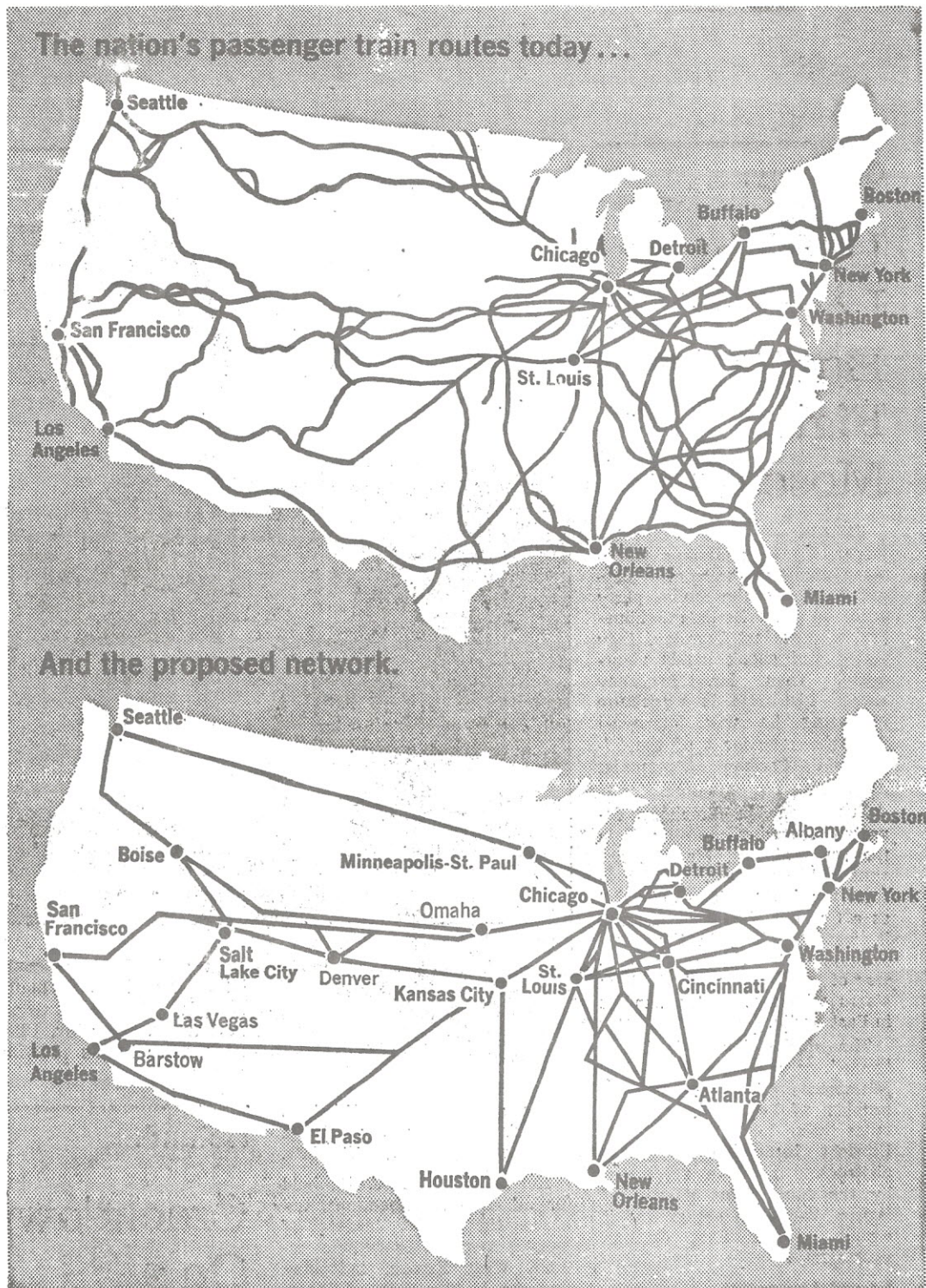


Transport Central



14 DECEMBER 1970

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LETTERS

"Am writing to correct a misstatement in the November 30 *Transport Central*, 'The Great Seat War Spreads' in which Continental Trailways is stated as reducing seating capacity on its Golden Eagle coaches from 45 to 32 seats.

"First of all, extra-fare Five Star Golden Eagle buses have never had 45 seats. When Continental Trailways first imported Golden Eagle buses in 1957, these buses (built in West Germany) had 32 seats plus a 9-passenger lounge. Whenever the 32 seats were sold, the lounge space was sold too in airline fashion, a practice that continues today when riding warrants it.

