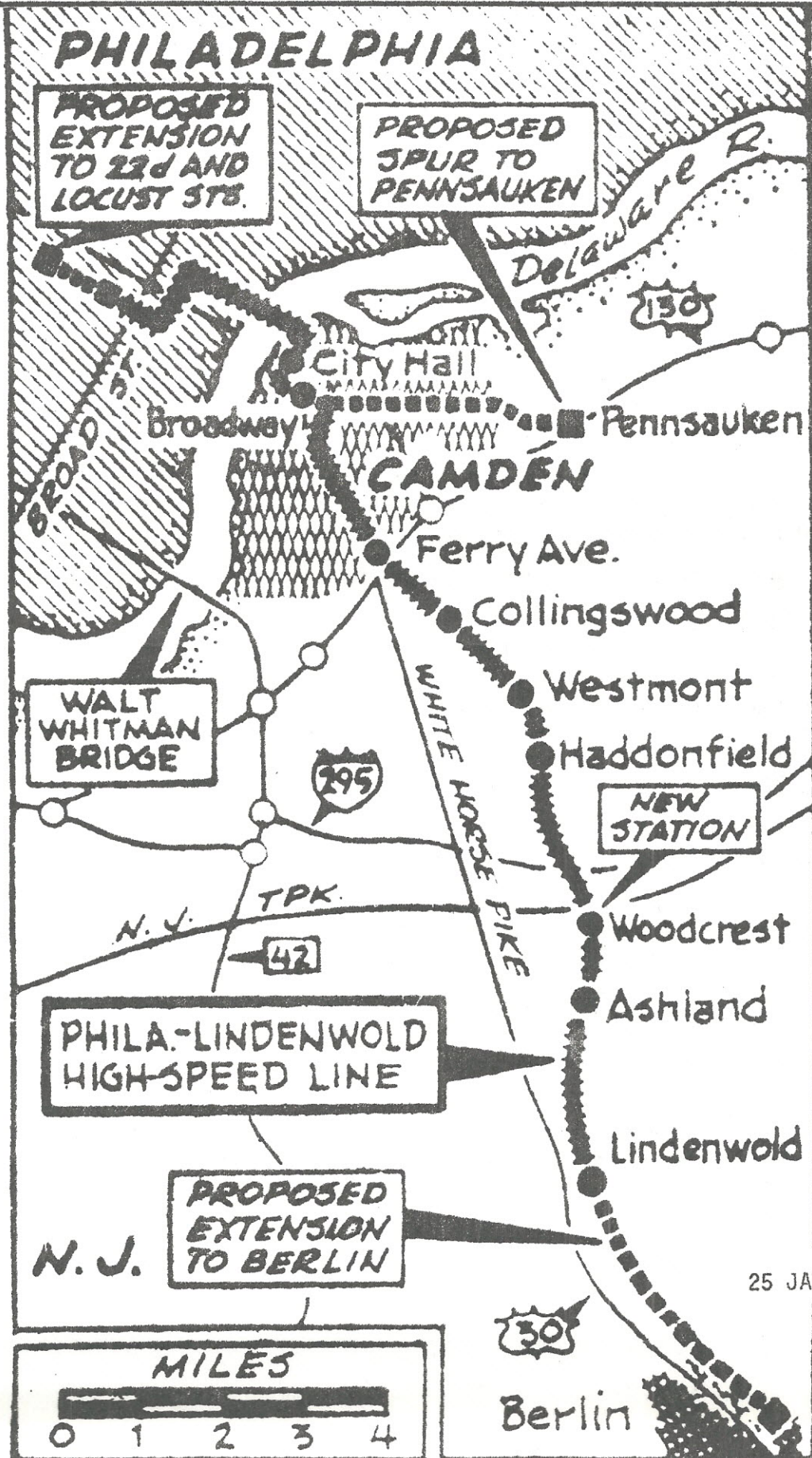


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column one

TC'S ANNUAL "BRICKBAT" AWARDS FOR 1970

(Each year, Transport Central gives credit where credit is due, in honoring the most questionable transportation accomplishments of the preceeding twelve months. Herewith, our selection for 1970; the line for lawsuits forms on the right.)

THE GREAT AMERICAN DREAM AWARD -- To the Penn Central, for proving conclusively that corporate bigness is the cornerstone of financial success, and that in unity there is strength.

THE "I GOTTA BE ME" AWARD -- To the nation's major airlines, for their decisive initiative in pursuing independent courses of action, especially with a view toward equipment purchases.

THE BOLD VENTURE AWARD -- To the Port Authority of Allegheny County for proposing and the Urban Mass Transportation Administration for accepting the least-sound new concept in a hundred years, the SkyBus.

THE PLAN AHEAD AWARD -- To the Chicago Transit Authority for proceeding with the Northwest Passage project, which will be quickly obsolete with the demolition of the "L", and for compounding the situation by insufficient funding. A special gold cluster award goes to the specification designer for deciding that 2/3 of a carpeted hallway is better than none at all.

THE GRACIOUS COMPETITOR AWARD -- To the CTA for festooning an entire "L" structure bridge with a giant Buick ad.

THE NOBLE GESTURE AWARD -- To the Chicago & North Western Railway and its chairman Ben Heineman for agreeing to sell the road to its employes, quiet / adding better than \$420,000,000 of indebtedness to the bundle.

THE PUBLIC SERVICE AWARD -- To the Lake-Porter Regional Transportation Planning Commission for "vigorously" pursuing its appointed task of rescuing the South Shore from chaos.

THE IRONCLAD CONTRACT AWARD -- To the city of Austin, Texas, for ignoring the rules of ethics in business by permitting a "pirate" transit operator to undercut and drive out the exclusive franchise-holding carrier.

THE BEST ORIGINAL SCREENPLAY AWARD -- To the "prim and straitlaced" young lady, who after a San Francisco cable car accident claimed she was turned into a veritable nymphomaniac with an insatiable lust for men.

--RICHARD R. KUNZ

NEWSFRONT

✓AIR: FOLLOW THE LEADER

✓RAIL: END OF A PRAIRIE PATH?

✓URBAN: DO OR DIE FOR SEMTA

airline action

FOLLOW THE LEADER

American Airlines, following a similar move by United, has announced plans for cuts in its long-haul passenger service, to be effective March 2. The cutbacks will bring American's transcontinental flights down 28 per cent from the summer 1970 peak, and down 18 per cent from March 1970. AA last cut back long-haul runs this past September.

