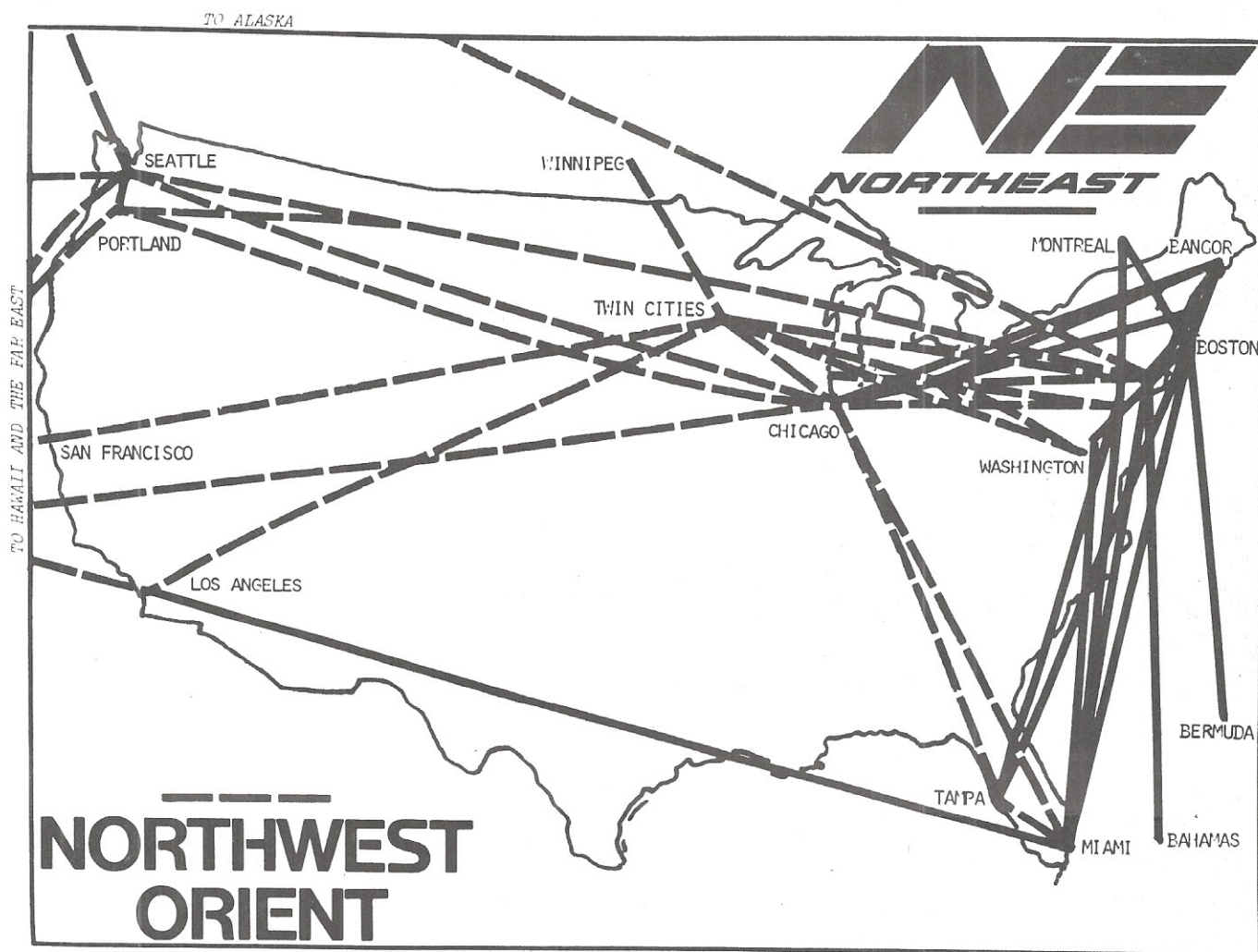


# Transport Central



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## Ken Hayes

California (as well as other states) boasts a large number of expansive suburban and intra-urban shopping centers, replete with all manner of stores and wares, and abounding with auto parking spaces. In fact, many of these shopping centers have excess parking capacity. They also boast numerous signs, the gist of which say: "Parking while shopping only--maximum two hours--violators will be towed away--municipal ordinance...", etc.

