during the line's two years of operation.

Penn Central New York commuter service now has 50 foreign-road cars on the property (49 coaches and one lounge); original owners were ATSF, RI, SL-SF, L&N and C&EI....The storied Staten Island Rapid Transit Railway, now owned by the City of New York, is to be operated as yet another subsidiary of the Metropolitan Transit Authority, to be known as the Staten Island Rapid Transit Operating Authority (SIRTOA). A \$25,000,000 improvement program is underway, including purchase of 52 modern, air-conditioned cars under an option with GSI (St. Louis Car) and modernization of the line's physical plant....A Bay Area Rapid Transit commemorative medallion made from aluminum steel disc punched out of BART contact third rail during manufacture is being offered for \$2.35 by B&G Company, 1192 Kains Avenue, Dept. TC, Berkeley CA 94706.

MORE COGENT COMMENT -- Senator Allott's staff has also kindly provided *Transport Central* with a further excerpt from the *Congressional Record*, this time a transcript of a speech by City Transit Company (Dayton) president W. W. Owen:

PREFERENTIAL TREATMENT FOR TRANSIT

Mr. ALLOTT. Mr. President, Mr. W. W. Owen, president of the City Transit Co., of Dayton, Ohio, is one of the most respected transportation experts in this Nation.

In his presentation, entitled "Preferential Treatment for Transit," which he made at the American Transit Association midyear conference in St. Paul, Minn., Mr. Owen made an outstanding case for preferential treatment for transit vehicles in metropolitan areas.

He was instrumental in the steps which the city of Dayton and two of its suburbs took recently to speed up bus service in the metropolitan Dayton area. Mr. Owen's suggestions are practical and effective. So that all Senators may have the benefit of his wisdom, I ask unanimous consent that his speech be printed in the RECORD.

There being no objection, the speech was ordered to be printed in the RECORD, as follows:

PREFERENTIAL TREATMENT FOR TRANSIT

Mr. Chairman, gentlemen: My comment regarding the broad subject of preferential treatment for transit will be narrowed down to the simple, inexpensive, and unglamorous, but basic proposition of giving ordinary

buses the right-of-way on ordinary city streets. The objective is to upgrade the bus and upgrade the status of the bus rider in the general movement of traffic. This action would recognize the bus rider as the greatest contributor to the expeditious movement of general traffic and the least contributor to air pollution. Giving buses the right-of-way is in keeping with a statement that appeared in a United International Public Transport publication some time ago, as follows: "The person who makes the greatest contribution towards the relief of traffic congestion is not the traffic engineer, the town planner, or the builder of new roads, but the passenger traveling in a public means of transport, who is satisfied with sufficient room for one, instead of a seat in a car which takes up 70 square feet of road space." This statement comes from Europe where they save small cars; in America, the 70 feet would change to 120.

All but the extremely modern and far-sighted traffic engineers devote their energies to the movement of general traffic with no selective priority. A public bus carrying 50 passengers is required to move at the same pace in the general traffic pattern as the swarms of private automobiles which cause the congestion, and carry but one or two people. When the traffic engineers make traffic counts they count a bus the same as an automobile—they consider the number of vehicles—not the number of people. Only within the last year or so has it dawned on them that it is people with whom we are concerned, not vehicles.

More than 30 years ago, A.T.A. published a 32-page booklet entitled "Moving the Masses—in Modern Cities." This booklet talked then about the very things we talk about now—except air pollution—that has been added. The facts were impressive. There is no date on the booklet, but it was published during the administration of

Charlie Gordon as Managing Director, and this has been a while back. Its teachings were disregarded for all these years while the American cities have done everything they could think of to encourage use of the private automobile. Now that we are being smothered with bad air and stopped dead in traffic, we are opening our eyes just a bit to the catastrophic results of our mistakes.

Any conveyance carrying people should be given preferential treatment in the movement of traffic in direct proportion to the number of people carried or waiting to be carried by that conveyance. Should a bus occupied by 50 people be given no more consideration than an automobile occupied by 1? The bus right-of-way provides a means of shifting recognition from the automobile rider to the bus passenger. This is so simple and economical that it is apt to lose favor with some of the glamour seekers because it is so obvious and inexpensive. The idea of public transit riders having the right-of-way goes back to the streetcars, when every city in which they operated gave them the right-of-way by ordinance. In spite of the difference in flexibility be-

tween the streetcar and the bus the basic reasons for giving the public conveyance preferential treatment in general traffic still prevail, and because of the tremendous increase in private automobiles, become even more impelling.

