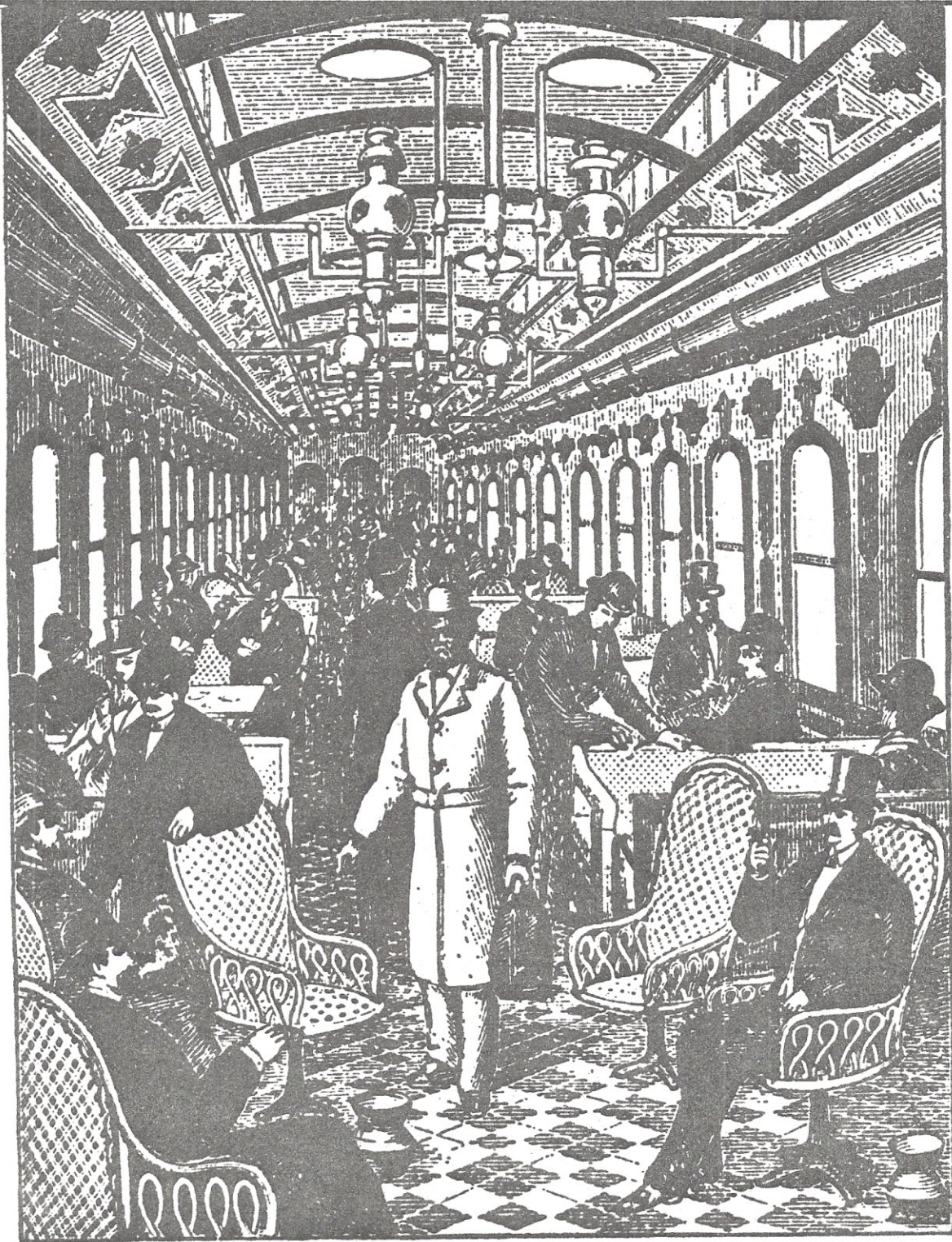


Transport Central



Interior View of one of the Gorgeous C., B. & Q. Smoking Cars, Run Only by this Line, for the Exclusive Use of First Class Passengers.

15 FEBRUARY 1971

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Letters

"I should like to comment on some additional interline transfer privileges presently available (TC 01/18/71):

BRIDGEPORT, CONN. -- Among the routes of Gray Bus Line Company, Bridgeport Auto Transit Company, and Chestnut Hill Bus Corporation. (In addition, until it went out of business a few years ago, Trumbull Coach was a part of the above pool for transfers).