"About 1963, Continental switched manufacturers to Bus & Car in Belgium. A new body style was introduced, moving the hostess food preparation center to the rear of the coach along with the restroom; this reduced lounge capacity to 8, retaining the 32 seats. In 1969, Continental decided to re-equip all of its nationwide Five-Star services with a new Golden Eagle version of its Model 05 Silver Eagle. Along with this extensive replacement program, it was decided to reduce seating capacity from 32 to 28 with an 8-passenger lounge to give Five-Star patrons more legroom. The Golden Eagle buses are brand-new, not 'refurbished', as you mention.

"The Continental Silver Eagle bus is their standard intercity bus, which has had 46 seats since 1961, a very high capacity for a 40-foot coach. Greyhound's 40-foot coach, the popular Super Scenicruiser, sat but 43 passengers. This is and was a cramped arrangement for anyone over 5'8". It was the first high-capacity modern intercity bus.

"In 1969, Continental decided that on longer runs, especially transcontinental schedules like Los Angeles-New York and San Francisco-Atlanta, it would give more legroom by removing one row of seats, reducing capacity to 42. 46 remains, however, its standard seating capacity everywhere else on the Silver Eagle coaches.

"Greyhound, which bought only 35-foot coaches seating 38-39 since 1956 (after the delivery of the last PD-4501 Scenicruisers) resumed in 1968 purchases of 40-foot buses from its manufacturing affiliate in Canada. There are two 40-foot models, MC-7 (a high-level Scenicruiser seating 47), and the luxurious 102" wide MC-6 Supercruiser with extra-wide seats and leg room; capacity is limited to the 43 seats of the Super Scenicruiser PD-4501.

"General Motors, with declining intercity bus sales, has increased the capacity of its 35-footer by offering PD-4107 and PD-4108 units with optional 41- and 45-seating configurations instead of the former 38 or 39. Also, in 1968 GM introduced its first 40-foot model (the PD-4501 was built exclusively for Greyhound), the PD-4903 (now succeeded by the PD-4905). This coach offers 47-, 49- and a very-crowded 53-seat version. The more seats placed into a given space, the less leg room. Seat builders also limit the recline of the seat in the

[Continued on page 8]

railway report

COGENT COMMENT -- An editorial on Railpax from the *New York Times*:

Railroad Mercy Killing

There is an illusion, particularly prevalent among bureaucrats and businessmen who always take airplanes anyway, that the way to improve railroad passenger services is to cut off its hands and feet. In the name of efficiency and cost-cutting, lines are lopped off, the dining, parlor, and sleeping cars are eliminated, and schedules are trimmed. When the number of passengers then declines still further, these same "experts" announce that the public just will not patronize the railroads.

These useless experts and this harmful illusion still prevail in the Department of Transportation. The network of passenger train routes made public by Secretary Volpe is patently defective.

On the entire Pacific Coast, there is to be no North-South service between the great cities of San Diego, Los Angeles, San Francisco, Portland, and Seattle. There is no service planned throughout the Southwest since the Sunset Route between New Orleans and Los Angeles is to be abandoned. Yet the fast-growing sunbelt states—Texas, Arizona, and Southern California—have increasing numbers of older, retired people who have the leisure and the preference for quality service.

Similarly, central and northern New England, already almost unreachable by train, are now to be abandoned altogether. The surviving trains between New York, Albany and Montreal, and between Boston and Albany are to be killed. Do President Nixon and Secretary Volpe expect the traveling public to stand and cheer this miserable plan which cuts service by nearly two-thirds?

Even worse than the deficiencies of the proposed network are the false premises which underlie it. According to Secretary Volpe's report, the first assumption which guided him and his associates is: "Intercity rail passenger service will survive only if the demand for it increases sufficiently to reverse the decline in ridership and the

resultant mounting losses experienced to date in providing such service."

From this assumption, they further rationalize that available money has to be concentrated on "a limited number of routes which show some promise of profitability." They speak blandly of selecting routes based on "realistic projection of further demand and costs."

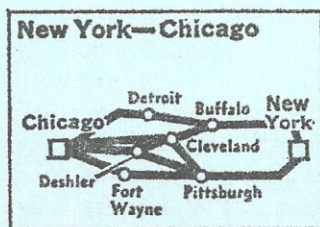
These assumptions foredoom the whole effort to failure. Has Congress appropriated \$70 billion for the interstate highway system because it shows "promise of profitability"? What "realistic projections of future costs" did the nation follow when for decades it spent billions developing a network of airports and providing mail subsidies to money-losing airlines?

