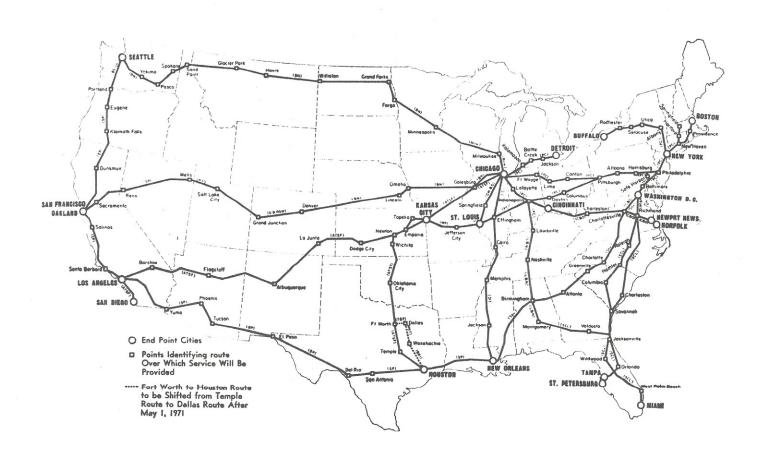
Transport Central



RAILPAX: The Final Solution

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LETTERS

-- From the Department of Transportation:

"In your March 8 issue you reprinted a press release from the Urban Mass Transportation Administration, signed by Mr. William S. Allison, Deputy Administrator. This referred to the publication entitled MASS TRANSIT MANAGEMENT: A HANDBOOK FOR SMALL CITIES. It was followed by your comments in an Editor's Note.

"We must bring to your attention the fact that the Chicago Loop subway and distributor system, for which a total of \$508 million in Federal funds has been requested, has not as yet been funded. It is possible that your information came from an article in the CHICAGO TRIBUNE in which UMTA Administrator Villareal was quoted as saying that this and other projects would be approved by June 30, 1971. Actually, Mr. Villareal expressed the hope that this would occur but did not categorically state that it would.

"Small city applications still receive top priority for capital grant funding. During the past few weeks, in fact, grants have been approved for Ventura, California, and Staunton, Virginia. In many cases Federal funding has helped to preserve transit service in such communities."

Sincerely,

/s/W. B. HURD

Assistant Administrator

√ Transport Central is happy to set the record straight. The mini-editorial in question referred to the Handbook's contention that using a little political leverage would help in assuring a speedy approval of a pending grant; Mr. Allison refuted this contention, as does Mr. Hurd indirectly above.

The Editor did err in assuming that the grant had been approved by UMTA in the manner noted above; Mr. Villareal's statements were apparently exaggerated by the press (I did not attend the meeting at which he made the remarks that were apparently misinterpreted to mean that the grant had been at least informally okayed.)

For the record, then, let it be noted that Mr. Hurd is indeed correct; the application by the city of Chicago for upwards of \$500,000,000 in Federal funds for the construction of the Loop subway projects has not been officially approved (although I, for one, would be very surprised if it was turned down). Press reports of Chicago projects of which the Establishment (locally speaking, that is) approves often tend to create erroneous impressions due to the manner in which the announcement is given; city publicity mills have been busy touting the project as "in the bag" when in reality a "small matter" of Federal approval is required. We thank Mr. Hurd for taking the time to write and clarify the situation, and rightly defend the policies of the UMTA.

--RICHARD R. KUNZ

railway report

THE FINAL SOLUTION

Δ On Monday, March 22, the National Railroad Passenger Corporation released its detailed listing of routes and stops on the "bare bones" network of railroad passenger service Transportation Secretary John Volpe had announced a month before.

Predictably, the announcement unleashed a storm of protest at state and local levels where rail service was to be significantly reduced or eliminated entirely. The loudest objections came from Cleveland, which is to earn the dubious distinction of being the largest city in the country without a long-haul passenger run; Ohio officials were quick to point out that 105 of the 115 municipalities on the Railpax network were less populous than the city on the banks of the Cuyahoga. Cleveland's Union Terminal has stood on Public Square since the 1930's, and has seen a rapid decline of rail service; only a handful of Penn Central runs still call daily, along with a commuter-oriented Erie-Lackawanna train to Youngstown, and that train may soon also desert the cavernous terminal to the quieter climes of East 55th Street, leaving CTS and Shaker Rapid trains to provide the only rail operation in a building that saw scores of steel wheels each day in better times.

But NRPC had spoken, and there was little Cleveland could do about it, save to ante up at least two-thirds of the losses on any passenger trains it might want to have operate through its borders, or throw in the towel and journey to Canton or other points on the old PRR mainline for train service to points east and west. That route was chosen primarily because it is shorter, as for some curious reason NRPC is aiming for the long-haul market; the longer routing via Cleveland and down to Pittsburgh was in the running but was rejected, even though it served a more populous area. To the northeast, the low level of riding over the Cleveland-Buffalo line mitigated against retention of any NYC service; the loss of the line also knocked out Toledo as any sort of rail center; no trains will call there now.

A great deal of the U.S. fared little better; some six states will be without any rail service whatsoever, and there will be no connections of any substance to either Mexico or Canada if, as expected, the remaining passenger runs to those two countries are petitioned in the next few days. One positive casualty will be PC's Detroit-Buffalo via Canada service; the runs continued to operate in a sort of express service between the two U.S. cities, stopping not at all in Canada after the Canadian Transport Commission washed its collective hands of them. The Motor City and Buffalo will thus be stub terminals of U.S. routes, although the TH&B connection may continue to run into Buffalo. Canada-bound travelers arriving in Detroit will have to make their own way by bus or other means to CN or CP railheads across the river in Windsor.

