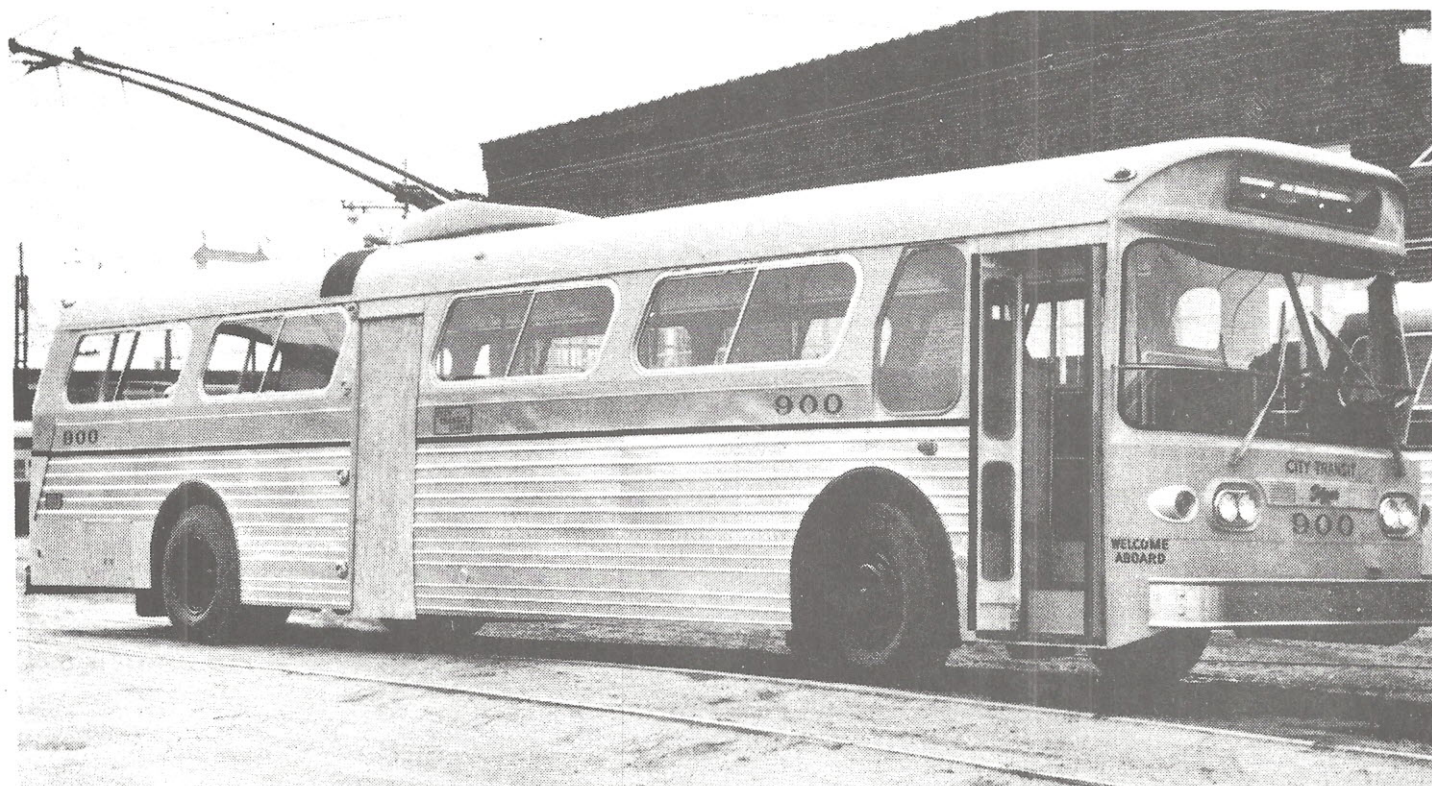


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column one

"WHO SAYS THERE ISN'T A BRAND-NEW 1971 TROLLEY COACH?"

Dayton's City Transit Company has taken a large step into the future (see cover) by placing in service a brand-spanking-new 1971 trolley coach, built by Western Flyer in Winnipeg. Wilbur Owen's CTC thus joins Toronto in refuting the bit of "transit tradition" that says the trolley coach is obsolete.

Apparently Dayton (and Toronto) believe the hoary arguments trotted out by less-visionary managements against the quiet and non-polluting vehicle (lack of flexibility, ugly overhead, etc.) to be somewhat less than valid, and that in this ecology-conscious era the trolley coach can fulfill a very important need.