When city after city converted from streetcars to trolley buses not one had the foresight to transfer the provisions granting preferential rights to the users of streetcars to the users of trolley buses, and this might have been done at that time. We transit people were content to accept the flexibility provided by a range of 12 feet on each side of the trolley wire as assurance of getting through—just like an automobile—and that is exactly what we have been burdened with—just like an automobile. Only buses have to make frequent curb stops, and an automobile doesn't. Running trolley buses, or motor buses for that matter, was going to be a lead pipe cinch. I remember a short movie put out by General Electric, which showed a tired, harassed, streetcar executive, worn and frustrated with his problems. Then, after his company converted to trolley buses, this same executive was relaxed, 20 years younger, happy and contentedly playing golf, his problems having vanished. Unfortunately, it didn't work out that way. Vehicle drivers were afraid to take undue advantage of a streetcar, but they readily abuse the flexibility of a bus.

The City of Dayton was the first city to recognize these facts and again grant the right-of-way to public transit by such an ordinance, passed last November. The adjoining cities of Kettering and Oakwood, did likewise this spring. The right-of-way for buses is, of course, not in the same degree as for emergency vehicles such as the police and fire, but it does raise the standing of the bus—and the people in it—to a higher level than the private automobile and truck. For example, in Ohio we have a statute giving a funeral procession the right to proceed uninterrupted.

Therefore, a bus would not have the right under our ordinance to cut through a funeral procession. But, our ordinance does give the bus the right-of-way over other traffic not specifically granted such rights by ordinance or statute, and this includes a lot of automobiles under a lot of different traffic conditions.

In the framing and application of a right-of-way ordinance for buses it is extremely important to remember the legal definition of right-of-way. I haven't checked this definition in other states, but I think it is a fair assumption that they all follow a similar pattern. In Ohio, the statutory definition is: "Right-of-way means the right of a vehicle, streetcar, trackless trolley or pedestrian to proceed uninterruptedly, in a lawful

manner, in the direction in which it or he is moving in preference to another vehicle, streetcar, trackless trolley, or pedestrian approaching from a different direction into its or his path." The words, "in a lawful manner," provide a strong rebuttal to the claim that giving bus drivers the right-of-way is a menace and would result in their extreme carelessness and the Company using the ordinance unfairly in the defense of claims or law suits.

Suppose a bus is pulling away from the curb and must go around a parked car and collides with an automobile approaching from the rear of the bus. Ordinarily, the bus driver would be given a ticket just because he was changing lanes, with no question raised about the driver of the automobile exercising due care. With this right-of-way ordinance in favor of the bus the question certainly should be raised of where was the automobile when the bus driver gave a signal and started to change lanes. If the automobile was far enough back to have slowed or stopped, the passengers on the bus should have been allowed to proceed.

If the bus driver started to change lanes when the automobile was so close that it could not have been slowed or stopped in the exercise of ordinary care, and taking into

account that the bus had the right-of-way then the bus driver would have forfeited his right-of-way by his own failure to exercise due care.

This could develop into a chicken and egg controversy, but the right-of-way ordinance at least puts the bus in the ball park, and gives its advocates a tool to work with. The question of being in the lawful use of the street is a tricky one. Take for example the common rule that the pedestrian has the right-of-way on a crosswalk. Under the Ohio definition of right-of-way, he loses his right if he crosses against a traffic light or on the wrong side of the crosswalk—because we have an ordinance that says pedestrians should use the right side of the crosswalk—so if a pedestrian is hit while using the left side he is negligent per se—not in the lawful use of the crosswalk and therefore, forfeits his right-of-way.

Enforcement is just like the enforcement of any other ordinance. Its success or failure depends upon the particular circumstances and proof of what happened. If our objective was to arrest and prosecute as many drivers as we could, it would be difficult to get convictions, as in the enforcement of many other ordinances. However, it is there on the books for use in flagrant cases and to be remembered by vehicle drivers who might otherwise thoughtlessly interfere with the free movement of the bus. It is more than we have had as a legal assist in traffic since the same type of preferential treatment was inadvertently lost when the last street car went to the car barn.