Also in Bridgeport and other points in Connecticut among the routes of the Connecticut Company and Connecticut Railway & Lighting where they intersect. (In Bridgeport, neither carrier interchanges with the above three companies).

NORTHERN NEW JERSEY -- Between Public Service and all independent operators that share franchises on the same route, with the exception of the North Newark Independent Bus Owners Association, who compete at a lower fare on Route 18; also between these operators where jointly-run routes intersect.

In addition, between Trackless Transit and Public Service, and between Rossmayer & Weber and Public Service. One unusual privilege exists on Associated Bus Company in Paterson. Some years ago it took over Public Service route 22 HAWTHORNE with its then-existing transfer privileges. Since Associated does not issue transfers on its own routes, these transfers are valid only on Public Service lines.

PHILADELPHIA -- Between PATCO and SEPTA in a limited number of places. Also, until service stopped on Auch Interborough Transit, between its Norristown-Chestnut Hill route and SEPTA lines at the end of the #23 car line.

"Until last summer, one could still transfer between Yonkers Transit Company and Westchester Street Transportation Company buses in Yonkers and Mount Vernon. This was discontinued when Westchester fares were increased from 25 to 30 cents and a 5¢ charge introduced. The interchange was discontinued earlier in Yonkers, when Liberty Coaches took over the H route, Yonkers-White Plains."

--A. J. ROHSSLER

STAFF NOTES

✓ In answer to a number of queries, the production and distribution of *Transport Central* has been delayed for a number of reasons beyond the nominal issue date, so that we are presently running about four days behind. The currency of the publication has not been affected, however, as all news of import happening up to our delayed production date is included in the current issue, even though the event may have taken place after the date on the cover. We are rapidly catching up, and hope to be back on schedule as regards issue date very soon.



metro memo

CARROT ON A STICK

Illinois Governor Richard Ogilvie February 17 called for a \$900,000,000 bond issue to finance state aid for improvements in virtually all areas of transportation. He urged a joint General Assembly session to create a new state Department of Transportation to administer the spending of bond issue funds thusly:

- ✓ \$600,000,000 for construction of freeways, primarily Downstate.
- ✓ \$200,000,000 for capital improvements to mass transit systems in Illinois.
- ✓ \$100,000,000 for building new airports and improving existing ones.

The principal beneficiary of the mass transit capital improvement funds would obviously be the Chicago Transit Authority; to overcome strong Downstate opposition to the use of state funds solely to benefit Chicago, the Governor has dangled a "carrot on a stick" by promising huge expenditures for roads in rural areas which badly need them in the same package on an "all or nothing" basis.

Two days earlier, by Executive Order, the Governor created a department of Mass Transportation within the existing Department of Local Government; the agency is only empowered to make studies. The proposed new Cabinet-level Department would ultimately replace the executive agency, and would have sweeping powers. At the same time, the DOT proposal includes a recommendation that a six-county transportation agency be created to oversee all Chicago area transit.

Even though the new proposal would more or less bail out the CTA from its pressing financial troubles, any such aid is a long way off, and the Board is already talking of a summer fare hike of 5 or 10 cents (up from the present 45¢ base).

"DON'T HANG BY YOUR THUMBS..."

The "guessing game" has begun once again over the projected arrival of new equipment--this time, the first of 130 new cars for the Illinois Central's electric suburban Chicago area service. One Chicago newspaper quoted a "firm" February 23 date, while another was equally certain that car 1501 would arrive on March 1. At any rate, despite numerous delays more characteristic of the Budd Company than St. Louis Car, the prototype's arrival in the Windy City is in reality imminent.

When the first car does appear on the scene, it will mark the beginning of a decidedly new era for the IC, which has been struggling into the 20th century as regards its commuter service for some time now. Several years ago, its ticketing was completely modernized with the implementation of a Litton-designed program of automation that took considerable time to be debugged, but which is now the model for similar systems on PATCO (Lindenwold) and the abuilding BART line.

Now the new, air-conditioned and streamlined cars are finally on the way, to replace stock that was on the scene when IC electrified in 1926, and with them will come other changes in the appearance of the railroad. IC conductors and trainmen are currently attending human relations classes two hours a day, for example, as part of a month-long effort to give them a new mental outlook.