Now, just outside, on the street, we have a bus stop, and the bus that stops there carries people to the city; to their jobs, shopping, entertainment, et cetera. Any many shop in the downtown branch of the same stores that inhabit the shopping center. Many more shoppers do not go to either branch very often--but there is potential here. You could, by a very simple means, expose the shopper to your stores and accustom him to your location via a very elementary method--let him park'n'ride from your shopping center.

A bus line comes within walking distance of darn few people. And, odd though it may seem, people will take their car to the train but in most cases won't do so in order to ride the bus. One reason is parking. It is more likely (not too much more, however) that parking will be available at a train station than at a bus stop. And, the train has a higher "prestige value", so riding to it is worth more in the mind of the user. On the other hand, if the bus isn't within reasonable walking distance, it isn't worth using, and the commuter rides his car (or car pool) all the way downtown.

--Continued on Page 8



+ RAIL: SALVOS AND BROADSIDES

+ AIR: BACK FROM THE DEAD--BARELY

+URBAN: NORTHWEST INDIANA "BROWNOUT"

## railway report

### SALVOS AND BROADSIDES

Now that DOT's passenger train retention plan is official, criticism has flown thick and fast over its content. The most detailed barrage leveled at Railpax thus far has come (predictably enough) from the Interstate Commerce Commission.



ALL ABOARD TO A NEW DAY?

RICHARD YARDLEY

BALTIMORE SUN

While agreeing generally with DOT's plan, ICC Chairman G. M. Stafford said six changes are needed for "the overall success of a viable rail network."

In a letter to Secretary Volpe, Stafford called for:

1. Preservation of all passenger service along the West Coast between Seattle and San Diego. "If successful," he said, "it could greatly contribute to the alleviation of the notorious highway congestion and air pollution problems of this region."
2. Maintain the present three weekly passenger trains between New Orleans and Los Angeles.
3. Trains between Chicago and San Francisco should use the "Feather River Canyon" route of the Western Pacific between Salt Lake City and San Francisco, and the "Rocky Mountain" route of the Denver & Rio Grande Western between Denver and Salt Lake City. This would assure service to both cities.



4. Chicago and Washington should have a direct passenger link, "so that the nation's capital could be directly and conveniently accessible by rail from midwestern and far western points." Stafford said this route (because of present highway and airway congestion) "could well regain a substantial clientele of business travelers."

5. Chicago and Seattle-bound passenger trains should serve the Twin Cities. Otherwise, Stafford said, it is possible for trains to be routed so as to cut off all passenger service to Wisconsin, Minnesota, North Dakota and to Montana as well.

6. Passenger service should be extended to the Tampa-St. Petersburg area of Florida, connecting with the presently-designated routes between New York and Miami and Chicago and Miami.

Stafford complained to Volpe that the preliminary routes were unclear, "without the customary railroad-by-railroad, point by point description."

The ICC chairman said that while cost considerations were important, they "need not be of such magnitude as to spell defeat before the system has a chance to prove itself."

"Whatever the future may produce," Stafford said, "the plan and the system should be utilized, at the very least, as a real test of whether good passenger train service, equal in quality and quantity to the common expectation, can attract and sustain sufficient patronage to compete with other popular modes of travel on a self-sustaining basis."

In addition to the major recommendations, the ICC also urged consideration of passenger service between Salt Lake City and Butte, St. Louis and Kansas City, St. Louis and Detroit, and to Norfolk. The Commission also asked that through trains be operated from Chicago to Boston and that "international corridors" be established to assure through service to Canada and Mexico.

As might be expected, other voices were heard in opposition to the basic network outlined by Secretary Volpe a month ago, from Congress, NARP and various other state and local officials. One of the more strident was that of Illinois Attorney General William Scott, who urged many additions to the basic proposal, citing the almost 50 per cent cut from present schedules that the Railpax plan would offer after May 1. At any rate, DOT now has thirty days to weigh the dissents and provide a final plan for NRPC to administer.

