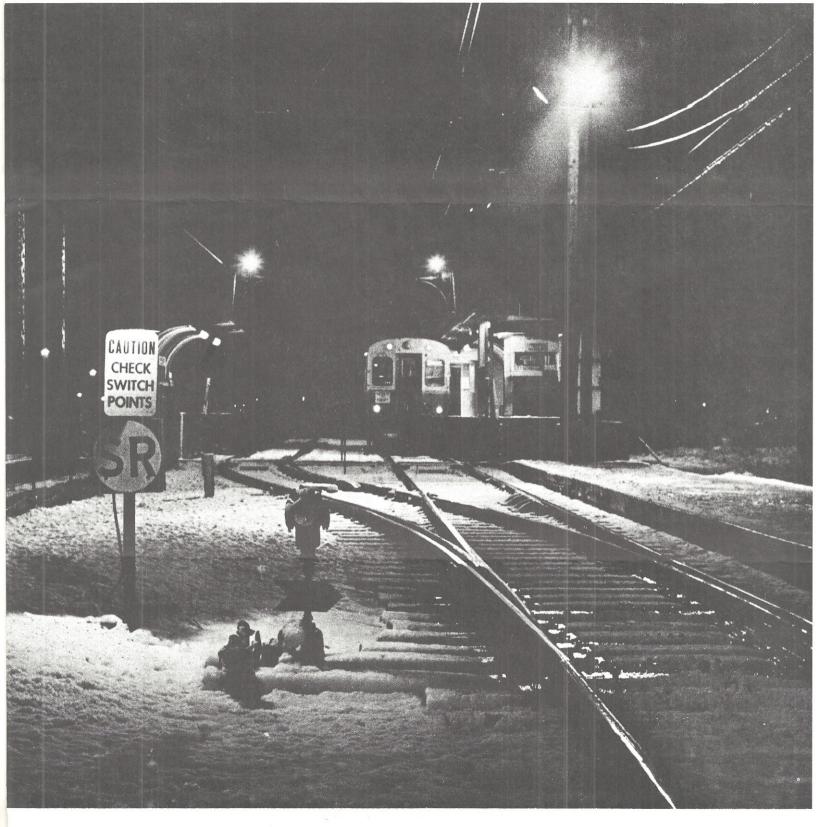
Transport Central



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TRANSPORT CENTRAL Volume Seven

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column one

This will be the last issue of Transport Central for 1970; after our customary holiday hiatus, we will be back January 4, 1971.

Since our last "fireside chat" in June, <u>TC</u> has published (including this issue) 195 pages of news, comment and pictorial matter. Since this is the "short half" of the year (including the bi-weekly summer schedule and the week off in December) we are now averaging more than 400 pages per year, and this figure is due to increase substantially in 1971.

We like to think we've come a long way in the 42 months that Transport Central has been published; for the statistically-minded, TC began life with some four pages per issue on a twice-monthly basis, for the princely sum of \$6 annually. We currently publish an average of 33 pages each month on a basic weekly schedule, or more than four times as much content for a total tab of but \$13 (including first-class postage).

But mere page totals obviously do not express the value of a publication; it's what's on each page that counts. Again, we like to think that our content has improved measurably over our initial offering. We have broadened the scope of our reporting, increased our coverage area and added a number of staff writers and analysts with meaningful and relevant points of view.

Despite occasional technical problems and equipment breakdowns, we've also managed to bring you a highly visual publication as well; one that we trust is readable as well as "pretty", and coherent as well as eye-catching. Most of the credit for TC's "image" must go to our Art/Graphics Director; JEH's contributions to this publication all too often go unsung by its editor.

The same goes for the rest of the staff as well. Every single name on our increasingly-lengthy masthead has contributed substantially to the production of Transport Central, often working long hours on the project, and our success, as I've said many times in the past, is due in no small measure to their efforts.

While we're on the subject of staff, sharp-eyed readers may have noted a number of changes in the masthead during the course of the year, and one of the more significant ones deserves mention here. My right-hand man and invaluable editorial assistant Bob Oliphant (RIO to all of us), faced with increasing professional responsibilities and a rather important personal commitment, had to withdraw from day-to-day production of TC this autumn, but remains on the staff as an editorial consultant. Bob was the guiding genius behind the production of our regular train-off listings; thank heavens Railpax came along just about the time he had to leave. We wish him well; his place as overseer of developments on the railway scene will be taken by new Senior Editor Tom Kopriva.