The conductors and trainmen also will be outfitted in new dark green uniforms when the new cars go into service, ending a sartorial tradition (among other changes, the hats will be similar to those worn by airline pilots) that began about the time of the Civil War.

The first two cars, #1501 and #1502, will be on display at the line's downtown Chicago Randolph Street station for a few days after their delivery, then will be dispatched for electrical and other tests. The new cars, double-decked and 85 feet long, are ten feet longer than IC's present fleet, making it necessary to shave the edges of some curved IC platforms. Total bill for the new fleet is in excess of \$40,000,000.

Elsewhere along the line, Harvey officials have presented a proposal to UMTA in Washington that would make possible the construction of a commuter convenience center adjoining the IC station in that suburb. The project calls for a three-level, off-street parking garage with space for a total of 900 cars and supporting facilities, including general terminal facilities, canopied sidewalks and waiting rooms. It would also include vertical connections and an overhead walkway crossing busy Park Avenue to the new \$250,000 IC station. The Harvey stop is one of the busiest on the IC's electrified lines, and parking is at a premium in the area (which directly adjoins the commercial center of the community).

FROM THE MAYOR'S DESK

A statement on community development approved by the Executive Committee of the United States Conference of Mayors:

TRANSPORTATION: Since inception of the Highway Trust Fund, assistance from the Trust Fund for urban areas has been wholly inadequate in comparison to assistance provided non-urban areas and the Interstate System. Despite the urgent pleas of cities for more assistance to improve their traffic-clogged streets, the 1970 Highway Act maintained urban assistance at present levels and assured that the gross imbalance in assistance will continue at least through 1973.

Considering the fact that more than 50% of Trust Fund revenues are generated in urban areas and considering the higher costs of urban construction programs, the continuing unfair allocation of funds is a condition we can no longer accept. The U.S. Conference of Mayors will not support further extension of the Highway Trust Fund unless very basic reforms are made in fund allocations. These reforms must include:

- A new allocation formula which assures that urban areas will receive a substantial portion of the revenues they generate.*
- Authority for state and local officials to use Trust Fund revenues as they deem necessary to improve transportation service. Such uses would include support for rail rapid transit systems where deemed necessary by state and local officials.*
- A mandatory pass-through of funds to assure that each urban area within a state will receive a portion of that state's fund allocations to be used as the elected leadership of that area determines.*

Because of rapid increases in operating costs for publicly-owned public transportation systems, cities caught in the present financial crisis are facing increasing difficulties in maintaining necessary levels of public transportation

service. Such service must be maintained. To assure continuation of and improvement in public transportation services, the Federal government must adopt a system of subsidies for the operation of local public transportation systems.

DOT DATA

DOT has announced the award of a \$30,000 contract to the National Academy of Sciences' Highway Research Board to review and document the political, financial, organizational and administrative strategies being developed and used for the planning and implementation of urban transportation programs.

The study will specifically deal with the:

- ✓ Relation of transportation planning to comprehensive planning and the coordination of planning for all transportation modes.*
- ✓ Implementation of transportation plans, particularly the programming of short range transportation improvements.*
- ✓ Funding of transportation studies and improvements, in particular the problems of joint funding.*
- ✓ Organizational and administrative strategies necessary to assure a viable urban transportation planning program.*
- ✓ Problems of community and citizen involvement in the planning process.*
- ✓ Service responsibilities of transportation planning agencies to local units of government and others.*

The results, in the form of a publication summarizing findings and conclusions, will be distributed by the Highway Research Board to Federal, State and local governments, industry and the academic community.

URBAN POTPOURRI

A transit authority is in the works for the Toledo area; voters approved a measure taxing themselves toward the purchase of the debt-ridden Community Traction Company and subsidiaries Holland-Sylvania Lines and Maumee Valley Lines....Commuters in Chicago riding the bounding main aboard one of Wendella's boats will have to ante up another nickel when service resumes in the spring; the single fare will go up to 40¢ from 35¢, and 10-ride booklets up to \$3.50 from \$3.00. The service operates in rush hours between North Western Station and the Wrigley Building dock.

The Long Island Railroad and the Penn Central have begun to install plastic windows in their New York area commuter cars in an effort to thwart vandalism....Nassau County Executive John Caso, in a statement issued after a "cooperation" meeting with New York Mayor Lindsay, hopes to formulate some definitive information within this year on an express bus plan into and out of the city. He suggested that a lane of the Long Island Expressway be set aside for express buses, and that a depot dropoff point in Manhattan be agreed upon.

