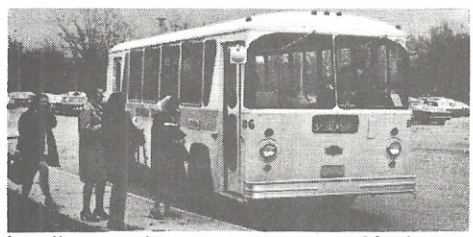
Transport Central

Twin Coach

Muskegon is proud of its new TC-29s ...it should be!

One of Muskegon's 10 new Twins at downtown bus terminal.

Because of their minimal over-all size, Twins operate efficiently on narrow Muskegon streets . . . load and unload without interfering with traffic.



Loading student passengers at Muskegon County Community College.

On a 17-mile route, from downtown through the residential area to the lake shore, Twins average over 6 miles per gallon.

Muskegon was recently named one of 22 finalists in the Look Magazine-National Municipal League's "All American City" competition. Final awards will be made in March.

Michigan's "Port City" won this designation because of its exceptional record of citizen participation in community improvement programs. The latter include modernization of the Muskegon Transit Authority through acquisition of 10 new 31-passenger Twin Coaches.

The Twins have sped up schedules 10%; cut operating costs by averaging 5½ to 6 miles per gallon; won passenger plaudits for comfortable riding, big picture windows, nimble acceleration in traffic and smooth-stopping air brakes. Also, safety-minded citizens are especially appreciative of the Twin's unitized construction. In this, a strong girder type body encloses the entire passenger compartment.

An ALCO STANDARD Corporate Partner

Twin Coach
HIGHWAY PRODUCTS INC.

22 FEBRUARY 1971

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Volume Eight

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TRANSIT JOURNAL

"In spite of obvious improvements there is almost universal dissatisfaction with today's urban transportation." -- S. F. Taylor, urban traffic expert, quoted in TRAFFIC QUARTERLY, October 1970.

WASHINGTON -- Today's medium-sized city need not rely solely on buses or expensive heavy urban mass transit; it may use lightweight electric trains or trams for public intracity urban transportation.

About 30 European cities are already using lightweight intraurban trains to serve the core downtown areas and portions of suburban areas where there is a railroad track and/or a rail right-of-way, according to Stewart F. Taylor, an urban traffic expert writing in *TRAFFIC QUARTERLY* in October 1970. And five other European cities are presently installing rapid tramways, Taylor said.

In this country, San Francisco plans to order 78 light rail cars which will operate on five lines underground from Market Street to the Twin Peaks Tunnel in the core area of the city. Three lines will operate for six miles underground and two lines will operate for three miles underground. San Francisco has applied to the Urban Mass Transportation Administration for $28,000,000 in a federal capital grant to help finance the cost of this new fleet of light rail trains. Under this UMTA grant-in-aid program, the government will put up two-thirds of the funds and the local government must put up a matching one-third to improve public urban mass transit. So San Francisco will have to match the federal grant--if it gets it--with $14,000,000 of its own funds, according to Robert L. Abrams, who has been handling the San Francisco application within the technical studies section of the UMTA grant program.

Meanwhile, the Department of Transportation is putting up $2,000,000 during this fiscal year and hopes to put up $6,000,000 in fiscal 1972 for research and development into urban light rail vehicles and systems for public use, according to Joseph Silien, who works on research and development programs for the Urban Mass Transportation Administration.

With the construction of the San Francisco light rail cars going on simultaneously with DOT R&D--the San Francisco fleet's first delivery is scheduled for 1973--American transportation experts will soon learn a lot about the use of lightweight trains to meet our urban needs.

Silien said here on February 16 UMTA plans to let a systems management contract between now and June 30 to have the contractor study the use of light rail vehicles and systems in Europe and the likely application of light rail transit in urban areas in this country. Last September, interested firms were invited to submit proposals for the purpose and as of the February 16 deadline 12 did. They include AVCO Corp. of Wilmington, Mass; Aerojet, the Southern California aerospace firm; Boeing of Seattle; Booz Allen & Hamilton, Inc. of New York City; Budd Co. of Fort Washington, Pa.; Consad Research Corp. of Pittsburgh; Coverdale & Colpitts Corp. of New York City; Institute of Public Admini-

stration of Washington, D.C.; Louis T. Klauder & Associates of Philadelphia; Planning Research Corp. of McLean, Va.; Renssalaer Research of Troy, N.Y.; and Wilbur Smith & Associates of Washington, D.C.

Silien said the firm selected will study, in particular, the costs of the lightweight electric trains being used in European cities and the density of demand for public transit necessary to make installation of such a system feasible. UMTA is considering having its contractor import several European lightweight trains for use in American cities on a demonstration basis and to test at the new DOT test facility near Pueblo, Colo. Or, an American light train may be built for demonstration purposes and to test at Pueblo. Or both.

Silien, Abrams and Jerry A. Fisher, all urban transportation experts with UMTA, Paul Weyrich, a transportation expert on the staff of Sen. Gordon Allott (R-Colo), Taylor and Henry D. Quinby, a transportation engineer who worked on the new San Francisco Bay Area Rapid Transit system (BART), due to start operating this year, all think light rail public transit has a real potential, particularly for medium-sized cities in this country.

Weyrich and Abrams singled out Denver, Salt Lake City, Portland, Seattle, El Paso and Omaha as Western and Midwestern cities where traffic patterns have developed along rail lines, hence probably would find light rail transit feasible for public use. Traffic patterns in Los Angeles, San Diego, Phoenix and Albuquerque would make them less likely candidates.