We couldn't agree more. Those who say the modern diesel coach with its catalytic muffler and other anti-pollution devices is a universal panacea ought to be reminded that an electric trolley coach does not pollute at all; even the additional befouling of the atmosphere by the power company distributing the 600 volts is rather small compared to the air around a modern oil refinery.

And if the flexibility argument is to be carried to its logical extreme, why not abandon rapid transit systems as well, for fires and other disasters frequently disable them, too.

The modern trolley coach deserves a fair trial, especially here in Chicago. It is no longer valid to say that no one builds them--they run in Toronto and in Dayton, and, what is more important, the public likes them. There is no reason why they could not be equally successful elsewhere.

--RICHARD R. KUNZ



metro memo

LOOKING AHEAD

Δ The thermometer was hovering around 31° in Milwaukee last Tuesday, but it was warm inside the Sheraton-Schroeder hotel. Scattered throughout various meeting rooms in the old but comfortable inn, several hundred delegates were once again going through the motions of yet another American Transit Association mid-year meeting, commiserating with one another over how bad things were in their respective cities, but pledging themselves to hold on a little while longer until some of the oft-promised federal and state aid could filter down to carrier level.

Up in the aptly-named hospitality suites, certain liquids were flowing freely as sales reps were going through their pitches for this or that coach, seat or other equipment, hopefully estimating their commissions, while the delegates played one company against the other in hopes of arranging a deal that might up their own stock back home. It was a typical ATA meeting, where little of consequence actually gets done, but where the stereotypical "good time" could be had by all.

Out on chilly Fifth Street something was in the wind beside a bit of dampness. Parked opposite the hotel's main entrance was a brand-new 1971 trolley coach--a type of vehicle the renowned Beer City had not seen much of since 1965. It sat there resplendent in the red and cream paint that so distinguishes Toronto's transit fleet, and in fact had just arrived (via railroad flat car) from a four-week in-service stint on the streets of that Ontario city.

TTC #9213 was in Milwaukee to serve as a representative of a bold experiment--a campaign by TTC and Western Flyer to prove, once and for all, that the trolley coach is not dead, and that it has a place in a modern transit system as an efficient, non-polluting way to move people, quietly and quickly.

The sight of the coach sitting patiently at the curb took many delegates by surprise; many had been conditioned by years of pro-motor bus propaganda to believe that no such thing could possibly exist. Their increasingly-dim memories of the unique hybrid vehicle no doubt went back to the unit's meteoric rise and fall after World War II, when most rubber-tired coaches (motor and trolley) had not reached the aesthetic form of today.

But there it was, and it was easily the most popular of the "live" exhibits. All day long (and on Wednesday, too) a steady stream of visitors inspected the coach, including not a few from the general public who happened by. Most of the major U.S. properties were represented at the meeting, and not a few delegates went away thoroughly impressed. In fact, at the behest of a highly-placed CTA official who was present at the convention (and who was pleasantly surprised, so the story goes, at the fact that it was indeed a modern-looking unit) a number of Transit Authority people were summoned for a closer look the next day.

Western Flyer personnel are stressing the fact that the unfortunate use of the word "rebodied" (as applied to the Toronto experiment) has led many to believe that the new coach is merely an old one warmed over; one suspects that many carrier delegates expected to see a 1948-vintage coach in a new paint job. The new Western Flyer is just that--new. As our cover photograph indicates, it is as

far removed, body-wise, from a post-war trolley coach of 1947- or 1948-vintage as today's GM "Fishbowl" is from a model 740 Yellow Coach. Only the motor and control equipment remains from the original Toronto trolley coach--and that equipment has been thoroughly reconditioned by General Electric; it can last, easily, more than twenty more years in regular service.

Thus far, Western Flyer has concentrated on building new bodies for electrical equipment salvaged from older coaches. As soon as GE and other suppliers can tool up for the production of modern traction motors and solid-state control equipment, the Winnipeg company is prepared to offer a complete trolley coach unit, built from the ground up with brand-new components.

In addition to almost twenty new units on the street in Toronto today, Western Flyer has also built one for Dayton's City Transit Company; that coach went into service on the Ohio property March 26. Identical to the Toronto prototypes except for a single rear door (TTC uses a double-width door) and full seating of 51 (TTC utilizes single seating on the driver's side in the front of the coach, and the so-called "bowling alley" lounge seating in the rear), the coach was assembled and tested by the Toronto Transit Commission at its Hillcrest Shops (where the cover photo was taken) before being shipped off to Dayton.