A spokesman for American said the carrier welcomed UAL's schedule reductions, announced last week. American has not decided exactly which runs will be cut, but the reductions will affect Chicago-Los Angeles and Chicago-San Francisco service as well as that on transcontinental routes. The latter flights connect New York, Boston and Washington with Los Angeles, San Francisco and San Diego.

According to the carrier, "service in the markets affected will be spaced throughout the day and, altho we expect to make additional schedule reductions if low traffic volume requires, our plans will not detract from the quality of service."

AA also plans to refile with the CAB a slightly amended plan to reduce the coast-to-coast round-trip fare for accompanying family members to \$110 during February 1971. The amendments to the plan, which the Civil Aeronautics Board rejected last week, will not affect the fare level.

(Comment from this desk: Despite the CAB's "no-no" vis-a-vis inter-airline discussions of rates, routes and service levels, expect TWA to follow suit in pruning its own runs in the U.S. very soon. The carriers insist there is no collusion in such moves, but the timing and nature of the cuts raise doubts.)

SST SAGA

Rolls-Royce engineers said Friday they have developed a "clean" engine for the Anglo-French Concorde which they believe will satisfy U.S. smoke regulations and go a long way toward satisfying the anti-pollution lobby. Modifications to the combustion chambers of the SSTs giant Olympus engines have eliminated their thick smoke trails. U.S. regulations do not allow new aircraft to make smoke above a reading of one on the Ringelmann smoke scale of zero to five. The Concorde will be "well under one", informed sources said. Rolls-Royce engineers took two years to develop the smoke-free engines. The company hopes production model successors to the two Concorde prototype planes already flying will be in use in about a year.

JUMBO JOTTINGS

The Boeing 747 jumbo jetliner--the biggest in the world--celebrated its first birthday last week with a zero fatality rate, a 7,000,000 passenger tally, and a rash of complaints about the rest rooms.

The 365-passenger plane was the center of a safety controversy last year, triggered by a series of engine fires in the \$20 million airplane. Both the FAA and the National Transportation Safety Board prodded engine manufacturer Pratt & Whitney to make changes in the engines, which last May were being shut down in flight at a rate of more than four times the average.

With the modifications now in effect, FAA Administrator John Shaffer termed the problem "cured" and said the jetliner "has flown 15,000,000,000 accident-free passenger miles, a most enviable and exemplary safety record."

The passenger loads of the 747s (a key economic indicator for the airlines) showed an average of 180 persons per flight, 30 above the break-even point.

But not all the passengers were happy. A survey published by Boeing showed that 5 per cent of the passengers polled complained about the scarcity of bathrooms (the plane has 13). An airline source said the design engineers underestimated the need for bathrooms because of a human factor--the size of the plane induces passengers to walk around.

On the economic side the jumbo jet, in a year of heavy losses for the airlines is expected to produce \$6,000,000,000 in revenue by the end of 1971 and more than \$20 billion by 1975. (UPI)

EQUIPMENT REGISTER

The Boeing Company is going deeper into the interior design business, offering remodeled interiors on its 707 and 727 jets at what the builder considers the bargain price of \$160,000....Finnair has ordered

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way by UAA



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UNITED ARAB AIRLINES
Egypt's International Airline

two DC-10 jetliners for spring 1975 delivery. The 330-seat jetliners will cost a total of about \$50,000,000, Finnair said. The airline added that the craft will be used on the North Atlantic route between Helsinki and the U.S. and on proposed charter flights to the Bahamas....Air France has opted for three more Boeing 727s and three more Boeing 747s. The former will be delivered early in 1972; the latter will arrive about a year later.

MERGER MEMO

Wright Air Lines said a proposed merger calling for Wright to acquire TAG Airlines of Detroit has been called off. The proposed transaction was valued at \$3,000,000 in cash and stock. A Wright official said the merger was dropped because TAG had not complied with a CAB order to resume service, suspended since August 1970. TAG thus jeopardized its certificate to operate aircraft of any size; Wright currently has no such powers and is limited to aircraft of 12,500 pounds gross weight or less. Both lines serve Detroit and Cleveland, and had signed a final merger agreement last March. The CAB, in opposing the marriage, said the merger would not improve service.

....Delta "continues to have an interest" in the possibility of merger with troubled Northeast, said its chairman, Charles H. Dolson. Northeast and Northwest, its planned merger partner, have joined in opposing a CAB ruling that the acquisition by NWAL of the Storer Broadcasting-owned NE not include the latter's lucrative Miami-Los Angeles route.

Dolson was commenting on reports that Delta, which had unsuccessfully sought to merge with Northeast, was still interested in a marriage, with or without the Miami-Los Angeles run, at an appropriate reduction in price. He said that if the NWAL/NE merger fell through, Delta would be interested in reopening negotiations. He emphasized at the same time that Delta was also interested in the disputed run, saying that NE would be particularly valuable to Delta because of this authority and Northeast's New York-Miami route. (WSJ)

FARE FACTS

Eastern has announced a proposed special fare for a new five-trip "commuter ticket" good for travel between New York and Miami. Under the proposal, customers would pay \$399 for first-class and \$299 for tourist five-trip tickets (including taxes). The company said the present one-way fare between New York and Miami is \$105 first-class and \$78 tourist, taxes included. If approved by the CAB, the new tariff would be effective February 8 to August 8, and could not be used in conjunction with any other promotional discount fare. (WSJ)

....The 80 international airlines that make up the International Air Transport Association will levy a 1% surcharge, up to a maximum of \$10, on all international air passenger tickets beginning November 1, 1973 through March 31, 1973. A 2% surcharge will be added to air cargo shipment rates for the same period. The IATA said the surcharges will help cover government charges for international route navigation facilities, such as navigation aids and air traffic control.... TWA Chairman Charles Tillinghast, whose airline lost \$63,900,000 in 1970, has accused the CAB of smothering the airline industry with overregulation. He urged the government to declare a moratorium on new route awards to help the airlines recover from their worst financial year.

