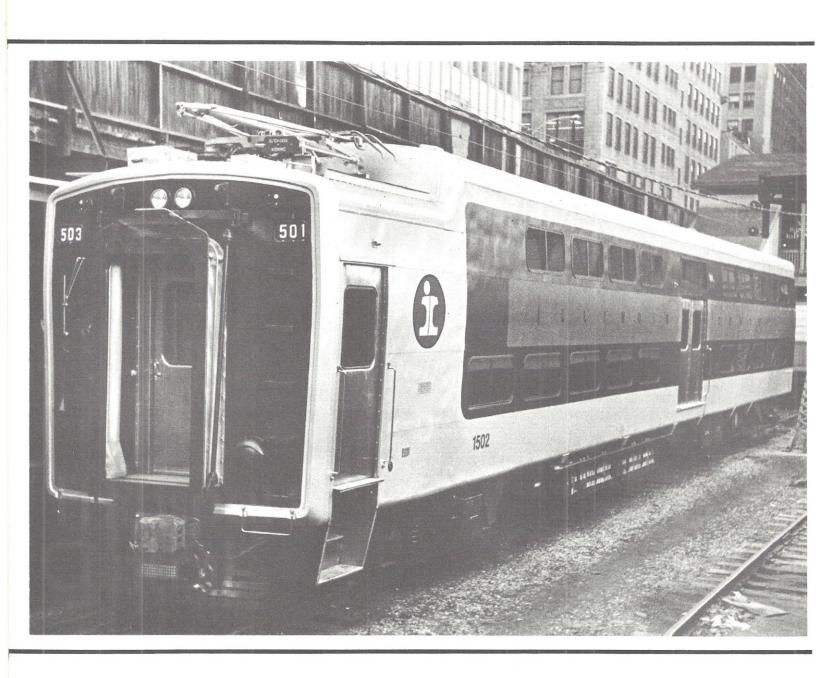
# Transport Central



Yes, Virginia, There <u>Is</u> A New IC Car...

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#### column one

Ever been to a seminar on mass transit? They usually tend to be dull affairs, with interminable speeches about transit's problems and the "exciting" solutions to the problems of moving people in, say, 1985. Speaker after speaker proclaims the fact that at last, by the mere fact that the conference is being held, a "handle" has been gotten on the problem, and we can now go forward into a glorious future. At the end of the symposium, the press duly reports that said workshop represents a "significant breakthrough" in the search for answers to the many questions plaguing urban transit, and that steps can now be taken to insure vastly improved urban mobility.

Sad to say, the urban transportation conference sponsored last week by the Chicago Association of Commerce and Industry was no exception, and, if past experience is any guide, will be quickly forgotten (as urban mobility in the Windy City becomes more of a problem).

It is indeed a shame that the seminar will join legions of others in obscurity, for, unlike many, it boasted an impressive roster of participants, all seemingly genuinely interested in the problem and in finding solutions.

Attorney Richard W. Austin was there, speaking eloquently of the creation of a district he helped organize to oversee the re-equipment of IC electric suburban services with brand-spanking-new cars (see cover), and BN's Ted Schuster, an untraditional railroad man with a well-thought-out report on the much-needed Chicago Area Metropolitan Transit 'umbrella' system. And former DOT Secretary Alan Boyd, now IC president and major domo of the district that will soon build Chicago's new downtown subway system.

The FRA's Carl Lyon provided a bit of diversion at lunch with a recitation of the Railpax rationale, while an afternoon panel of city officials and the respected John Bailey of Northwestern talked a bit more on the local future. Perhaps the majority of the smoke and fire (if indeed there was any) came at a post-panel "news conference" in which Boyd, Lyon, CATS Director Jones, George Krambles of CTA and a representative of the city's Public Works Department were gently grilled on much of little significance.

Much of what was said has been said before--too many times before, and its impact tended to be dulled. It is perhaps significant that the one remark that still remains with this reporter was an utterance of Dr. Bailey's. Referring to a "transit-watcher" associate at an Eastern university, Dr. Bailey quoted him as saying "all big transit companies ignore the marketing process"--a contention with which this reporter wholeheartedly agrees.

Like most such symposia, the emphasis was on the future, and conclusions could safely be drawn that the passage of time would erase. The game of playing with 1980 and 1985 'heeds' has become a highly-developed art, and precious little has been said about 1971, where the needs really are. Seminars like this are of dubious value--what is needed is a lot less talk and a lot more action.

# metro memo

## WELCOME ABOARD

 $\Delta$  Yes, Virginia, there <u>is</u> a new IC car-unit #1502 finally made its appearance on Illinois Central rails last week (see cover photo). At this writing, it is yet the only new coach on the property; #1501 is expected to arrive "soon." A product of St. Louis Car (GSI), the 1502 has run under its own power for several days, and is currently being tested south of Homewood on the IC electric main line (while regular runs "single track" on the southbound main, the 1502 is being put through its paces on the northbound high iron).

New cars for IC commuters became economically possible upon the passage of the Urban Mass Transportation Act in 1964; the bill contained a key provision for federal grants to local mass transportation projects.

The Chicago South Suburban Mass Transit District was formed in 1967 by eleven on-line communities to participate in funds available from UMTA. Subsequently, that agency approved CSSMTD and IC plans for a fleet of 85-foot, self-propelled cars for use on the railroad's electrified system. After completion of all planning requirements, the UMTA grant to CSSMTD will be \$26,600,000, two-thirds of the total cost; the additional one-third will come from the IC. Title to the cars remains with the District for the life of the equipment; the IC will lease, operate and maintain the new units.