Other cities mentioned as likely candidates for light rail urban transit include Boston, the Cleveland-Shaker Heights area, Pittsburgh, Philadelphia, Newark, Dayton, New Orleans and Fort Worth, according to these experts. (All but the last three already have some "limited tram" services at present).

Despite all of the screams about urban traffic problems, Cleveland is the only city to put in a new urban transit system since World War II, and the San Francisco Bay area and Washington are the only cities with big, heavy-duty urban subway lines under construction. In recent years, according to Taylor, Seattle, San Francisco, Los Angeles and Atlanta voters have rejected proposed mass transit bond issues. And Washington's Metro subway construction is suffering from a financial hang-up.

All of the above transportation experts agree that a rail right-of-way into the center of the city is a basic must for a light rail urban transit system. They also generally agree that there should be a well-developed pattern of public use of the present transit system, which is now almost exclusively a bus system in this country's urban areas. Using these two basic criteria tends to rule out--or make very marginal as possibilities--Los Angeles, Phoenix and Albuquerque. Their urban bus systems are not well patronized by the public, in comparison with other cities. And Los Angeles took up 1100 miles of rail trackage in the mid-1950's, so it is without the necessary rail right-of-way, according to Abrams and Weyrich.

Cities with the necessary rail rights-of-way and a pattern of use of public transportation will almost certainly take a hard look at light urban rail transit in the near future because of its many advantages. First, it is from three to five times less costly than the big, heavy-duty subways. San Francisco's BART line is now estimated to cost $1,300,000,000 for 75 miles of line, and Washington's Metro subway is currently estimated to cost $3,000,000,000 for 98 miles

of line, according to Abrams. Taylor noted in his recent *TRAFFIC QUARTERLY* article that the San Francisco Municipal Railway turned to its light rail trains after a bond issue for a full-fledged subway to serve the inner city had been rejected by the voters in 1966. The 78 light rail cars on order will cost about $200,000 per car, according to Abrams. The San Francisco intra-city subway would have cost half a billion dollars, at 1966 estimates.

The light rail trains are as comfortable as the best of the old trolley cars, and they can hold more passengers. And they have a key advantage over the old trolleys in that they run on a track segregated from the rest of traffic. The light rail cars that will be running under San Francisco's Market Street in 1973 will be underground at one level; the BART subway will be at a lower level. In Europe most of the light rail trains run underground in the core areas of cities. Most urban trolley lines in this country were laid down the center of urban streets and contributed to urban traffic congestion and fought for space with the auto; hence there are very few urban trolley lines left in this country.

The light rail trains are nearly always electrified, so they do not contribute to air pollution as does a fleet of buses. With air pollution a problem in so many Western cities, the pollution-free quality of the light rail train is nearly always mentioned as its prime asset. And the light rail trains can hold more passengers than buses.

Cities with several million inhabitants really need a big, heavy-duty subway for most efficient channeling of traffic on the main arteries of travel and in the core inner city, according to most urban mass transit experts. Even here the light rail urban train can fill a number of roles. Its system can be built so that it can be "heavied up" to become a full-fledged subway in the future, if needed, both Taylor and Quinby have observed in separate articles in *TRAFFIC QUARTERLY*. This has been and is being done in a number of European cities. Light rail systems can also be used as intermediate lines lais partially above ground to serve suburban areas and partially underground to serve the inner city; they connect with both the big subway systems within the downtown areas of large cities and with feeder bus lines on the outskirts of large urban areas and in the suburbs. Also, the light rail systems can be built in stages. Weyrich, for instance, believes that the city of San Diego may someday need a big subway system. It could start out with a light rail system and later "heavy it up".

Taylor has said the light rail urban transit system "can spell the difference between realizing a broadly attractive mode" of public transportation "or no effective mass transit at all." His breakdown of the European light rail or rapid tram systems reveals their versatility. They are serving six cities of more than a million inhabitants and also a half dozen cities of 300,000 or less. Most European trains are large three-section articulated or partitioned transit vehicles. The new San Francisco light trains will be two-section units about 72 feet long, according to present specifications.

Taylor and Quinby, in spearate articles in *TRAFFIC QUARTERLY* in 1970 and 1962 respectively, made some comparisons of the relative carrying capacity of each type of transportation. Quinby said the three-unit European rapid light train or tram car can carry up to 330 passengers sitting and standing, while the trolley car can carry 125 and the average bus 85. The Rotterdam rapid tramway system in the Netherlands can carry 35,000 passengers an hour in one direction, Taylor said. In contrast, the big, heavy-duty urban subways in this country carry between 45,000 and 55,000 passengers an hour in one direction, he said. Quinby

said the per-hour carrying capacity of trolley systems was 11,000 passengers; of bus systems was 7,000 passengers; and of individually-driven automobiles 800-1200 passengers, all in one direction. Taylor said the big urban subway systems have a maximum speed of 75 miles per hour, while the top speed of a light rail system is about 50 miles per hour. Taylor and Quinby agreed the light rail train accelerates and decelerates faster than the heavier subway train. Other characteristics of the light rail train listed by the experts are high speed, close spacing or frequency, convenience, economy, safety, reliability, little or no vibration, comfort, attractiveness, little disturbance of environment, relatively low maintenance, and adaptability to later technology.

--HELENE C. MONBERG

(From "Western Resources Wrap-up". National Editor/East Paul Weyrich notes that Miss Monberg is a sharp Washington writer, and is pleased that she took up the cause outlined here in TRANSPORT CENTRAL on 21 September 1970 by Mr. Weyrich.)