The answer, of course, is that the nation decided it wanted superhighways and airports. In each case, it built the best, most modern system that money could buy. Naturally, once these facilities were available people used them.

The same would be true of railroad passenger service. The assumption Secretary Volpe and his colleagues should have proceeded upon is the following: "Intercity rail passenger service is essential in a civilized, urbanized society. Its operating deficit, if any, will be supportable if riders are provided with clean, comfortable, conveniently scheduled, dependable service. As with highways and airports, the capital investment in roadbed and rolling stock will be written off by the Government."

It may be that the Nixon Administration, rather than believing in an illusion, knows perfectly well that the present approach will not work. There are cynics who called the Rail Passenger Service Act of 1970 the "railroad euthanasia bill." If this cynicism is not to be proved valid, Mr. Nixon and Mr. Volpe will have to stop approaching the problem in terms of phony public relations gestures. They will have to stop mouthing support for a "balanced transportation policy" and begin fighting for one.

SHORT HAULS -- On this week's cover are two maps, also from the *New York Times*, detailing the present U.S. rail passenger network and Railpax's proposed system. The latter shows in detail the actual routings between terminals outlined in the proposal, from which the Corporation will choose one (or more).



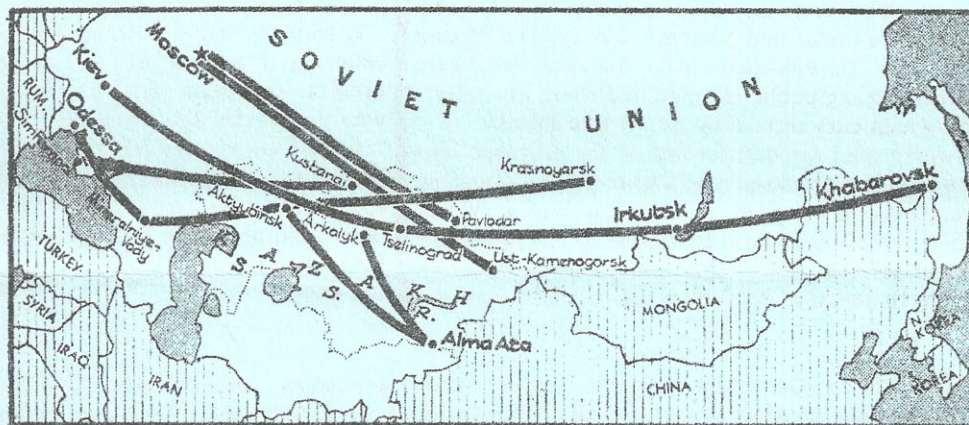
At the left is a more detailed map of the proposed New York-Chicago set of routings. Two basic lines out of New York (via old NYC or old PRR) branch into various lines further west, the NYC line via Cleveland or via Detroit, and the PRR line to Pittsburgh, where several possibilities exist—via P&LE to Cleveland, then via NYC to Chicago; via B&O to Deshler and Chicago; or direct via PRR. One or a number of these lines may be chosen.

Florida East Coast Railroad--remember?....A Senate subcommittee has approved emergency legislation that would give the financially-disgraced Penn Central a total of \$100,000,000 in direct loans from the Treasury or in loans guaranteed by the government. PC officials told the Congress that the line will have to shut down early next year if financial assistance is not forthcoming. Approval by the full Senate appears likely....The equally-troubled Central of New Jersey also appears heading for the end of the line. The road's trustees have petitioned a Federal Court for permission to sell the line's assets to pay creditors... The world's only international RDC run is now in operation between Buffalo and Toronto by the TH&B as replacement for the former New York-Toronto thru service.

airline action

AEROFLOT ALMANAC -- The *New York Times* reports that Aeroflot, the USSR state-owned flag carrier, has opened ten new domestic air routes within the Soviet Union during 1970, including these:

- +A southern transAsian route from the strategic Far East city of Khabarovsk by way of Irkutsk in Siberia and Tselinograd in northern Kazakhstan to the Ukrainian capital of Kiev.
- +A nonstop flight between Moscow and Ust-Kamenogorsk, the Kazakh republic's easternmost industrial city near the Chinese and Mongolian borders.
- +A new route from Alma Ata to Odessa on the Black Sea by way of Aktyubinsk in northwest Kazakhstan and Mineralnye Vody in the North Caucasus. It is serviced by older Tu-104 jets bumped by larger craft on longer routes.
- +Within Kazakhstan, the first direct service between Alma Ata and Arkalyk, the capital of the new province of Turgai. This route is serviced by the short-haul propjet AN-24s.