LONG HAULS

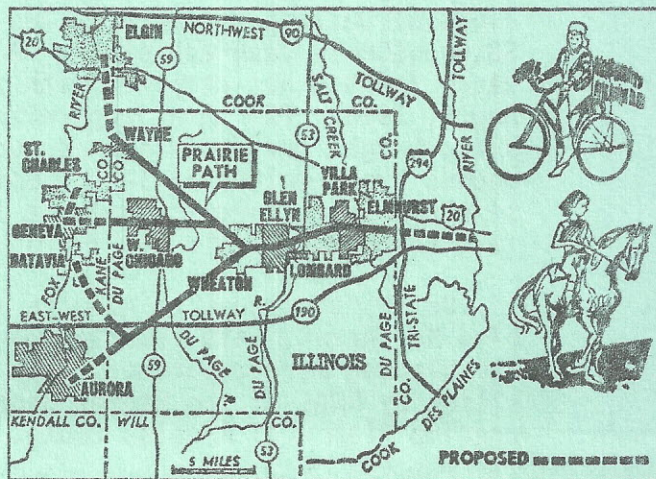
Boeing 747 service between Chicago and Miami by Eastern Air Lines began last week. The 747s have been leased from Pan Am to cover the period before EAL's 268-seat Lockheed 1011 WhisperLiners arrive in large numbers....Yokohama plans to build a small airport from which airbuses will ferry passengers 45 miles to a new international airport to be built northeast of Tokyo.

railway report

END OF A PRAIRIE PATH?

The *Chicago Tribune* reports that the Du Page county (Ill) Board's highway committee has defeated a proposal necessary to give the 30-mile Illinois Prairie Path recognition as a national trailway. The path, linking several of the county's major towns, has been leased from the county board since 1966 by Illinois Prairie Path, Inc.

The group of conservationists is requesting a lease extension to 1981, which would make the Path eligible for designation as part of a network of national recreation trails being developed by the Federal Bureau of Outdoor Recreation. The present lease runs out in 1978. The land, 40 to 100 feet wide, which runs along the right-of-way of the abandoned Chicago Aurora & Elgin interurban electric railway, was purchased with highway committee funds in 1965 for \$750,000. It was eventually planned to be returned to mass transit use when funds became available, hence the reluctance on the part of the Board to renew the lease and in effect lose control of the land. The CA&E abandoned passenger service in July 1957, and freight service a few years later.

ALONG THE RIGHT-OF-WAY

Loyalty: A Wisconsin rail buff spent \$1,000 to hire an observation lounge on BN train #7 for his marriage....The D&RGW Silverton line will be in operation next summer....The New Hope & Ivyland is in the process of obtaining an RS-1 from the Washington Terminal for its freight services and mixed train operations....There are currently 48 MetroLiner cars in service--20 coaches, 18 snack bar-coaches, and 10 MetroClubs....Another steam excursion line is being added to the many already operating around the country. The new addition is the Wasatch County Mountain Railway, and it will operate from Wildwood, in Provo Canyon (Utah) to Heber City, starting next spring. The line will be run by the Wasatch Railway Museum and Foundation....Two short line abandonments: the entire Coudersport and Port Allegany Railroad (16 miles in Potter County, Pa.); and a branch of the Wells-ville, Addison & Galeton (from Wellsville, N.Y. to Galeton, Pa.--a distance of about 37 miles....The ICC has approved SCL acquisition of the Carolina Western (in S.C.) and SRS control of the Tennessee, Alabama & Georgia.



metro memo

DO OR DIE FOR SEMTA

(The following report appeared in a recent edition of the Detroit Free Press, under the title "The Rapid Transit Mess--Why It's Getting Harder to Get From Here to There"):

This is the month when Gov. Milliken and the Southeast Michigan Transportation Authority tell the state their hopes and plans for ways out of the transportation mess that is hobbling travel in the Detroit area. To explain what forces are at work and what is at stake in the coming transportation debate, Free Press staff writers Edward Shanahan, Larry Adcock, Gene Goltz and Hiley Ward have assembled this report.

BY EDWARD SHANAHAN
Free Press Staff Writer

Enjoy your trip to work Monday morning. It may be the most pleasant you will have for a long, long time. Not that you'll notice any quick, day-to-day change, but one thing is sure.

Whether you travel by car, bus or train, you are eventually going to discover—if you haven't already—that the people responsible for seeing that you get from here to there with relative comfort just haven't kept up.

Greater Detroit has spread and sprawled far faster, it seems, than anyone has been able to respond. That isn't to say they aren't trying:

- In his State of the State message next Wednesday, Gov. Milliken is expected to unveil important new plans for state aid to rapid transit systems.

- Later this month the Southeast Michigan Transit Authority will release a \$100-million-a-year plan to improve public transportation in the Detroit area.

- And even the State Highway Department has started saying it supports a strengthened public transportation network.

What will these plans mean to Detroit-area commuters in, say, the next five years? Probably not much.

If you drive the freeways, you will likely find them no less crowded—probably more so—despite the scheduled opening of the Jeffries Freeway downtown out Schoolcraft in late 1974.

If you try to drive east-west across most of the Detroit area, you will find conditions ever more trying. And the long-delayed I-696 freeway across southern Oakland and Macomb counties won't open for at least five years.

If you ride a bus, you may someday find, as they already have in places like Northville, Pontiac and parts of Detroit, that the bus just doesn't come around any more.

If you are one of the few who ride the Grand Trunk commuter trains from the northern suburbs, be warned that GT would just as soon shut them down unless it can find a way to make them profitable.

PUBLIC TRANSPORTATION around Detroit has generally been a flop, and what that means is that more and more Detroiters—who own more cars per capita than the residents of any other area—will be driving.

Even though the tri-county population grew by nearly a half-million in the 1960s, DSR buses now carry only a quarter of the passenger volume they did two decades ago. The last trolleys left Detroit streets in 1956, and passenger volume on the Grand Trunk,

Detroit's only real commuter train, has dropped by a quarter in just the last year.

The reason most experts cite for those drops in volume is that greater Detroit's sprawling, thinly distributed population is becoming more and more inaccessible to rapid transit lines in sufficient numbers to make mass transit systems profitable or even break-even.

And so those people who are worrying about the future of transportation in Detroit and Michigan are not just thinking of how to move people around.

They are thinking of ways to contain the sprawl, manipulate the area's future growth by luring people to live near corridors of fixed transportation that lead them back to the city. "This is a political decision," says Wilbur Thompson, an urban economist associated with Wayne State University.

"In transportation, do we do business as usual and become a big overgrown factory town?" he asks. "Or does Detroit want to play in the big leagues and be a true metropolis?"

He believes Detroit never will be a metropolis in the sense that Chicago is and Toronto is fast becoming until it develops a high-speed transit system to bolster the downtown core and cement the outward growth to that core.

It may be that Detroit's headlong push outward rather than upward is beyond control and can not be reversed.