These new cars were delivered in 1970:

For service on . . .	No. of cars	Type	Purchaser	Builder
Bay Area Rapid Transit	4	Rapid Transit	BART	Rohr Corp.
Chicago & North Western	5	Commuter	C&NW	Pullman-Standard
Chicago Transit Authority	94	Rapid Transit	CTA	Budd
Cleveland Transit System	8	Rapid Transit	CTS	Pullman-Standard
Erie Lackawanna	20	Commuter	New Jersey DOT	Pullman-Standard
Rock Island	10	Commuter	Rock Island	Pullman-Standard

Work continues on this undelivered backlog:

For service on . . .	No. of cars	Type	Purchaser	Builder
Bay Area Rapid Transit	246	Rapid Transit	BART	Rohr. Corp.
Cleveland Transit System	2	Rapid Transit	CTS	Pullman-Standard
Erie Lackawanna	85	Commuter	New Jersey DOT	Pullman-Standard
Hudson & Harlem Divisions	80	Commuter	MTA	General Electric
Illinois Central	130	Commuter	Chicago South Suburban Mass Transit District	St. Louis Car
Long Island Railroad	120	Commuter	MTA	Budd
New Haven Division, Penn Central	144	Commuter	MTA	General Electric
New York City Transit Authority	300	Rapid Transit	MTA	St. Louis Car
Port Auth. Trans-Hudson Corp.	46	Rapid Transit	PATH	Hawker-Siddeley
Staten Island Rapid Transit	52	Rapid Transit	MTA	St. Louis Car
Toronto	76	Rapid Transit	TTC	Hawker-Siddeley

ads infinitum

metro memo

CORRIDOR COMMENT

Hoping to get more motorists to switch to mass transit, and spurred by the success of the special bus lane on the main New Jersey approach to the Lincoln Tunnel, transportation agencies in the New York metropolitan area have prepared plans to make bus travel even faster and more attractive.

The plans, prepared under a $200,000 Federal grant, will be submitted to Federal authorities late in February. They will constitute the region's proposal for a federally-supported "urban corridor" demonstration project, one of 11 such projects being developed across the country.

Basically a series of improvements to traveling on New Jersey's Route 3, a major highway leading to the Lincoln Tunnel, the plans would include the following:

- ✓ *Creating a half dozen "park and ride" lots at which motorists could leave their cars and board buses for the final leg of the trip into Manhattan. The new lots would be similar to the 1,000-car lot in North Bergen, N.J., run by the Port of New York Authority. The lots, landscaped and lighted, would be built at key points along bus routes feeding into Route 3.*

- ✓ *Speeding buses through toll booths of the New Jersey Turnpike and the Lincoln Tunnel by installing automatic wayside "scanners" that could identify them as they passed through. The buses would carry devices that would trigger the scanners. Drivers would not have to pay tolls, as now. Bus owners would be billed on the basis of readings.*

- ✓ *Establishing a commuter information center for North Jersey residents similar to a center that has been in operation for Nassau and Suffolk county residents since October. For the price of a local telephone call, a resident could obtain information on bus and train schedules and fares.*

- ✓ *Improving connecting facilities at the Port Authority Bus Terminal at 8th Avenue and 41st Street, including possible rerouting of at least two cross-town bus routes to make it easier for commuters heading for the East Side of Manhattan to board a nearby local bus after leaving the terminal.*

Other elements of the comprehensive proposal include a system for surveillance and control of traffic. Traffic sensors in the roadway would feed data to a central computer, where a dispatcher, by flipping a switch, could shunt buses around localized congestion through the use of traffic signals.

The proposal was outlined by the Tri-State Transportation Commission, an interstate planning agency that contracted with DOT to develop the corridor demonstration project. The agency expects to get approval to enable it to start work on the park-and-ride, automatic bus identification system and other parts of the corridor project in a matter of months; completion may take several years.

The exclusive bus lane went into service December 18, extending from the Jersey Turnpike to the Lincoln Tunnel entrance, and in the AM rush, eastbound buses have the exclusive use of one of three westbound lanes, often saving as much as 15 minutes of travel time over the highly-congested 2½ mile route.

Boston's transit system hits the skids

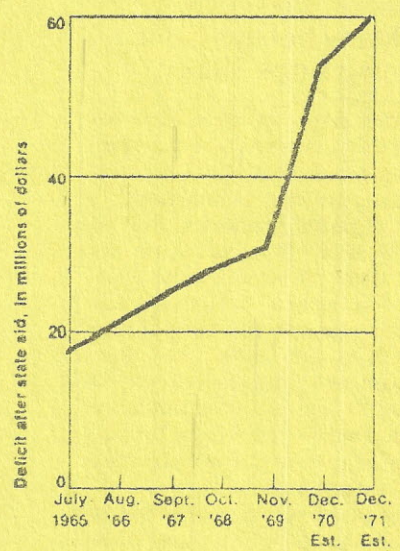
Tormented by low productivity and labor trouble, it is losing money, riders, and hope

The Massachusetts Bay Transit Authority is often cited as an "almost perfect model" of what a mass transit system should be. It covers a manageable area—Greater Boston—and has the taxing and operating power to cut through the tangle of city-state jurisdictions. And though it inherited outdated surface, subway, and rail transportation, the routes generally go where its 2.8-million riders want to go.

