# Transport Central

'Good-by, Casey'



A Highball For Amtrak

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"RAILPAX-PHOOEY!"



'No We Don't Go To Cleveland No More. Don't You Believe In Progress?'

Lepelley-Christian Science Monitor



#### NATIONAL RAILROAD PASSENGER CORPORATION

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Dear American Traveler:

This publication is the first systemwide schedule of intercity passenger trains to be operated by the National Railroad Passenger Corporation. The trains, services and stations listed herein comprise what the Directors of Amtrak believe is a large step toward an integrated national system of rail passenger service.

We feel that this network of trains -- which has been developed through months of intensive analysis -- provides a solid base upon which to build and expand the scope and quality of intercity passenger service. This new system can and will succeed because it unifies for the first time the operation and promotion of the nation's rail passenger service. Now, a single management can devote its energy exclusively to serving the passenger. Refurbishing of terminals and equipment and innovative improvements of ticketing, reservation, and food services can be attained on a systemwide basis.

We know these changes which are vital to upgrading rail service cannot be accomplished overnight. We are optimistic, however, that continuing improvements will attract hundreds of thousands of people who have not recently — or ever — relied on railroad transportation. We think the Amtrak system will become increasingly attractive to those who travel for business and pleasure, young people and older people, families and travel groups.

The Board of Directors of Amtrak asks the support of the traveling public as this schedule is introduced and service improvements are implemented. We ask also the enthusiastic response of every rail passenger employee who shares with us the task of providing the best in intercity travel service to our riders. On our part, we pledge our best efforts to providing the American people a modern, attractive rail service as rapidly as possible.

Sincerely,

David W. Kendall Chairman of the Board TRANSPORT CENTRAL 3 MAY 1971

#### A HIGHBALL FOR AMTRAK

¶ All the court injunctions having been disposed of, schedules printed, equipment arranged for and contracts signed, Amtrak (nee Railpax) was at last ready to go. In the short space of just about six months, the creation of a governmentally supervised National Rail Passenger Corporation had been effected, and Amtrak was ready to roll, believe it or not. In one fell swoop, half of the country's 360 rail passenger trains disappeared for all time, and the skeletonized Amtrak network began formal operation.

It had been a herculean accomplishment, the creation of Amtrak on such short notice; it was only at mid-year 1970 that the total financial collapse of the Penn Central had signalled an irrevocable "red board" for railroad passenger service in the U.S., an aspect that could at last not be ignored. Spurred into action by the growing clamor of alarm over the fate of the carriers that the Penn Central's fiscal follies had so clearly outlined, Congress quickly wrote and passed a landmark piece of legislation that will influence ground transportation in the United States for many years to come—the National Railroad Passenger Act of 1970. At last, the government had recognized its responsibility to provide for nationwide mobility by preserving vital rail passenger services in much the same fashion as it had acknowledged its liabilities in the urban mass transit arena.

It was a drastic step, the creation of Amtrak, and the wholesale abandonment of half the remaining passenger runs, but the situation called for drastic measures and, for once, the government was equal to the task. As the introductory letter in Amtrak's timetable (reproduced overleaf) notes, the Corporation has high hopes for the resuscitation of the passenger train, but things may very well get worse before they get better. The strata of straits that have calcified around the passenger train for these many years—poor service, bad equipment, difficult labor relations—must be stripped away, one by one, before any measure of respectable service can be restored to a hopefully eager and waiting public.

And so it was out with the old, and in with the new, on this first day of May in 1971. It was a weekend not without its fond farewells, as many storied varnish runs cast off for the last time, among the popping of flash bulbs and champagne corks. Rail buffs and laymen alike crowded aboard for "one last ride" on the Panama Limited, San Francisco Chief, Laurentian and other remnants of a glorious past, in an orgy of nostalgia seldom seen in a materialistic world. Needless to say, there was scarcely a dry eye in the crowd as train after crack train pulled into its respective, grimy depot for the last time. Many rail managements, relieved at being removed from the passenger arena once and for all, even got into the spirit of things by passing out champagne, roses and other souvenirs, and the Union Pacific even upstaged most other roads by operating the Laramie-Cheyenne portion of the historic City of San Francisco with steam power on its final run.