Other Railpax Notes: Railroad tours probably will continue under Railpax; NRPC officials are looking into the tour business. Excursions by rail have long been part of the American scene. Presumably, to answer the question of at least one reader, the predisposition on the part of the Corporation toward continuing the lucrative excursion business (and possibly broadening it with NRPC's better "connections") will include at least a reasonable inclination to continue running rail buffs' charter runs as well. At the same time, it was announced that NRPC is investigating the viability of AutoTrain service (tried in the U.S. with little success in the past) wherein both the traveler and his auto can be accommodated on the same train, easing the load on overcrowded highways and the strain on the auto driver as well. A 1968 New York-Miami proposal, to be financed by the government, failed when Congress failed to appropriate the necessary funds.



ten months of 1970 and appears assured of receiving emergency financial aid from the Treasury. During hearings on the monetary assistance in the House, its management of Executive Jet Aviation was sharply criticized; the EJA "adventure" was characterized as being among the biggest corporate bumbles in recent memory.

The Civil Aeronautics Board has authorized air freight forwarding authority for the Southern Pacific and Santa Fe after a three-year court fight.... "SuperRail-Roads" advocate John Barriger, late of the Katy, has been selected as chief executive officer of the bankrupt Boston & Maine with approval of the federal district court.... The National Transportation Safety Board has recommended that the Federal Railroad Administration study the possibility of incorporating some kind of restraining device, such as seat belts, in passenger trains. The recommendation was prompted by a thorough study of the head-on collision on PC's New Haven division in Connecticut in 1969 that claimed four lives and injured 40 persons.

Passenger trains, moving at 250 mph and specially designed to compete with airliners are being planned by the Japanese National Railroads for its Tokyo-Osaka run. The "Bullet Trains" will begin with wheels moving along the rails but, at speed, will be magnetically suspended about 1/2" above them. The railway anticipates a running time of 1:20 for the 312-mile haul.... The Pinsky empire shrinks further: The tiny (11-mile) Hoosac Tunnel & Wilmington Railroad of Readsboro, Vermont, has applied for abandonment of its entire line. The line serves the Yankee Atomic Electric Company at Monroe Bridge, Mass., and posts this note in the *Railway Guide*: "CONNECTION - The H.T.&W. has no facilities at Hoosac Tunnel, Mass. for handling freight except for interchange with Boston & Maine Corp."



## airline action

### RETURN FROM THE GRAVE

As the 91st Congress passed noisily into history this weekend, it left one serious controversy unresolved--the fate of the U.S. supersonic transport. After a resounding 52-41 defeat on the Senate floor in mid-December, the measure keeping the SST alive (or dead, in this case) went to a conference committee, which collectively refused to go along with the full Senate. Inasmuch as the SST appropriation was only a portion of the Transportation Department funding bill, the matter took on more significance if indeed DOT itself were to survive (as day-to-day funding of the Department was also contained in the bill).

Eventually, at the literal "eleventh hour", a sort of compromise was reached that kept the matter alive until a vote on the strict merits of the plane itself can be taken in the successor 92nd Congress, which convenes January 21. In effect, the plane has been funded to a minimal extent until March, at which time its fate will be resolved once and for all. At this juncture, opponents of the supersonic transport, led by Wisconsin's Senator William Proxmire, appear to have the upper hand, and indications are that a strict "up or down" vote on the craft itself in March will see the project go down to defeat. Senator Proxmire's forces fought the good fight in the Senate, as pundits put it, staging curious filibusters (during the day only; regular Senate business continued at night) and generally marshalling the anti-SST forces with equanimity and effectiveness.



## THE STRONG SHALL AID THE WEAK...

President Nixon has approved two airline mergers that will have far reaching effects on the industry for years to come. On December 31, he approved a CAB decision authorizing healthy Northwest to acquire ailing Northeast, and strong American to purchase weak Trans Caribbean.

Both marriages were ones of necessity rather than convenience; Northeast lost money in 13 of the last 14 years, despite its recent purchase by the wealthy Storer Broadcasting chain and the infusion of new management blood, and Roy Chalk's TCA has been anything but successful despite its potentially lucrative route pattern. Northwest earned \$50,000,000 in 1970, on the other hand (despite a lengthy strike), and American has weathered the rough skies of 1970 rather well.