St. Louis Car Division of General Steel Industries was the successful bidder on the project; work got underway (finally) at StLCC's Hall Street plant in St. Louis in 1970. Much difficulty was encountered with #1501, the first, virtually hand-built car, and 1502 (completed in March) was sent along to Chicago as the "prototype" unit for commuters and railroad personnel to pore over. The contract calls for all 130 "HighLiners" (the winning handle in a car-naming contest) to be operational by the third quarter of 1972.

Some specifications: Year-round climate control is the most important interior feature of the HighLiners. Twin air conditioners with a capacity of 16 tons in each car will maintain an average temperature of 70° in passenger areas for total comfort in any weather. An important extra is that even if an air conditioning cooling compressor is not operating, the fans will circulate air effectively. Cooling machines can be removed and replaced as units for quick servicing and reduced inshop time for the cars.

Electric heating with a peak capacity of 60 kilowatts is provided by overhead grids and blowers and floor systems with sidewall strip heaters and window-level vents. The system is thermostatically controlled for even heat distribution.

An important improvement is the seating area lighting system provided by 35 cp reading lights. Other interior improvements are coat hooks, package racks and luggage compartments, upper level modesty panels, soundproofing, two-way radio and public address systems and non-glare windows of tinted double-pane safety glass. Each car has 156 foam-cushioned Mandarin Orange and New Gold vinyl seats.

Passenger compartment walls and ceilings are finished with beige and cream panels accented in tan and wood grain. The rubber interior floors have multi tinted patterns of brown and cream. Stairways to the upper level are constructed of safety tread stainless steel. Car vestibules have wood grain walls and stain-

less steel decks, highlighted by orange stanchion panels and brilliant 100 cp fluorescent lighting. The cars have two vestibules, a double center vestibule and a single door at the cab end. Door tracks are equipped with heaters to melt ice and snow for trouble-free door operation in winter.

The HighLiners are constructed of high-tensile, low alloy steel in the car body and underframe, with fiberglass end trim and roof transition pieces on ends with pantographs. Exterior finish is metallic silver mist with horizontal black and orange center panels and the lettering ILLINOIS CENTRAL in black on the orange panel. Remote-controlled, lighted train number signs are on the front of each train and destination signs are located on car sides high enough to be seen above crowds on platforms.

Beneath each 134,000-pound car are two four-wheel trucks with 36" diameter wheels. The cast steel trucks are equipped with roller bearings for smooth rolling and air suspensions for smooth riding. Fine snow, dust and other particles which might interfere with traction motor operation are pushed away from the trucks by a unique blower system. Air is pulled through a series of ducts from the car roof down into the center sill and forced out thru the motors. The constant outward flow of clean air also cools the traction motors for longer armature and bearing life.

Nearly 30,000-pounds have been cut off the normal weight for a car of this size by using a new concept in center sill engineering. This weight reduction was accomplished without lessening strength and the cars meet full AAR 800,000-pound compression body strength criteria.

A distinctive exterior feature of the HighLiners is a 10'5" recess in the cab end roof to accomodate the single arm, European-type pantograph for IC's electrified operation. The pantographs can reach a maximum catenary wire height of nearly 25 feet from the top of the rail. Each car operates on 1500 volts DC with four 175 hp series-wound DC propulsion motors capable of acceleration at two mphps, and geared for a top speed of 75 mph. Pneumatic control brakes combining dynamic and hydraulic systems have a maximum service braking rate of two mphps and an emergency braking rate of 2.5 mphps. Special composition brake shoes provide smooth, safe stops under all conditions.

Overall, the HighLiners are 85 feet long, and 15'10" high above the top of the rail. Width at lower floor level is 10 feet, increasing to a maximum width of 10'6" at the upper deck floor level. The cars will be numbered 1501-1630, with the last digit indicating the direction the car faces; odd-numbered units point south, and even-numbered cars have the cabs facing north.

The IC's commuter service began in 1856 with four round-trips daily between Randolph Street and a new community called Hyde Park. Currently it serves some 42,000 riders at 49 stations over about 50 miles of track. IC operates 268 commuter trains each business weekday, 205 on Saturday and 125 on Sunday.

The main line extends 29.33 miles between Randolph Street on the north, and Richton on the south. Trains run on a fully-grade-separated right-of-way with underpasses and overhead bridges that make possible high-speed operation; the line has four tracks between Randolph and Kensington (115th Street), and is double-tracked beyond. A special, single-track "loop" between Harvey and Homewood serves the Washington Park Race Track, and provides entry to the railroad's new Woodcrest maintenance facility.

A 4.71 mile double-track branch connects with the main line at 67th Street and operates at grade level to serve the in-city areas known as South Shore and South Chicago. The second branch is a single-track line which turns off the main line south of Kensington and runs 4.42 miles to Blue Island.

Electric power is purchased from the Commonwealth Edison Company. Current is fed from Edison to IC's 1500 volt DC catenary system through eight substations located at intervals of about five miles along IC's routes (16th Street, Brookdale, Cheltenham, Front Street, Laflin Avenue, Harvey, Vollmer Road and Matteson). The latter sub was built by IC in 1970 at a cost of \$850,000 to improve power availability at the south end of the main line.