Once again, many thanks for your support and, as it says on the back page this week, Merry Christmas and a prosperous and happy New Year!

anautical notes

DRAMATIC RESCUE -- Let the Associated Press dispatch quoted in the Chicago Tribune December 16 tell the story:

"The House gave backers of the 44-year-old Mississippi/Ohio River sternwheeler Delta Queen a major victory today, exempting it for three years from maritime fire safety laws.

"The vote was 295 to 73 and it was a stunning defeat for Rep. Edward A. Garmatz [D-Md], chairman of the House Merchant Marine Committee. During the debate, Garmatz warned his colleagues that if future tragedy struck the steamboat, 'the blood will be on Congress.'

"The Delta Queen, the last overnight passenger ship on the inland waterways, was forced to halt nightime operations November 1 when previous exemptions from a 1966 fire safety law ran out. The House action came on a private relief bill to which the Senate had added a clause affecting the Delta Queen. It formally disagreed with the Senate addition, and sent it to a conference committee. The conference report will have to be approved by the House and Senate, but this is considered virtually assured."

MORE MARITIME MERGERS -- A \$70,000,000 Norwegian luxury cruise venture, to be known as the Royal Viking Line, has been created in New York by three established Norwegian steamship companies, the Bergen Line, A. F. Klaveness and Nordenfjeldske. None of the carriers have been active in the cruise field in the recent past.

The fleet of the new concern will consist of three 21,600-gross ton, 520-passenger vessels now under construction in Helsinki. The first of these 21.5 knot motorships is scheduled to enter service in June 1972, on long cruises from North American and European ports, including New York, San Francisco, Los Angeles, Vancouver and Port Everglades, as well as Copenhagen and Southampton.

railway report

TO CLINTON AND BACK -- Transport Central has learned that the Chicago & North Western plans to re-equip its petitioned Chicago-Clinton trains as push-pull operation. One intercity coach, along with a conventional suburban gallery coach will make up the consist in order to avoid any charges of "downgrading" the run, which presently utilizes two conventional main-line coaches.

The change on trains 1, 2, 11 and 12 will be made as soon as possible, to effect a saving of some \$15,000 in locomotive expense. The three present steam-generator equipped units used on the runs are to be taken out of service and placed up for sale; conventional suburban locos from the Chicago pool will be assigned to power the re-equipped runs.

The Clinton trains (which run daily and on weekends at different times) were petitioned several months ago; at that time the Railway announced plans to restructure its West Line service so as to provide a "Campus Commuter" operation to and from Northern Illinois University in DeKalb as an extension in effect of the suburban service that presently ends at Geneva (TC 05 OCT 70). BONES FOR THE BANKRUPT -- The financially-disgraced Penn Central, which has threatened to go out of business as early as January, has been voted \$125,000,000 in emergency aid by the House; Senate action is uncertain at this point, but the senior body had only agreed tentatively in committee on \$100,000,000. The funds, the railroad said, are absolutely necessary (and precedent-setting) if PC is to continue operating. At the same time, it was disclosed that five other railroads and General Motors are reluctantly underwriting part of the cost of 137 locomotives PC badly needs. Southern, Seaboard, Union Pacific, Santa Fe and Burlington Northern, along with a consortium of banks and insurance companies organized by EMD and GM will purchase the locomotives for lease to the Penn Central.

SHORT HAULS -- The New Hope & Ivyland has purchased former Pennsylvania Brill motor car #4666 for use in mixed service...PRSL has obtained ATSF RDC-1 #DC-191 for South Jersey service; the unit last ran between El Paso and Albuquerque.... Keeping up with the times: Now a stripper in Philadelphia is billing herself as Penny Central; the copy says she gets down to nothing (we didn't say it)....Seaboard Coast Line's *Florida Special* will be back for another season December 19... Same road's *Silver Star* Washington-St. Petersburg sleeper has been shortened to operate only between Richmond-St. Petersburg this year....The Grand Trunk is now operating 18 renovated UP coaches, ten in through service, eight (remodeled to seat 92) on the Detroit commuter run....N&W's Wabash Cannonball, Railpax notwithstanding, must run until July 3, and now carries a full diner.





"Good morning, szeeties! Pm Sherri, your new Penn Central conductor. If any little old things like delays, derailments, engine conkouts, or fires make you feelicky-poo, you just come and tell little of Sherri."