Yet now, starting its seventh year, the system is in a mess. Under public control, deficits have soared and continue to climb. In the words of its chairman, Henry S. Lodge, the MBTA could even become an "urban Penn Central" with a few special troubles of its very own:

- MBTA's 1970 operating deficit, even after state assistance of some $15-million, will total about $54-million. The 1969 deficit was $30-million, and the outlook for 1971 is for a deficit of at least $60-million, with no relief in sight. Federal funds of up to $400-million may become available to Boston soon, but these can be used only for capital expenses, not for meeting deficits. Significant fare increases are ruled out. Most cost factors are lurching out of control.
- Its ridership is declining at a steady 6%, and MBTA officials concede that even the opening of a showpiece subway line to Quincy next summer will not reverse the trend. Bus routes continue to lose passengers to private cars in the suburbs. On the heavily traveled central-city routes, where creaking trolley cars and 19th-Century track and stations make riding uncomfortable at best, the conditions verged on the intolerable this winter during a prolonged slowdown by MBTA unions.
- The increasingly bigger deficits are forcing property taxes higher in the 79 cities and towns that make up the MBTA district, and the taxpayers are starting to rebel. Local property taxes are the sole source of meeting deficits, and every attempt to spread the tax load statewide or to uncover new tax sources such as the highway fund have failed. Peabody, a city in the MBTA's northern fringe, actually opted out of the system this summer in protest against a higher MBTA assessment, and a few other cities and towns are threatening to follow suit—a prospect that could shatter once and for all the 1964 Boston dream of coordinated regional transit service.

Old equipment pushes up MBTA losses



Data: Massachusetts Bay Transit Authority

Transportation Secretary John Volpe, a former governor of Massachusetts, is known to be angered by this sorry state of affairs in his old home town. Since 1965, the MBTA has drawn down its legal limit of about $108-million in Transportation Dept. funds. In Volpe's eyes, Boston should be a shining example of what a transit system can accomplish, once it breaks free of the restrictions of financing itself through the farebox.

Instead, Boston seems to be proving a distasteful corollary—that dependence on public funds and sensitivity to political control lead to runaway deficits. MBTA General Manager Joseph Kelly thinks hard-nosed management and some innovative changes still can get the deficit under control, but there is concern in Washington, where the Nixon Administration remains opposed to financing transit deficits.

Toonerville. Gross inefficiencies play a large part in the MBTA's dismal ride to nowhere. According to a recent report, operating costs per vehicle-mile are extremely high in Boston compared with other big cities. Only 43% of Boston's transit employees are trainmen or bus operators, compared with 60% to 65% for Chicago, Cleveland, and Philadelphia, for example.

The productivity problem is compounded by a tangle of union contracts. A total of 27 separate unions, including blacksmiths, bargain with the MBTA. No other American transit system deals with more than 12 unions, and most face three or less. Transit unions often have counted on political pressures to force arbitrators to settle disputes on their terms. Labor costs alone outstripped operating revenues by over $15-million in 1969. Average MBTA pay including fringes is about $15,000 a year, according to Lodge—who wants to toughen the MBTA negotiating stance. "It's merry hell negotiating in Boston," he says.

Deplorable productivity cannot be blamed entirely on labor. It is difficult

to overstate the antiquity and state of neglect of the many private streetcar and bus systems that the MBTA acquired in 1964. Some of the downtown stations such as Park Street and Haymarket date back to 1897. Some of the two- and three-car trolley trains that creak through the narrow and twisting tunnels have been running since 1924.

WRONG

Maintenance yards are out in the open. Some operate with d.c. power, making the use of modern tools impossible. Morale suffers as penny-pinching tactics make conditions worse. When a wooden 1902 track-maintenance car burned a few years ago, a 1912 replacement was found—in a trolley museum.

Roadblocks. A major problem, beyond the control of MBTA officials, exists in the unique burdens that were frozen into law when the MBTA was formed by the Massachusetts legislature. For example, the MBTA pays about $1-million annually for unneeded guards who ride between rapid transit cars. And the legislature refuses to let the MBTA close down its aged d.c. power-generating plants and buy electricity from Boston Edison Co., a move that could save at least $2-million over five years. Each time the MBTA urges it, legislators recall that the MBTA power stayed on during the great blackout of 1965, a blessing then that is proving a curse now.

Some stations date back to 1897. Many trolleys have been running since 1924

The very regional authority that is cited as a Boston virtue often works against the MBTA. It would make business sense to prune suburban bus routes, which account for 60% of the system's deficits but carry less than half its passengers. But each of the 79 mayors of MBTA cities understandably demands good service in return for tax assessments, regardless of whether the bus service is much used.

The Peabody revolt this summer is an ugly reminder of what could happen. Peabody opted out despite the state law which says it must continue to pay 90% of assessed MBTA costs. Now the bedroom community is paying for MBTA service it does not get, as well as for a hastily arranged private bus line. Kelly thinks other cities will shy from Peabody's example, but the precedent has been set. A recent report to Governor Francis Sargent by his transportation expert, MIT political scientist Alan Altshuler, concluded that "unless the MBTA moves rapidly to earn credibility as an efficient user of public resources, we expect the taxpayer revolt against it to spread like brushfire."

Pressure. Chairman Lodge plays down the threat of revolt, but agrees that there is compelling need for the MBTA to cut costs "as an act of faith to the cities and towns." Lodge thinks it can be done. "Acceptance of public financing does not need to mean runaway deficits," he says.