Both mergers are logical ones, in the strictest sense of the word, as well. Now Northwest has entry into the rich New England market, and a potentially lucrative route pattern along the Eastern Seaboard and to the Bahamas and Bermuda. If the CAB reaffirms Northeast's Los Angeles-Miami authority (the route was given to the ailing carrier in an attempt to put NE back on its financial feet) NWAL will have one of the strongest financial bases of any U.S. flag carrier.

The amalgamation of TCA into American gives the latter carrier access to the Caribbean for the first time, neatly complementing AA's present East Coast services; the CAB is permitting American to offer single plane service to Puerto Rico from all AA points including New York City, placing the giant carrier in headlong competition on most of the routes with Eastern. TCA's Caribbean services generally lacked the connections necessary to make them viable.

## EQUIPMENT REPORT

Alitalia has purchased four DC-10s from McDonnell-Douglas. The present fleet of the Italian flag carrier consists of 24 DC8s, 36 DC9s and three Boring 747s.... Japan Air Lines has ordered two more 747s, bringing its total to 11....The six DC-10-30s ordered by KLM Royal Dutch Airlines are to be named after composers:

|        |                            |
|--------|----------------------------|
| PH-DTA | "Johann Sebastian Bach"    |
| PH-DTB | "Ludwig van Beethoven"     |
| PH-DTC | "Frederic Francois Chopin" |
| PH-DTD | "Maurice Ravel"            |
| PH-DTE | "Wolfgang Amadeus Mozart"  |
| PH-DTF | "Giuseppe Verdi"           |

East African Airways has ordered three DC-9s to replace Comets on EAA's domestic and regional routes....Faucett, S.A., of Lima [Peru] has ordered a BAC 111-475 for operation on rough airfields (common in Latin America)....Yugoslav Air Transport has ordered three additional DC-9-30s....Air Madagascar has decided to buy five DeHavilland Otters at a cost of nearly \$3,600,000. The new craft will replace DC-3s and some Pipers on internal routes, joining DC-4s in line service.

By the end of 1969, 19 per cent of all aircraft operated by level I and II carriers were being leased; the Big Four majors (American, Eastern, United and TWA) had 23 per cent of their operating craft under lease. Utilizing the 7 per cent investment credit, which could be applied to offset taxes in the first year of operation, plus accelerated depreciation, the lessors are able to provide financing at lower cost than the carrier could achieve by direct issuance of debt.



## ROUTE REPORT

Alitalia has announced that it will defer inauguration of Los Angeles-Italy service (scheduled to begin this year) in view of the air traffic slowdown, but intends to implement its authority from Detroit and Philadelphia to Italy later in 1971. Service from Washington to Italian points was also postponed....New helicopter service joining Kai Tak Airport on the mainland and Hong Kong Island helipad offers a scenic aerial view of the Hong Kong Harbor. The flight takes five minutes and costs \$7.10 (U.S.) per person, one way.

## JET JOTTINGS

Britain's new anti-hijacking measures began being implemented January 1. They ban all weapons from the passenger sections of airplanes....The New Year had scarcely begun when a National Airlines jet was hijacked to the now-familiar Jose Marti Airport in Havana, this time depositing a total of eight persons on Cuban soil. Despite the presence of sky marshals on "selected" flights, none appeared to have been aboard this particular run.

Late in 1970, a controversy between Pan Am and the South Vietnamese government (evidently of some duration) broke into the open with the refusal by Saigon to allow the "World's Most Experienced Airline" to land a 747 at Tan Son Nhut airport in the capital. Pan Am had been scheduled to airlift more than 300 U.S. servicemen back to the U.S. for Stateside Christmas leave, and, falling behind in the airlift had scheduled a 747 for the charter to take up the slack. Although a survey taken last year had found that the runway at Tan Son Nhut was both long and strong enough to bear the 355-ton jumbo jet, none had ever landed there in the past, and the report was less conclusive about the ability of the edges of the runway to stand up to jet blasts. This latter doubt was given as the reason for the Vietnamese denial of landing authority, but observers believe that South Vietnam's desire to expand Air Vietnam's services is back of the refusal. Pan Am is planning to replace the 707s currently on the runs that serve Saigon with more capacious 747s, while AVN is anxious to strengthen its bargaining position vis-a-vis U.S. landing rights, and is therefore anything but eager to assist in bolstering Pan Am's Pacific traffic to its own detriment.

