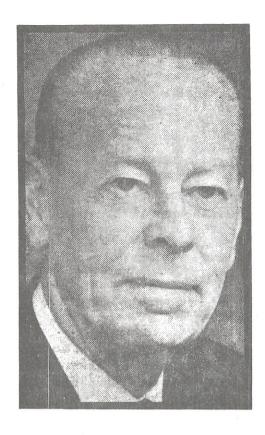
Transport Central



1971

1904

GEORGE L. DeMENT

George L. De Ment, since 1963 Board Chairman of the Chicago Transit Authority, died suddenly March 13 in Las Vegas. Mr. De Ment had been attending an American Transit Association meeting there, and had decided to stay on with his wife for a few days' vacation.

Mr. De Ment was educated in Chicago's public schools, and at the University of Illinois, where he received a degree in civil engineering. In 1927, he began his long career in public service with the Sanitary District of Chicago; some 12 years later he was drafted to begin design work on Chicago's system of subways.

He soon became resident engineer on the subway project, and later became Commissioner of Public Works for the city, succeeding the late Virgil Gunlock when he moved over to become CTA Board Chairman in 1954. When Mr. Gunlock died in 1963, Mr. DeMent continued the tradition and assumed the chairmanship he held until his death.

George De Ment had been a president of the Institute for Rapid Transit, and at the time of his death was president of the American Transit Association. He was recognized thruout the industry as an expert in his field.

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Ken Hayes

At the present time, the San Francisco Bay Area is a locale that is unified only by the a-building BART system. There are a number of carriers that serve the various cities and local entities. And, of late, there has been rivalry between BART and these carriers with a view toward each company's proper role in the overall transportation scheme.

Of course, anyone with a little foresight could have seen this situation arising. And rise it has. Much to the annoyance (and even fear) of BART, Oakland's AC Transit has announced its intention of continuing to operate some of its San Francisco-East Bay routes after the completion of the BART system, saying, as explanation, that these lines will serve areas not convenient to BART. The latter agency, on the other hand, decries the need for any such service, and feels that these bus routes may serve to weaken the BART system financially. An impartial arbiter has been needed for a long time, and the post should have been filled long ago.

Such an arbiter is now being organized. It is in the form of a Metropolitan Transportation Commission, a board that will do planning not only for BART and bus systems, but also for all other modes of urban transport, including the freeways. And, as these Commissions go, it is flawed already.

Two of the three counties are already preparing a way to use the Commission as a political vehicle. They have appointed members of their own choosing. No public participation invited. It is precisely this type of "private club" attitude that causes much of our ineffective, defective and inept governmental planning and operation.

The third body is Contra Costa county, the easternmost jurisdiction in the BART system, and an upper-middle-class bedroom community to both San Francisco and Oakland. Instead of following the lead of its two larger and decaying county sisters, it has taken a new approach, at least new for a county.

It has advertised for applicants with transportation experience and/or backgorund to submit resumés to a screening committee. This editor is one of ten individuals who did. And while I do not live in that county and my chances of getting the post may be slim, I must respect and congratulate Contra Costa county for taking so bold a step in bypassing the "in" crowd by looking outside its own halls for the two persons it will choose.

STAFF NOTES

With this issue, we resume our regular schedule of production and delivery; TC will once again come to you on time each Monday or Tuesday. We thank our readers for their patience while we were struggling with a few production problems; soon we will explain in detail one of the interesting reasons we were late. -- RRK.



SPECULATION ON A SUCCESSOR

¶ No sooner had George DeMent's death been announced (see cover) that the inevitable speculation began over who would succeed him as chairman of the Chicago Transit Authority. Were historical precedent to be followed, the next man to assume the controversial post would be Milton Pikarsky.

Pikarsky is the current Commissioner of Public Works of the City of Chicago. It is from this post that the last two CTA Board chairmen were drawn--Virgil Gunlock in 1954 (on the death of Ralph Budd), and George DeMent in 1963, who was appointed to the post shortly after the death of Mr. Gunlock.

The post is a full-time one; the Metropolitan Transit Authority Act of 1945 that set up the CTA specifically prohibits the Chairman from holding any other job that might conflict with his primary duties (the position is salaried at \$40,000 annually). This criterion alone would serve to exclude all of the present members of the Board; each one is active in other business affairs to a considerable extent, and the sacrifice would not be worth the small reward.

In addition, age is a mitigating factor; four of the present Board members are well past 59 (the age at which Mr. DeMent assumed to post); only investment banker Wallace D. Johnson and "Mr. Cub" Ernie Banks are considerably younger.

