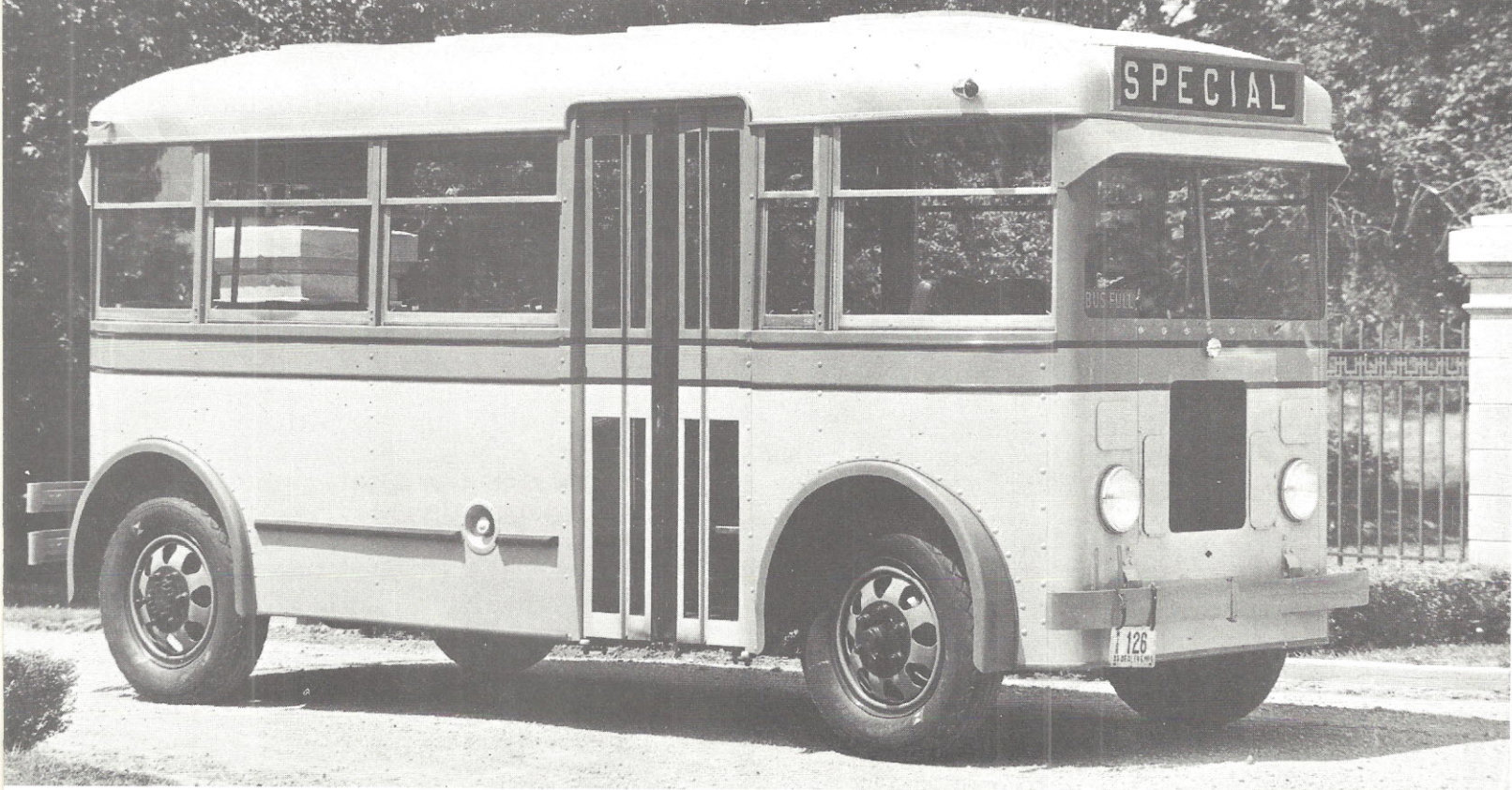


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column one

The other evening, the "NBC Nightly News" carried an item about another "new town" being constructed by the Ford Motor Company in Dearborn, Michigan. One of the items in the puff sheet that evidently caught the reporter's eye was a reference to (complete with artist's renderings) a new, horizontal "people-mover" internal rapid transit system that will be completely automated and free.