The new HighLiners, despite their large dimensions, fit through all tunnels, underpasses and bridges on the IC system, and will (rumor to the contrary) operate on all electrified lines, even the South Chicago branch. Better equipment utilization and higher speed capability of the new units will reduce basic car requirements, but about 20 of the old cars (circa the 1926 electrification) will still remain in service; some are currently planned for complete rehabilitation, and a few may be sold to the hard-pressed South Shore line for Gary service.

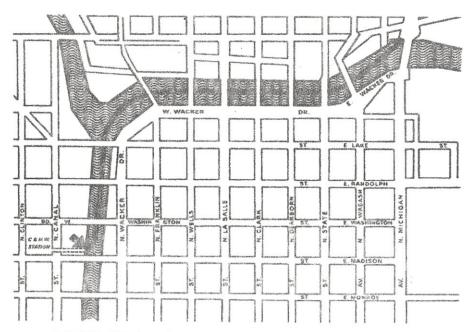
[Personal observations: The new cars are impressive, stylish, comfortable and all that, but somehow lack the impact of similar units on other roads. Perhaps one of the reasons for this negative charisma is the somewhat rough appearance of the exterior, and the knowledge that the units' performance is less than impressive as regards speed; 75 mph is but average for a 30-mile line. Since the railroad will soon implement a zoned schedule with a great deal of nonstop running (one set of trains will operate almost 25 miles between Homewood and Roosevelt with no intermediate passenger stops) it would seem that a higher top speed might be in order over the fully-grade-separated right-of-way; the Jersey Arrow trains run at 100 mph over less-classy high iron. Even the older 1926 cars were regularly carded at less than 60 minutes for the total run to Richton. And, with the closely-spaced stops along the line, an acceleration rate of but 2 miles per hour per second (easily topped by CTA's newer units) seems at least a bit inadequate for what is essentially a rapid transit line. Given the state of the carbuilding art in the 1970's, what has emerged from St. Louis is quite disappointing.]

#### SAILING, SAILING. . . (OR, WHO WROTE THIS PRESS RELEASE?)

A On Monday, April 12, the Chicago & North Western Railway will help uphold a time-honored Norse tradition when Captain Albert Borgstrom celebrates the coming of Spring by sailing his two, long cruisers up the river of a friendly city to take hostages--at the Railway's Riverside Plaza commuter dock.

The hostages are, of course, North Western commuters who like the quick, convenient service across the Loop from the Riverside Plaza dock to the Wrigley Building dock under North Michigan Avenue. The ride takes seven minutes each way, with a sailing every ten minutes during the morning and evening rush hours, Mondays thru Fridays.

As in past years, the raids--er, rides--of the 140-passenger Wendella and the 108-passenger Sunliner will be coordinated to meet the North Western's suburban trains. (The service was inaugurated eight years ago at the instigation of the North Western as a convenience for its commuters). The fare will be  $35 \, \text{¢}$  a ride



MAP OF ROUTE shows how Commuter Craiser passengers enjoy a non-step water expressway from North Western Station to Michigan Avenue.

in books of ten tickets; 40¢ for a single ride. The cruisers have carried almost three-quarters of a million passengers since their 1963 maiden voyage.

# NORTH WESTERN NOTES

A Two new weekday suburban express trains and several improvements and adjustments in other suburban schedules to permit faster, skip-stop schedules will go into effect on the Chicago & North Western Railway's North Line on May 1 when it plans to discontinue its intercity passenger service.

The two new suburban trains and other schedule changes being made by the North Western are designed to benefit the greatest number of the road's North Line suburban riders. One of the new suburban expresses will leave Kenosha at 6:55 AM, with skip-stops to Chicago, where it will arrive at 8:20. The other new suburban express will leave Chicago at 6:31 PM, skip-stopping to Kenosha, where it will arrive at 7:50 PM. The latter train will be in effect a cutback of a present Chicago-Milwaukee run to Kenosha; the former (morning) run is entirely new. Some other North Line trains will have their schedules slightly altered, and still others will add or subtract stops.

It might be well to remember that as of this juncture no official determination has been made of the status of C&NW's present service beyond Kenosha (not Milwaukee, as we erred two weeks ago); the runs have not yet been classified as intercity (as opposed to short-haul commuter). The notices have been posted for all C&NW long-haul runs in accordance with Railpax procedure, but opposition is sure to develop as far as the Kenosha-Milwaukee segment is concerned, and a determination may yet be made that would preclude their discontinuance, if it were to be ruled that the runs in question are commuter-oriented in nature, and thus not eligible for Railpax discontinuance.

#### DOT DATA

 $\Delta$  The Department's Urban Mass Transit Administration is giving Iowa City, Iowa a grant of \$300,274 to purchase a basic transit fleet of 12 new buses, a garage and related repair equipment. The grant will enable Iowa City to start its own mass transit system when the city's privately-owned bus company terminates service this summer.

The grant will cover half the city's transit purchase costs, including the cost of twelve new 45-passenger air-conditioned buses and the purchase of an existing bus garage. The private operator, Iowa City Coach Company, which plans to terminate city service on June 6th because of financial difficulties, will sell the garage to the city, but will retain its 12 buses (31-passenger gasoline-powered GMC units) for use in a related school bus and charter service. An additional UMTA grant of \$100,090 will be available to Iowa City after the municipality meets its full regional planning requirements.

A DOT has made a grant of \$194,000 to the American Transit Association for a two year program which is expected to cut down vandalism and assaults in mass transit vehicles. The grant will cover a number of anti-vandalism, anti-assault projects jointly undertaken by ATA and the Institute for Rapid Transit.