NRPC has not announced exact schedules or fares as yet, but it has announced that it is contracting with American Airlines to develop a computerized nation-wide reservations system for the Railpax network, and that it will continue to run charter and excursion trains; in the case of the latter, it will press vigorously for the type of business that has helped to sustain many a Midwest road, for example, in recent years.

Most roads seem more or less willing to pay the stiff price that Railpax exacts of member roads, if only for the reason that they will thus be able to forever

free themselves from the onerous burden of having to provide passenger service over their tracks on their own, debt and all. Now, in one fell swoop, they will be enabled to drop, on May 1, all of their money-losing runs and concentrate on the infinitely-more-profitable business of moving goods. Railpax will worry about the passengers and, hopefully, the few trains that will continue to run over their tracks will not get in the way of freights.

Still unresolved is the fate of many borderline runs that are in the gray area between pure commuter service and intercity long-haul operation. All will surely be petitioned next week, and it will be up to the Interstate Commerce Commission to decide their status. Right now, most roads with trains in that category are feverishly amassing supporting data for their contention that such trains are decidedly not in commuter service, but are in fact unnecessary long-haul runs. The North Western, for example, has five such cases in mind; runs to Clinton and to Green Bay, for example. It would appear that there will be a flurry of legal activity within the next few weeks and months.

The basic structure of the Railpax network contains a few surprises, but it essentially represents a skeletonizing of the present patchwork of rail passenger services; less than half of the current runs will, in effect, be retained. Here is the sum and substance of the system, which must run for at least two years, and which is not subject to appeal to either the courts or Congress: (The Corporation may add runs not now in the basic system at any time, and later subtract any or all of such new runs, but must maintain the initial system intact until 1973, after which ICC review is built into the discontinuance process)

RAILPAX ROUTES, STOPS AND FREQUENCY

- 1. NEW YORK-BOSTON, via Stamford-Bridgeport-New Haven-New London-Providence-Route 128-Back Bay-Boston (South Station) (New York terminal Penn Station).

 SPRINGFIELD service via New Haven-Wallingford-Meriden-Berlin-Hartford-Windsor Locks-Springfield.

 [Present thru service to be continued with exception of overnite FEDERAL]
- 2. NEW YORK-WASHINGTON, via Newark-Trenton-Philadelphia-Wilmington-Baltimore-Capital Beltway-Washington (New York Terminal Penn Station)
 [Present service to be continued except for FEDERAL, GULF COAST SPECIAL and PALMLAND]
- 3. NEW YORK-BUFFALO, via Croton/Harmon-Poughkeepsie-Rhineback-Hudson-Albany/
 Rensselaer-Colonie/Schenectady-Utica-Syracuse-Rochester-Buffalo. (New York
 terminal Grand Central Station)
 [Three trains each way each day New York-Buffalo; in addition, four trains
 each way each day New York-Albany]
- 4. NEW YORK-NEW ORLEANS, via Washington-Alexandria-Charlottesville-Monroe-Lynchburg-Danville-Greensboro-High Point-Salisbury-Charlotte-Gastonia-Spartanburg-Greenville-Gainesville-Atlanta-Anniston-Birmingham-Tuscaloosa-Meridian-Laurel-Hattiesburg-New Orleans. (New York terminal Penn Station)
 [Daily New York to Atlanta; tri-weekly beyond to New Orleans]
- 5. NEW YORK-MIAMI, via Washington-Alexandria-Quantico-Fredericksburg-Richmond-Petersburg-Rocky Mount-Wilson-Fayetteville-Florence-Charleston-Yemassee-Raleigh-Hamlet-Camden-Columbia-Savannah-Jacksonville-Waldo-Ocala-Wildwood-Auburndale-Winter Haven-Sebring-West Palm Beach-Delray Beach-Deerfield

- Beach-Fort Lauderdale-Hollywood-Miami. (New York Terminal Penn Station) Service to Tampa-St. Petersburg via Orlando. [Three trains per day in each direction]
- 6. NEW YORK-CHICAGO, via Philadelphia-Paoli-Coatesville-Lancaster-Harrisburg-Lewistown (Penn State)-Huntington-Altoona-Johnstown-Latrobe-Pittsburgh-Crestline-Lima-Fort Wayne-Englewood-Chicago. (New York Terminal Penn Station) [One train per day each way]
- 7. NEW YORK-KANSAS CITY, via Pittsburgh-Columbus-Dayton-Richmond-Indianapolis-Terre Haute-Effingham-St. Louis-Kirkwood-Jefferson City-Sedalia-Warrensburg-Kansas City. (New York terminal Penn Station) [One train per day each way]
- 8. NORFOLK-CINCINNATI, via Williamsburg-Richmond-Charlottesville-Clifton Forge-White Sulphur Springs-Hinton-Charleston-Huntington-Ashland-Cincinnati.
 [One train per day each way]
- 9. CHICAGO-SAN FRANCISCO, via Aurora-Mendota-Princeton-Galesburg-Monmouth-Burlington-Mount Pleasant-Ottumwa-Creston-Omaha-Lincoln-Hastings-McCook-Denver-Bond-Glenwood Springs-Grand Junction-Helper-Provo-Salt Lake City-Wells-Carlin-Sparks-Reno-Sacramento-Oakland.
 [Daily Chicago-Denver; triweekly Denver-Oakland]
- 10. CHICAGO-SEATTLE, via Glenview-Milwaukee-Columbus-Portage-Wisconsin Dells-Tomah-LaCrosse-Winona-Red Wing-Minneapolis-Willmar-Morris-Breckenridge-Fargo-Grand Forks-Devils Lake-Minot-Williston-Wolf Point-Glasgow-Havre-Shelby-Glacier Park-Whitefish-Troy-Sandpoint-Spokane-Pasco-Yakima-Ellensburg-East Auburn-Seattle. [One train each day each way; three additional daily runs Chicago-Milwaukee]
- 11. CHICAGO-HOUSTON, via Joliet-Streator-Chillicothe-Galesburg-Fort Madison-La Plata-Marceline-Kansas City-Lawrence-Topeka-Emporia-Newton-Wichita-Arkansas City-Ponca City-Perry-Oklahoma City-Norman-Purcell-Ardmore-Gainesville-Fort Worth-Cleburne-Temple-Bellville Yard-Houston.