The entire "new town" (one hopes it will not be called "Edsel City") will ultimately cost nearly \$1,000,000,000, and is expected to contain housing and jobs for several thousand people, although it obviously will not be completely self-contained so that residents need not venture out into the outside world.

That latter point raises some important questions. Ford is obviously to be congratulated for its sense of social conscience in setting up the project; new towns are rapidly appearing on the landscape and when they are sensibly planned (Park Forest and Columbia, to name but two) are assets to the total community.

But when they are plunked down amongst urban sprawl, as this one appears to be, without regard for the end effects on their surroundings, it is quite another matter. Some of the residents of "Ford City" are going to work in downtown Detroit--how will they get there? Can the road network (the Edsel Ford Freeway, in particular) handle the increased traffic? Can Metro Transit's buses (if, indeed, they will go anywhere near the new town) absorb a greater load? Has SEMTA considered the effects, transportation-wise, on the area and, if they would be adverse, raised its voice in protest? Does Detroit really have a "transit plan"?



metro memo

"SAM, YOU MADE THE PLANKS TOO SHORT..."

CTS' new Campus Rapid station at E. 34th and Pittsburgh Av. SE opened for business March 1. But, unless motormen are careful, some passengers might not find the station's platform under their feet when they exit from the Rapid cars.

It turns out that the \$100,000 station was built only 32 inches longer than the six-car trains Cleveland Transit has in use during the rush hours, and motormen will have to stop their trains "right on the dime" in order for all passengers to be able to exit on to the 3½ foot high platform.

CTS Superintendent of Transportation Joseph M. Valerian said stations are usually built to allow motormen about six feet clearance in case they overshoot; each CTS station has signs indicating the proper stopping point. Valerian added that Rapid motormen have been instructed to approach the station slowly to aid their chances of hitting the stopping zone right on the button.

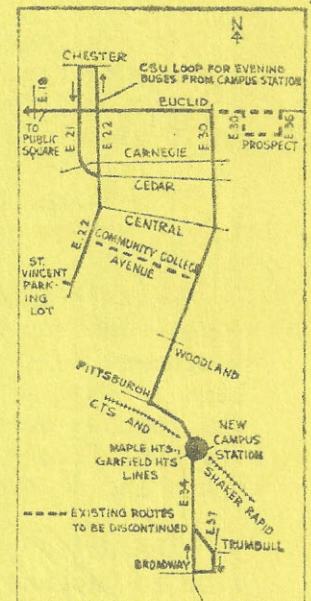
CTS Chief Engineer Clarence Generette said designers in his department knew the station would be less than a yard longer than a six-car train, but they felt motormen would have no trouble stopping in that distance. "It is just a difference in opinion between the engineering department and the operations department," he added. Nevertheless, the problem will be remedied by adding another twenty feet to the 300-foot long platform, Generette explained.

The new station (*TC 27 JUL 70*) was built in an effort to win student commuters to CTS. Directly adjacent to Broadway SE, Campus station will offer CTS and Shaker Rapid riders connections with Downtown Loop buses to Cuyahoga Community College, Cleveland State University, Playhouse Square and Public Square. Suburban bus riders from Garfield Heights, Bedford and Maple Heights and CTS riders on Broadway, Union, Woodland, Central and Cedar lines will be able to transfer to the Loop line there or at other intersecting route points.

CTS says the new station also will provide a more convenient transfer point than Union Terminal for Shaker area residents riding to and from Cleveland Hopkins International Airport; presently, a transfer at either of the other two common stops (E. 55th and Public Square) requires an up and down stairs walk.