INTO THE 20TH CENTURY

KM-889 is the call signal which identifies the radio network connecting all 25 KSU's University buses with a traffic control office, thus providing improved service for Kent's bus-riding population.

The new system, put into full operation January 8, enables all bus drivers to communicate instantly with the Traffic Control Office, located in the Office of Parking and Traffic on Wilson Ave. If necessary, they can talk to other drivers.

"The system provides us with instant information on traffic jams, bus breakdowns, overleads, and so forth," Michael A. Blurton, Parking and Traffic director, commented.

The radio network also enables the Office of Parking and Traffic to regulate the dispatch of Campus Loop buses from the Ice Arena layover, and provide extra

buses on the West Main and other lines in case of overleads, Blurton explained.

The radios operate on a special government frequency and were installed under a federal grant from the Department of Transportation at a cost of \$32,000. The university provided \$3,200. Damage to the units is a federal offense.

Bus drivers and control personnel converse in a system of codes, similar to those used by police departments throughout the country. This aims to keep talk at a minimum to keep the channel open.

The 25 buses belonging to the university, a supervisor's car, service truck and the bus garage are connected to the system. Supervisors also use hand transceivers to facilitate emergency reports. Three rented buses are not radio equipped.

Drivers cooperate with campus and city police in reporting accidents, traffic jams, and other matters requiring police attention.

In the first week of operation, the radio network was used to alert police of two accidents, to inform drivers of several detours, and to report an escaped mental patient, thought by Stow Police to have boarded a University bus.

In its regular use, the system was used to dispatch mechanics and replacement buses and re-routing drivers around construction and traffic jams, thus preventing interruptions in service.

As a further service, one Road Supervisor said, bus drivers will call police if asked, as in the case of automobile breakdowns or accidents. The system is so designed that a driver disconnects the loudspeaker in his bus by picking up his handset. Radios are in operation at any time the bus engine is running.

From the Daily Kent Stater (Kent State University)

BAY AREA BANTER

The new Metropolitan Transportation Commission has organized, naming Alameda County Supervisor Joseph Bort as its chairman. The MTC is ordered to develop a Bay Area master plan for transportation and means of financing it, for submission to the legislature by June 30, 1973.

BART is worrying about financial problems of three key contractors--Rohr Corporation (building the trains), Westinghouse (supplying automatic controls), and IBM (making fare collection equipment). All say they see no profits in their arrangements.

San Francisco's Public Utilities Commission has approved plans to purchase some \$24,500,000 worth of new streetcars--78 of them with top speeds of 61 mph versus 41 mph for the present cars--for use on the surface and in the new subways.

railway report

SAVE THAT TRAIN!

Governor Ogilvie of Illinois may soon create a state rail agency to save passenger trains not included in Railpax. Cost to the state may run between \$3,000,000 and \$5,000,000 annually to retain passenger service between Chicago and Peoria, Danville, Decatur, Rock Island, Rockford and many smaller Illinois communities. The governor, like most statehouse occupants, is concerned over the loss of valuable rail services on May 31, and is known to be impressed with the success of Moline travel agent William Butterworth's extra fare car added to the consist of a Rock Island Chicago-Quad Cities pair of trains. For a \$7 surcharge, passengers may ride in the parlor-observation unit and are given complimentary meals enroute. Butterworth pays a set fee to the road for the use of the car, and takes his profit from fares collected; thus far, the service has done well.

RIDING THE RAILS

John W. Ingram, an Illinois Central Railroad executive, has been tapped to be the next Federal Railroad Administrator, a post vacant since last June....The Illinois Central has reduced excursion fares back in effect on a Monday-Thursday basis between Chicago-New Orleans; round trip tariff is \$68, compared to the regular \$90.

The President's Council of Economic Advisers has urged that the government withdraw gradually from the regulation of surface transportation, eliminating the Interstate Commerce Commission and letting truck, railroad and barge freight rates be set by open competition....A West Point of the railroad industry will be opened next year at Kingston, R.I., in conjunction with the Narragansett Pier Railroad, now owned by two Chicagoans. The academy will be a 10-acre classroom complex near the University of Rhode Island for students sent there by their railroad employers. One of the features of the academy will be locomotive simulators.