## PLANE FOLKS

In a move that took almost everyone in the airline industry by surprise, George E. Keck, whose smiling face has graced every issue of the airline's *Mainliner* magazine for many, many months was summarily fired as chief executive officer by the board of UAL, Inc., United's corporate parent. His replacement will be Edward E. Carlson, present chairman of Western International Hotels, a recently-acquired UAL subsidiary. Observers speculate that Keck's ouster came about as the result of a poor year financially at United, which is not alone in the industry in having suffered throughout 1969....Juan Henry Trippe, the board chairman of Pan Am and guiding genius behind the institution of PAA's famed *China Clipper* in 1935, has been enshrined in the Aviation Hall of Fame.

## LONG HAULS

Traffic is up at Johnson Field in Muncie; total operations there for 11 months in 1970 exceeded all 1969 movements. On the other hand, total operations were way down in Decatur and Rockford for a similar period, in the former case largely due to the decrease in commuter traffic....Ozark plans to operate 727s from Springfield [Ill] to the East Coast "soon".





## metro memo

### BUS BROWNOUT

One of transit's recurring crises--the total collapse of vital service in an urban area--is about to erupt in northwestern Indiana. Bus service is currently provided in Lake county (immediately adjacent to Chicago) by Chicago & Calumet District Transit (a Chromalloy [ATC] property) and Gary Transit (locally-owned). C&CDT covers the western portion of the county, and provides interurban services into Chicago and Gary, while Gary Transit serves its principal city and suburbs. C&CDT's local lines have suffered heavy losses in recent months, and, after a series of delays, the company planned to discontinue all but Chicago and Gary services on January 1. The city of Hammond, largest community served by C&CDT, implemented the creation of a public system to serve the Calumet area, but the intransigence of East Chicago in wanting a bigger piece of the action in the form of local control effectively forestalled any conversion from private to public operation. At press time, C&CDT is still providing local service under a court order until an East Chicago injunction barring municipalization can be permanentized or lifted, while in Gary itself, it appears that GT service to the suburbs of Gary has been dropped because of the inability of company and city to agree on subsidy terms. The impending demise of most transit service in the Hammond-Gary area is also due in no small measure to the inability and unwillingness of the Lake-Porter County Regional Planning Commission to even assist in the acquisition of badly-needed new cars for the South Shore Line, much less developing a rational area transit plan.

### ONCE OVER QUICKLY

New Jersey has given its OK to Penn Central's proposed commuter rate boost on intrastate fares; PC also wants hikes for transHudson tariffs....New one-man, double deck red buses appeared in London for the first time New Year's Eve; 2000 will go into service by 1975....Peoria will begin receiving the first of its new GM buses in April--almost two months ahead of schedule....Politics has reared its ugly head in the creation of SORTA (the Southwest Ohio Regional Transit Authority), which is to begin negotiating for the Cincinnati Transit Company soon. Local Democrats are charging that Hamilton County (Cincinnati) Republicans will be in the driver's seat.

President Nixon has signed highway legislation that, among other things, provides for the construction of express bus lanes in urban areas....Both new median strip rapid transit routes in Chicago are gaining passengers; the Dan Ryan line is already exceeding traffic estimates....A multi-million dollar residential and office complex to include a new North Western Railway commuter station is being planned for the area formerly occupied by the shops of the Chicago Aurora & Elgin electric railway line in Wheaton; the CA&E ceased passenger service in 1957.

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KEN HAYES (Continued)

It would seem that shopping centers would provide benefits to transit systems, commuter/consumers and themselves if they allowed (and even encouraged) parking by bus riders of their autos.

After all, a person who has shopping to do would rather make one trip than two--so he'd probably shop before going home after work, or eat dinner there. Or, if he did go home, he'd be more inclined to return to his "friendly" shopping center.

Wouldn't you? What are we waiting for?