The other day we were discussing buses in the City Manager's office in Kettering. He said he was driving down Shroyer Road and he never realized before the difficulties the bus had in getting back into traffic. Now—since we have gone through the right-of-way ordinance bit in Kettering—this difficulty registers. He had seen it many times before, but paid no attention to it. This is one of the principal benefits. We tell everybody the bus has the right-of-way by carrying signs on the back—"Please consider bus riders—this bus has the right-of-way by ordinance."

We will no doubt sometime become involved in a law suit that will test the validity and effectiveness of this ordinance. However, our attorneys made a searching investigation during its preparation and are of the opinion it is constitutional and proper legislation. It was argued by those who opposed it that it was unconstitutional, illegal, discriminatory, dangerous, self-serving, and a menace

to other traffic. Fortunately, so far the opinions of our opposition have not prevailed. Our opposition consisted of the Dayton Automobile Club, the new car dealers, the retail merchants, the two newspapers, and seven out of seventeen municipal councilmen and commissioners. Some of these people joined in a concerted radio effort to encourage opposition by declaring that the buses were trying to take over the streets, for, of course, only the benefit of the bus company, I mention this not to dignify the selfishness and short-sightedness of the opposition, but to emphasize that the overwhelming evidence on facts must have been on our side, for the ordinance to have been passed against such formidable objection. Fortunately, enough people did see the wisdom of trying to do something about the increasing traffic congestion and air pollution by restoring in some degree recognition of the users of public transit.

This is the ordinance that was passed in Dayton last November, and in the cities of Kettering and Oakwood the first of this year.

"Sec. 249. Right-of-way granted to electric trolley and motor buses.

Electric trolley and motor buses operating on fixed routes and published schedules shall have the right-of-way over all other vehicles, except any vehicle which is entitled to the right-of-way under any other provision of law.

This section does not relieve the driver of any electric trolley or motor bus of the duty

to drive with due regard for the safety of all persons and property upon the highway.

Any person convicted of a violation of this section shall be punished in accordance with the provisions of Section 322, Code of General Ordinances.

Section 322 is a general penalty ordinance providing for a fine for the first offense of not more than \$50.00 and on up for a second and third offense to \$200.00 and 30 days. In promoting the right-of-way ordinance we were not as concerned with convictions or fines—although some penalty is important—as we were with changing the psychology and the balance of rights in terms of the relationship of bus riders to auto drivers.

Has it helped? Yes . . . we think it has . . . but not nearly as much as it could if more people would get on the "band wagon" and promote the idea. The people who could do this the most effectively are the city commissioners, councilmen, managers and city department directors.

The unfortunate obstacle is that few are willing to lift a finger, if in so doing, they deprive the private automobile of its place upon the throne of the American way of life; even though King Automobile is a tyrant, leading us to destruction, which will come if we believe some scientists, sooner than you think, if we do not reverse the trend back to a satisfactory balance between the use of the private automobile and the various forms of public transit, predominantly bus.

Our operators tell us more and more automobile drivers hold up to let the buses through and from our observation this is true. However, we have not gained enough improvement in speed to increase our average per mile, and we have not yet accomplished the initial purpose of getting more people to ride and thus improving the fare box revenue. A reasonable question would be, "Then why go through all of this bother to get a right-of-way ordinance for buses if it has not brought more passenger and more revenue? I believe the answer to this is that ever since the end of the Second World War, government at all levels has done everything that anyone could think of to encourage the sale, use, and reuse of the private automobile. It is hard to find a city that has not sacrificed prime land, churches, factories, playgrounds, and walled off whole areas to

make way for expressways and supplemental one-way streets, literally pushing aside public transit lines to take whatever was left. The bus rider was disregarded; the automobile driver was supreme.

To break this pattern is a monumental task—if it is ever accomplished, short of dire and calamitous consequences.