Act One in the new MBTA posture is a tough stance in current bargaining with trolley and subway workers demanding major pension gains similar to those won by New York workers last year. The issue is in arbitration and for the first time in years, the MBTA is refusing to back down. Lodge is gambling that the riding public will applaud the hard line rather than demand that the MBTA capitulate in order to end the current slowdown. He is also gambling that suburban taxpayers will applaud a plan to eliminate about 20% of the MBTA's least-used bus routes.

MBTA planners still hope to lure motorists from Boston's notoriously poor highway system, now bogged down worse than ever in a moratorium against new freeway construction. Lodge is earmarking $25-million of hoped-for federal funds for acquisition of rail rights-of-way, for example. The MBTA subsidizes Penn Central and Boston & Maine commuter lines into the city, but Lodge would prefer to cut out many of the costly trains, blacktop the rights of way, and run frequent bus or trackless trollies.

Rail rapid transit has a big part in MBTA plans too. When the new South Shore subway-rail line opens this summer—two years late—it will be a showpiece offering some creature comforts surpassing even the spiffy new Montreal metro. Another subway extension is under construction to the north, and a third is planned to the west.

Inner city. MBTA officials are coming to believe, however, that they have put too much emphasis on new subways and have let aging central-city plant and equipment decay to an alarming state. Thus a major portion of the $400-million the MBTA hopes to get from Washington through 1976 is earmarked for new buses, new streetcars (if a manufacturer can be found, since modern rapid-transit equipment is useless in the ancient tunnels under Boston streets)—new maintenance yards, and for modernizing stations.

In the difficult field of financing, federal funds will help modernize the system. But finding ways to finance the growing deficit remains the biggest headache. Various schemes to make the tax load statewide rather than regional are in the works, but Boston Mayor Kevin White figures that the most realistic course is simply to dump the whole deficit in the state legislature's lap and let it fish or cut bait. ■

(From BUSINESS WEEK Magazine)

DOT DATA

The entire bus fleet of Staunton, Va. will be replaced with eight new diesel coaches purchased with the assistance of a UMTA grant. The UMTA grant of $106,755 will cover half the cost of the new 32-passenger, air-conditioned transit units; the remaining costs will be paid from general funds by the city of Staunton. An additional grant of $35,585 will be available to Staunton after the city meets its full regional planning requirements, bringing the federal commitment to two-thirds of the total project cost.

The city will turn over the funds to the Staunton Transit Service, which the city has owned since 1947. In addition to operating eight city transit buses, STS also operates seven school buses for the Staunton School Board. An unusual feature of the school bus system is that paying adults are permitted to ride along school bus routes.

Staunton, the birthplace of former President Woodrow Wilson, has one of the lowest transit fare rates in the nation, with adults paying 15 cents and children and students riding for only a dime. But rising labor and maintenance costs have forced the city to seek Federal aid to replace its aging bus fleet.

Buses now in use range from 19 to seven years of age. Six of the old buses will be sold for an anticipated $3,000; two others will be retained for use on new trial routes to sections of Staunton not currently receiving bus service, including Stuart, Maple and Green Streets.

DOT has also granted the city of Ventura, California $94,712 to pay half the cost of seven new buses and 10 electric fare boxes; the grant will enable the city to replace six of its eight buses and all of its fare boxes.

The new equipment will be owned by the city and operated by Citizens Transit Lines, a city-owned and operated carrier. One of the new buses will be used to serve a new low-income housing area not currently on any CTL route.

UMTA further granted the Metropolitan Atlanta Rapid Transit Authority $345,333 to continue and expand its rapid transit planning. The grant will supplement a stipend of $400,000 made to MARTA in January 1970.

The new grant will help MARTA define the specific routes, station locations and costs of a regional rapid transit system for the Atlanta area. The entire study, which should be completed within one year, is expected to provide the foundation for the city's proposed rapid transit system.

Local funds for the proposed transit system's operating budget are expected to come from a one-percent increase in Atlanta's four-percent state sales tax, which the Georgia legislature is currently considering. If the legislature passes the sales tax measure, those funds will be earmarked for MARTA if Atlanta voters approve the increase.

The entire two-phase study also will include economic forecasts, busway concept analysis, limited preliminary engineering, urban design studies, preparation of a public information program, and an area-wide bus transit improvement program. (Atlanta area voters have not taken too kindly to rapid transit as indicated by the outcome of referenda; an area-wide system was last voted down by Atlanta and Fulton county residents in November 1968).

URBAN POTPOURRI

Extension of Illinois Central commuter service to Park Forest South should be combined with the purchase of more new commuter cars to insure an adequate number of seats for all commuters. That was the majority consensus of nine trustees from the 11-member Chicago South Suburban Mass Transit District, meeting in a special session last week. The road is committed to the three-mile extension of its electrified service if funds can be found, but even with the delivery of 130 new cars (scheduled to begin March 1) approximately five eight-car trains of old (1926) equipment will be on the road in rush hours.

A long article in the *New York Times* speaks glowingly of the success of the bus-only roadways now in operation in various parts of the U.S.; patronage has continued to rise where exclusive rights-of-way in San Francisco, Seattle and south of Washington save riders valuable minutes in getting to and from work.

Token resistance in Nottingham, England: The "honesty boxes" for uncollected fares are being removed from the city's buses. The boxes accumulate less cash than it takes to repair them after being smashed by "robbin' hoods".