And it may be in this car-oriented city and state that there is neither the will nor the resources to travel the road Thompson suggests.

AFTER ALL, it was in 1915 that officials first proposed a rapid transit system for Detroit, beginning with a six-mile subway under Woodward Ave. That obviously came to nothing, like every other rapid transit proposal that has come since then.

Perhaps the message should be clear at this point. Detroit doesn't want a mass transit system.

"Everyone loves their dang car in this town," says George Kiba, transportation man at the Detroit Chamber of Commerce. "What the heck, that's what we built the town on."

But there are people who still are not convinced that rapid transit is a dead issue.

Gov. Milliken is among them. He already has nudged the state farther toward mass transit development than any of his predecessors, and partly by his encouragement SEMTA is about to issue major proposals for means of implementing his mass transit philosophy.

But there have been 15 other rapid transit proposals that have come and gone over the years.

Even Thompson, a former chairman of SEMTA, admits that the promotion of a modern mass transit system flies in the face of the socio-economic nature of most Detroiters.

Detroit, he says, is a manufacturing city whose factories have made it possible for many families to reach middle and upper-middle economic levels on varying amounts of education. Generally, most aren't the commuter types who value time to read a newspaper or a book on the way to work. They would rather ply the freeways in their own cars, with a disc jockey for company, and they would rather live in single family homes with yards.

"The majority want to live in sprawling fashion," he says. And the only easy way to travel around in that sprawl is by cars and on highways.

"Our transit system is a refection that we are the biggest manufacturing town on earth," Thompson says.

THE IMPORT of that is reflected in a letter to Gov. Milliken written last August by State Highway Department director Henrick E. Stafseth. Upset by state Republican platform proposals promoting rapid transit and downgrading new highway construction, Stafseth wrote:

"It could be dangerous to repudiate a (highway) transportation system that is serving us so well.

"This is particularly important since the most basic of Michigan's manufacturing industrial complex is automobile oriented. Michigan has a strong vested interest in doing everything possible to encourage the ever-greater use of the private automobile."

That statement probably is closer to the department's true stance than a recently issued position paper which claimed that the department had always been a supporter of better public transit.

There are tensions between the professionals at the Highway Department and those at SEMTA, with each side jockeying for greater support from Milliken and the legislature.

The figures show how the battle has gone so far.

SEMTA has been laboring under great odds. At a time when some \$500 million is being poured into highway development in Michigan each year, SEMTA has been plugging away with \$150,000 a year. Only last year did the legislature vote its first grant for mass transit — \$2.1 million.

SEMTA director William Osterson and others see 1971 as a do-or-die year.

"If you want a rapid transit system we can show you what you've got to do," says Osterson. "Otherwise put us out of business."

SEMTA was created in 1967 by the state legislature to bring some order out of the chaos in public transportation in the six-county southeast region of the state.

But unlike regional transit authorities in states like New York and Massachusetts, SEMTA originally was given only token funds and no taxing power.

It has two tasks: to consolidate all of the creaky bus systems in the region and to develop and build a rapid transit system.

By rapid transit, SEMTA is looking toward a high-speed, off-street method of moving people around the metropolitan area, either via a subway system or an above-ground rail system of some kind.

THE IMPORTANT thing to many of Milliken's men at this point, though, is not more and more study but some kind of action, soon.

Albert Mackey, director of Milliken's newly created Bureau of Transportation, says: "Our mission is to build things and move people. We've had ample planning."

The bureau was set up in July to preside over the spending of that new \$2.1 million state grant for mass transit. Most of it will go to SEMTA for distribution to planners, bus lines and other men and organizations important to transit development.

But despite that grant, Mackey considers his bureau "a nickel and dime kind of thing" and says that the state "is at ground-zero" in the mass transit field.

The state's new interest, he says, is linked to the possibilities of receiving a share of a big, new federal transit authorization. Last year Congress approved a whopping \$3.1 billion for transit development during the next five years. Requests worth more than \$4 billion already have come in from interested states.

Michigan has not yet submitted its proposals and requests, but state officials figure Michigan could receive up to \$350 million of that transit-aid money.

Traditionally, Michigan has made little effort to cash in on federal transit funds because both the state and local communities were unwilling to come up with the required one-third local share of money.

But now state officials contend that something must be done about transportation regardless of local community financing, that it is a job so big

it requires state and federal resources.

Once past that point of agreement, though, there is no consensus about how that job should be done.

The Highway Department's Stafseth is convinced that the highway and freeway network, kept up to date, can handle all future needs.

The key, he says, is to increase the capacity of the freeways, possibly by building fringe parking facilities and running large numbers of express buses from the parking areas down the freeways.

Toward that end, the department has bought extra right-of-way for the proposed Mound Road freeway to run north of Six Mile. The extra land will allow for an exclusive bus lane.

STAFSETH ALSO talks about other potential means of speeding traffic flow on the highways rather than initiating whole new systems like freeway bus operations.

Among those futuristic approaches might be a computerized system to propel family cars along conventional freeways at precise, controlled speeds or using sophisticated electronic controls to ease future freeway congestion.

As yet, the department has not moved into any of these areas and is far behind some states in converting highways for use by mass transit vehicles.

Both Seattle, Wash., and Washington, D. C., are experimenting with express bus lanes on their freeways. And in Chicago, surface rapid transit trains run along the medians of several freeways.

Michigan highway people are optimistic about numerous planned highway and freeway improvements, plus construction of the Jeffries Freeway, the Mound Road Freeway and the extension of I-696 from Southfield to St. Clair Shores — a project already six years behind schedule.

Their main argument for not supporting new rapid transit alternatives is that people don't use the mass transit systems that are available now.

Rapid transit boosters retort that existing Detroit-area bus systems aren't really good al-

ternatives to automobiles, because they have to travel the same jammed streets and freeways.

To compete with the car effectively, rapid transit must become an off-street system with its own right of way, able to move people at 45 to 65 miles an hour, say people like John Bailey, Detroit's \$25,000-a-year transit consultant from Northwestern University.

"If you build a system, there is no question that people will use it," he says with determination.

An effective transportation system, in the view of William Taylor, director of the governor's inter-agency transportation council, must be balanced among three elements:

- A rail system, above or below ground, to move people at high speed over relatively long distances from the suburbs to the core city.

- A modern bus system to move people in the city out to growing centers of employment in suburban areas. Already, the number of Detroiters who leave the city daily for suburban jobs is larger than the number of suburbanites who come to work in Detroit.