SAFE AT HOME -- DOT has announced a \$22,000 grant for a six-month study of public transportation in the Winston-Salem, N.C. area. Winston-Salem is presently served by the Safe Bus Company, which is owned and managed by blacks. Until 1968, it served only the black community, but with the failure of Winston-Salem City Coach Lines, Safe's operations were expanded to cover the entire community. As a result, Safe became a deficit operation, and is being subsidized by the Winston-Salem Urban Coalition. The study will examine alternative methods of financing mass transit in the area, and determine future transit needs.

URBAN REPORT -- The city of Evansville [Ind] is going into the bus business next March. After entrepreneur Roland St. John pulled out in May of this year, a local businessman, Martin J. Will, began operating service, but he, too failed and the city was left without any bus system after August 6. Now the city has established a Transit Authority, which plans to lease some equipment for a six-month period in order to give the Board an "operating history" after which time it may apply for Federal funds toward the purchase of newer units.

The city of Aurora is also establishing itself as an urban bus operator. Since 1968, it has been contracting with Aurora Educational Tours for the operation of a local system, Tom-A-Hawk Transit, but AET, like many carriers faced with losses, has asked to bow out. Now the entire system will be operated by the City of Aurora Department of Public Transportation; the new Flxettes used by Tom-A-Hawk had been city-owned since their delivery. TAH currently operates 12 buses on 8 lines.

Indianapolis Transit (the city company) has hiked its base rate to 40¢ (strange, how that seems a low figure these days) from 30¢; the increase became effective on December 16....Yet another express bus service from outlying areas to midtown Manhattan has begun. The Jerusalem Avenue Bus Line has begun a service between Nassau County points and Manhattan; one-way fare is \$2.10....If London Transport was to eventually implement its plan of free service to all comers, each household within LT's service area subject to the rate would pay but \$70 per year, or about \$1.40 per week. At present London Transport fares, this represents the cost of about four rides between home and work.

The brand-new 1970 constitution of the state of Illinois, approved by voters just last week to replace a creaky old 1870 document, has this clause:

"Public transportation is an essential public purpose for which public funds may be expended. The General Assembly by law may provide for, aid and assist public transportation, including the granting of public funds or credit to any corporation or public authority authorized to provide public transportation within the state."

As regular readers are no doubt aware, the last session of the legislature refused to appropriate any funds for public transportation in Illinois, particularly to the Chicago Transit Authority. It is interesting to note that the language of the section by specifying "corporation" does not specifically exclude private carriers from benefitting from public funds. (The beginning of a trend?)

Rock Island commuters will find themselves in a new station in January. The road is leaving its time-honored home at LaSalle Street Station in Chicago for new quarters at Union Station; thus will the former facility (like Grand Central before it) finally pass into history....Charter, anyone? PATCO's train of old Bridge cars is available for hire any Sunday afternoon on the Lindenwold line. Basically a work train, one of the old Camden-Philadelphia cars retains its seats as insurance against a late-night blizzard.

airline action

THE FAMILY THAT FLIES TOCETHER... -- The Wall Street Journal reports that American Airlines has proposed a coast-to-coast round-trip coach fare of \$110 during February for family members accompanying the head of the household traveling at the full coach rate. The special fare, filed with the CAB, is about one-third of the regular coach fare between the East and West coasts. The trip would have to begin in February, and the return flight made within 14 days, with travel confined to Monday thru Thursday.

The \$110 round-trip ticket would be offered between New York/Philadelphia/Washington/Boston/Baltimore/Providence/Hartford on the one hand and Los Angeles/San Francisco/San Diego and Palm Springs on the other. The purpose is to encourage husbands to include their families in business travel, and to stimulate additional family vacation travel; February is a traditionally poor month for transcontinental air journeys. The current round-trip rate on a Boston-San Francisco trip, for example, is \$320, not including the present family-fare discounts, which amount to 25% for wives and 33% for children 12 to 21.

FARE FACTS -- A CAB examiner has recommended that the Board determine joint air fares (involving more than one carrier in a continuous journey) on a cost-permile basis. If adopted by the full Board, examiner Robert M. Johnson's plan would substitute a cost-oriented joint-fare formula for joint fares that are currently based on the sum of the fares charged on each leg of a trip.