 (Via Dallas and Waxahachie at a later date)

 [One train per day each way]
- 12. NEW ORLEANS-LOS ANGELES, via New Iberia-Lafayette-Lake Charles-Beaumont-Houston-San Antonio-Del Rio-Sanderson-Alpine-El Paso-Lordsburg-Tucson-Phoenix-Yuma-Indio-Pomona-Pasadena-Los Angeles. [Three trains per week each way]
- 13. CHICAGO-LOS ANCELES, via Joliet-Streator-Chillicothe-Galesburg-Fort Madison-La Plata-Marceline-Kansas City-Emporia-Newton-Hutchinson-Dodge City-Garden City-La Junta-Raton-Las Vegas-Lamy-Albuquerque-Gallup-Winslow-Flagstaff-Seligman-Kingman-Needles-Barstow-San Bernardino-Pomona-Pasadena-Los Angeles. [One train per day each way]
- 14. CHICAGO-NEW ORLEANS, via Homewood-Kankakee-Champaign-Mattoon-Effingham-Centralia-Du Quoin-Carbondale-Cairo-Fulton-Memphis-Batesville-Grenada-Winona-Durant-Canton-Jackson-Brookhaven-McComb-Hammond-New Orleans.

 [Twice each way daily Chicago-Carbondale; one each way daily on to New Orleans]
- 15. CHICAGO-CINCINNATI, Via Homewood-Kankakee-Lafayette-Indianapolis-Cincinnati [One train each way each day]

16. CHICAGO-MIAMI, via Indianapolis-Louisville-Bowling Green-Nashville-Decatur-Birmingham-Montgomery-Dothan-Thomasville-Valdosta-Jacksonville, connecting there with New York-Miami service, with an additional connection to Tampa-St. Petersburg at Auburndale.

[One train each way each day]

- 17. SEATTLE-SAN DIEGO, via Tacoma-East Olympia-Centralia-Kelso-VancouverPortland-Salem-Eugene-Klamath Falls-Dunsmuir-Gerber-Davis-Oakland-San JoseSalinas-San Luis Obispo-Santa Barbara-Oxnard-Los Angeles-Fullerton-Santa
 Ana-San Clemente-Oceanside-Del Mar-San Diego.

 [Three trains each week each way]
- 18. WASHINGTON-ST. LOUIS, via Baltimore-Harrisburg-Altoona-Pittsburgh-Columbus-Indianapolis-St. Louis. Additional stops as listed on overlapping routes.

 [One train each way each day]
- 19. WASHINGTON-CHICAGO, via Baltimore-Harrisburg-Pittsburgh-Fort Wayne-Chicago.
 Additional stops as listed on overlapping routes.
 [One train each way each day]
- 20. CHICAGO-DETROIT, via Kalamazoo-Battle Creek-Ann Arbor-Detroit. [One train each way each day]
- 21. CHICAGO-ST. LOUIS, via Joliet-Bloomington-Springfield-Alton-St. Louis. [One train each way each day]

[NOTES: These are the stops listed by the Corporation in its report; they are subject to modification and correction by NRPC. Since some trains will have sections splitting at various locations to continue to diverse destinations, the full list of intermediate points (between New York and Washington, for example) is not always shown in detail for each route between terminal cities.]

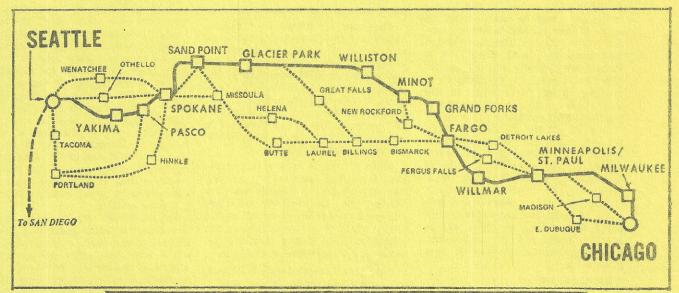
Permanent station locations in certain cities have not been decided upon in some cases. In Chicago, for example, it is the intention of the Corporation to route all intercity service into one terminal, rather than the several now in use. Presumably, this would be Union Station, although, according to NRPC, this is not an absolute certainty as certain track configurations would have to be changed in order to permit entry to the station from all directions, and the heavy commuter traffic might mitigate against any long-haul trains operating into or out of the station in rush periods.

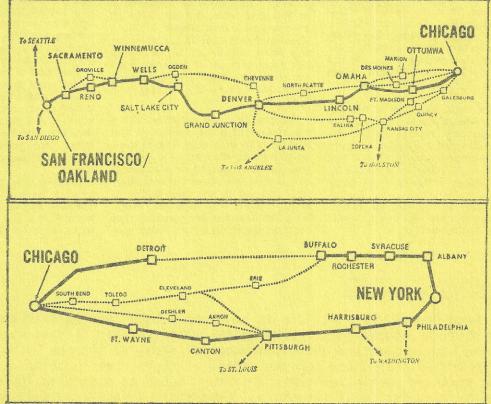
In several other cities, high terminal costs preclude the use of the current main railway station by Railpax; Cincinnati is one example. In those locations the Corporation may erect a new station elsewhere. In St. Paul, the track layout at the present station precludes its effective use by through runs; the Corporation plans to bypass that city for the moment but later to construct a joint Minneapolis-St. Paul station midway between the two cities if it proves feasible to do so.