The Long Island maintained its record in 1970 as the nation's busiest passenger railroad, hauling 260,000 riders daily (some free, according to a recent wire service article, without the consent of the road)--but it did so at an operating loss of $25,100,000. LIR's 1971 loss is estimated to be $43,300,000....The twenty remaining Erie-Lackawanna mainline coaches have been sold to New York's MTA. As rebuilt for commuter service, nine (2180-2188) are assigned to the New Haven, and eleven (2189-2199) are assigned to EL Port Jervis-Hoboken service, all reliveried in MTA blue and gray.

The same road (EL), which serves 35,000 daily commuters to New York from New Jersey, has introduced the first new railroad cars and locomotives designed for "push-pull" service. 105 cars and 23 locomotives will be in service by June; the air-conditioned cars are being built by Pullman, the locomotives by General Electric. Total price tag (to NJ DOT): over $26,000,000.

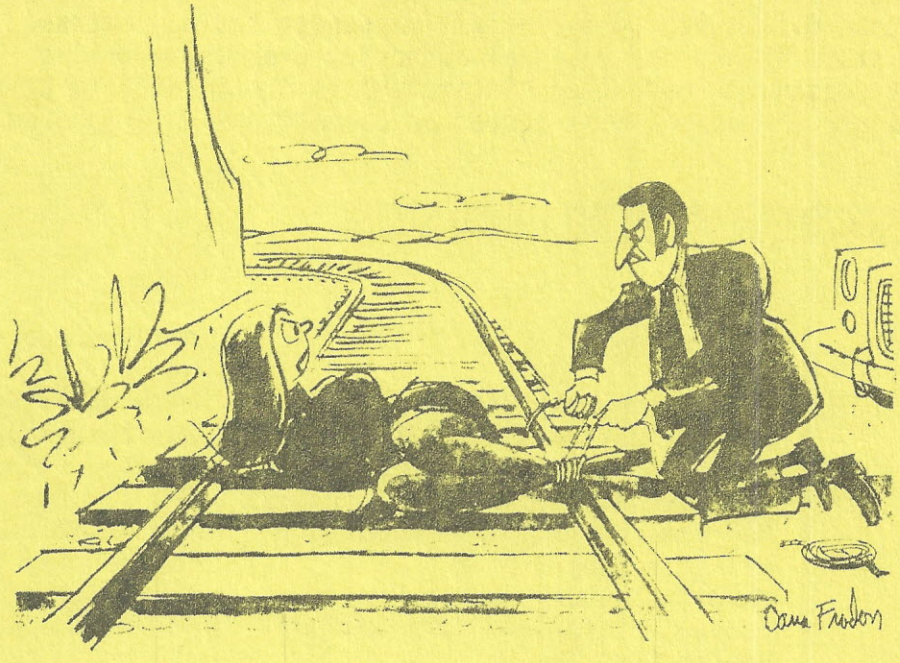
railway report

MORE RAILPAX RUMINATIONS

Senior Editor Tom Kopriva files this report:

"Will the trains come off? It has been generally believed that the passage of the Railpax bill would relieve the railroads of the burden of intercity passenger services. Section 401(a)(1) of the Act provides that railroads entering into a contract with Railpax may be relieved of their 'responsibilities as a common carrier of passengers by rail in intercity rail passenger service" upon posting a thirty-day notice. Seemingly simple, but here's the hooker: 'Intercity rail passenger service' is defined to exclude 'commuter and other short-haul service in metropolitan and suburban areas'.

"Several of our sources inside the railroad industry say the Illinois Commerce Commission, in league with the rail unions, is planning to go to court to have ma-



"Don't the railroads have enough troubles?"

(c) PLAYBOY

ny of the now-operating trains declared 'short-haul', thus making it necessary to petition the trains in accordance with Section 13a of the Interstate Commerce Act. Expect the litigation to include the C&NW's Chicago-Clinton train, IC's Mini Corridor service, L&N's Danville Flyer and Evansville-St. Louis train, C&NW and the Milwaukee's Chicago-Milwaukee and Chicago-Madison trains, and N&W's City of Decatur. If the move is successful, expect other state commissions to do the same."

TRAIN-OFF NOTES

Reader Bill Thoms reports:

"In the first train-off proceeding since the passage of Railpax, the Interstate Commerce Commission (in Finance Docket #26200) has allowed the discontinuance of 8 Penn Central Boston-Providence trains (550-552-553-554-555-563-564-567) and required the continuance for six months of 12 others (506-508-514-515-523-529-546-556-559-560-561-565). Findings of the Commission included Boston-Providence within the 'commuter and other short-haul' exclusion of Section 102(5)(a) of the Rail Passenger Act of 1970, and thus the ICC had jurisdiction under Section 13a. Schedules were rearranged somewhat so the remaining trains would fill the gaps between New York-Boston trains on the route. This action may doom the last of the 1950-era lightweights, the Roger Williams, a 'Hot Rod' RDC train now reduced to 3 cars in Boston-Providence local service, as conventional RDC's may prove adequate to protect the remaining schedules."

A question from reader Thoms:

"What is the role of Railpax re: common-carrier tourist short lines? Do they fall in the 'commuter or short-haul' exemption or are these lines free to drop

all passenger service in May? Some roads, e.g., Green Mountain, Arcade & Attica, have met this difficulty by making all passenger trains 'extras', but my guess is that some state agency has residual authority over their trains. The only one that might reasonably be called 'intercity' is the California Western's Skunk; these runs are the only trains listed as connections in Greyhound timetables.