CN's TurboTrains have been taken out of service again because of mechanical difficulties; no return to service date has been announced....To add to a previous item re Railpax: In addition to the New York-Kansas City route, no direct, single-train service is currently being provided between San Diego and Seattle of the NRPC network of proposed lines....The DuPage county Board agreed last week to extend a conservation group's lease on the Illinois Prairie Path (the right-of-way of the former Chicago Aurora & Elgin electric interurban railway) to 10 years, provided the group does not attempt to get the Path made part of the National Trail System.

RECOMMENDED READING

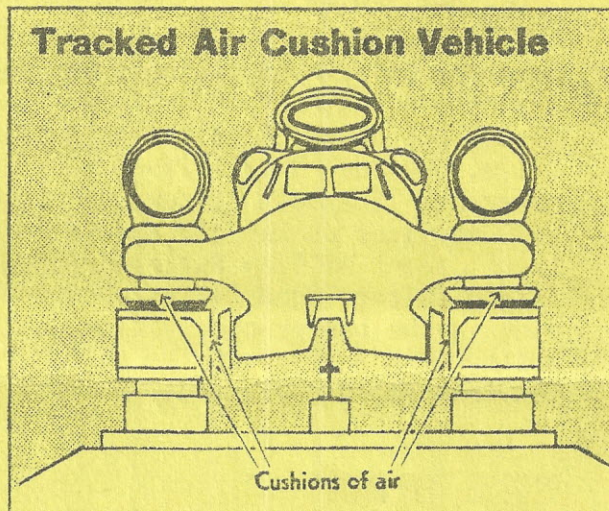
A classic book about a special breed of steam locomotives, long out of print, is being republished by Kalmbach. The book is "ARTICULATED LOCOMOTIVES", written by Professor Lionel Weiner of the University of Brussels and first introduced in the U.S. in 1930. To the complete and original text and illustrations, Kalmbach Books has added an introduction and epilogue by a contemporary authority on steam locomotives, Robert A. Le Massena. The book, containing a complete text on the hundreds of varieties used throughout the world in 628 pages plus the new material, sells at \$10 from the publisher or at hobby shops around the country.

airline action

EXOTICA: ON A CUSHION OF AIR

DOT has announced plans for a 150 mph ground passenger transportation system to be built between suburban Washington and outlying Dulles International Airport, hopefully to be operational by May 1972.

The high-speed train, which would take just 6 minutes for the 13.5 mile Dulles-McLean (Va) trip, will give DOT an opportunity to test passenger reaction to some of the sophisticated new ground transport systems it has been developing. The new line is officially a "demonstration project", and is not designed to provide full-scale commuter service to and from the airport. Some sources said the project will be a substitute for a similar line that had been planned for Los Angeles. DOT had awarded a \$300,000 grant to pay for a study leading to a possible \$50,000,000 line linking Los Angeles to its International Airport, but the project is being postponed.



EQUIPMENT REGISTER

Both British and French Concorde prototypes have been grounded after an air intake door on an engine blew off while the French version was cruising at 1,400 mph over the Atlantic....Stoking up the controversy that will result in a go or no go vote in Congress before the end of next month, SST advocates have released a study purportedly showing that the noise level of the plane can be brought below that of present 707s, for example. The pros and cons of the controversial supersonic transport, by the way were more than adequately explored in an excellent ABC-TV documentary hosted by Frank Reynolds February 22.

Zillionnaire Howard Hughes has won an extension of his lease on a Long Beach hangar where his famous 747-antedating, two-ton, 1947 flying boat called the Spruce Goose (it is made of plywood) is currently stored. The giant craft flew only on one occasion, piloted by Hughes himself, attaining an altitude of 70 feet....Air Canada's 747s will have a 75-seat section where you can watch movies but can't smoke, and a 68-seat section where you can smoke but not watch movies....One domestic airline now offers a unique meeting or conference room--a 747 on the runway; yet another way to fill seats (and corporate coffers) while the jumbo jet is otherwise idle.

BWIA International has agreed to exchange three of its Boeing 727s for four older 707s owned by Braniff. BWIA will thus be able to increase its available seats by 40% without having to expend any additional cash....The CAB has approved the sale of two DC-9s by Trans Caribbean Airways (recently acquired by American Airlines) to Trans Europa, a Spanish charter operator, for \$11,000,000.