We still run trolley buses in Dayton; 75% of our daily mileage of about 18,000 miles is by trolley bus. The other 25% is by 102" wide, 43-passenger diesels. All of our buses are equipped with the signal arm at the left front corner, which is extended when the bus needs to change lanes. We got this idea from Milwaukee 16 years ago. When extended, some of the paddles say "Please" and some say "Thank you." We think these extended signs have helped, and we think the right-of-way ordinance supplements them. We think, sooner or later, cities will wake up to the facts which were emphasized more than 30 years ago by the American Transit Association in its booklet entitled, "Moving the Masses" which I have already mentioned—Move people instead of vehicles.

Notwithstanding the many efforts by both publicly owned and privately owned transit companies to do things to entice people from their automobiles, it is my firm conviction that this alone will accomplish nothing really. It will require additional restrictions, controls, and economic penalties on the automobile, plus improvement in the orthodox methods of conducting public transit, to bring about a better balance be-

tween the two. All the money the Federal Government spent in Flint, testing out all the gimmick proposals there, failed to show any improved results. It would be just great if the Department of Transportation would, in addition to suggesting innovations to outdo the luxury of the private automobile, emphasize more controls, and restrictions, and penalties to be built into the driving of private cars. The combination, if properly balanced, could and would do the job. We must get over our timidity to control and regulate the private automobile—and treat it with the discipline it deserves.

A good friend of mine—a retired police chief of Dayton—said, when he was captain of the traffic section, "There are just too many automobiles." This was some thirty years ago. Ten or twelve years ago he was one of the advocates of expressways and one-way streets. Now he is the editorialist in one of our TV and radio stations. In an editorial last March he said: "Whatever is necessary to convince more automobile drivers and passengers that they should use public transportation should be done—and done in the immediate future. At the present rate of increased traffic volume, total stagnation is not far away." Whatever is necessary should be done.

There are a number of good reasons to reverse the trend which has caused such havoc in our cities and for that matter, in our entire environment. Two are most outstanding—air pollution and street space. Dayton is located in Montgomery County which has an area of 465 square miles. The latest figure available for vehicle miles operated in the county is for the year 1968—8,600,000. This is a daily average of 18,494 vehicle miles per square mile, and translated into gasoline consumption using the figure of 16 miles per gallon, we burn 1,156 gallons of gasoline in each square mile in our county every day. According to Dr. Jack G. Calvert, a professor in the Department of Chemistry at Ohio State University, every ten gallons of gasoline burned creates 29 pounds of carbon monoxide. Applying this formula, the combustion engine spews 3,352 pounds or more than a ton and a half of carbon monoxide into the atmosphere over every square mile of our county every day. It would be interesting to know what this figure is for Los Angeles County, —or for your own county at home.

Of course, the effect of carbon monoxide depends on the degree of air saturation, the body chemistry of the individual, and the duration of inhalation. We know that our

blood absorbs carbon monoxide in preference to oxygen—and we know that carbon monoxide is a "killer."

Recently, we have heard a lot about removing lead from gasoline, and yet a study by the Department of Health, Education and Welfare, in 1968, showed that if all of the lead were eliminated from all of the gasoline, we would reduce the air pollution caused by the automobile, by ¼ of 1 per cent.

The other most impelling reason for a better balance between the use of the private automobile and public transportation is street space. In 1961, General Motors put out a 25-minute color movie entitled, "Everybody's Business." In this movie they advocated not driving your car downtown, but taking a bus, and they ended the movie with the statement—"All that is needed is the right-of-way." We still have that movie and it's too bad we have not followed the admonition it so effectively advocates. Because so many automobiles are driven downtown on streets clogged with parked cars our cities suffer from civic cholesterol. It's no wonder the hearts of our cities become weaker and weaker, while our personal blood pressure rises higher and higher as we fume and fret in traffic and bad air.

I was fortunate enough to go with the ATA group to Europe last May. While touring the subways in Milan, I asked our guide if Milan had an ordinance giving streetcars the right-of-way and he replied that it did. Then I asked him if trolley buses and diesel buses also had the right-of-way and he said, "No, but we are trying to get it for them."

Milan has an excellent transit system of subways, streetcars, trolley buses and diesel buses, with much of their equipment articulated. Yet, they are still losing passengers to the automobile—which they allow to double park, park on sidewalks, and favor with a high degree of other permissiveness. This must be curbed if transit is to have a chance to do its job.

We have now three cities in this whole world—as far as I know—which have given their buses the right-of-way. Where we go from here depends upon the continued efforts of those who are concerned enough to find and apply practical answers. The cities of Dayton, Kettering, and Oakwood, Ohio, have at least shown the understanding, good judgment, and foresight to make a start.