THE CONTINUING SST SAGA -- A top aerospace engineer says the technology exists today to build air transports capable of flying at hypersonic speeds of 3,000 to 6,000 mph. The immediate development of a plane with a maximum speed three times that of the SST "is more a matter of money than anything else," said Dr. Frederick S. Billig of the Johns Hopkins Applied Physics Laboratory. A hypersonic transport leaving New York could reach "80 to 90 per cent of the world's cities in one or two hours," said Billig. Hypersonic craft are being considered by NASA for flights between an Earth-orbiting station and surface airports.

How 3 Designs Compare

The following is a comparison of the American, British-French, and Russian supersonic transports:

				Payload		
Type	Power	Dimensions	Weight	Range	Speed	
Boeing	4x70,000 lb.	span 143 ft.	750,000	62,000 lbs.	2.7	
2707-300	Gen. Elec.	length 298 ft.	pounds	4,400 mi.	mach	
G	E-4 turbojets					
Concord	e 4x40,000 lb.	span 84 ft.	389,000	28,000 lbs.	2.2	
	Olympus 601 turbojets	length 204 ft.	pounds	4,550 mi.	mach.	
TU-144	4x38,580 lb.	span 88 ft.	330,000	24,000 lbs.	2.3	
	Kuznetsov	length 190 ft.	pounds	3,500 mi.	mach.	
NK-	-144 turbofans		2. (1 2			
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GETTING BACK DOWN TO EARTH -- Pacific Southwest Airlines has purchased two Lockheed three-engine L-1011 TriStars and taken options on three more, all for PSA's Los Angeles-San Francisco key run...Mohawk Airlines, currently on strike but negotiating actively with the Air Line Pilot's Association, is also talking on yet another front. The level II carrier has been holding discussions with Jet Capital Corporation aimed at acquiaition by JCC (a New York-based jet leasing company recently involved in refinancing British West Indian Airways) of Mohawk, which posted a \$2,759,000 loss for the first half of 1970...Northwest is flying at full strength again, after a five-month strike...Hub Airlines' petition for a rehearing of the order banning it from the Chicago-Springfield market in favor of newcomer Chicago & Southern Airlines (also a level III carrier) has been denied by the Illinois Commerce Commission.

ECLECTICA

TRANSPORT CENTRAL'S FIRST "TRIVIA QUIZ"

We present herewith a compendium of questions guaranteed to give even the most knowledgeable of our readers pause. Try them on for size, and if you are the first to answer (as judged by postmark) all or a majority, you will be eligible for the big prize--one free subscription (a renewal for yourself or a new one for a friend) for one year at first-class mailing rates (value \$13.00). He who answers the most questions correctly first--the deadline is January 15, 1971 in any event--will be declared the winner. Answers will be posted January 18.

1. The rapid transit cars of what three corporately-separate and distinct operating carriers were stored and maintained at what regular operating station (depot, barn or terminal, as you will) of one of the three companies? Name the types of cars, the three companies and the operating station.

2. What North American transit carrier operated, in the years following World War II, no less than six separate and distinct modes of equipment for its passengers? A hint: it is not San Francisco, with streetcars, trolley coaches, motor buses and cable cars only at one time.

3. Where can a traveller purchase a single ticket good for a continuous ride on a steam railroad and a publicly-owned urban transit system? Hint: two choices (at least) apply here.

4. Where in North America can a rider, on one fare, travel on the equipment of two non-corporately-connected bus carriers in urban areas? (Greyhound, Trailways and other intercity carriers do not apply). Hint: there are at least three answers to this question.

5. Where in the U.S. can a traveler regularly ride behind more than one type of motive power (i.e., diesel, electric of several types, etc.) on the same track for a substantial distance (not interchange areas like Harmon, for example)? A number of possibilities apply here also.

6. A number of companies used names like "Street Railway" in their corporate titles. Name the North American firms whose corporate titles referred to electric rubber-tired equipment. Hint: there were two in the U.S.

7. Which North American transit carriers currently maintain their motor bus equipment in former railroad roundhouses?

8. What level III U.S. air carrier currently uses the same name (more than two words) as a former level II regional carrier now a part of a trunk airline? Name the level III, level II and level I carriers specified above.

Remember the deadline--January 15--TC staff members are not eligible. Send your answers to Transport Central, Dept TQ, 416 North State, Chicago 60610. THE COVER: Yet another well-composed wintry scene on a line among the most photogenic in the Midwest--the Skokie Swift. Photographed on a crisp winter eve-

ning in 1965 at the Dempster terminal; print courtesy Chicago Transit Authority.

() () () () () () Merry Christmas § Happy New Year