The New York Times

SERVICE SAGA -- Pan Am said it wants to suspend its mainland-Hilo service for a two-year period. In a petition to the CAB, Pan Am said the "dismal" condition of the mainland-Hawaii market was responsible for its decision. The airline said it lost more than \$3,000,000 on its Hilo service in the year ended last June 30; the carrier also operates mainland-Honolulu runs, which it will retain. Eight airlines currently operate between the mainland and Hawaii, a factor which no doubt contributes to the depressed condition of the market....Air service between Jacksonville [Ill] and St. Louis by Air Illinois began this week.

TIMES ARE TOUGH ALL OVER (Continued) -- From the Chicago Daily News:

Airline profits--and losses

	1970 3rd Quarter	1969 3rd Quarter	1970 9-months	1969 9-months
UAL (United)	3,512,000	24,288,000	(d) 16,118,000	41,957,000
TWA	19,400,000	32,704,000	(d) 25,100,000	24,014,000
Pan American	17,220,000	3,872,000	(d) 1,270,000	(d) 6,956,000
American	2,788,000	24,791,000	1,037,000	25,479,000
Eastern	(d) 4,700,000	(d) 4,700,000	12,203,000	(d) 2,271,000
Delta (a)	9,910,000	9,795,000	—	—
Northwest (b)	15,984,000	14,782,000	24,595,000	22,660,000
Braniff	(d) 2,135,000	3,869,000	(d) 2,808,000	9,315,000
National (a)	(d) 3,348,000	3,046,000	—	—
Continental	2,332,000	1,568,000	3,696,000	1,873,000
Western	5,476,000	(d) 4,780,000	475,000	(d) 9,324,000
Northeast	(d) 4,994,000	(d) 7,454,000	(d) 4,492,000	(d) 8,743,000
Allegheny	(d) 276,000	(d) 914,000	1,888,000	(d) 5,448,000
Ozark	(d) 596,000	(d) 669,000	(d) 2,919,000	(d) 2,653,000
North Central (c)	—	—	(d) 1,296,000	(d) 1,477,000
Frontier	1,290,000	227,000	(d) 625,000	(d) 3,878,000

aFiscal first quarter ended Sept. 30.

bSecond quarter and first half ended June 30; airline struck by ticket agents since July 8.

cSix months ended June 30.

dDeficit.

SST SAGA (Continued) -- From the New York Times:

Special to The New York Times

WASHINGTON, Dec. 5—Following is the text of a statement today by President Nixon urging continued funding of the supersonic transport program:

The action of the United States Senate in disapproving the SST is a devastating mistake both because of its immediate impact and because it will have profound long-range consequences for this country. I urge both houses of Congress to reverse this action.

Because of our transition from a wartime to a peacetime economy we are experiencing substantial unemployment in the aerospace industry. The Senate's action means the loss of at least 150,000 jobs in that and other industries.

Another immediate impact results from waste. The SST prototype phase is now 50 per cent complete. Halting work now—and destroying a development effort well on its way to completion—would be a waste of nearly \$700-million of our national resources. It would be like stopping the construction of a

house when it was time to put in the doors.

There is another aspect to this waste it would cost nearly \$278-million in contract terminations under the present law to simply close down this project—only slightly less than the \$290-million being sought at this time to continue the program.

Most important, taking a longer-range view, halting the SST now could well be a mortal blow to our aerospace industry for years to come. The research and development and the accomplishments of this industry have been major factors in giving the United States a superior position in the field of technology. We must not abandon this national advantage now.

Beyond the effects of the aerospace industry, the SST program will have an extremely important impact on our whole economy. It will have a deep effect on our balance of payments and on the tax revenues coming into our Treasury.

I am well aware of the many concerns that have been voiced about the pos-

sible effects supersonic transports might have on the environment. I want to reassure the Congress that the two prototype aircraft will in no way affect the environment. As for possible later effects, we have an extensive research project under way to insure against damage.

Further progress on the part of the United States in the SST field will give this country a much stronger voice with regard to any long-range effects on the environment than if we permit other nations to take over the entire field. And this they will surely do if we retire from this project now. The SST is an airplane that will be built and flown. This issue is simply which nation will build them.

Throughout the history of aviation, the United States has been first in this field. If the action of the Senate is not reversed, our country will be relegated to second place in an area of technological capability vital to our economy and of profound importance in the future.