Politically speaking, the new Chairman must at least in principle be aligned with the Democratic Party, as he will in effect be appointed by Mayor Daley. (Four members of the seven-man board are appointed by the Mayor of Chicago, and three by the Governor of Illinois; of the latter, at least one must be a resident of the Chicago metropolitan area. In practice generally all are.). Although the board elects its own chairman by the rules, it follows that he will in all probability be from the Democratic side of the aisle, given the current makeup of the board and the local political climate.

Since there is a mayoral election in two weeks, it is a safe bet to assume that Mr. Daley will not announce a successor to George DeMent until after that date; although Virgil Gunlock died in March 1963, Mr. DeMent was not appointed to the post until mid-year.

This year, however, the situation is a bit different. The Authority is in the throes of financial difficulty, and George DeMent had been its principal lobbyist before the state legislature in an attempt to secure an operating subsidy. At this juncture, it appears that funds will not be forthcoming to offset operating losses (as against the possibility of monies for capital expenditures), and the next chairman will be faced with the very real possibility of a fare hike (to 50ϕ base, 10ϕ additional for a transfer) on the adjournment of the legislature at the end of June.

Thus far, no names of any substance have been thrown into the hopper, and it might well be that Mayor Daley will confound all of the speculators with his choice for a useful but essentially thankless job.

DOT DOINGS

A UMTA has released an additional \$35,600,000 to the Metropolitan Transit Authority of New York to help cover the cost of 211 new commuter rail cars which are currently being placed in service. The new cars, added to 139 similar commuter rail cars purchased last year, will bring MTA's Long Island Railroad service up to 620 new, self-propelled, electric, multi-unit passenger cars by July 1, 1971.

The Federal Government, through the Department's Urban Mass Transit Administration, is financing \$55,708,333, or two-thirds of the total \$83,562,500 project. Local contributions of \$27,854,167 make up the other third needed to buy 350 of the 620 cars.

The project was approved by UMTA last June, but due to a lack of funds at the time, the government's participation was limited to \$20,048,800, which covered the cost of the first 139 cars. In October, Congress passed the \$3,100,000,000 Urban Mass Transportation Assistance Act, making additional funds available to upgrade, extend and improve new bus, rapid transit and commuter rail systems.

So far, 266 of the 350 new commuter cars financed under the Federal two-thirds, local one-third project have been delivered to the MTA, arriving at a rate of about 25 a month from the Budd Company's Philadelphia plant. In addition, 270 more commuter cars have been purchased with MTA funds only, bringing the total fleet to 620 cars. These cars replace all pre-World War II electric commuter cars and provide additional passenger carrying capacity.

The new cars will operate along the Long Island's electrified right-of-way between Penn Station in Manhattan and points in Long Island such as Port Washington, Huntington, Mineola and Babylon, carrying about 86 per cent of the line's daily passengers.

A DOT has also made a \$211,334 grant to the Model Cities Program of Atlanta to expand and improve an inexpensive shuttle bus service for low-income residents. The new and better service will directly benefit nearly one-tenth of Atlanta's population which lives in the Model Neighborhood area. The expanded service is to be accomplished by adding and rerouting shuttle buses to provide more frequent and convenient stop locations within the MNA.

The shuttle bus system, which began as a demonstration project in June 1969, is expected to become a permanent transit service in Atlanta if the new expanded bus service is successful. Specifically, the new service will provide low-cost circumferential bus routes through and to six communities in the MNA, making jobs and essential community needs more available to MNA residents.

Riders on the shuttle service will pay a nominal ten-cent fare to reach destinations within their own neighborhood and will have transfer capability to other routes and locations by paying the regular fare at transfer points. The Model Neighborhood Area consists of six communities—Grant Park, Adair Park, Summerhill, People's Town, Mechanicsville and Pittsburgh—all located south of Atlanta's central business district.

A In further action, DOT made 33 grants totalling nearly \$3,000,000 to 33 colleges and universities for research and training in urban transportation; the grants will be administered by the University Research and Training Division of UMTA's Office of Program Demonstrations.

UMTA provides funds to colleges for such activities as fellowship support, course development, seminars and research in the areas of urban transportation. Under these UMTA grants, the schools will investigate such varied problems as the impact of noise from transit systems, application of marketing techniques to urban transportation systems, relationships between environmental stimuli and psychological reactions, and analyses of the impacts of a system (such as the San Francisco BART network) on areas they serve.