The first phase of the project will be for ATA and IRT to ascertain the scope and total cost of vandalism to the nation's mass transit vehicles. Transit companies will also be asked to contribute information and data on methods of vandalism protection and passenger security which they have found effective. The findings will be organized into a comprehensive plan to assist the transit industry and their passengers. The findings will then be applied to an actual system, demonstrating the effectiveness of the joint plan.

[Editor's Note: Meaning more fiberglass seats, no doubt.]

Δ UMTA has also given \$40,000,000 to the Bay Area Rapid Transit District to complete construction of its 75-mile regional rapid transit system, and to purchase its fleet of 250 commuter rail cars. The grant brings the federal government's share of the \$1,300,000,000 project to \$145,000,000.

A The Department is giving the city of Muskegon \$123,459 to assist in its purchase of ten buses and related maintenance equipment. The grant money will buy 10 five-month-old buses presently being leased by Muskegon (see TC cover 22 Feb 71) as the result of a transportation crisis which arose in August 1970, when the private transit operator of an older leased fleet of buses elected not to continue his arrangement with the Muskegon Transit Authority (the units were 20-or so passenger vans owned by a local automobile dealer). The city was not in a financial position to purchase a replacement fleet, so Muskegon entered a lease-purchase arrangement to acquire the 10 new buses pending completion of its application for UMTA financial assistance.

The city of Muskegon has provided public transit service in both Muskegon and the surrounding cities of Muskegon Heights, Norton Shores and Roosevelt Park since 1965, when it took over the operation from the financially-failing Muskegon City Coach Lines. Through a city subsidiary, the Muskegon Transit Authority, transit service has been preserved through financial assistance by the city itself and surrounding communities.

Δ DOT has made a technical study grant of \$150,000 to the Metropolitan Transit Authority of Baltimore, Maryland. The UMTA grant will help the MTA develop both short and long range mass transit planning and improve its service to Baltimore bus riders. The technical study will result in a plan for the unified and coordinated operation of Baltimore's mass transit system. Part of the technical study will be devoted to making plans for transition of bus routes to feeder routes when new rapid transit lines eventually are constructed.

A President Nixon has asked Congress to let the federal government guarantee the revenue bonds of the Washington subway. The guarantee, which would represent the first time Congress has backed a mass transit bond issue, would make the bonds subject to federal tax. It would also permit the Washington Metropolitan Area Transit Authority to increase its bond sales from \$900,000,000 to \$1.2 billion.

The 98-mile subway system linking Washington and parts of Maryland and Virginia was originally supposed to have cost \$2,500,000,000. Inflation and delays have increased this figure to about \$3,000,000,000, raising doubts about whether the Authority could pay off on the bonds. In return for taxing the interest on the bonds, the federal government would cover 25% of the Authority's interest costs. This subsidy would enable the Authority to sell an additional \$300,000,000 worth of bonds, which would help cover the inflated costs of construction. The first section of the subway is due to open in 1974.

# POLLUTION POINTS

A According to NOPSI's TRANSIT RIDERS' DIGEST, New Orleans ranks 59th on a list of 65 major American cities ranked in order of the seriousness of their air pollution problems. One factor in this favorable condition is the relatively high use of transit service in New Orleans and the fact that the Public Service bus fleet is diesel-powered. It is recognized that about 60 per cent of urban air pollution is caused by vehicles using gasoline-fueled internal combustion engines, the most toxic product of which is carbon monoxide. Unlike gasoline engines, diesel engines do not produce carbon monoxide in significant proportions.

[Editor's Note: Just other pollutants. It might be well to remember that the Queen City of the South once boasted an extensive fleet of non-polluting trolley coaches and another private-right-of-way streetcar line; all of which were removed from the scene in the name of "progress"]

#### CHICAGO COMMENT

A Incidental notes on the new IC suburban cars: The rate of acceleration noted elsewhere (2 mphps) is slower than all U.S. rapid transit cars built since the end of World War II. Next slowest are a Boston series and a Toronto group that accelerate at 2.3 mphps. Ore critic of the design notes that the passenger flow on the new equipment is identical to other Chicago area steam roads' new units, but is inappropriate (only one door per car, in the center) because of the rapid transit characteristics of the line itself.

A Appointed to the two top posts in the newly-created state Office of Mass Transportation are two Chicagoans (and TC readers) with advanced degrees from the University of Chicago, Dr. Thomas Lisco and Jud Lawrie. Dr. Lisco, who is to head the new agency, was director of research for the Chicago Area Transportation Stu-

dy, and project coordinator for the Southward Transit Area Coordinated Study, a blueprint for future development of transit services south of 63rd Street in Chicago, and in portions of two Illinois and two Indiana counties adjacent to the city. Jud Lawrie formerly was a member of the research and planning staff of the Chicago Transit Authority. The OMT was created by a gubernatorial order to coordinate mass transit planning in Illinois prior to the hoped-for creation of a state Department of Transportation.

A The Milwaukee Road has decided to reduce the number of seats set aside for smokers on some of its trains serving Chicago area commuters from 47 to 30 per cent. A Chicago lawyer, George Gerstman, has been credited with hastening the move by taking the matter to the Illinois and Interstate Commerce Commissions.