- Continuing improvements in existing street systems, since 95 percent of all trips for social and recreational reasons will continue to be by car.

The SEMTA program will combine two of those elements — a rail system along corridors radiating from the city and a unified regional bus system. The highway department would take care of the third, street maintenance and improvement.

Obviously, to those interested in the durability of downtown Detroit, good transportation into the city is vital, and Bailey sees mass transit as a useful tool not only to get people downtown but to spur new employment, office space and retail business.

A skeptical Stafseth responds: "My question is do we design a system to rebuild the city, or do as we have been doing for 50 years—build a transportation system to meet demands?"

He claims that highways are more flexible than a fixed rail

route in responding to unpredictable future growth throughout the area.

There are, of course, other factors working against progress in mass transit.

They include the fragmented and even competitive nature of governments within the region and the eventual cost of building a rapid transit system in the 1970s.

AS SEMTA'S \$100 million per-year figure suggests, the cost of building a new transit system is huge.

And not only Detroit, but the state of Michigan, facing a projected \$108 million deficit, has rarely found itself in worse financial condition than it does today.

Alternative means of financing rapid transit would be for the state to sell revenue bonds, impose new taxes on cars and highway users and dip into state highway funds, which would be political heresy.

Highway interests are powerful and they claim that highway funds — derived from gasoline taxes and other related levies — are constitutionally sacrosanct, to be used only for highway construction.

Mass transit supporters like Thompson, who would like to free some of those funds, argue another way — that auto users are already getting a substantial public subsidy, a sizable hidden cost of virtually sole dependence on roads and cars.

He cites environmental damage done by cars, the landscape consumed for highways, parking lots and gasoline stations, and the growing costs of controlling and regulating traffic.

But as those costs grow so do the costs of finding working alternatives to the transportation mess that exists today, whatever the source of money.

Raw numbers put that in perspective and make clear how difficult it will be for the governor, SEMTA and the highway department to even begin catching up to transportation needs.

In 1915, authorities proposing a six-mile subway for Detroit estimated the cost of the project at \$16 million. Today, that same \$16 million will pay for just one mile of freeway.

The Price We Pay For Our Mobility

BY GARY BLONSTON

Free Press Staff Writer

For about \$1.50 you can ride by bus from Birmingham to Detroit and back.

For slightly more, but still less than \$2, depending on what kind of ticket you buy you can make the same trip by commuter train.

Or, for \$5.85, including gasoline, oil, insurance, depreciation and a conservative \$1.50 for downtown parking, you can drive.

MOST PEOPLE do—from Birmingham and everywhere else in the Detroit area—at an average cost calculated by the American Automobile Association to be 14.5 cents per mile.

That, then, is the price of mobility, a price Detroiters have been so willing to pay that they have, in the process, bought themselves a monumental transportation problem.

The John Lodge Freeway, designed for 90,000 vehicles a day, carries 168,000. The Edsel Ford Freeway, with the same design capacity, carries 161,000, very slowly.

What about the trains? Grand Trunk Western Railroad officials say they estimate 1970 losses on the six Pontiac-Detroit commuter runs a day at \$500 million. In three years, their passenger volume has fallen to half of what it was in 1967. Business is so bad, they say, they don't even want to spend money to promote their commuter trains.

They haven't since 1967.

And the buses? In 1945, DSR carried 500 million passengers. Last year, that figure had fallen to 120 million. Business is so bad that DSR has been cutting its schedule back, literally for decades. And there isn't a bus system in the area in much better shape.

There are some who would say no one builds business by refusing to advertise or by cutting back service, but the economics of public transportation are a lot more complicated than that.

For instance, until Common Council voted a \$4.7 million subsidy to DSR last spring, Detroit was probably the only major city in the country whose public transportation system was expected to pay its own way. Bus lines generally just don't make money.

And lately, trains haven't been making much off passenger traffic.

IN THE INTEREST of keeping the Grand Trunk commuter lines operating, the Southeast Michigan Transit Authority (SEMTA) has been interested in some means of subsidizing the runs, but because GT is a Canadian subsidiary, no direct grant is possible under the law.

So SEMTA must settle for improving several GT passenger shelters, refurbishing the Birmingham station parking lot and trying to establish express bus service from several present GT stops so the trains can bypass those near-downtown stations.

For all the talk of creating a rail rapid transit system—making Grand Trunk style transportation available in a broad way—SEMTA is still much concerned with how express buses can ease mobility problems.

That is especially true in the face of a growing trend away from suburb-to-city commutation. Today more people live in Detroit and work in the suburbs than vice versa.

So SEMTA is talking about setting up a number of express bus lines from city to suburbs, and it already has tried a small but interesting program of busing inner city workers at cut rates to jobs in outlying suburbs.

But the new express bus routes won't be instituted until, and probably unless, SEMTA gets the federal money it is seeking—\$1,170,000.

And the inner city bus program, which now is carrying only about 100 people a day (to the New Haven Foundry and to Northland), was left somewhat functionless by recent economic downturns that dried up a lot of suburban jobs.

THERE IS one possible product of that continuing long-term shift from city job centers to growing suburban employment opportunities that intrigues some transportation men, though. That possibility:

The load on the freeways may be very near a peak. Robert Boatman, chief of the state highway department's planning division, says of that so far unprovable conjecture:

"If current trends prevail, downtown Detroit may be at its maximum attraction. The traffic, then, should diversify itself."

But if current trends always prevailed, things wouldn't change, and Detroit might not have a transportation problem at all.

The fact is that people, their distribution and their travel needs do change. Twenty-five years ago, vast numbers rode buses around a Detroit area that had not yet really begun creeping up and across the state.

Today, even though economics would argue against it, they drive, because geography would seem to argue for it.

It is an almost irrepressible car town in more ways than one. The final proof: Those annual traffic jams of commuters who have come downtown to see, what else, the auto show.

What They're Thinking At the Car Companies

BY ED SHANAHAN

Free Press Staff Writer

Even in the inner sanctums of the auto industry, men are thinking about how to work urban America out of its growing traffic jam.

In fact, both the Ford Motor Co. and General Motors Corp. have begun to field-test alternatives to individual automobile travel in experiments that could provide important information to local, regional and state agencies strapped by politics and sparse budgets.