The demonstrator that was so highly visible in Milwaukee last week is once again on the road--this time to Boston. MBTA officials were so impressed with the unit that they immediately contracted with Western Flyer to utilize it on the Huron Avenue line for an unspecified testing period. That line was selected because it does not use the Harvard Square tunnel, where left-hand doors are required for loading. If it proves successful in Boston, Western Flyer will construct new units for the MBTA with Boston-style left-hand doors for use on the other lines.

Hopefully, the interest generated in the new unit at the Milwaukee meeting will grow, and the Toronto unit (or one of two other demonstrators the company plans to make available soon, when time permits their construction) will be visible on yet other U.S. and Canadian properties.

(Editor's Note: Although Transport Central prides itself on its objectivity, once in awhile we must "suspend the rules" and take a stand in our news columns. The Editor had the pleasure of spending a great deal of time with Western Flyer officials in Milwaukee last week--and of riding the initial unit in Toronto almost two years ago--and came away impressed with the significant advance in technology that the new trolley coach represents. Despite the fact that the above "paean of praise" may sound like a WFC press release, it nevertheless represents the opinion of the Editor, without any help from Western Flyer; the coach is that impressive.)

THE "SOFT MATCH"

Δ Last week TC reported on Illinois Governor Ogilvie's \$900,000,000 bond issue program to aid transportation in Illinois. \$200,000,000 of those funds are earmarked for mass transit as matching funds; one of the more interesting and innovative facets of the program is the introduction of a new concept of "soft matching" funds.

The program was designed as a capital improvement program for several reasons:

- ✓ It has become an accepted economic principle that where the capital costs of a system are high but the operating costs are low, maximum economic benefits to

society are achieved if the system is priced to cover only operating costs. Capital grant assistance allows such pricing.

- ✓ A capital grant program is an appropriate use of bond issue funds; it supplements the existing federal capital grant program and allows more of these funds to be used in Illinois.
- ✓ It addresses CTA's deficit problem. A large part of CTA's deficit is actually a capital deficit (depreciation reserve), and will be eliminated if capital funds are provided.
- ✓ A capital grant program can be effectively evaluated at a State level whereas an operating subsidy is best evaluated at a local level. It is the community which must decide the level and type of service it will support.
- ✓ New facilities and equipment have a beneficial impact on operating costs and revenues (new equipment costs less to operate and maintain, and increases revenue by attracting new riders).

Under the state program, grants may be made to local mass transit districts; the CTA; any authority, commission or other entity which by virtue of an interstate compact approved by Congress is authorized to provide mass transportation (Bi-State, for example); any municipality which operates a mass transportation carrier; or private mass transportation carriers.

In general, the State grant program will provide up to one-half of the local matching funds required by the federal capital grant program. This means that the federal government will provide two-thirds of the funds and the State and local community (or carrier) will each provide one-sixth. (One local dollar will therefore generate five additional State and federal dollars). If a project is eligible for a federal grant but for some reason the grant is not made, or is delayed, the State grant can be for up to five-sixths of the project cost. If the federal grant is subsequently made, the state funds in excess of one-sixth of the project costs will be returned to the State. Projects which do not involve federal funds can receive a state grant of up to one-half the project cost.

The State program recognizes that there are many communities and carriers which cannot generate a local matching share. Yet a vital part of any grant program is the requirement that the local community show some degree of commitment to a project; otherwise, any number of grandiose "blue sky" projects are apt to ensue.

The state program has been designed to overcome these problems by recognizing types of community commitment beyond those recognized by the federal program (generally cash or property donated to the project):

- ✓ If a community shows its willingness to support its transit service by providing an operating subsidy (which can include debt service payments), the amount of its subsidy can be used as a credit against its local matching share requirement. This provides a strong incentive for communities to provide a subsidy where they are not now doing so.
- ✓ If a private carrier is willing to transfer some of its facilities or equipment to a local public body for a public transportation use, the value of the transferred property can be used as a credit against its local matching share requirement.

These credits essentially mean that the State will provide those funds that would have been required from the community. However, such credits are not eligible for use on projects which constitute major new additions or extensions to existing services or facilities. The intent of these credits is only to permit the continuance of vitally needed existing services.

A limited amount of State grants--up to 5% of the amount of grants made in any year--can be made without regard to local matching requirements. This provision is only for extreme situations where such funds are necessary for the maintenance of a sound mass transportation system. It should be realized that wherever credits are given against the local matching share requirement, the leverage of the State program in obtaining federal funds is reduced; i.e., there are less State and local funds to match against the federal program.