#### ACROSS THE POND

A Police in London are still baffled by the fact that no one has claimed a bus from Paris which they found abandoned on a side street a few weeks ago. The vehicle has Paris registration plates, a destination board in French, and bunting hanging from above the windows. The bus was first noticed by police as it stood deserted near the downtown area, and they kept watch on it for three days. No driver appeared, so the police towed it away....In Johannesburg, South Africa, bus driver Alberta Senekal sued for divorce because she said her husband kept getting on her bus without paying the fare.

#### GOTHAM GAZETTE

Δ Off-hour peak service on the Harlem Division of the Penn Central will be cut back for about three months beginning April 26 to facilitate the construction of high-level station platforms. Non-rush hour service will be cut from 30 minutes to 60 while the platforms are being constructed at nine stations on the division beginning at Brewster and at 125th Street in Manhattan. PC's schedule calls for completion of the work by mid-July, when the first of a group of 80 new cars ordered by the Metropolitan Transit Authority are delivered.

 $\Delta$  The number of cars, trucks and buses on the Staten Island ferry has dropped by about 30 per cent since a hike in vehicular rates went into effect a month ago, but despite the drop in traffic, there has been an increase of about \$1,500 per week in revenue; the ferry now carries 1,100 motor vehicles a day. Before the hikes went into effect, the cost of a one-way trip for a passenger auto was 90%; this rate is now \$1.50. Other rates were raised proportionately; only bicycles are allowed to travel free, and the passenger fare is still only a nickel.

Δ A new, eight-lane West Side Highway, with trains in its median strip, possibly double-decked under parks and housing projects, has been outlined for the City of New York. If voters approve a \$2,500,000,000 transportation bond issue next fall (\$325,000,000 of it earmarked for the road), and if the State Legislature agrees to make it part of the federal Interstate system, a new West Side Highway to replace the present deteriorating one could be in operation in seven years.

 $\Delta$  The Penn Central has been granted permission by the State Department of Transportation in Albany to increase its Hudson and Harlem Division commuter fares on May 1. The money would be used to lease 80 new cars.

A 30-minute express bus service between the Upper East Side and the Wall Street area was inaugurated April 12; the fare will be \$1. Buses leave York Avenue and 91st Street at 15-minute intervals in the morning rush, with non-stop operation from 79th-East End to Broad-Water in downtown Manhattan. Comparable evening rush hour service (like the AM runs, operated by the Transit Authority) will depart from the Wall Street area on an equivalent 15-minute headway.

A The NEW YORK TIMES also reports that the Hempstead Bus Corporation, which serves 12,000 daily riders, may have to curtail its services severely because of its financial condition. In a letter to Nassau County Executive Ralph G. Caso, Henry Bickmeyer, the president of the 47-year-old company said, "Either through Nassau County, the Metropolitan Transit Authority or the state Department of Transportation, some way must be found to prevent the almost immediate curtailment of the services of this company." He did not state specifically what measures the company proposed to stay alive.

The Hempstead firm, which has 130 employes, and operates 54 vehicles, runs buses from Mineola to Hempstead, from Roosevelt Field to Bellmore, and from Hempstead to various communities on the South Shore and the center of the County (all on Long Island). The company is suffering from the financial maladies common to most transit operators, but was able to put 20 new buses into service last year. A five-cent fare hike (to 40-45 cent base) was put into effect last January.

#### BROTHERLY LOVE

A The City of Brotherly Love lost a bit of its traditional good will this week, as a four-day strike by Transport Workers Union members tied up all surface and rapid transit operations of the Southeastern Pennsylvania Transportation Authority. Since SEPTA operates the bulk of local transport services in Philadelphia, the city itself was pretty nearly shut down while the bickering continued. The walkout finally ended on Friday (April 16), when union leaders, faced with astronomical fines and jail sentences, were the strike to continue, backed down and ordered their men back to work pending a settlement of the dispute. Wages are the principal issue; the union wanted an immediate \$1 an hour hike. The present SEPTA basic wage for operators is \$3.93 per hour.

#### LOOKING EASTWARD

 $\Delta$  One of a number of obsolete ordinances repealed recently by the Cincinnati City Council had to do with the regulation of trackless trolleys. Electric coaches have not operated in Cincinnati streets since June, 1965...A few miles to the north, unconfirmed reports have it that Dayton's City Transit Company, evidently pleased with its experimental Western Flyer trolley coach (#900, pictured on our cover April 5), has ordered 15 more units from the Winnipeg builder.

A The Washington, D.C., Metropolitan Area Transit Commission has proposed strict guidelines to reduce pollution by area buses; local operators and the public have until May 1 to study the proposal and submit their comments. Supposedly the first such move by a municipal body, the Commission would require daily checks of buses for visible exhaust, with offenders garaged until repaired. In addition, installation of fuel injection systems would be required within a year, with more precise fuel meters, valve controls and governing devices. Engines would not be allowed to idle for more than three minutes.



# EQUIPMENT REGISTER

Δ The head of Trans World Airlines has said that his company had been seeking a firm British European Airways order for the Lockheed airbus as part of an agreement for producing the plane with its original Rolls-Royce engine. Board chairman Charles C. Tillinghast indicated that at least one other airline customer had exerted similar pressure for a BEA order in the complex talks on terms for saving the Rolls engine and possibly the entire project.