I believe that the Senate's unfortunate action can be and should be corrected.

THE SPECTRE OF COMPETITION -- The Supreme Court has added to the woes of the major airlines by refusing to consider whether the time has come to blow the whistle on states that are authorizing new low-cost air service between major cities within a given state. Braniff International told the high court that competition from the small, state-authorized airlines is "steadily growing". But the Supreme Court refused to review a Texas Supreme Court ruling that the Texas Aeronautics Commission knows best "what air service is best for Texas."

Braniff, Continental and Trans-Texas Airways (now Texas International Airlines) had sought to test the states' authority when the TAC authorized a small carrier, Air Southwest Company, to operate between the state's three principal airports, in Dallas/Fort Worth, Houston, and San Antonio. The three CAB-certificated carriers appealed the TAC's action, and the Texas Supreme Court upheld the state agency, saying that the TAC alone could know "what air service is best for Texas." It added that Air Southwest would provide a competitive spur by charging fares substantially lower than those charged by the CAB-authorized carriers on the same routes.

FLIGHT LOG -- More retrenchment: An agreement to reduce the number of scheduled flights offered by Aloha Airlines and Hawaiian Airlines has been approved by the CAB. The pact involves taking 2½ daily round trips off Hawaiian's schedule and two daily trips off Aloha's schedule. The two carriers operate inter-island services, which also are suffering from declining patronage....A Mexican-Canadian pact has been signed that provides for increased service between the two countries by their flag carriers. Aeronaves de Mexico, which now operates Montreal/Toronto-Mexico City service, will now fly to Merida and Cozumel from Canada, while CP Air, present holder of similar Montreal/Toronto-Mexico City rights, will serve Puerto Vallarta, Mazatlan and Guadalajara.

Senator Gaylord Nelson (D-Wis) has introduced legislation designed to outlaw the flight of any SST anywhere within the territorial limits of the U.S. The compromise \$200,000,000 continued funding of the SST will probably run into a filibuster when it returns to the Senate this week....Salt Lake City voters have approved a \$25,000,000 bond issue for improvements and expansion of the city's International Airport to enable it to handle jumbo jets....Pan Am will provide technical and management assistance to Air Congo, the flag carrier of the Democratic Republic of the Congo (formerly the Belgian Congo). AC operates scheduled service within the Congo and to other African and European points....The CAB has formed a consumer affairs office to expedite handling of complaints by air travelers.

metro memo

BUCKING THE TIDE -- The abortive BRAC strike last week obviously had its effects on commuter travel as well as other passenger and freight services, but in Chicago the picture was not as bleak as elsewhere. The Chicago & North Western, soon to be entirely in the hands of its employees, previewed its cooperative status by continuing to operate its essential rush-hour services; all other commuter lines were shut down by the walkout, forcing thousands of commuters to find alternative means of getting to and from work on Thursday. Predictably, Chicago Transit Authority patronage was up on both surface and rapid transit lines, and the 95th Street terminal of the Dan Ryan rapid saw an astounding 49% increase in traffic.

CITY LINES -- Patronage on the Springfield [Ill] Mass Transit District went up an astounding 9.55% for the first 11 months of 1970 as opposed to a similar period in 1969. SMTD operates 20 air-conditioned GMC "New Look" coaches, and has applied



naautical notes

FERRY FACTS -- The first of two 315-foot ships destined for Canadian service is nearing completion at a St. Catherine's shipyard. Each ferry will cost the Canadian National in excess of \$5,000,000, and will be capable of carrying 153 autos and 487 passengers across the Northumberland Straits linking Prince Edward Island and New Brunswick. The first of the two vessels is due in service next April, the second in May.

THE BOUNDING MAIN -- Prudential-Grace Lines has announced that the 300-passenger *Santa Rosa* and *Santa Paula* will sail out of New York harbor on their final Caribbean cruises in January, bringing to twelve the number of American luxury ships retired over the past three years. In company with most former passenger lines, Prudential-Grace will henceforth concentrate on freight; the foreign-flag liners have effectively undercut U.S. ships on the passenger trade.

According to *Time* magazine, the U.S. flag lingers on in the Pacific, though it is fast disappearing from the Atlantic. Four American ships still cruise from San Francisco and Los Angeles to the southwest Pacific, Alaska and Mexico, but Matson is selling its two remaining ships and going into the freight business. The Government senses that the era of luxury liners is over; the Merchant Marine Act of 1970 finances the construction of 300 new merchant ships in the next decade, but does not even mention the passenger business.