The State program also recognizes that some communities or carriers have made substantial capital investments in maintaining a modern and efficient transportation system. Others have allowed their systems to become outmoded and inefficient. It is hardly equitable to penalize those systems which have made substantial capital improvements by awarding grants mainly to the run-down systems.

In order to provide some compensation for the progressive systems, the State program has been designed to allow a credit against the local matching share equal to the average annual capital investment made by or on behalf of a mass transportation system between January 1, 1964 and December 31, 1970. 1964 was the year the Urban Mass Transportation Act was passed and this provision rewards those systems which have made the largest capital expenditures since that time (CTA, for example). The same provision also allows a similar credit for local funds obligated but not expended by December 31, 1970 in connection with a federal grant approved by the same date. Applicants for federal funds which are approved after December 31, 1970 can also apply for state funds.

I.C. INCIDENTS

Δ Illinois Central electric suburban car #1502 finally arrived in Chicago last week--many months late, and still somewhat incomplete. It shows the effects of hasty construction--for example, the skin is still not quite large enough to fit over the braces, giving the unit a bit of a bony, hungry look. TC will have a photo of #1502 next week.

Δ The same road, obviously with perfect timing, has announced a boost in commutation fares it hopes will take effect on May 1, although expected opposition will no doubt delay the hike. IC riders learned March 25 that they will be expected to cough up about 7% more after the hike than they currently pay. An IC hike of 32% assessed last June is still being fought in the courts.

Rates compared

Station	One-Way	25-Ride	Weekly	Monthly
PRESENT FARES				
53d Street	.55	11.85	4.30	14.30
South Shore	.75	16.15	5.65	18.75
Blue Island	1.05	22.60	7.55	25.20
Ivanhoe	1.05	22.60	7.55	25.20
Homewood	1.30	27.95	8.95	29.90
Matteson	1.45	31.20	9.55	31.90
NEW FARES				
53d Street	.60	12.70	4.60	15.30
South Shore	.80	17.30	6.05	20.05
Blue Island	1.10	24.20	8.10	26.95
Ivanhoe	1.10	24.20	8.10	26.95
Homewood	1.40	29.90	9.60	32.00
Matteson	1.55	33.40	10.20	34.15



railway report

RAILPAX REDUCTIONS

Δ To the surprise of few, the Rock Island announced late last week that it had decided not to join Railpax. The "initiation fee" for signing with the Corporation is based on each road's passenger deficit in 1969; the "Rock" was running a number of highly unprofitable trains in that year, and would have to cough up a considerable piece of change to buy in.

Contrary-wise, its present passenger service (see timetable at right) has been pared to such an extent that it is financially feasible to continue running said trains--the loss would never approach the NRPC entry fee. Thus, several more Illinois cities are assured rail passenger service until 1973--at which time Rock Island can once more entertain the thought of joining NRPC--and promoter Butterworth's Chicago-Quad Cities parlor car will continue to run.

The Rock Island is the first of several roads (Santa Fe is another) that have seriously considered not coming in to the Corporation; RI has gone a step further and asked out officially. Most U.S. roads, however, will come in, if only to rid themselves once and for all of the passenger runs they have come to despise. The North Western, for one, wasted no time in announcing its intention to join--and then posted all North Line service beyond Milwaukee, plus the Clinton train. C&NW, by the way, had also quietly dropped all plans to institute a "Campus Commuter" service on the West Line to DeKalb (NIU) (TC 05 OCT 70); the offer had been a sop to communities affected by the Clinton train's petition (especially DeKalb), and the passage of the Railpax bill effectively removed the necessity of having to placate anyone west of Geneva.

From a Railpax release comes this data on present and proposed services, with each road's present number of trains in daily service; daily miles; proposed runs and total proposed mileage:

PC: 57/26,436, 30/11,080; N&W: 8/3,092, NONE; D&H: 4/788, NONE; C&O: 13/3,285, 4/1,540; SRS (and CofGa): 10/4,538, 2/1,787; L&N: 7/3,727, 2/980; GARR: 2/342, NONE; B&O: 13/5,138, NONE; SCL (and RF&P): 26/17,392, 10/9,954; GM&O: 6/1,704, 4/1,136; IC: 15/7,618, 4/2,456; MoPac: 6/2,106, 2/560; D&RGW: 1/570, 1/570; C&NW: 10/1,717, NONE; MILW: 14/3,169, 8/1,352; UP: 11/11,847, 2/372; SP: 10/5,836, 5/4,474; CRI&P: 4/684, NONE; ATSF: 18/18,382, 8/7,692; BN: 32/25,972, 6/6,858; GTW: 8/2,110, NONE.