At the same time, it was reported that \$640,000 is the amount of the price increase for the plane that was conditionally agreed to by British officials and Lockheed Aircraft, bringing the cost of each plane to a bit over \$15,000,000. \$540,000 of the increase represented the added cost of a set of engines for the 300-passenger TriStar. The other \$100,000 would be an airline payment to help Lockheed offset the heavy cost increases that will result from manufacturing delays associated with the Rolls-Royce bankruptcy. An agreement between Lockheed, U.S. and British officials would allow the California firm to begin deliveries in April 1972--a delay of five months from the original schedule.

A Sales saga: Boeing has sold a 707-320C (some \$9,000,000 worth of aircraft) to Korean Airlines...The Seattle firm has also sold a convertible 737 (with a value of some \$4,500,000) to D.E.T.A. of Mozambique....Spain's Iberia Airlines has ordered 11 DC-9 twin-jet transports (valued at a total of \$56,700,000) from McDonnell-Douglas. Four of the 100-passenger craft will be convertible models....National Airlines has revised its order for 11 McDonnell-Douglas DC-10s to include two long-range Series 10 craft; the previous order had been for the short-range variety. At the same time, the Miami-based carrier let its options for three of six additional DC-10s to expire, citing the "depressed U.S. economy."

A Lighter than air: Like their feathered cousins, the three Goodyear blimps go south for the winter. The <u>Mayflower</u> is tethered in Miami, the <u>America</u> in Houston and the <u>Columbia</u> in Los Angeles. All of the 200-foot-long blimps will begin seasonal cross-country tours next month.

# <u>JETPORT JOTTINGS</u>

 $\Delta$  A campaign to block any plan Governor Rockefeller might announce for construction of a fourth jetport in the New York area has been begun by Assemblyman Andrew Stein (D-Manhattan). Stein unveiled a program that he said would eliminate the need for another metropolitan area field, calling on the Civil Aeronautics Board to order the airline industry to operate only enough planes to insure 70% passenger capacity, rather than the 48% averaged last year.

The increase in the number of passengers per plane would result in a 35% reduction in flight frequency (meaning less congestion and less noise) and a 30% drop in fuel use (meaning less air pollution), Stein said. He proposed also that airline fares be adjusted to penalize passengers flying during rush periods, alleviating the passenger crush between 3 and 8 PM.

He pointed out that passenger volume actually declined 2.5% in 1970 at the 3 existing fields, while takeoffs and landings were down 15.8% at Kennedy, down 12% at Newark and up only 2% at La Guardia.

A Mohawk has said it will combine its facilities at some airports with Alleghenv in an economy move, though its president said the joint facility program "is in no way related" to the fact that Mohawk is studying a possible merger with Allegheny, as well as North Central. Mohawk said the talks began prior to any move toward merger.

The Allegheny program would provide for Mohawk to handle Allegheny operations at Buffalo and Toronto; Allegheny would provide Mohawk customer services at Bridgeport, Erie, Islip (NY), Jamestown (NY), Philadelphia, Providence and Pittsburgh. In Buffalo and Pittsburgh both carriers would maintain their own ticket counters and staff, but at the other locations all ground operations would be consolidated, according to Mohawk.



The New York Times

Δ A major change in ground transportation between Westchester County points and La Guardia and Kennedy airports became effective April 18, as Wilder Transportation limousines gave way to 38-passenger coaches with reclining seats and rest rooms. Wilder, in a move to improve ground transportation to the fields that has the blessing of carriers and local officials, recently purchased the Connecticut-New York Airport Bus Company, which serves New Haven and Fairfield county.

At the same time, the Wilder firm applied for an 18 per cent decrease in fares and the institution of family fares and discounted round trip rates.

The new Wilder coaches, like the limousines they replaced, will continue to operate on a reservation basis. They will keep the same schedules, running every hour from Tarrytown, White Plains, Rye and New Rochelle, as well as from Spring Valley, Nanuet and Nyack in Rockland county. Service on the new Connecticut division will operate from New Haven, Milford, Bridgeport, Westport, Darien, Stamford and Greenwich.

With the addition of the Connecticut service, Wilder will use the New Rochelle railroad station as a crossroads. Currently, all the limousines stop at La Guardia to discharge passengers on the way to Kennedy, and stop there again on the way back to pick up passengers. Under the new system, the buses originating at New Haven will stop at New Rochelle and go directly to La Guardia, while the Tarrytown buses will stop at New Rochelle and continue non-stop to Kennedy. Passengers can change, if necessary, at New Rochelle; on the way back they will be taken to New Rochelle from both airports.

Pan Am had tried a system of suburban satellite terminals, beginning in June of 1969, offering baggage check-in and coach service from Greenwich, White Plains and Nassau county, but traffic was insufficient. In March 1970, Pan Am joined United, TWA, Eastern and American in a six-month trial of what the carriers called Metropolitan Airport Terminals, using the local limousine services from the above cities and Manhasset. But, with the airlines' own financial problems, the experiment was dropped last autumn.

#### RATES AND ROUTES

Δ United Air Lines has formally asked the CAB for permission to discuss with several other carriers the possibility of dropping flights in 10 markets. UAL said if its request and those of other carriers are granted actual talks will begin shortly.

Areas considered for flight reductions include New York-Los Angeles, New York-San Francisco, Los Angeles-Boston, Los Angeles-Philadelphia, Baltimore-Washington, New York-Chicago, Chicago-Los Angeles, Chicago-San Francisco, Los Angeles-Honolulu and San Francisco-Honolulu. United forecast cost savings would be substantial with a minimum reduction in service. For example, elimination of a standard DC-8 round trip in each of the ten markets would produce an annual savings of almost \$25,000,000, helping UAl's poor financial position considerably.