The new station has a high-level platform for CTS trains and a low one for Shaker cars. Slow delivery of concrete slab work delayed its opening long past the earlier October 1 scheduled date.

Shaker trains running on local schedules have always stopped at E. 34th Street station since they were routed into the Cleveland Union Terminal in the early 1930's; prior to that time they ended their runs in the Public Square via the Broadway Cleveland Railway line. Until the line was rerouted along the Nickel Plate right-of-way by the Van Sweringens, the cars in fact exited to the surface rail tracks by way of a ramp (the grading of which can still be seen today) immediately to the north of the present Campus Rapid station.



OHIO OUTLOOK

Reader David Wilson reports:

"In a rather bizarre example of renewed utilization of superfluous railway station waiting room space, Cleveland Union Terminal now has tennis courts gracing its waiting room. Members of some sort of commuter's tennis club may have their game in a portion of the waiting room cordoned off by a chain link fence.

"The Shaker Heights Rapid is trying the installation of heavily tinted Plexiglass window guards on at least one of its ex-St. Louis Public Service PCC's.

"Kent is undoubtedly the only town in the nation having two Dial-A-Bus services. As you know, the University (Kent State) operates its own service in southwest Kent as a feeder to its West Main-Plaza route. Altran, Inc. operates a fleet of Ford vans in what is really little more than a taxi service. The company does participate in one rather out-of-the-ordinary service, however. The Kent Tavern Owners Association sponsors free Altran bus service between the dorms and downtown Kent bars six evenings per week.

"The University is giving consideration to extension of the campus bus service to Ravenna. Also being studied is institution of service to Cleveland so students can take advantage of libraries and to attend "cultural" events. Neither service could be begun until the fall quarter.

"Warren Transportation, Inc., which became Warren Suburban, Inc. in early August 1969 (when the city service was incorrectly buried by *MOTOR COACH AGE*) has now evolved into Suburban Transit, Inc. Warren's city service is presently being operated with three Ford vans and eight small GMC's. The service includes a suburban route to Newton Falls (about 9 miles away), and is said to be 'holding its own' with no service cuts or increases since Warren Transportation days. The company has a new garage, which it shares with the local cab company (as far as I can tell there is no corporate connection between bus and cab companies). Suburban Transit is, like most properties, primarily a charter operator apparently having pickup rights throughout Mahoning and Portage counties.

"In the late summer of 1970 Youngstown Transit was replaced by the Mahoning Valley Regional Transit Authority. MTA, as it is known locally, is presently leasing the former Youngstown Transit garage and buses from Sam Winograd of Akron fame, the former YT owner. MTA is presently awaiting a DOT grant to buy its own buses (expected to be Flxettes and/or GMC TDH-3301's; a Flxette demonstrator has already spent a week on the property.

"Canton City Lines will give up at the end of March. The cities of Canton and North Canton are hastily making preparations for a public takeover of the National City Lines operation."

Editor's Note: Reader Wilson is currently a student at Kent State University.

THE COVER: A July 1933 builder's photo of Madison Bus Company #3, Yellow Coach model 709. Readers of this publication may remember a similar photo taken some 37 years later in Madison (*TC* 24 AUG 70); the two units may be one and the same, as no number is visible in the unit to be restored by the city of Madison. The inset, like the 3/4 view from the collection of Tom Van Degrieff, shows a typical cab layout of the period, including the ever-popular Ohmer fare register.

URBAN POTPOURRI

Just a few days ago, Western Flyer Coach (the Winnipeg firm contracting to do the rebodging of the Toronto Transit Commission trolley coaches) officially offered a demonstrator new-body trolley coach unit to the Chicago Transit Authority for a testing and evaluation program. At press time, the Authority had not yet decided whether or not to take advantage of the offer (except for normal operating expenses, there is no charge to the using property under such a demonstration program); perhaps there is a fear the tryout might work out too well (the CTA currently operates nine trolley coach lines with 300 coaches, and is committed to phasing the system out as fast as it can).