San Francisco itself will also be without through rail service; passengers arriving from the south will probably be able to transfer to an SP commuter local in San Jose, or arrange for other transportation (eventually BART trains) in Oakland. Travelers from the east and north will also be routed via Oakland. The institution of through Seattle-San Diego service will restore passenger service to the Oakland-San Jose SP line that has been without it for many years; other small segments of line long in freight service only will also soon see passenger trains.

The final route choices, as noted above, represented essentially compromises over what was desired by public and government and what was financially feasible, especially in view of the limited resources of the Corporation. The Corporation has \$40,000,000 in cash from Congress, \$100,000,000 worth of Federal loan guarantees, and about \$200,000,000 in cash, loans, or equipment from the participating carriers as barter for being able to drop their passenger runs.

In several cases, many separate routes were possible between pairs of terminal cities; some of the more complex are illustrated below:





COGENT COMMENT

A A final note on Railpax from The New York Times:

A Railroad Euthanasia Plan?

By TOM WICKER

WASHINGTON, March 24 — The mandate of Congress to the Railpax corporation was to establish and operate a basic railroad passenger service for the nation. The route system announced this week does little to answer the question whether Railpax can even come close to doing so—whether, in fact, it is simply another step toward a foreordained death of rail passenger service in America.

It is not just that the announced system will reduce the inadequate service the nation already has by a further 50 per cent. It is not even that major metropolitan areas—Cleveland, notably, as well as six states, are left totally without service. No doubt it was only to be expected that service reductions along some routes — there will be only one round trip per day between New York and Chicago—would have to be made.

Obviously, not every scenic or historic route could or needed to be maintained. Thus, the great old Washington-Chicago route up the Potomac Chrough Harper's Ferry has been dropped in favor of a potentially more profitable line through Baltimore and Harrisburg. But the California Zephyr and the Sunset Limited have been saved.

So the route structure is not the major complaint against Railpax; and the routes may well be further improved before the corporation actually begins to operate passenger trains. The problem is that the whole operation, so far, appears defensive — as if operating passenger trains were an unpleasant duty, like keeping an old and feeble person alive, that everyone will someday be glad to shed.

IN THE NATION

This attitude started in Congress, which provided financing for the new corporation so feeble that it was exceeded even by the money for the two prototype SST's requested by the Administration and defeated in Congress. In fact, the \$40 million in cash provided for Railpax is less than NASA is now preparing to ask Congress to put up for development of a short-takeoff-and-landing plane.

When it became known that President Nixon had come close to vetoing the Railpax bill, and later that the White House had severely restricted the route system first proposed by the Department of Transportation, the project suffered further from the obvious lack of high-level enthusiasm.

Now the incorporators of Railpax are within five weeks of the May 1 date by which they are supposed to be operating trains, and they have yet even to hire a chief executive officer. Basic contracts with 22 railroads are still being negotiated; as for things like new methods of ticketing comparable to the airlines or even some aggressive advertising, nothing has been done.

Hanging over the enterprise like a gigantic sword is the assumption that at some fairly early date—two or three or five years—Railpax will have to become self-supporting or even profitable, or die. This passes understanding. Nobody requires the Post Office to make a profit; highways and everything that moves on them get enormous Federal support; all sorts of other pub-

lic facilities (national parks and airports, for example) are subsidized. Why rail passenger service should necessarily have to be a profit-making operation, once taken out of the railroads' hands, has never been explained.

Rail passenger service is—or should be—an essential public service. Even as a mere supplement to dominant highways and airlines, it can greatly relieve traffic pressures on them and on the cities they connect. Not the least of this relief could be a major diminution of air pollution, of the mounting air traffic safety problem and of the vast amounts of open land and public money required for modern freeways and airports. For tourism, good trains on scenic routes could be a special asset.

But if Railpax service is to come anywhere near those goals, it is going to have to win back large numbers of riders who have given up trains in disgust at discomfort, discourtesy, inadequate schedules, ancient equipment and roller-coaster roadbeds. To do that will require fast, comfortable trains operating on frequent schedules over modern roadbeds, with computer ticketing and at least the level of passenger service the airlines provide.

That kind of rail passenger system is not going to be provided by a reluctant Federal Government forcing an underfunded corporation to show a fast profit, or by a defensive operation that concentrates on cutting service rather than going out aggressively after new riders, new techniques, new ideas.

That is why it is not yet clear whether Railpax means railroad redemption or railroad euthanasia. The worst of it is that no one around here seems much concerned for the patient.

ARRIVALS AND DEPARTURES

A The Penn Central FEDERAL, due to be dropped under Railpax, is the oldest name train still in operation...Penn Central will transfer freight car repair work from the storied Beech Grove (Indianapolis) shops to Altoona by May 7; passenger car repairs will continue for the moment at the former location...A steam powered system to speed people and freight through tubes at more than 400 mph has been patented by two West Coast inventors. Laboratory tests, partially sponsored by the Federal Railroad Administration, have verified that the system can work, they say.