Thank you for your kind attention and the privilege of appearing before you.



airline action

RATES AND ROUTES -- Mohawk has petitioned for authority to operate three daily round-trip flights between Cleveland and Kansas City. At present, TWA has but a single flight directly linking the two cities....On October 28, the Illinois Commerce Commission awarded a certificate for air service between Meigs Field in Chicago and Springfield to level III carrier Chicago & Southern Airlines, voiding at the same time a temporary certificate for the same route previously given to Hub Airlines (which had purchased Commuter Airlines, the original certificate holder). Both the city of Springfield and Hub are fighting the transfer, alleging that C&S service is inferior to that provided by Hub; now the Springfield Airport Authority has joined the city in a further appeal to the Commission to restore rights to Hub, which offered a total of 300 seats daily in non-stop Chicago-Springfield service, as compared to C&S' 150.

East Coast and inland network, but has suspended increases proposed elsewhere by AA and several other carriers. AA will be permitted to hike coach fares between New York-Boston/Washington/Rochester/Syracuse, Boston-Washington, and Chicago/Detroit-St. Louis, by amounts varying between \$2 and \$4. At the same time, the CAB suspended 1) a proposal by Braniff to increase all of its jet coach fares by \$2 (under 500 miles) and 3% (over 500 miles); 2) Fare increases proposed by Mohawk and Northeast, because the totals had been improperly rounded off (the hikes may be instituted if the arithmetical changes were applied); 3) a Braniff proposal to increase military reservation fares from 66-2/3 to 75 per cent of coach rates; and 4) a further Braniff proposal to reduce the discount for youth standby passengers from 40% to 33-1/3% of the regular coach rate....Level III carrier Air California has filed with the California PUC for new service connecting Eureka-Arcata Airport in northern California with San Francisco, continuing on to Orange County and Palm Springs.

EQUIPMENT REGISTER -- United will introduce Boeing 747 service on four routes from Chicago during December, beginning with nonstop service to Honolulu next Saturday. The 747s, which United has tabbed "Friend Ships", will start daily service to Los Angeles December 17, and to San Francisco and Seattle January 2. UAL will handle the aircraft at two completely-remodeled "close in" gate positions at O'Hare....The upper level of Delta's 747s, going into service December 4, has been converted to a private penthouse with six seats (and one stewardess); anyone wanting status can reserve the entire section....The recent eventful entry of a World War II Junkers aircraft into Florida (its radio was out, and fighter jets "scrambled" at its approach) from South America prompted a *New York Times* article on the many museum pieces still flying regularly in Latin America. Innumerable airlines and air taxi services use aircraft long obsolete elsewhere.

Parts in Latin America are scarce and expensive, and planes are made to fly with ingenuity and pieces of junk. A small airplane used on taxi flights between Asuncion and Concepcion in Paraguay, for example, lacks both a turn and bank indicator and a manifold pressure gauge. Also in Paraguay, passengers may ride on one of the world's few remaining DeHavilland Rapides; a two-engine biplane, the Rapide was obsolete during the Spanish Civil War, in which it served. The venerable DC-3 still serves feeder airlines in almost every country, and until fairly recently, the even-older Junkers Ju-52 trimotor was in service on a few runs. PBY Catalina flying boats of World War II vintage ply the Amazon River in Peru and Brazil, getting passengers into places a land plane cannot reach.

JET JOTTINGS -- A CAB examiner has favored Universal Airlines' purchase of American Flyers, while turning down a second attempt by U.S. Steel to purchase Johnson Flying Service of Missoula, Montana....The Port of New York Authority has authorized a \$2,500,000 mobile-lounge project to provide more efficient and comfortable handling of international travelers at Kennedy International Airport in 1971. The money will buy eight "Plane-Mates" from Budd; a "Plane-Mate" is a 47', air-conditioned lounge mounted on a mobile chassis. It can carry a total of 125 passengers, 82 of them seated....The USSR-flag carrier, Aeroflot, has joined the International Civil Aviation Organization after a long boycott. ICAO was established in 1944 to assure the safe and orderly development of civil aviation, and to promote international cooperation. There is current speculation that Aeroflot might now also join the International Air Transport Association (the rate-setting body) which it has also boycotted for many years.