Chrysler Corp. is not deeply involved in alternative-transportation research, but at Ford and GM, researchers think these are the systems that seem to hold the most promise for a mobile future:

- A network of express buses running on exclusive rights of way, probably reserved freeway lanes. Limited versions of this approach are being tried in Washington, D.C., and Seattle, but only on selected roads, not entire routes.

- A new bus system called either dial-a-ride or dial-a-bus in which a small bus takes riders from home to destination rather than operating over set routes. The bus is computer-dispatched and Ford says it makes sense in cities up to 500,000 population. Ford is testing the system in Toronto, Mansfield, Ohio, and will test it in four other cities, including Ann Arbor, this year. Ford believes this kind of bus service can pay its way out of fare box revenue.

- A GM system called a bi-modal bus which operates conventionally until the bus is full and then is propelled to its destination by automatic pilot along a special highway which could provide both power and guidance to the bus.

- A method of automating highways or lanes within the existing highway system so that specially equipped cars would be moved at maximum efficiency and safety at speeds of 60 to 70 miles an hour.

- For high-density areas such as downtown complexes, shopping centers, or air-

"A new bus system called either dial-a-ride or dial-a-bus in which a small bus takes riders from a home to destination rather than operating over set routes. The bus is computer dispatched and Ford says it makes sense in cities up to 500,000 population. Ford is testing the system in Toronto, Mansfield, O., and will test it in four other cities this year, including Ann Arbor."

ports, both Ford and GM are developing what they call a horizontal elevator for moving people around. A small cab which would hold four to six people would move along guideways or float on a film of pressurized air within busy centers of activity. This is probably farther down the technological road than some of the other systems.

- A rail pallet system where cars would be mounted on flatcars and moved by rail. This probably would have greater potential for inter-city travel than for short-haul commuter traffic.

Researchers say that except for the dial-a-bus concept and the express bus systems, most of the other concepts are at least 15 years away from implementation.

COVER STORY: PATCO PROLIFERATES

The Delaware River Port Authority has announced plans for expansion of its \$92 million high-speed transit line (PATCO) into West Philadelphia, and into Camden, Gloucester and Burlington counties in New Jersey. A preliminary application is to be filed asking for Federal funding for the 6½ mile extension to Berlin, just east of NJ route 73, and to include a multi-purpose transportation center in Waterford Township.

A new station is planned for Woodcrest (in Cherry Hill Township) between the present Haddonfield and Ashland stops, to include a massive parking facility and interchange with Interstate 295. Further, all new, non-subway station platforms would be lengthened to take eight-car trains, and the Locust Street subway in Philadelphia would be extended to turn back the longer cuts.

A power-traction substation is to be built at 15th and Locust Streets in Philadelphia, and a Camden Transportation Center would be erected just east of Broadway. Thirty additional cars are to be purchased, to bring the fleet total to 105. The line itself in Philadelphia would be extended from 16th to 22nd along Locust Street, along with a new spur from Broadway in Camden to route 130 in Pennsauken; the latter segment would be about three miles in length, and would run along the Moorestown-Pemberton Penn Central branch. Finally, also included would be advanced land acquisition and "minimal" advance construction for an intermediate Berlin station midway between Lindenwold and the proposed Berlin-Waterford Transportation Center at route 73.

COMMUTER COMMENT

Recurring rumors report that the former North Shore Line ElectroLiners will definitely not operate on SEPTA's Red Arrow Division again. It is reported, however, that PATCO (the Lindenwold line) is interested in purchasing the sets for rush hour tripper express service. The plan calls for operating the two sets in multiple as a single train (one inbound AM and one outbound PM run) until funding is secured for new equipment.

....PRSL's Millville trains will operate indefinitely under court order....The Reading's North Broad Street station in Philadelphia is being remodeled as a motel....The B&O has filed for a 15% hike in Pittsburgh-Versailles commuter fares. ...The Milwaukee Road has filed for a 5-10% hike in its Chicago area suburban zone....Illinois Central commuters have protested the proposed consolidation of four stations at the extreme south end of the electric mainline into one "super-stop". The widening of U.S. 30 (211th Street) and other factors have prompted proposals to combine the Olympia Fields, 211th Street, Matteson and Richton Park stops (the last four on the line) into one station somewhere in the area.

CITY LINES

The Boston Carmen's Union has lifted its ban on overtime that was responsible for the redlining of almost half of MBTA's PCC car fleet. Prior to this announcement, MBTA had outlined a proposed 20% cut in service to reduce the system's staggering \$20,000,000 deficit. Included was a plan to convert the Mattapan and Arborway lines to bus, and the possible paving of the high-speed line for a busway. A Copley Square-Arborway bus route would be installed, but the Park Street-Northeastern University shuttle trolleys would be retained.

NON-NEGOTIABLE DEMANDS

University students in Belgrade, Yugoslavia, contending they cannot afford a recent 50 per cent rise in bus fares, have proposed that a new bus company be operated just for them. According to the head of the University Committee of the Belgrade Students Association, Marko Golubovic, the city should offer the \$240,000 annual subsidy it now gives the municipal transport company to carry students at half fare to any other enterprise ready to do the same job.

The city's 50,000 university students would then ride the new, special line between their dormitories and classrooms. They would go on paying a fare equivalent to 3.2¢ instead of the 4.8¢ price instituted along with other general increases on January 3.

"Since the municipal transport company did not agree to our demands" to go back to the old price, Golubovic said, "we have decided to open a competition. I am convinced that many will apply and that we will find a new carrier." If he gets no bidders or if the city assembly refuses to license a new company, he added, Belgrade authorities should raise their subsidy to the municipal company. The student leader declared, "there can be no other solution. These fares cannot remain. They are a serious threat to students' living standards." (NYT)

NEW JERSEY: SUCCESS AND EXPANSION

The success of the bus-only lane between the New Jersey Turnpike and the Lincoln Tunnel has encourage transportation officials to increase the scope of the project greatly. In a report by the Tri-State Transportation Commission released last week, plans were announced to seek parking facilities on suburban highways leading to the Lincoln Tunnel where motorists might transfer to buses that then would use the new exclusive bus lane.

Several shopping centers, a drive-in movie theater and a bowling alley are among six sites whose owners will soon be approached by the New Jersey Department of Transportation in an attempt to work out arrangements for commuter parking. In all, some 25 possible sites have been identified as potential park-ride lots for North Jersey commuters. The only existing park-ride facility leading to the Lincoln Tunnel is the 1,000-car lot in North Bergen, operated by Public Service.