Service is continuing on Detroit's Lake Shore Coach Lines (serving the wealthy Grosse Pointe and St. Clair Shores area) despite the efforts of its owners to end all service. Equipment was rapidly deteriorating and much of it failed to pass the required inspections. In addition, the overall financial picture is poor, and the suburbs through which the line operates are not happy with the line's corporate structure; the company was founded in 1939 by two men reputedly leaders of the Detroit-area Mafia. For the moment, the six communities most affected (the 5 Grosse Pointes and St. Clair Shores) have banded together to keep the vital link to Detroit running, and are seeking long-term relief of their transit problem, either by selling out to another area carrier or seeking takeover by the Department of Street Railways of the city of Detroit (DSR) or the paper transit authority, SEMTA (Southeastern Michigan Transit Authority).

Once again, the Chicago Transit Authority has become a political football, this time (predictably enough) it has been caught in the crossfire between Illinois Governor Ogilvie (a Republican) and Chicago's Mayor Daley (a Democrat). The Governor has proposed a \$900,000,000+ transportation program that would include improvements to other modes, and is holding the proposed Crosstown Expressway hostage until the city comes up with some operating aid to the CTA (no such funds are included in the state program). At the same time, additional relief in the form of state purchase of CTA bonds has been proposed by the Republicans in an attempt to gain some leverage in the Democratic-controlled Senate.

DOT has awarded \$346,920 to Kent State University to complete the development of a computerized management aid for bus transit systems. The grant will help complete and test a management information and control system known as TRANSMAN, which has been under development at Kent State under prior DOT grants. The development of TRANSMAN is expected to provide efficient bus management techniques at a low cost, especially for operators of small bus fleets. The system offers a computerized accounting system for transit management and cost analysis criteria in the area of maintenance, service, inventory, revenue and passenger data, accident and claim handling, personnel, payroll and budgeting; it is currently being tested in Dallas and Oakland.

SEPTA Red Arrow division projections for 1971 show a loss of at least \$800,000; out of every dollar taken in, 75¢ currently goes for wages. Subsidies are being requested from the state, but little hope is held out for the plea to be acted on. ...Even in transit-oriented Canada, the picture is grim. BC Hydro, faced with a hefty pay hike, has discontinued the sale of Sunday/Holiday and Downtowner passes and is dropping all special-events regular route buses. In addition, many service cuts are being implemented, and two separate routes (49TH AVENUE and SPANISH BANKS) are being eliminated; the NEW WESTMINSTER and BURNABY routes are being combined.



airline action

RATES AND ROUTES

The Civil Aeronautics Board has said it will investigate whether air-fare increases in effect between October 1969 and October 1970 should be considered overcharges and thus be refunded. The Board's decision to study the fare increases came on a petition by a group of Congressmen led by Rep. John E. Moss (D-Cal). The Congressmen originally had protested that the October 1, 1969 general fare increase--which averaged 6.35 per cent--was improperly achieved, since the CAB prescribed the amount it would allow and held private talks with airlines. The protesters got a Federal Appeals Court in Washington to order the CAB to reconsider the case. The Board asked for new filings last fall, and finally accepted proposals by five airlines to maintain existing fare levels as of October 15, 1970, which had the effect of continuing the 6.35% boost. Since direct refunds to passengers would be extremely difficult, sources said any "overcharges" might be used to offset part of future fare boosts.

Scheduled air taxi services, the fastest growing part of the airline industry, carried 4,100,000 passengers in the year ending last June 30. The CAB said the 183 registered "commuter" companies carried 16 per cent as many passengers as did the country's nine local service airlines (Southern, Piedmont, Mohawk, Ozark, Allegheny, Frontier, Air West, North Central and Texas International).