JERSEY CENTRAL JOTTINGS

A The Federal Government has agreed to guarantee up to \$6,000,000 of trustee certificates for the bankrupt Central Railroad of New Jersey. With this assurance of working funds the trustee, R. D. Timpany, filed with the Federal District Court in Newark a plan showing how he believes the road must be restructured to make it a viable operation. The plan calls for making the Jersey Central what the trustee calls a "terminal service type railroad." Mr. Timpany told the court that the necessity for shrinking the existing plant "is inescapable." He proposed that the basic system be cut back by 65 per cent to about 439 miles of track providing freight service between Sommerville and Perth Amboy.

The main line of the Jersey Central, as it is now constituted, extends from Jersey and Newark south to Elizabethport, then westward through Bound Brook and Sommerville to Phillipsburgh, N.J., where it continues into Pennsylvania, running westward through Easton and Bethlehem to Allentown, then northwest via Wilkes-Barre to Scranton. Another line runs from Elizabethport to Morristown, while thru joint ownership and trackage rights, the company also serves the territory from South Amboy to Matawan, Red Bank, Long Branch, Asbury Park and other coast towns.

The 30,000 passengers who ride the Jersey Central, largely commuters to New York City, are riding with the assistance of a New Jersey DOT subsidy. The trustee's plan envisages the railroad acting as agent for the state in performing required passenger service. Under Mr. Timpany's plan, those freight operations now highly unprofitable to the CNJ would be transferred to other railroads "for whom they would be attractive." The plan emphasizes that parts of the Central Railroad of New Jersey's routes are "interlaced and connected with competitive rail lines." NYT

COMMISSION COMMENT

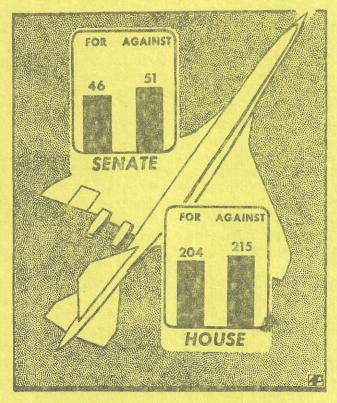
 Δ In a recent speech, Interstate Commerce Commission Chairman George M. Stafford, in addition to noting that the economic woes of the railroad industry have reached the point where some form of federal subsidy may be required, also revealed that the Commission is also considering these drastic steps:

- √ A Commission study of unproductive rail labor costs.
- ✓ Revision of labor protective conditions imposed in merger and abandonment proceedings.
- √ A review of the nation's rail system with a formal finding as to which parts
 of the system are essential.
- √ Authority that would allow the Commission to require realignment of rail operations where deemed necessary.
- ✓ A new approach to rate publication with line-haul and terminal costs separated insofar as rates are based on such costs.

TIE TALK

Δ Penn Central's MetroLiners have begun their third year of operation with an average occupancy rate of 65%, compared with the airlines' 50%.

airline action



"THE KNOW-NOTHINGS ARE TAKING OVER"

FOR [46]

DEMOCRATS: Bible, Nev.; Byrd, W. Va.; Cannon, Nev.; Eastland, Miss.; Ellonder, La.
Gravel, Alaska; Hollings, S. C.; Inouye, Hawait; Jackson, Wash.; Long, La.
Magnuson, Wash.; McClellan, Ark.; McGee, Wyo.; Moss, Utah; Randolph, W. Va.
Sparkman, Ala.; Stennis, Miss.; SymingJon., Mo.; Ialmadge, Ga.—19.
REPUBLICANS: Allioft, Colo.; Baker, Tenn.; Beall, Md.; Beilmon, Okla.; Bennedi, Utah.
Bongs, Del.; Brock, Tenn.; Buckley, N. Y.; Cook, Ky.; Cothon, N. H.
Curtis, Neb.; Dole, Kas.; Dominick, Colo.; Fannin, Ark.; Fong, Hawaii.
Goldwafer, Ark.; Gurney, Fla.; Hruska, Neb.; Mathias, Md.; Pearson, Kas.
Saxbe, Ohio; Scott, Pa.; Stevens, Alaska; Toff, Ohio; Thurmond, S. C.; Tower, Tex.; Young, N. D.—70.
AGAINST [51]

DEMOCRATS: Allen, Ala.; Anderson, N. M.; Bentsen, Tex.; Burdick, N. D.; Byrd, Va.
Chiles, Fla.; Church Idaho; Cranston, Cal.; Eagleton, Mc.; Ervin, N. C.
Fubright, Ark.; Gambreil, Ga.; Harris, Ckla.; Hart, Mich.; Hartke, Ind.
Hunhes, Iowa; Humphrey, Minn.; Kennedy, Mass.; Mansfield, Monl.; McGovern, S. D.
McIntyre, N. H.; Metcalf, Mont.; Mondiele, Minn.; Mondova, N. M.; Muskie, Me.
Neltoa, Wis; Pastore, R. I.; Peil, R. I.;
Prixmire, Wis, Ribicoff, Conn.
Song, Va.; Stevenson, Ill.; Tunney, Cal.; Williams, N. J.—34.
REPUBLICANS: Aiken, Vt.; Brooke, Mass.; Case, N. J.; Cooper, Ky.; Griffin, Mr. D., Y.; Jerdan, Idaho; Miller, Iowa.
Packwood, Ore.; Percy, Ill.; Proully, Vt.; Roth, Del.; Schweiker, Pa.
Smith, Me.; Weicker, Conn.—17.
Assent and not volting: Mundt, R., S. D.; Jordan, D., N. C.; and Bahy, D., Ind.

 Δ So said Washington's fiery and eloquent Democratic Senator, Henry Jackson, after the 51-46 vote that effectively shot down the controversial U.S. version of the supersonic transport. Characterizing the tally as an "anti-technology vote", Senator Jackson railed against those who would turn this country into a second-rate aviation power.