The exclusive bus lane utilizes one of the westbound traffic lanes from the tunnel to the turnpike. Between 7:30 and 9:30 AM every weekday, the lane is reserved exclusively for eastbound commuter buses. A spokesman for the Port of New York Authority, which operates the lane, said it had been carrying 35,000 commuters each morning in 800 buses. The lane has operated every day since its inception in all kinds of weather, including fairly heavy snow. The project was termed a success because it has cut commuting time for New Jersey bus riders to New York as much as 25 minutes on each inbound trip.

The system is not used during the evening rush hour because of the relatively heavy eastbound traffic. The exclusive lane project was financed by a grant of \$500,000 from the Federal Highway Administration. The New Jersey Turnpike Authority built the access road from the lane to the Turnpike at a cost to itself of \$134,000. The Authority reportedly is considering the construction of park-ride commuter facilities in the New Brunswick area.

DOT DATA

The Department of Transportation will jointly sponsor with the National Academy of Sciences a research study conference on the problem of crime in transportation. The project will consider the application of research in the behavioral sciences, statistics, engineering, law enforcement and management science to the problem of cargo theft and related crime. Leading authorities in the research specialties, representatives of management of carrier groups and members of Federal, State and local law enforcement agencies will participate. The participants will develop ideas for new research and for the application of existing knowledge to the cargo theft problem.

PONTIAC PROBLEMS

The city of Pontiac (Mich) began reducing bus service early this month, cutting runs from six routes to two. Despite the austerity budget move, city officials say the reduced system will serve 80 per cent of bus patrons; buses will run at 30-minute intervals from 5:15 AM to 6:30 PM, serving the Huron corridor east and west and Woodward and Telegraph north and south.

Last November, the city experimented with a 10-cent reduced fare program to increase patronage of the heavily-underwritten municipal bus system. When that experiment failed to produce increased patronage and revenue, the city commission voted to reduce service for the month of January and return fares to 35 cents.

If the January experiment does not prove self-supporting, more changes in rates and schedules will be considered. On January 31, the city's contract with the Pontiac Transit Corporation (Chromalloy/ATC) expires. The commission is considering a plan to lease its own buses and continue the two-route system. Last year, the city paid \$200,000 in subsidies to Pontiac Transit.

CHICAGO COMMENT

In 1970, Chicago Transit Authority operating employees established the safest year with respect to accidents in the company's history. Compared with 1964, CTA's previous safest year, there was a 9.5 per cent decrease in the number of traffic and passenger accidents. The 1970 traffic and passenger accident rate of 8.2 accidents per 100,000 miles operated was also the best in CTA history, a reduction of 8 per cent as compared with the 1964 rate of 8.9.

UMTA REPORT (Continued from Page 18)UNIVERSITY RESEARCH AND TRAINING GRANTS

Twenty-one grants totalling \$2,987,976 were made during fiscal 1970, the first year for this program. Designed to help universities carry out research and training in transit concepts, and to assist in providing special training for select students, all but one of the fiscal year's grants were made in a single announcement last May.

Awards made in fiscal 1971 through September 30 include \$32,650,099 for capital assistance; \$401,290 for technical studies; \$3,882,748 for demonstrations; \$1,828,900 for research and development; and \$37,572 for managerial training grants.

UMTA REPORT

(EDITOR'S NOTE: The following report details the accomplishments of the Urban Mass Transportation Administration in 1970, and was made available by the UMTA on passage of the historic mass transit legislation last year. Transport Central is reproducing it here as a continuation of our 1970: Year in Review)

Public transportation received its first federal funding in 1961 by way of a pilot program of mass transit assistance to state and local public bodies in the Housing and Home Finance Agency, now a part of the U.S. Department of Housing and Urban Development.

The Housing Act of 1961 provided a \$25,000,000 no-year authorization for a limited program of demonstration grants and technical assistance, and a \$50,000,000 borrowing authority to assist the cities in their capital investment programs. These programs provided a beginning but did not meet the heavy requirements which cities were to face in the next several years.

In 1962 in a Joint Report to the President on Urban Transportation Problems and Requirements, the Secretary of Commerce and the Administrator of the Housing and Home Finance Agency made recommendations on how the Federal government could improve its assistance to cities in dealing with their urban mass transportation problems.

These recommendations served as the basis for the Urban Mass Transportation Act of 1964. This Act authorized the first continuing program of mass transportation. The Act authorized appropriations of \$75,000,000 for FY 1965, up to \$150,000,000 for FY 1966 through 1969 and not to exceed \$190,000,000 for FY 1970. The Act would authorize appropriations up to \$300,000,000 for FY 1971. It provided capital assistance grants as well as loans, and provided funds for research, development and demonstration projects.

In 1966, the Congress authorized three new supplemental programs, namely technical study grants, grants for the advanced training of managerial personnel in local transit systems and grants to universities for graduate research and training programs. The program was transferred to the Department of Transportation in 1968 and UMTA was formed.

The Urban Mass Transportation Assistance Act of 1970 was passed by the Senate in February 1970 and by the House of Representatives on September 29, 1970.

Following is a breakdown of each of UMTA's six grant programs for FY 1970:

CAPITAL ASSISTANCE GRANTS

Fifty capital grants, including 28 new grants and 22 amendments totalling \$132,674,912 were made by UMTA during fiscal year 1970. The money involved 82.7 percent of the total Urban Mass Transportation Fund for the fiscal year. Capital grants provide up to two-thirds-funding for new transit equipment and modernization of transit facilities.

During Fiscal 1970, new capital grants helped purchase 1,115 new buses plus facilities for 21 cities and 309 new rail commuter cars for three urban rapid transit services.

Eight new grants helped cities acquire the equipment and assets of private transit companies, thus transferring ownership and operation of the area transit service into local government hands. Those cities were Trenton, Wilmington, Baltimore, Minneapolis-St. Paul, Duluth, Portland [Ore], Santa Cruz [Cal], and Salt Lake City. In each case, the grant was made to prevent collapse of all public transit service in the face of lack of private operating capital. Of the 1,115 new buses purchased with capital grant assistance, 655 were bought in connection with these acquisitions.

Two new grants to the Chicago Transit Authority and the Metropolitan Dade County Transit Authority [Miami] helped implement "Exact Fare" plans for the respective cities by assisting in purchase of special cash boxes and related collection and storage equipment.

A \$200,000 grant to the Port Authority of Allegheny County [Pittsburgh] helped in inaugurating the first phase of that area's new "Transit Expressway" mass transit service, while a \$862,610 grant to the Southeastern Pennsylvania Transportation Authority [Philadelphia] helped electrify an existing Reading Railroad freight line for extended commuter service.