On the other hand, preliminary economic data recently released by the CAB indicates the airlines suffered their greatest dollar loss in many years during 1970. During the last year, the industry had an operating profit of \$82,000,000, but a net loss of \$155,000,000; during the last quarter of 1970, the scheduled carriers had an operating loss of \$120,000,000 and a net loss of \$166,000,000.

At the same time, as might be expected, O'Hare Airport, the country's busiest, suffered a decline in traffic last year--its first since it opened in 1959. But it had company; all other major fields in the U.S. saw both passenger totals and number of arrivals and departures decline. The recession is largely blamed, due to the drastic fall-off of business travel, which often makes the difference between success and failure for a major carrier.

EQUIPMENT REGISTER

While our SST undergoes its "moment of truth" in the Senate, the Soviet supersonic transport moves closer to the market. The trade publication *AVIATION DAILY* has said that the USSR-owned carrier, Aeroflot, plans to introduce SST service with its Tu-144 in October. The first domestic service with the 1500 mph-plus aircraft would be between Moscow and Khabarovsk. Service on the first international route, Moscow-Calsutta, would begin at the tail end of the month of October. This gives the Tu-144 a three-to-four year jump on the Anglo-French Concorde, which is expected to go into commercial service in 1974 or 1975. If the US version gets off the ground, it will not be in regular service until 1978 at the earliest.

Some of the older jets are already being phased out as the 747 and DC-10 come into general use among the majors. TWA, Eastern, United and American, for example, are anxious to peddle a total of 133 obsolescent aircraft to any comers, including a few early-model 707s, and the other carriers are ready to sell off even more.

HUGHES HAPPENINGS

Contrary to an earlier report, Howard Hughes' "Spruce Goose", the huge plywood ancestor to the 747 built in 1947 and flown only once--by the elusive millionaire himself, at an altitude of 70 feet--will indeed have to be moved from the hangar in Long Beach where it has rested for the past 24 years. The city of Long Beach owns the property and wants to use the land for a portion of the extensive (and expensive) marine museum wherein rests the Queen Mary....And yet another Hughes possession has made headlines in recent weeks. This time, it's a DC-6A cargo plane for which HRH paid \$1,800,000 in 1957. Now the plane is a rusting hulk standing outdoors at the Santa Monica airport, and is worth only about \$40,000. Even so, the craft, which Las Vegas entrepreneur Kirk Kerkorian several times tried to purchase, remains under a 24-hour guard at the field.

TAKEOFFS AND LANDINGS

After a reaffirmation of its decision on the marriage of troubled Northeast with affluent Northwest (which specifically excluded the lucrative Miami-Los Angeles authority given Northeast in an attempt to ease its financial burden) directors of both carriers called off the nuptials. Waiting in the wings are two other less-affluent suitors, Continental and Delta, both of which have expressed more than a passing interest in acquiring the Storer-owned, New England-based firm.

Pan Am is offering the aerial insomniac (it says here) or the hurrying businessman an audio sleeping pill on its 747 and 707 Jet Clipper flights. The "Hour of Dreams", a specially-prepared program of soothing, relaxing music, will be aired over Pan Am's Theater in the Air entertainment system. The program was produced following several months of research and consultation with sleep scientists at New York University and the airline's audio programmer, National Musitime Corp.

The National Transportation Safety Board has called for an accelerated program of separating high- and low-speed planes in airport terminal areas to deal with the problem of midair collisions. In recommendations to the Federal Aviation Administration, the Safety Board largely reiterated proposals it has made in previous midair collision reports. In addition to recommending better terminal-area separation of high- and low-speed craft, the Board suggested that the FAA:

- ✓ *Evaluate, with a view to increasing minimum standards, pilot qualifications and airborne equipment necessary for safe operation into terminal areas.*
- ✓ *Encourage swift development of collision-avoidance systems for installation in jetliners and large private planes, require their use when available, and provide funds for ground equipment to support these systems.*
- ✓ *Sponsor government-industry talks leading to standard air-traffic patterns.*
- ✓ *Add visual scanning techniques to pilot training requirements.*
- ✓ *Step up development of an "area navigation system" that would enable planes to use previously unused air space, by freeing them from direct reliance on narrow traffic channels keyed to equipment at Major airports.*

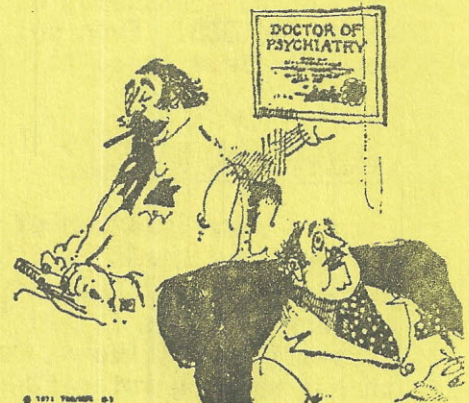
Unisex: Eastern has adopted a no-discrimination policy in passing out toy pins--formerly the wings given to girls were marked "Stewardess" and those given to boys

were marked "Pilot". Now they say simply "Eastern Air Lines". Savings to the carrier: \$9,000 a year....Western Air Lines uses computers to produce the list of passengers, the flight plan, and to record any deviations and the reason for them. The computer's explanation of why a hijacked plane landed in Vancouver the other night instead of the regular destination, Seattle: "Plane landed in Vancouver because of passenger's request and convenience."

railway report

THE BEAT GOES ON...

The lobbying continues in earnest on proposed routes for Railpax trains to follow in this or that area. Here in Illinois, the state has recommended 13 additional cities throughout the country for service to and from Chicago; to the Twin Cities, Denver, Nashville, Birmingham, Atlanta, Memphis, Louisville, Washington, Cleveland, Indianapolis, Pittsburgh, Philadelphia and Boston. In addition, the House committee suggested certain specific alignments for the already-official NRPC "corridors" to insure continued rail passenger service to a number of Illinois cities. The recommendations embodied obvious routes, such as Chicago-New Orleans via the Illinois Central, and Chicago-St. Louis via Springfield and the Gulf Mobile & Ohio. But the proposal also included at least two eyebrow-raisers: Chicago-San Francisco to use Rock Island to the Quad Cities (insuring continued service to the Illinois Valley), and Chicago-Seattle via the Illinois Central line through Rockford and Freeport. (The final alignment is due from NRPC by April 1; service is still scheduled to begin May 1.).



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"So I said to myself: 'Everyone needs transportation.' And then I bought heavily into Penn Central, Pan Am, Rolls Royce . . ."

ALONG THE RIGHT-OF-WAY

Burlington Northern, the "super-road" formed by merger in 1970, observed its first anniversary by distributing a small box containing a balloon, paper napkin, candle and 1-1/8 oz. box of cake mix. Says the message in the box: "Since one year is not very old, we're having a party. In fact, this is it." (WALL STREET JOURNAL)

Putting it together: The Southern, in an attempt to simplify its corporate structure, has merged the Central of Georgia Railway Company, the Georgia & Florida Railway Company, the Savannah & Atlanta Railway Company, the Wrightsville & Tennessee Railroad Company into the new Central of Georgia Railroad Company, with the blessing of the Interstate Commerce Commission. The ICC also granted SRS permission to acquire sole control of the new CofGa....The same body denied a petition by the Soo Line for reconsideration of the as-yet-uncompleted L&N/Monon marriage. ...A federal judge has set April 26 for the final liquidation of assets of the Boston & Providence Railroad, 33 years after the line went bankrupt and 83 years after its last train ran. The line is a part of the New Haven region of the Penn Central (itself in financial hot water); PC is "purchasing" it, \$2,000,000 in trust, 50 miles of track between Boston and Providence and parts of two stations.