These are the schools receiving fiscal year 1971 grants:

<u>UNIVERSITY</u>	LOCATION	GRANT
Atlanta University	Atlanta	\$115,000
Brown University	Providence	19,950
Carnegie-Mellon University	Pittsburgh	100,000
University of California-Berkeley	Berkeley	100,000
University of California-Los Angeles	Los Angeles	145,255
University of Colorado-Denver Center	Denver	50,000
Consortium of Universities	Washington, DC	115,000
Florida State University	Tallahassee	146,080
University of Houston	Houston	21,087
University of Iowa	Iowa City	111,000
Marquette University	Milwaukee	35,000
Massachusetts Institute of Technology	Cambridge	60,000
University of Minnesota	Minneapolis	115,000
University of Mississippi	University, Miss.	18,831
Newark College of Engineering	Newark	107,440
North Carolina A&T State University	Greensboro	115,000
Northeastern University	Boston	50,000
Northwestern University	Evanston	170,000
University of Pennsylvania	Philadelphia	74,000
Pennsylvania State University	University Park, Pa.	80,000
University of Pittsburgh	Pittsburgh	60,000
Polytechnic Institute of Brooklyn	Brooklyn	127,000
University of Puerto Rico-Mayaguez	Mayaguez, P.R.	35,000
Purdue University	Lafayette, Ind.	150,000
Rensselaer Polytechnic Institute	Troy, N.Y.	35,000
University of South Carolina	Columbia, S.C.	58,600
Southern University	Baton Rouge, La.	115,000
Stanford University	Palo Alto, Cal.	115,000
Syracuse University	Syracuse, N.Y.	115,000
Tulane University	New Orleans	35,000
Virginia Polytechnic Institute	Blacksburg, Va.	115,000
University of Washington	Seattle	165,000
University of Wisconsin at Milwaukee	Milwaukee	115,000

METRO MISCELLANY

A The first two new IC cars have not arrived on the property as of this writing, and no one is hazarding a guess now as to exactly when they will show up...NEWS-WEEK magazine intimates Secretary of Transportation John Volpe is on the way out...Kansas City-Leavenworth Bus Line is about to be purchased by the Kansas City Area Transit Authority; the action will just about complete a metro bus system.



ACCESS-ABILITY

A plan for high-speed railroad links between Pennsylvania Station in Manhattan and two major airports has been agreed to by Governors Nelson Rockefeller of New York and William Cahill of New Jersey. The airports are Kennedy International in New York City and Newark International across the Hudson River.

Each governor promised the support the other's efforts to require the Port of New York Authority to finance the building of these rail lines. Whether the Authority could legally be compelled to do so remained in controversy. At the same time, the two governors agreed to press for a Port Authority study of the feasibility of constructing a new \$500,000,000 rail tunnel across the Hudson between New Jersey and 48th Street in Manhattan.

HELPING THE BOSS

A In a show of concern for their employer's financial plight, Trans World Airlines pilots have volunteered to take a number of steps--including \$25 monthly contributions--to improve the airline's earning power.

The Air Line Pilots Association's TWA chapter said the program also would include \$15 contributions from flight engineers, avoidance of extreme styles of personal appearance and an increase in the level of pilot performance "from 100 per cent to 110 per cent."

The contributions would go for the purchase of first-class tickets for "certain influential prospects" such as corporate travel directors and travel agents, according to the pilots' union.

BEHIND THE BAMBOO CURTAIN

A A lengthy Los Angeles Times article quoted widely in other newspapers points up in detail the problems of the Peking regime in establishing a first-class international airline service.

The gains from such a move would be considerable—showing the flag of the Chinese People's Republic in Asian cities, the Mideast and Africa; offering Chinese flights to the growing number of Chinese diplomats and officials going abroad and to foreign delegations visiting China. Hard currency could also be earned by the establishment of a world-wide Chinese flag carrier.

But China lacks modern, long-range jetliners, and the chief problem is how to get them; developing its own craft would take years. On the other hand, the purchase of American or Soviet long-range jets would be ideologically undesirable and thus unacceptable for the Peking regime; the article thus discounts recent reports that China is negotiating with U.S. manufacturers for Boeing 707s or Mc Donnell-Douglas DC-8s. China does not trade with the U.S., or even with American subsidiaries abroad; a recent trade agreement with a Japanese delegation has just affirmed that stand. And the strained relations with the Soviet Union inveigh very heavily against any Tupolev craft appearing in the People's Republic.

China's civil air fleet is hopelessly out of date. It was not until mid-1970 that China acquired its first jet airliners--four used British Tridents. China bought the planes from Pakistan, which had purchased them in 1966.