The largest capital grant was a \$23,783,333 amendment to a grant to the Massachusetts Bay Transportation Authority [Boston] to continue to help extend MBTA rail rapid transit service, purchase 44 new rail commuter cars and modernize 50 others.

The largest new capital grant, for \$21,000,000 was made to the Southeastern Pennsylvania Transportation Authority of Philadelphia, providing one-half the total cost of 144 new multiple-unit electric railway commuter cars. A close second was a \$20,048,800 grant to the Metropolitan Transportation Authority of New York, providing two-thirds the cost of 120 new commuter rail cars for the Long Island Railroad, while third was the other grant for railway commuter cars, for \$10,200,000, to the state of New Jersey for 45 new cars for the Penn Central's "Jersey Arrow" service.

The smallest new grant, for \$174,680, was made to Pueblo, Colorado, providing two-thirds the cost of 12 new buses, two-way radios, bus cleaning equipment and bus stop shelters.

The largest single grant involving bus transit, for \$7,000,000, was made to the Twin Cities Metropolitan Transit Commission, Minneapolis-St. Paul, to assist in buying the assets of the privately-owned Twin Cities Lines, including 93 buses plus shelters and bus stops.

Another significant new grant for \$256,483 also went to the Twin Cities commission to help make Minneapolis' Nicollet Mall bus circulation service a permanent program. The grant helped purchase 16 minibuses, 71 bus stop signs, a fuel tank and pump and three 1967-model conventional buses for the innovative service designed to improve access to and through the congested mall area while reducing dependence on the private automobile. The project started as a UMIA demo grant.

And one grant amendment for \$245,284 went to the Puerto Rico Port Authority to continue in helping construct a ferry boat terminal in San Juan for the water-borne commuter service between San Juan and Catano.

Also during the fiscal year, two major capital projects funded previously opened to the public: the 10-mile rail rapid transit extension of the Chicago Transit Authority in the Dan Ryan Expressway median, and the 5-mile CTA rail rapid extension in the median of the John F. Kennedy Expressway.

TECHNICAL STUDIES GRANT

There were 51 new technical studies grants and two grant amendments during Fiscal 1970 totalling \$8,030,342. Technical studies grants are for engineering and feasibility studies to help assess and determine community transit needs.

The largest technical study grant during the fiscal year, for \$970,000, was made to the city and county of Honolulu, Hawaii, to assist in preparing a comprehensive rapid transit plan for the island capital.

Second largest was a \$743,000 grant to the Delaware River Port Authority to help refine existing plans for a comprehensive transit plan for the New Jersey suburban area. The grant was particularly significant to UMTA, for it represented the first involvement of UMTA with the highly-acclaimed Lindenwold rapid transit line, a 15-mile rail commuter service from Philadelphia to suburban Lindenwold, New Jersey. The Lindenwold Line is meant as the "backbone" of a comprehensive "1975 Plan" for the area.

Among other significant technical studies grants, any of which could result in innovative transit services, were a \$524,000 grant to the Niagara Frontier Transportation Authority for a feasibility study of an exclusive right-of-way high-speed rapid transit link between Buffalo and Amherst, New York; two grants totalling \$600,000 to Atlanta and the Metropolitan Atlanta Rapid Transit Authority to help prepare and assess overall transit needs for the Georgia capital city area; a \$334,666 grant to Dallas to help plan for a central core transit shuttle system in connection with a regional rapid transit system; a \$412,666 grant to the Twin Cities Area Metropolitan Transit Commission to assist in route and system planning for an area-wide transit service; a \$267,333 grant to the Southern California Rapid Transit District and the Southern California Association of Governments to help assess and plan a rapid transit system for the Los Angeles area, and a \$371,333 grant to San Francisco to study the feasibility of extending the present Bay Area Rapid Transit system terminus from Daly City to San Francisco International Airport.

DEMONSTRATION GRANTS

Eleven new demonstration grants and 14 amendments to existing grants totalled \$10,505,569 during the year. Demonstration grants provide funds for testing and determining feasibility of transit equipment and concepts in regular, day-to-day operation in urban situations.

Perhaps the most significant demonstration grant during the year, and also the largest new grant, was for \$1,385,777 to the Institute for Rapid Transit in

Washington for development of an environmental control handbook for use by designers to contain information on environmental criteria, analysis and control for rapid transit systems.

Also on the environmental front, four demonstration grants, three new and one amendment totalling \$1,105,005 were made to assist in equipping and testing bus exhaust emission control devices for use in San Francisco, Los Angeles and Washington, D.C.

The largest demonstration grant was a \$2,000,000 grant amendment to the Bay Area Rapid Transit District of San Francisco for the continuing production and testing of 10 full-scale prototype rapid transit cars for use in the upcoming BART service.

Also of particular significance was a \$1,021,315 new grant to the Dallas-Fort Worth Regional Airport Board to help test and assess "people-movers" (small, flexible passenger and cargo transit vehicles) at the area's abuilding international airport.

RESEARCH AND DEVELOPMENT GRANTS

There were 16 new research and development grants and 16 grant amendments totalling \$6,150,557 during the fiscal year that ended June 30. Research and development grants, usually made to private concerns, are meant to help conceive, study and test new urban transit concepts and equipment.

Of particular significance during the fiscal year were grants made to help make greater use of existing urban road and highway capabilities, particularly with respect to bus service. A \$1,607,000 grant, made in conjunction with the Federal Highway Administration (FHWA) will help produce and control downtown traffic control apparatus, particularly for use by buses, to help speed movement.

Another grant in conjunction with FHWA for \$1,000,000 was the first phase of the urban corridor demonstration program, to seek out available tools (including existing highways and transit vehicles) to provide freer access to and from congested urban employment areas. A direct result of this grant was the exclusive busway concept during rush hours, already at work in the Northern Virginia suburbs of Washington, D.C., under a separate \$45,000 R & D grant.

Also significant was a \$935,000 amendment to an existing grant to Arthur D. Little, Inc. of Cambridge, to continue the Central City Transportation Study, designed to assess and recommend combinations of facilities and innovations to improve circulation through crowded urban areas.

MANAGERIAL TRAINING GRANTS

There were eight managerial training grants totalling \$18,655 during the fiscal year. These grants are made to transit authorities or other governmental agencies concerned with mass transit operations for advanced training of their employees.

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