REMAINING RDC OPERATORS IN THE UNITED STATES

CARRIER	SERVICE	STATUS
B&M	*All trains*	*MBTA subsidy*
PC	*Boston suburban (ex-NH)*	*MBTA subsidy*
	Providence-New London local	*May be dropped 05/31*
	New Haven-New London local	*May be dropped 05/31*
	New London-Worcester (all trains)	*May be dropped 05/31*
	New Haven-Springfield locals	*May be dropped 05/31*
	All Waterbury trains	*Connecticut TA operation*
	Norwalk-Danbury locals	*Connecticut TA operation*
	Danbury-Pittsfield (all trains)	*May be dropped 05/31*
	Harlem Div. locals	*MTA operation*
	Hudson Div. locals	*MTA operation*
	Detroit-Ann Arbor	*No plans to discontinue*
	Cleveland-Columbus	*May be dropped 05/31*
	Cleveland-Indianapolis	*May be dropped 05/31*
CNJ	*Locals on all routes*	*NJ DOT subsidy*
RDG	*All non-electric service in Pa. exc. one Phila-Rdg run*	*SEPTA subsidy*
	All Phila-Newark trains	*May be dropped 05/31*
PRSL	*All trains*	*???*
B&O	*Wash-Baltimore-Brunswick*	*No plans to drop*
	Washington-Cumberland	*May be dropped 05/31*
	Pittsburgh commuter service	*No plans to drop*
TH&B	*All service (only 1 mi. in U.S.)*	*May survive Railpax*
BN	*Great Falls-Havre*	*May be dropped 05/31*
NWP	*All service*	*May be dropped 05/31*

--BILL THOMS

TRAIN TRIVIA

Reader Norm Carlson reports that days of old were returned to mind by a 23-car Panama Limited leaving the Chicago area on Friday, February 19. The occasion was the IC Mardi Gras Special, and the consist was (in sequence) as follows:

4 UNITS (4024-4106-2100-4026) (A-B-B-A)

BAGGAGE CAR

COMBINATION COACH-BAGGAGE

8 COACHES

LOUNGE CAR

2 DINERS

2 COACHES

1 LOUNGE

6 PULLMANS (3 10R-6DB, 3 11B)

OFFICE CAR #1

ASTRO'S TURF

America's Sound Transportation Review Organization, better known as ASTRO, was established by the Association of American Railroads in September 1969 to review the railroad industry's problems and recommend solutions. Here is some of the specific relief it seeks:

- ✓ *Exemption of rail transportation facilities from state and local property taxation.*
- ✓ *A requirement that states devote 10 per cent of federal highway trust funds to grade crossing projects.*
- ✓ *Creation of a federal transportation fund of $400,000,000 a year to help finance rail roadbed projects, as well as federal loan guarantees of some $400 million per year.*
- ✓ *The federal government should loan railroads 20 per cent of the capital needed for new freight cars and locomotives at 4 per cent interest with the government assuming interest charges which exceed 4 per cent on the balance of the cost.*
- ✓ *For the long run, creation of a federally-chartered non-profit corporation to supply a fleet of general purpose freight cars for nationwide usage.*
- ✓ *Restoration of the investment tax credit to spur new equipment purchases.*
- ✓ *Federal aid for railroad research over 10 years with a target of $100 million per year.*
- ✓ *Creation of a new agency to regulate all modes of transportation to regulate all modes of transportation, with the promotion of specific modes to be divorced from the regulatory function.*

✓ *Freedom to lower rates on commodities where earnings would be improved and freedom to automatically increase rates generally up to 6 per cent a year, if needed, to meet higher costs.*

✓ *Removal of prohibitions to intermodal transport companies.*

✓ *Permission to abandon any rail line which fails to meet avoidable costs.*

✓ *Adoption of procedures to eliminate unnecessary delays in merger cases.*

RECOMMENDED READING

A highly interesting booklet about early railroading in South Carolina and about the historic Best Friend of Charleston locomotive has just been published. The Best Friend, reportedly the first locomotive used in regular service, made its debut on Christmas Day in 1830 for the new South Carolina Canal & Rail Road Company. According to the local newspaper, passengers "flew on the wings of the wind at the speed of 15 to 25 miles per hour, annihilating time and space."

The 26-page, illustrated booklet, "The Railroad Comes of Age", by Mary and Albert Langley, Jr., can be ordered from the Augusta Chapter, National Railway Historical Society, Box 725, Augusta GA 30903, at $1 per copy. The Langleys also report that a replica of the Best Friend will be operating throughout the state this year during South Carolina's Tri-Centennial. *(EDITOR'S NOTE: Perhaps this is the accurate replica currently on display at the Wings & Wheels Museum at Santee, S.C., which, according to museum publicity, is to operate on a short line around the Museum grounds--with a train of cars roughly similar to the originals--beginning in April. The CopyShop has a slide and/or color print available in its catalog of the locomotive and "train" at the museum.)*

MAKING IT BIG

A railroad making a profit on passenger service? Right! It is the Strasburg Rail Road, a 4½-mile steam line between Strasburg and Paradise, Pa., in the famed Pennsylvania Dutch region. The line carries some freight, but with its slogan of "The Road to Paradise" it attracts tourists from all over the U.S.

The *Wall Street Journal*, in a recent front-page piece about the carrier, reported that the Strasburg carried 285,000 persons in 1970 at round-trip rates of $1.25 for adults and 75¢ for children. That yielded revenue off almost $300,000, and a profit of more than $40,000 for the year.

The road has a president, secretary and 22 vice-presidents, all rail buffs who pitch in to do the necessary work without pay. The president, William Moedinger, does get a salary of $2,062 a year, but he supplements that with proceeds from a gift shop he operates at the Strasburg station.