A Capitalism is alive and well and living in East Berlin: A fear of being upstaged by another airfield east of the Berlin Wall was touched off in West Berlin by the recent inauguration of East Berlin-Vienna service by Austrian Airlines at a price well below that of the West. At the same time, another section of the pact gave East Germany's Interflug airline landing rights in Vienna, making that city the first in the West where the DDR-owned line can operate.

Officials in West Berlin are worried by the fact that this action could herald a trend which could draw valuable air traffic away from West Berlin, establishing East Berlin's Schönefeld Airport as a major international flight center in the heart of Europe. Complicating the fact for the West is the fact that West Berlin does not control the air space above it or leading out of it.

West Berlin is connected to the West by three narrow air corridors, under Four Power control. Four airlines have a monopoly: Pan American, BEA, Air France and LOT of Poland. West Berlin's main airport, Tempelhof, is the second busiest airport in Germany (after Frankfurt); although 90 per cent of its traffic consists of heavily-subsidized flights shuttling to and from West Germany. The other commercial field in West Berlin is Tegel, in the French sector; Gatow (in the British sector) no longer handles scheduled traffic.

West Germany's state-owned air carrier, Lufthansa, is not currently permitted to serve the divided city, but discussions are currently under way with a view to-ward permitting the line to stop at Tempelhof in the course of a planned Frankfurt-Moscow run.

Δ Delta has added a morning non-stop flight to its service between St. Louis and Little Rock; other Delta flights to the Arkansas city are a one-stop in the morning and two other non-stops, in late afternoon and evening....ΕΙ ΑΙ has begun direct air service between Canada and Israel. The joint Israel-Canada pact calls for four weekly El Al and four weekly CP Air flights.

A Ethiopian Airlines now calls at Paris. There are four weekly flights from Addis Ababa to Paris, with intermediate stops in Asmara, Athens and Rome...Lufthansa and Finnair are now operating a cargo-only joint service between Helsinki and Frankfurt, on a two-a-week basis...Pan Am will begin twice-weekly service between New York and Bucharest on April 28. Single plane service will be offered with intermediate stops in Glasgow, Düsseldorf and Belgrade...Swissair has once again begun daily direct DC-8 service from Chicago to Zurich...SAS has inaugurated a new trans-Siberian Express route between Copenhagen and Tokyo, which cuts 2150 mi-

les and 300 minutes from its previous shortest route over the North Pole. The Trans-Siberian Express will depart Copenhagen at noon on Saturdays and arrive in Tokyo at 9 AM Sunday. The return flight will leave Tokyo at 11 AM and arrive in Copenhagen at 5 PM on the same day.

A Pan Am will drop its daily flight between Dulles International Airport in Washington and Puerto Rico and the Virgin Islands on April 25. The airline will continue its daily flights between Friendship Airport near Baltimore and San Juan... The U.S. and Poland will be linked for the first time by commercial air service when Pan Am inaugurates flights between New York and Warsaw on April 29. PAA is to offer single plane service once a week with stops at Glasgow and Hamburg. On May 23, a second weekly flight will be added.

A Have an oddity: In the regular monthly issues of the POCKET FLIGHT GUIDE (an OAG publication listing over 16,000 flights in the U.S. and Canada), a number of foreign carriers are listed by virtue of the services they perform in and between the two countries as a function of their international runs. Thus, along with Air France and Qantas, the symbol "OK" appears in a rundown of carriers. "OK" turns out to be Czechoslovak Airlines, the only East European carrier so listed.

A perusal of the detailed listings in the guide turns up a weekly round-trip between Montreal and New York (the North American leg of service to Prague) that can, because of a complex of international agreements, be ridden "locally" between the two cities. For those of our readers that might want to travel a different way between the two cities, OK flight 699 leaves JFK airport in New York non-stop each Monday evening at 6:30 PM, using an Ilyushin IL-Y62 jet. The return flight (both runs have first-class and coach accomodations) leaves Montreal as OK 598 each Monday afternoon at 2:10 PM.

A Civil Aeronautics Board examiner has recommended sweeping changes in the air service pattern of the state of Alaska. Among other things, the examiner recommended that both Pan Am and Western be suspended for seven years at certain locations and that Western be deleted at two others. Examiner Merritt Ruhlen said that the two Alaskan carriers (Wien Consolidated and Alaska Airlines) would best serve all the needs of Alaska's varying service requirements.

Specifically, Ruhlen recommended that:

- ✓ Alaska Airlines be authorized on a non-subsidy basas to provide service between Seattle/Tacoma and Anchorage by way of Ketchikan, Sitka, Juneau, Yakutat and Cordova. Its nonstop authority between Portland and Seattle/Tacoma and Fairbanks should be suspended.
- ✓ Wien Consolidated Airlines be authorized to provide service on a nonsubsidy basis (A) between Seattle/Tacoma and Kodiak; (B) between Kodiak and Point Barrow by way of Homer, Kenai, Anchorage, Fairbanks and Prudhoe Bay/Sag River; and (C) between Seattle/Tacoma and Prudhoe Bay/Sag River by way of Juneau and Fairbanks.
- √ Pan Am authority between Seattle/Tacoma and Portland and terminal Fairbanks non-stop and by way of Ketchikan, and between Ketchikan and Juneau be suspended.