The Senator had much to be bitter about, for the fortunes of his constituents were at stake. The program officially runs out of steam March 30, when appropriations to continue it stop. Some 7,000 Boeing employes in Seattle will lose their jobs in the resultant cutback, along with more than 4,000 in the employ of SST subcontractors elsewhere around the country, and the city on the banks of the Puget Sound can ill afford more unemployment; the aviation industry pinch has put Seattle's out-of-work population well above the national average.

But the vote has been taken, and, barring a miracle, the SST is grounded for a long time to come. The White House had been making noises about alternative methods of financing the craft in the event of a Senate turndown, but the Administration now has apparently ruled out such a possibility; New York banks contacted by the press after the vote said unanimously that they could see no reason to commit any capital to the program, and doubted any other financial institutions might be persuaded to do otherwise. For a time, there was some hope for SST proponents in the report that Japan's Ataka Trading Company had expressed an interest in purchasing the entire package--plans, parts, prototypes and all--for about ten cents on the dollar, but Boeing president Tee Wilson took great pains to deny such a proposal on the part of the Japanese firm.

(A FINAL EDITOR'S NOTE: Thus did the Senate fulfill its obligation to the great bulk of the American people by shooting down the SST once and for all. Now perhaps we can get on with projects of a higher priority--like speeding up the flow of traffic in urban areas, rather than across the Atlantic. The United States is the most technologically-advanced country on earth; our aerospace knowhow has enabled us to send more than one man to the moon and back again. There is absolutely no reason on earth why the talents of the many who worked on the SST project--and their talents are legion--cannot be turned toward more socially-useful endeavors. We have proven that we can get a man to the moon in three days--now we ought to be able to get him to work in less than an hour.)

TUPOLEY TOPICS

A While the U.S. SST was going down to defeat, the Soviet version was apparently coming closer to the day when it would take to the skies on a regular basis. Although some confusion exists as to exactly when that day will be-one published report (an ad placed in the New York Times on March 8 by a lobbying organization known as American Labor and Industry for the SST) gave October 23, 1971 as the inaugural date for Moscow-Calcutta service with the Tu-144--the Soviet plane will be in regular service long before the Anglo-French Concorde. According to the Soviet Minister of Civil Aviation, pilots will start mastering the complex craft this year. The Tu-144 made its maiden flight December 31, 1968, and its first supersonic test flight six months later. Last November, the plane hit a speed of more than 1,500 mph, just under its planned maximum.

One additional Soviet plane is also soon to be on the market. This is a long-range subsonic jet, the Tu-154. It has a speed of 550 mph, with a range of more than 3,000 miles and a capacity of 160 passengers.

FARE FACTS

 Δ A Civil Aeronautics Board examiner has recommended that first-class air fares between the West Coast and Hawaii be increased to \$190 from \$165, and coach fares to \$123 from \$110 on peak period days and to \$108 from \$94 on off days. The recommendation requires full Board and White House approval.

The full Board has approved an increase in airline fares across the North Atlantic. Okayed was an average 8 per cent hike in economy tariffs; the boost was designed to add \$38,000,000 in revenues to the two scheduled U.S. carriers flying the North Atlantic, Pan American and TWA.

AIRPORT ADDENDA

A Opposition by residents has stopped further consideration of a plan to build a landing field for short takeoff and landing (STOL) planes in the Chelsea section of Manhattan; the site considered was at 30th Street and the Hudson River. Last November, the Federal Aviation Administration issued a report saying a floating STOL-port on the site would be technically feasible; at the same time, the FAA was careful to note that it was not endorsing the desirability of the site.

STOL planes have wings, engines and other parts designed to take off and land

on short strips. Conventional planes need runways of perhaps 10,000 feet, but STOL planes require only 1,500 to 2,000 feet. Current STOL planes are much smaller than conventional craft; few of them are able to carry more than 18 riders. For the last decade, various official and private interests have sought to encourage interest in building a STOL-port on Manhattan's waterfront, from which such planes could carry air travelers to other such installations in Boston, Washington and other cities. The proposal has never gained wide official or public acceptance down through the years, however.

 Δ The City Planning Commission of New York has approved a permit for a new heliport on the edge of the East River at 34th Street to replace the abandoned facility on top of the Pan Am Building. By a 6 to 0 vote, the Commission adopted a resolution describing the 34th Street site as one that could serve the midtown area without disrupting its surroundings. The heliport permit is subject to final approval by the Board of Estimate.

At first, the new heliport would be used only by small, privately-owned helicopters on a charter basis. The next stage would be construction of a 40 to 50 foot pier out into the river to accommodate larger helicopters that could serve the three major New York metropolitan area airports.

There was intense community opposition to the operation atop the 59-story Pan Am Building, because of the magnification of the noise in the canyons below and the dangers in flying over densely-populated areas, thus the service to and from the structure was discontinued more than two years ago.

For more than a year, since the cancellation of stops at the Wall Street Heliport, there has been no scheduled helicopter service between Manhattan and Kennedy, Newark and LaGuardia airports. At present, New York Airways offers an airport to airport shuttle, using 30-seat S-61 helicopters. Flights every 30 minutes connect the three fields from early morning until about 11 PM.

A The Wall Street Journal reports that airport restaurants have become less opulent, with convenience replacing class. To go with the trend (eating in a fancy establishment at an airport has become less of a status symbol), Sky Chefs, an American Airlines subsidiary that operates restaurants at 22 airports, is switching its emphasis from fancy facilities to high-speed coffee shops and adopting standard menus.

ARA Services' currently-closed French restaurant at the TWA terminal at Kennedy International in New York probably will become a limited menu, lower price operation when it reopens again. Host International, another airport restaurant operator, has begun installing buffet-style restaurants in Tampa, Baltimore and Los Angeles to provide speedier service.