nautical notes

INTO THE SETTING SUN -- The largest transatlantic passenger ship operator, the Italian Lines, plans to withdraw gradually from service between the U.S. and Europe. The decision to throw in the towel was made recently by Finmare, the government-owned holding company that controls not only the Italian Line, but also three other major ship lines, Lloyd Trestino, Adriatica and Tirenica. The four liners affected are the *Michaelangelo*, *Raffaello*, *Leonardo da Vinci*, and the *Cristoforo Colombo*. The former two are 46,000 ton vessels, the latter two are of smaller draft. Although their transatlantic days are numbered, the ships are expected to continue in cruise service out of New York, largely to the Caribbean.

MARITIME MEMO -- The North German Lloyd and Hamburg American Lines have merged; the company will be known as Hapag-Lloyd. The merged line will operate two passenger ships, the 32,000 ton *Bremen* and the 21,514 ton *Europa*. Both ships will continue in transatlantic and cruise service....The Interstate Commerce Commission has granted authority for the American-Canadian Line (Warren, R.I.) to operate passenger service over these routes: Warren/NYC/Sorel (Que.); Warren/Bale Eternite (Que); Warren/Penobscot Bay (Me.); Warren/Gulf of Mexico ports via the Great Lakes; Warren/St. Petersburg; and St. Petersburg/Lake Okeechobee....An all aluminum gas-turbine powered passenger ferry has been built to transport up to 500 people between Los Angeles and Catalina at speeds of up to 30 knots.



bus briefs

THE GREAT SEAT WAR SPREADS -- A number of Continental Trailways Golden Eagles are having their seating capacity reduced from 45 to 32, and a lounge added; service with the refurbished coaches will be offered on these routes: Portland [Me]-Washington; New York-Springfield [Mass]; New York-Los Angeles (via St. Louis); Dallas-Houston-Brownsville; Washington-Atlanta; Memphis-Nashville-Knoxville; Denver-Pueblo; Los Angeles-Seattle; Kansas City-Wichita. All of the runs will be "Five Star Luxury Service", complete with stewardess.