China's civil aviation administration operates flights to more than 70 cities within the People's Republic and to neighboring countries; the flights go to such places as Hanoi, Ulan Bator Khoto (in Outer Mongolia), Irkutsk (Siberia), and to Pyongyang in North Korea. Three foreign-flag carriers provide international air service to and from China.

Canton and Shanghai have the only two civilian airports in China that meet international standards for large jet airliners; passengers from Europe bound to Peking change to smaller aircraft at Shanghai.

FLIGHT FACTS

A Boston to Milan/Rome service is to be more than doubled by Alitalia. The present triweekly schedule is to be increased to 747 Boston-Rome runs on Thursday and Saturday, and DC-8 Boston-Milan/Rome runs on Tuesday, Wednesday, Friday and Sunday; the new runs will go into service later this year.

A If you are literally interested in a change of scenery, consider the new Pan Am Home Swapping Directory. A 15-word insertion costs but \$8.50, listing your home and all its conveniences (or lack of them); a photo is \$3.00 extra. The airline is publishing the directory this month in hopes of stimulating an entirely new type of travel, wherein U.S.-bound European travelers can ease the burden of visiting this country by having accomodations on the grand scale awaiting them on their arrival, and Europe-bound Americans can establish a similar base on the Other Side. Individual families seeking to establish such an exchange program are free to make their own arrangements with European families; Pan Am says that supplements to the Directory will be issued in April and May.

A The executive director of the Northeastern Illinois Planning Commission, Matthew L. Rockwell, has expressed concern over what will happen to Chicago's Midway Airport because of Governor Ogilvie's decision to withhold federal and state funding for the Crosstown Expressway. The expressway is being held hostage because of the city's reluctance to make funds available for the Chicago Transit Authority; it would directly serve the South Side field.

Said Rockwell, "I am worried about how many people from the North would use the South Side facility rather than O'Hare International Airport if it only were available to them." O'Hare traffic, both on the ground and in the air, has reached (and passed) the saturation point.

A The Penn Central has indicated that it will sell its interest in the scandal-plagued Executive Jet Aviation firm. The Civil Aeronautics Board, finding that the financially-disgraced railroad had illegally acquired control of the airline, ordered PC to divest itself of the carrier in October 1969. Since that time, the carrier has sought and won several extensions, pleading inability to find a buyer; now the PC says the sale can soon be consummated.

A The CAB, noting the "current extraordinary economic problems" of some airlines, has authorized air carriers to hold preliminary discussions aimed at identifying markets where capacity reductions seem necessary.



GUIDELINES

A Railway unions are questioning Interstate Commerce Commission action in allowing a heavy slash in Penn Central commuter trains in New England. The brother-hoods are also closely examining guidelines laid down by the ICC in determining whether specific passenger trains are in "commuter or other short-haul service."

The decision involved a PC application to trim 20 trains operating between Boston and Providence, a distance of 44 miles. The ICC ruled these are commuter or short-haul trains and are thus exempt from inclusion in the Railpax system.

As for determining which trains are to be excluded from Railpax, the ICC laid down these guidelines:

- √ The trains are "primarily used by patrons on a regular basis" either within a metropolitan area, or between a metropolitan area and its suburbs
- √ The service is characterized by morning and evening travel peaks
- √ It "usually honors" commutation or multiple-ride tickets
- √ It makes stops at short intervals
- √ The equipment is mostly "ordinary coaches"
- √ The service does not exceed 100 miles, except in rare instances

The rail unions are planning a study of the guidelines' adequacy.

REGULATORY REALIGNMENT

A Economic and safety regulation of privately-operated transportation was taken over by the New York State Department of Transportation from the State Public Service Commission on March 1.

Among important functions of the PSC the Transportation Department now will carry out are: Regulation of railroad freight rates, and rail and bus passenger fares; vehicle inspection of passenger carriers, particularly school buses; approval of projects to eliminate highway crossings of railroad tracks by constructing over- or underpasses, and railroad crossing protection projects.

TIE TALK

A The Canadian Transport Commission has denied the Canadian National permission to drop its SUPER CONTINENTAL Montreal/Toronto-Vancouver run. The train is the only remaining transcontinental run on CN, and lost \$26,000,000 in 1969...The Colorado Railroad Authority and the New Mexico Railroad Authority have petitioned the ICC for release from its jurisdiction, as their joint project, the Cumbres & Toltec Scenic Railroad (neé D&RGW) is a not-for-profit tourist road that will operate between Chama (NM) and Antonito (CO) on a June thru August basis only.