TIMES ARE TOUGH ALL OVER (CONTINUED)

Δ The airline slump continues: TWA doesn't put fresh flowers in its Boeing 747 jumbo jets any more...Pan Am's top executives are earning an average of 11 per cent less than they did a year ago...United Air Lines has notified the 300,000 members of its "100,000 Mile Club" that henceforth it would charge \$25 annual membership dues; until now the membership, which entitles travelers to relax at United's private airport lounges, has been free...The CAB reported that the industry as a whole had a pretax net loss of \$168,700,000 in 1970.

MAJOR MISCELLANY

A More economy moves: Eastern is selling its Lockheed JetStar nine-passenger corporate jet...The majors, in a CAB approved and monitored open meeting, have suggested 21 markets in which they'd like to reduce flights on a joint basis. Most proposals centered around flights connecting Chicago, Los Angeles, New York and San Francisco...Ozark will have meetings with officials of Sioux City and Des Moines with a view toward establishing a daily round-trip flight between the two cities. At present, it is impossible to commute between the two points on the same day....Two new corporations have been formed in Nebraska to provide local air service. Nebraska Airways is based in Cozad, Trans-Nebraska in Alliance.

A Pan Am 747 has claimed a speed record, covering the London-Los Angeles run in 9:38. Flying over the polar route, the ground speed averaged 500 mph over the 5,552 mile run...The same airline has sued the U.S. government and 14 insurance companies for recovery of losses sustained in the blowing up of the 747 by Palestinian commandos in Cairo last September...The CAB has given American permission to provide a 17-seat lounge with a stand-up bar in the rear coach section of its 747 jets....TWA is adding flights to Europe and the Mideast from Chicago. Daily 747 service to London is to begin April 25; daily 707 service to Tel Aviv via Paris starts May 23, while the first direct Chicago-Milan runs begin at a later date...Delta added a new early morning non-stop between Chicago and St. Louis using 68-passenger DC-9s.



BUILDING AN EMPIRE

A Governor Rockefeller of New York has proposed a \$2,500,000,000 transportation bond issue that he said was needed to avoid a halt in all state highway construction and mass transportation projects next year. In proposing the bond issue in a special message to be sent to the legislature, the governor also confirmed a report that he would not seek a companion community development bond issue with a price tag of 2 to 5 times more than the transport bill. The legislation proposed in the current message would allocate half of the \$2,500,000,000 for highways and half for mass transportation projects.

The highway funds would "permit progress" on a variety of projects, including funding the revised New York City arterial program, an overhauling of the deteriorated West Side Highway in Manhattan, the Southern Tier Expressway, the Nassau Expressway, the Sunrise Highway extension in Suffolk County and about a dozen upstate projects. The \$1,250,000,000 earmarked for mass transportation would be allocated among such projects as self-propelled rail car service between upstate cities, a rail rapid transit system in western New York and capital funds to purchase STOL airplanes as well as buses.

In New York City itself, a number of projects are proposed, such as these:

√ Electrification of the Penn Central commuter rail service from White Plains to Brewster.

√Expansion of LIR electrication to Port Jefferson in Suffolk County.

- √ Tying in the Long Island Railroad to the new 63rd Street tunnel under the East River to provide new East Side Manhattan terminal facilities for the railroad's passengers.
- √ High-speed rail service to New York City for commuters from Orange and Rockland counties by way of the proposed new 48th Street Hudson River tunnel and Penn Station.
- √ New rolling stock for all lines operated by the MTA.
- √ Two crosstown facilities in Manhattan--possibly pedestrian conveyors--and one other on 48th Street in Lower Manhattan.
- \checkmark Replacement of the Third Avenue L in the Bronx with a modern subway extending to Co-Op City.
- √ Extension of the Canarsie subway line in Brooklyn.
- \checkmark A cross-Queens subway connection between the Queens Boulevard lines and the Rockaways, and extension of the new northwest Queens subway line farther out on the Long Island Expressway.

MORE COGENT COMMENT

Δ From an editorial in the New York Times:

Uneasy Riders

Disclosure by the Transit Authority of its growing deficits has the familiar ring of that softening process intended to prepare subway and bus riders for the next round of fare increases. A serious factor in the alarming rise in operating losses appears to be a steady decline—6 per cent in five years—in the number of passengers who use the public transportation system.

This then is obviously the golden moment to increase public transportation revenues by getting the lost customers back to the subways or into the buses. The steep rise in taxi fares has resulted in an estimated 20 per cent drop in cab riders. Allowing for some desperate New Yorkers' rediscovery of the art of walking, there still remains a sizable number who, at least for the moment, have given up on taxis and are turning to public transport.

The number of potential subway and bus riders might be increased even further by the proposed increase in bridge and tunnels tolls which may dissuade commuters from bringing their cars into the city. The question is whether management is sufficiently awake to keep its new patrons or, by exposing them to the indignities of nonservice, drive them back to taxis and cars.

The prospects are not encouraging. Despite periodic self-congratulatory statements and the arrival of some new equipment, the incidence of delays and breakdowns on the subways continues to infuriate millions of straphangers, just as it has for years. The issue of the subways' physical safety may be debatable; their threat to emotional stability is beyond question.