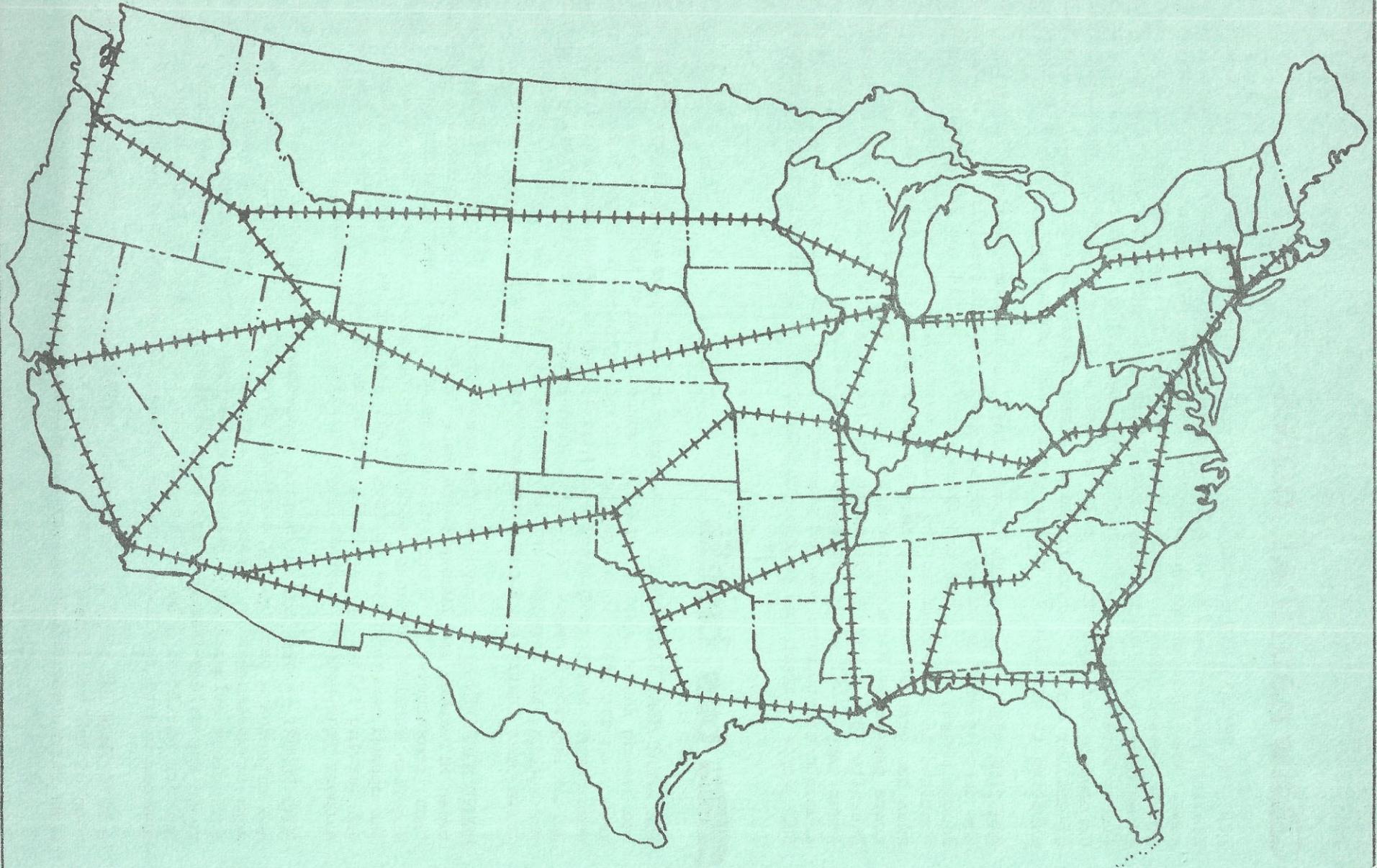
HOUND HAPPENINGS -- Greyhound has been authorized to operate special service between Milwaukee and Aurora Downs Race Track....The new Louisville Greyhound station, constructed at a cost of over \$1,700,000, opens December 10....The Hound's Nigerian subsidiary began operations in October....Since September, Greyhound has opened new terminals in York [Pa], North Miami Beach, and Ypsilanti, and began serving Silver Spring [Md], and a new Chicago satellite station near Midway Airport (the Hound's seventh such facility in the metropolitan area).

ROAD REPORT -- The Transportation Department's Bureau of Motor Carrier Safety has rejected a petition by consumer advocate Ralph Nader to ban smoking by drivers or passengers on intercity buses for safety reasons because there is not sufficient evidence of a connection between smoking and accidents....The Chesapeake Bay Bridge-Tunnel plans to hike all toll fees beginning January 1. The new bus tariff will be a flat \$25....Missouri Transit Lines [Moberly] has been granted rights for local service between Kansas City and Harrisonville, Mo.

A NOTE FROM THE STAFF -- *Transport Central* apologizes for the delay in distribution of the two issues in this mailing; the technical problems responsible have been corrected, and we are returning to our regular schedule next week.

PROPOSED NATIONAL RAIL PASSENGER SERVICE NETWORK

(From the original DOT/ICC 1968 proposals; see also
the cover and text in this issue and TC June 1968)



U.S. PASSENGER TRAIN-OFF PETITION ACTIVITY -- 1 OCTOBER THROUGH 31 OCTOBER

[EDITOR'S NOTE: This is the final train-off listing before the advent of the Railpax bill in effect transferred jurisdiction over discontinuances from the Interstate Commerce Commission to the National Railroad Passenger Corporation by establishing a moratorium on any such actions until May 1, 1971. All runs operating (even if by court order) as of the end of October 1970 must continue in service unchanged until May 1.]