Pan Am's certificated Seattle-Southeast Alaska service is presently suspended until May 28, 1972. During the proceedings Pan Am asked that the suspension be

lifted. The examiner found, however, that with Wien's and Alaska's entire operations based in Alaska they will have more equipment available to meet varying traffic demands than would Pan Am which will have only a stub-end out of Seattle.

The examiner recommended that Western be suspended at Kodiak, Juneau and Ketchikan and deleted of all its Alaskan points except Anchorage. Western had asked to be relieved of certain points while continuing service at others. The examiner noted in this regard that "it is clear that Western is attempting to slough its unprofitable Alaskan points and segments and retain only the profitable ones. To permit a large domestic carrier to drain \$2,500,000 from Alaska and at the same time delete needed service at a saving of \$3,000,000 would be a step backward."

The preceding authorizations and suspensions are only for seven years, a period which Mr. Ruhlen deemed sufficient to give the newly authorized carriers an opportunity to develop the markets and to finance the required equipment and facilities and short enough to permit a reappraisal within a reasonable period of time.

Δ The CAB has approved a two-step fare increase on airline coach flights ranging up to 9 per cent; the airlines had filed for increases ranging from 12 to 27 per cent. Under the CAB order the carriers got an immediate 6 per cent fare increase; the Board also gave tentative approval to another 3 per cent hike in 50 days, but the latter boost could not go into effect then if objections were filed.

Under the CAB decision, some individual coach fares could be rolled back because of selected increases granted October 15, 1970, which increased fares by more than 9 per cent. The boost means, for example, that the present Detroit-Miami coach fare would go from \$81 to \$86, but that the Boston-New York tariff, which benefitted from the earlier increase, would be cut from \$26 to \$24.

# AIRWAY ADDENDA

As noted above, Mohawk, reeling from the effects of a five-month strike, is talking merger with Allegheny and North Central (but only with one, not both)...The flow of European tourists to the U.S., lured by bargain air fares (as little as \$46 one-way), increased to 981,000 last year, and is expected to top 1,000,000 in 1971....The 3,661 pilots of Eastern Air Lines have offered to fly extra trips for the financially-pressed carrier this year at straight-time, rather than overtime, pay rates, and to defer payment of the extra time until the end of the year, in an attempt to improve Eastern's potential for generating revenue (and avoid layoffs).

# railway report

# AT THE TOP OF THE HEAP

Δ President Nixon has nominated John W. Ingram of Chicago as Administrator of the Federal Railroad Administration. Ingram is 42, and is currently vice-president-marketing of the Illinois Central; his FRA salary would be \$42,000.

In his five years with the IC, Ingram has gained a reputation as an innovator in resolving many of the labor problems that have plagued the carriers in recent years; his appointment will require Senate confirmation. The FRA (a DOT agency) is responsible for railroad research and safety.

# ARTIFICIAL RESPIRATION

A Lewis Mumford, the noted author, architect and city planner, has come out for full-scale resuscitation of railroad passenger trains as a way to upgrade the deteriorating environment of America. In a column published by the NEW YORK TIMES, Mumford was critical of Railpax, the new semipublic corporation which is to take over intercity rail passenger service on May 1. He urged people to oppose alleged plans by Railpax "to bleed to death the stricken railroad system".

Instead, he said, "we should demand the rapid building of an even more complete national network, with at least as many passenger trains restored on the timetable as were in service in 1950." Mumford proposed these additional steps:

- √ "Trucks and trailers of freight car dimensions must be prohibited on the public roads; jumbo freight planes and passenger jets for mass travel should be phased out; supersonic planes should be permanently eliminated.
- √ "To find new funds for manufacturing the new [railroad] rolling stock, restoring the neglected equipment and reassembling a new body of trained workers, superhighway construction should be halted and the available moneys should be turned over to the railroad system."

# PENN CENTRAL POTPOURRI

Δ The financially-disgraced Penn Central, reorganizing under federal bankruptcy laws in an effort to stay on the tracks, has issued a preliminary report that listed a \$431,000,000 loss in 1970. The amount is almost five times the net loss of \$91,600,000 reported in 1969. In their report, however, PC trustees said "any comparison is misleading since the prior figures appear to have reflected a corporate policy at that time of putting the best conceivable face on the facts."

A The same road says it is willing to pay \$52,382,110 to have the National Rail-road Passenger Corporation take over the railroad's unprofitable intercity rail passenger service, disclosing its proposal in a brief submitted to Federal District Judge John P. Fullam, who is supervising the road's reorganization.

 $\Delta$  At the same time, the hard-pressed road announced a cut in meal prices on its MetroClub cars during the next six months, and a wider choice of hot dishes in the MetroLiner coaches. MetroClub passengers are now served full course dinners on trays at their seats for \$2 (a cut of \$1.50 from the previous price); luncheons at \$1.50 (down \$1); and full breakfasts at \$1.35 (down  $40\ensuremath{¢}$ ). But the rosy news was offset by announcements of new surcharges of \$2 to \$4 in MetroClub car fares.

# BEYOND RAILPAX

Δ Senator Claiborne Pell (D-RI) wants to go beyond Railpax. He would have the government, thru a new public authority, assume ownership od all rights-of-way, in exchange for revenue bonds, and lease them back to the carriers. The advantage is that railroads would be relieved of heavy capital demands to improve roadbeds; leasing fees would reimburse the government. Sen. Pell said Railpax is not organized to undertake the total modernization task. By taking over the road-beds the recapitalization of a sagging rail industry could be accomplished by making their road-beds liquid assets substituted for the large amount of gebts attached to them.