Table No. 1 CHICAGO-PEORIA

No. 11 Peorian	Mls.	Central Time Stations		No. 12 Peorian
6:15 PM	0	Lv. Chicago	Ar.	10:05 AM
6:28 PM	7	Englewood		9:51 AM
6:42 PM	16	Blue Island		9:38 AM
R 7:11 PM	40	Joliet		D 9:10 AM
D 7:34 PM	62	Morris		8:42 AM
7:59 PM	84	Ottawa		8:16 AM
8:17 PM	99	LaSalle-Peru		7:59 AM
8:37 PM	114	Ar. Bureau	Lv.	7:39 AM
8:37 PM	114	Lv. Bureau	Ar.	7:39 AM
D 8:53 PM	128	Henry		RD 7:23 AM
D 9:10 PM	143	Chillicothe		R 7:06 AM
9:40 PM	161	Ar. Peoria	Lv.	6:45 AM

Table No. 2 CHICAGO-ROCK ISLAND

No. 5-9	Mls.	Central Time Stations		No. 6-8
5:35 PM	0	Lv. Chicago	Ar.	10:25 AM
5:48 PM	7	Englewood		10:08 AM
6:02 PM	16	Blue Island		D 9:55 AM
6:31 PM	40	Joliet		D 9:27 AM
RD 6:54 PM	62	Morris		RD 8:37 AM
7:19 PM	84	Ottawa		RD 8:21 AM
7:37 PM	99	LaSalle-Peru		RD 8:03 AM
7:57 PM	114	Ar. Bureau	Lv.	
7:57 PM	114	Lv. Bureau	Ar.	RD 8:03 AM
D 8:45 PM	159	Geneseo		R 7:15 AM
9:20 PM	181	Ar. Rock Island	Lv.	6:45 AM

REFERENCE NOTES:

R—Receive for scheduled stop points
D—Discharge from scheduled stop points
⊗—Quad Cities of East Moline, Moline,
Rock Island and Davenport
served from Rock Island.



airline action

WINDING DOWN THE SST

△ A Japanese offer to buy up the U.S. government's interest in supersonic transport development is "in the wind", according to the White House. The intent of the Japanese offer is to pay about 10 cents on the dollar for the \$1 billion U.S. investment. If the Nixon administration were to accept, approval by the Congress would not be necessary.

The Japanese aren't the only ones reportedly interested in the SST. The West Germans have been trying to find out what it would cost them to buy SST research data, a Transportation Department spokesman said. And several U.S. aerospace companies are said to be expressing an interest in trying to salvage the SST prototype program, which will be an estimated \$477,000,000 short of completion at the latest accounting. But the DOT spokesman said he considers these efforts just a "lot of brave talk" in expressing anger over the project's rejection by Congress.

In addition to the \$865,000,000 the government will have plowed into the SST project by the end of March, termination costs estimated at another \$119,000,000 will also be involved. That figure will include \$52,000,000 to repay Boeing for its share of the total development cost to date, and another \$33,000,000 to GE for its share.

Some airlines have now expressed interest in the Soviet Tu-144, "if it is as good as we've heard," according to one airline official. The government of the USSR claims the SST will be placed on the world market "in the nearest future."

And across the Atlantic, the British and French manufacturers of the Concorde began weighing plans to enlarge their production program following the defeat of the U.S. SST project. Officials at BAC and its French counterpart are hopeful that some of the options for purchase of 122 Boeing SSTs will be reassigned to the Concorde. The builders expect Air France and BOAC to lead the way soon by changing a total of 74 options to purchase to firm orders for the Concorde.

ROLLS REPORT

△ The British government and Lockheed have agreed "conditionally" on terms for keeping alive the Rolls-Royce jet engine developed for Lockheed's tri-jet airbus, the L-1011 TriStar. It was the first break in an international aviation crisis that came to the surface February 4 when Rolls went into receivership because of excess costs on the engine.

The terms must now be submitted to the airlines that have ordered the 300 passenger airliner and to the banks financing the sales. Lockheed officials were unwilling to give details of the agreement, but it has been apparent that the primary hurdle was the engine's new price.

AIRLINE ADDENDA

△ The top-rated airline for safety is Japan Air Lines....Eastern memo: The largest airline in the world is Aeroflot; the largest in the free world Air France.