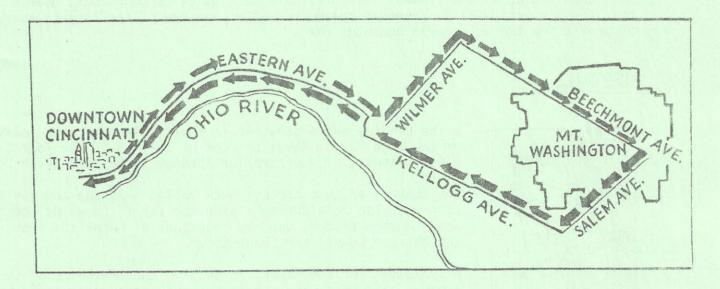
The performance of the buses is, if anything, even less satisfactory. Many coaches are so poorly maintained, in addition to being roach-infested, that their state of disrepair creates actual discomfort. Inadequate visibility of route numbers presents a particular inconvenience in midtown where buses pick up passengers at alternative stops. Route maps, primitive and uninformative even in their brief prime, have disappeared from many locations. And some drivers are as uncommunicative as they used to be when the reason cited for their incivility was their preoccupation with making change.

By far the most serious affront to passengers, however, is the apparently unbreakable herd-instinct of the metropolitan bus lines. Apart from the fact that the buses invariably get in each other's and everybody else's way, the parade of three or four, or more, buses together condemns would-be passengers to interminable waiting-periods once a caravan has passed. It is at such times, particularly in bad weather, that the resolve to patronize public transportation most readily evaporates.

Many of these failures could be avoided, without additional funds, through nothing more magic than good management and enforcement of proper operating rules. Unhappily, there is little indication that concern for passengers' comfort has improved in the wake of any of the periodic fare increases.

Whatever other fiscal problems the Transit Authority may face, it cannot now shift the blame for want of passengers. Having been metered out of their cab rides, they are obviously available—ready and anxious to be carried, if only they could be assured of consideration and tolerable efficiency.

UNCORKING A BOTTLENECK



Δ The Ohio-Kentucky-Indiana Regional Planning Authority has recommended that the city of Cincinnati apply for \$500,000 to establish park'n'ride and kiss'n'ride facilities in Mt. Washington to alleviate traffic congestion on Columbia Parkway. The 100 per cent federally-funded project will allow residents in the eastern portion of the city and county to board buses in Mt. Washington and be transported rapidly to the downtown area.

Preliminary plans for the eight-mile route between downtown Cincinnati and Mt. Washington call for the following:

- \checkmark One or more small terminals and parking lots in the Mt. Washington area where people can park or be dropped off to board the express buses in rush hours.
- ✓ A synchronized traffic light system on Eastern and Kellogg Avenues to allow a constant flow of traffic.
- \checkmark Turn lanes at four points along Eastern Avenue to help the flow of traffic.
- √ Pull-off lanes and small waiting shelters at some points along Eastern Avenue to get the buses out of the traffic lanes.

The Cincinnati Transit Company will run the buses during the rush hours, with the DOT funds providing a possible subsidy in the event of losses. Almost 10,000 cars use paralleling Columbia Parkway coming into downtown Cincinnati during the rush hours each day; the proposed bus express system is expected to assist materially in reducing that congestion, as similar plans have in Milwaukee and Seattle.

A REAL ESCAPE

A The popular bar cars on the Long Island Railroad were closed last week so LIR officials can determine how many passengers have been riding free by hiding in the libation lounges so conductors couldn't check their tickets. A spokesman for the railroad said that if conductors tally more tickets for the week than they did in

weeks when the bar cars were open, they will be able to prove that some passengers have been hiding in the crowds. LIR officials were quick to point out, however, that the bar cars will be reopened again soon—they are one of the largest sources of profit for the beleagured commuter road.

TOLL TALES



The New York Times March 25, 1971

A The Lindsay administration is considering charging tolls on the nine Harlem River bridges as well as on the four East River bridges, City Controller Abraham Beame said March 24.

The Controller, who opposes such tolls, said the administration was also considering hiking the tariff (now $10 \, \text{¢}$) on the Henry Hudson Bridge, used by thousands of motorists from Westchester County and Connecticut.

A spokesman for the Mayor, in denying the imminence of such a move, said that when subway and bus fares were raised to 30¢ some 14 months ago Mayor Lindsay ordered a study to explore the possibility of tolls on the East River and Harlem River bridges as a means of avoiding any further increases in local transit fares. The spokesman did acknowledge that only the East River bridges were mentioned as possible toll crossings, even though the others were being considered.

The toll system, the Controller noted, "would make it impossible to drive into or out of Manhattan without paying a toll." Beame said the fact that he opposed the toll program did not mean he was against mass transportation programs.

Toll revenues, he declared, on the scale proposed by the Lindsay administration would not provide much help for the transit system. The bridges, with the exception of the Henry Hudson span, are city-owned and operated. The Henry Hudson span is operated by the Triborough Bridge and Tunnel Authority.

METROPOLITAN MISCELLANY

 Δ A bill has been introduced into the Illinois House that would set up a modern state Department of Transportation financed by \$900,000,000 in Illinois bonds; no new tax monies would be involved. The program envisions spending bond issue funds for freeways (primarily Downstate, to the tune of \$600,000,000); mass transit (for capital improvements only, \$200,000,000); and for airport improvement (\$100,000,000)

A Most suburbs to the north of Chicago have joined or asked to be included in a new project that would effectively integrate services on a physical and economic (but not corporate) basis of the two area steam roads (C&NW and Milwaukee), the three local bus carriers (Glenview Bus, Evanston Bus and United Motor Coach), and the CTA rapid transit lines in the district. The North Suburban Transportation Council, an outgrowth of the Skokie bus authority proposed when the CTA Skokie Swift was instituted in 1964, is coordinating the project, which has (surprisingly) the enthusiastic support of the carriers and the municipalities, even as to reduction of competitive services and the institution of joint fares. Such immediate coordination of services would preced establishment of a regional authority.