<u>ROAD</u>	<u>TRAINS</u>	<u>BETWEEN</u>	<u>DECISION</u>
C&O	303-304	Clifton Forge-Hot Springs	OFF
C&NW	1/11-12/2	Chicago-Clinton	RAILPAX
GTW	155-156	Chicago-Port Huron	RAILPAX#
GM&O	5-6	Chicago-St. Louis	RAILPAX
IC	5-6	Chicago-New Orleans	RAILPAX
	11-12	Chicago-Sioux City	RAILPAX
	21-22	Chicago-Springfield	RAILPAX
L&N	3-4	Chicago-Danville	RAILPAX#
	3-4	Evansville-Atlanta	RAILPAX
	5-10	Evansville-St. Louis	RAILPAX
	8-9	Latonia-Louisville	RAILPAX
	11-12	Flomaton-Chattahoochee	TRIWKLY
MILW	111-112	Chicago-Savanna	OFF
	202-203	New Lisbon-Wausau	OFF
PC	4-31	New York-St. Louis	6 MO (R)
	78-77	Columbus-Cincinnati	RAILPAX#
	13-32	Pittsburgh-St. Louis	RAILPAX#
	14-17	Chicago-Buffalo	6 MO (R)
	15-18	Cleveland-Columbus	RAILPAX
	16-25	New York-Pittsburgh	6 MO (R)
	22-23	New York-Chicago	RAILPAX#
	24-33	Philadelphia-Pittsburgh	RAILPAX
	27-28	Chicago-Buffalo	6 MO (R)
	48-49	New York-Chicago	6 MO (R)
	51-98	Chicago-Buffalo	6 MO (R)
	352-351	Chicago-Buffalo	6 MO (R)
	54-55	New York-Chicago	6 MO (R)
	63-64	Chicago-Buffalo	RAILPAX#
	90-93	Chicago-Louisville	6 MO (R)
	136-137-142-147	Danbury-Pittsfield	RAILPAX
	315-316	Cleveland-Indianapolis	RAILPAX#
	355-356	Chicago-Detroit	6 MO (R)
	427-428	Boston-Albany/Rennsalaer	6 MO (R)
	500-506-508-514-515		
	523-529-533-546	Boston-Providence	PENDING@
	548-549	Harrisburg-Baltimore	RAILPAX#

	550-552-553-554-555-		
	556-559-560-561-563-		
	564-565-567	Boston-Providence	35 DAYS@
	572-573-575/579-578/580	New London-Worcester	35 DAYS@
SCL	9-10	Richmond-Columbia	RAILPAX
	39-40	Chattahoochee-Jacksonville	TRIWKLY
	93-94	Jacksonville-St. Petersburg	RAILPAX
	12/5-6/11	Montgomery-Miami	RAILPAX
SP	1-2	New Orleans-Los Angeles	TRIWKLY
	51-52-53-54	Los Angeles-San Francisco-Sacramento	RAILPAX
SRS	1-2	Birmingham-New Orleans	TRIWKLY
	5-6	Greenville-Atlanta	RAILPAX

[NOTES: Where RAILPAX is indicated, train is running pending determination of national rail passenger network by Railpax organization; runs will continue until 1 May 1971 as presently constituted.]

- Symbol indicates train running under court order, as opposed to a petition in progress as above. These runs will also continue until the Railpax organization determines the final shape of the rail passenger network.

(R) - Symbol indicates RAILPAX train as above, but time limit noted was imposed by ICC prior to passage of bill. (The time limit is academic now, as these runs will continue to 1 May 1971 also.)

@ - Symbol indicates petitions still under consideration by Interstate Commerce Commission for determination as to intercity or commuter status. (Commuter runs will not be under Railpax jurisdiction, but may ultimately fall within the purview of DOT via the Urban Mass Transportation Administration). The Providence-Boston runs are expected to be labeled as commuter trains, while the New London-Worcester runs are expected to be labeled intercity runs. The time noted was the period in which the determination had to be made.

OFF - Indicates train removed prior to advent of Railpax; none of these runs noted here are expected to be reinstated by the Railpax organization.

TRIWKLY - Indicates frequency of operation was permitted to be reduced to tri-weekly status; in the cases noted herein, authority was granted in return for the upgrading of the train by the addition of certain amenities (i.e., sleeping or dining car service) not offered while train operated daily.

This compilation, as noted above, brings *Transport Central's* regular series of such listings up to date, as no further action with respect to intercity trains will be taken until the National Railroad Passenger Corporation is officially activated next May. At that time, the entire structure of rail passenger service in the U.S. will be drastically altered; some presently-operating runs may be continued beyond that date in their present form, but the majority will not.

This fourteenth and final train-off listing (until the "dumping" of runs in May) was compiled by *Transport Central* Associate Editor Thomas Kopriva.