HAIL TO THE QUEEN -- Long Beach [Cal] officials say the refurbished liner *Queen Mary* should be open for public tours on April 15, 1971. City Manager John R. Mansell said in a recent interview that the city of Long Beach has spent more than \$42,000,000 to make the retired Cunard vessel a tourist attraction. It now boasts a hotel with full dining facilities.

LETTERS (Continued)

more cramped versions. A major reason for more seats in a given unit is to increase labor productivity. One driver in a bus carrying more people makes sense to company officials trying to combat spiralling wage costs. Naturally, comfort declines in such units, particularly for the tall or obese.

"It is however my hope that Greyhound will be allowed to operate its 102"-wide MC-6 Supercruiser nationwide with 43-seats, ordering enough of them to offset the more cramped-47-seat MC-7. Motor Coach Industries, Greyhound's subsidiary, is now North America's largest manufacturer of intercity buses, so any important changes in the intercity field should originate with them.

"Also, it is my wish that Continental Trailways finds it prudent to reduce seating capacity on its 46-passenger Silver Eagles to 42 system-wide, to give Americans traveling by bus the comfort they deserve.

"The above remarks I hope clarify intercity bus seating arrangements in what you try to expand into an airline-type "Great Seat War."

--WARREN F. QUON

[EDITOR'S NOTE: Mr. Quon is a leading West Coast observer of the transportation industry, and the chief correspondent of the Western Transit Society's monthly news publication Western Transit. Mr. Quon lives in Los Angeles, California.]

for a DOT grant toward the purchase of five more. The carrier also plans to purchase the old Springfield City Lines property (including SMTD's present shop in a remodeled Wabash Railroad roundhouse) on South 9th Street for its continued use... That "Punch-A-Conductor" vinyl toy referred to here some months ago has run into a predictable snag--production and marketing are running late....DOT has granted \$1,000,000 to Baton Rouge [La] for the purchase of 25 new buses plus 48 older ones from nine local area carriers....City dwellers have no prospect of early relief from the obnoxious odors that come out of the exhaust pipes of diesel buses and trucks. Engineers reported last week to the Second International Clean Air Congress in Washington that more than 15 years of research by many investigators had yielded little helpful information on the causes or cures of diesel engines' acrid odors. Diesels burn relatively low-grade oil fuel, but they burn it more efficiently than conventional auto engines burn gasoline.

The CTA has added its #40 O'HARE EXPRESS bus route to the regular Authority system on a permanent basis; the line's Federal and local funding has run out, but slowly rising patronage dictated the decision to retain it. The route links the Jefferson Park rapid terminal with O'Hare field on a non-stop basis....The CTA Board last week adopted a 1971 budget with estimated revenues of \$196,755,000 that will not be inadequate to meet operating expenses, debt payments and the depreciation reserve requirement. The revenues anticipated will fall short by a little over a million dollars of meeting operating expenses, while the debt service and depreciation reserve requirements boost the Authority's paper deficit to \$25,000,000.

The U.S. Customs Bureau is investigating a complaint that Canada's Hawker-Siddeley is offering Canadian-manufactured subway cars in the U.S. at unfairly-low prices. The agency announced the AntiDumping Act investigation after receiving a complaint from Pullman. The complaint was filed after Hawker-Siddeley apparently won a contract to supply subway cars for the New York City Transit Authority....Construction of Chicago's new downtown subway network will begin in 1971 and be completed by the end of 1978, according to present city plans. DOT is expected to provide two-thirds of the anticipated \$750,000,000 project cost.

General Motors is the apparent low bidder on a contract to supply 33 air conditioned buses for the Greater Peoria Mass Transit District....Yes, Virginia, there is a new IC electric car. #1501 is on the GSI (St. Louis Car) assembly line awaiting completion of stress tests. The first two cars are expected to be on the IC property in February or March.

PROGRESS REPORT -- From reader Anthony Perles comes this progress report on the tentative schedule of operations of the Bay Area Rapid Transit District:

Delivery of 60 rapid transit cars	08-09-71
<u>Lines ready for service:</u>	
MacArthur to Niles	08-30-71
Niles to Fremont	10-18-71
MacArthur to Pleasant Hill	12-27-71
MacArthur to Richmond	12-27-71
MacArthur and Lake Merritt to Daly City	07-10-72
Pleasant Hill to Concord	08-21-72
Muni Subway to Duboce Portal	04-30-73
Muni Subway to West Portal	Unknown