RIDING THE RAILS

C&O's train 8, Chicago-Grand Rapids, has been rescheduled to depart from Chicago's North Western Station at 2:25 PM daily instead of 6:00 PM, apparently to save in rental charges at the depot. The train now arrives in Grand Rapids at 8:05 PM....

John W. Barriger, who has retired from the presidency of two railroads (P&LE in 1965, the Katy in 1969), is now taking on a third. Trustees of the Boston & Maine have picked Barriger, who is 71, to become chief executive officer of the road....C&O's Hot Springs mixed made its last run November 2....C&O/B&O has ceased giving complimentary meals to sleeper passengers--without a change in fares. ....PC's Capitol Beltway station served 20,000 passengers during its first six months of operation. PC, by the way, gained an average of 50 passengers a day on the Washington-New York run while airlines lost 50 since the start of Metro-Liner service in 1969.

TURBOTRAIN TALK

DOT has signed a $3,800,000 contract with United Aircraft to continue and improve the TurboTrain service between Boston and New York for two more years. Both of the three-car Turbos will undergo major modifications in the next few months, with the addition of two cars to each train, increasing seating capacity to 240 from 144. Adjustments will be made to cut the noise and vibration that have caused so many complaints. During the modification period, there will be but one TurboTrain round trip, weekdays only, operating to and from Pennsylvania Station in New York (instead of Grand Central). The new schedule will call for a 7:04 run between Washington and Boston, including connections.

airline action

RATES AND ROUTES

The CAB has granted TWA fare hikes in eight short-haul markets for which the Board had rejected increases a month ago. Information supplied by the airline in the interim shows the carrier has lost money in seven of the markets and made but a small profit in the eighth. The eight markets where hikes have gone into effect are Chicago-Dayton, Chicago-Columbus, Washington-Columbus, New York-Columbus, Philadelphia-Columbus, Washington-Dayton, Philadelphia-Pittsburgh and Washington-Indianapolis.

A new air commuter service from Chicago to Urbana, set up primarily for students at the Urbana campus of the University of Illinois, began by Air Mid America, Inc. February 22, using DC-3s....National is eliminating 16 daily departures in February and furlough "a limited number of employes" by March 1.

The CAB approved an International Air Transport Association agreement that generally sets higher fares on flights to and from the Far East. The agreement eliminates the 5% round-trip discount and increases fares to points beyond Tokyo. At the same time, it eliminates the difference between peak and off-peak fares to Tokyo and reduces certain promotional fares. The new round-trip economy fare to Tokyo from the West Coast is $740, up from $722 in peak-season, and $684 the rest of the year. The IATA adopted the higher fares last fall.

TWA will cut more flights in April....Certain other IATA-approved hikes that affect Eastern and Pan Am were also okayed by the CAB, to become effective April 1. ...Allegheny will move some flights to Chicago's Midway Airport March 1. The carrier's initial service will be a round trip from Midway to Pittsburgh.

JETPORT JOTTINGS

The nation's largest conservationist group, the Sierra Club, has sued to block development of a supersonic airport in the Antelope Valley, 45 miles north of Los Angeles. The club, in the lawsuit filed against the federal government filed in U.S. District Court in Los Angeles, asks that spending be stopped for the planned Palmdale International Airport until its environmental impact on the valley is determined.

Mexico City is getting a new international airport to handle the expected increase in traffic. It will be located 30 miles from the center of the city. The city's present airport is handling 1,200 passengers per hour, but will be unable to accomodate the volume of 4,200 passengers per hour projected for 1980.

The International Civil Aviation Organization, at its fifth North Atlantic Regional Air Navigation meeting, considered that 47 U.S. airports were required to serve scheduled air transport operations over the North Atlantic during the next ten years. The Niagara Falls International Airport was designated as an alternate airport and included in this list for the first time. Although the airport has been used for some time by several airlines as an alternate, the action taken by the ICAO formalizes its position and notifies all international airlines of the availability of the field.

EQUIPMENT REGISTER

British Overseas Airways Corporation has said it hopes to clinch a deal for buying the Concorde supersonic airliner by early summer. "We still want to buy the Concorde," a BOAC spokesman said in denying that the government-owned airline had given a "thumbs down" on buying the jet on grounds the Concorde could not be operated profitably.

BOAC is negotiating with British Aircraft Corporation, partners in the British-French project, on the purchase, expected to cost about $24,000,000 per plane. A final decision is likely to made within the next four months, the spokesman said. He described as "speculative" a report that BOAC was proposing to lease the Concordes it wants rather than buying them. BOAC has an option on six Concordes.

The financial failure of Rolls-Royce has prompted action on two fronts: The government of the United Kingdom is readying action directed toward a state takeover of the giant manufacturer, while in the U.S. the Defense Department is reconsidering a proposal to save Lockheed Aircraft from bankruptcy. Rolls-Royce was to build the engines for the Lockheed TriStar jetliner.

ON THE JETSTREAM

Three carriers have boosted the price of drinks in tourist to $1.50 from $1; times are indeed tough all over....CP Air said it would put its stewardesses into short skirts again. The airline introduced a midi-length outfit last fall, but letters from passengers were 6-to-1 against it.

THE COVER: A partial reproduction of a new Twin Coach (Highway Products) ad detailing one of the most innovative units on the market. More than 120 of the gas-powered coaches are on the road today, including Battle Creek (see TC 08 JUN 70).