The farewells having been said, and the outpouring of the well of nostalgia over, it was time to get down to business, and Amtrak was ready. Despite three defections from the Corporation ranks (Rock Island, Southern and the Rio Grande), the initial timetabling was pretty much as scheduled, and the Corporation was largely spared the ignominy of having to scrap a major portion of its timecard before it even went into effect. In fact, aside from some minor errors (Chicago to Milwaukee in 30 minutes for one train, and noting that the total Chicago-Miami rail mileage is 5116) the only major departure from the printed advice is a change to UP rails for Chicago-San Francisco service between Denver and Ogden, as D&RGW opted out of Amtrak, and must run its own train over Rio Grande rails between the two cities.

TRANSPORT CENTRAL

The Rio Grande's stub of the old <u>California Zephyr</u> is, of course, not the only non-Amtrak train (in addition to commuter runs) still operating past May 1. Tho many requests for restraining orders against the removal of certain trains were filed by interested parties in the final hours prior to Amtrak's assumption of intercity rail service, only Burlington Northern's Chicago-West Quincy train (on due to pressure from on-line Western Illinois University at Macomb) and the Southern Pacific's almost-forgotten San Francisco-Monterey <u>Del Monte</u> (running until a determination of its "commuter" status is made) are being operated by carriers that are members of the Corporation. In addition, the Rock Island's trains to Peoria and the Quad Cities are still with us, as is all of Southern's abbreviated remaining schedule (both lines, of course, opted out of Amtrak).

As might be expected, those cities and states left out of the basic network made a great deal of noise about their orphaning, but few got beyond rhetoric. Now that the initial system is operating, the Corporation is free to "experiment" with new services that it can institute or abandon at any time. Under the "put up or shut up" provisions of the Act, any political jurisdiction that feels left out of the Amtrak network can, by indicating willingness to assume at least 2/3 of the projected deficit of any rail passenger service, contract with the Corporation to operate such service. Thus far, the proposal that seems to have gotten the furthest along is a joint Ohio-Pennsylvania-New York-Michigan-Indiana request for the resumption of Lake Shore service between Chicago and Buffalo via Cleveland, and a shuttle run between Detroit and Toledo to connect with it. Also in the package is a resumption of the controversial Detroit-Buffalo via Canada trains orphaned by the Canadian Transport Commission but told to run by the ICC.

Amtrak is presently considering the institution of such services on the guarantees of the states involved, and is also reportedly reviewing the Commonwealth of Massachusetts' request to be included in as far as Boston-Albany service via Springfield is concerned. The state of New York is a party to the latter proposal, and has asked that the Delaware & Hudson Albany-Montreal Laurentian be added to the network thru state funding. In the case of the Laurentian, D&H subsidiary Napierville Junction (the Canadian holder of rights between Rouses Point on the New York-Quebec border and a connection with CP at Delson Junction) still is running the Quebec portion of the run, as Canadian train-off procedures are somewhat different than the Amtrak discontinuance scenario.

As might also be expected, the cities fortunate enough to be a part of the Amtrak network indulged in a bit of civic hoopla when the Corporation "came to town". Here in Chicago, for example, Mayor Daley headed a list of dignitaries that included NRPC incorporator David Bradshaw, Illinois Central president Alan Boyd and Association of Western Railways chief (and Chicago Transit Authority board member) Clair Roddewig in giving the refurbished Empire Builder-cum-Morning Hiawatha the customary royal sendoff as it departed from the hitherto wrong end of Union Station enroute to Seattle. Several other Amtrak trains had departed Chicago under the Corporation banner earlier in the morning, but 10:45 AM seemed a more propitious time for a civic celebration, so the Builder/Hiawatha was accorded the status of honorary first Amtrak Chicago departure.

Again needless to say, the right-of-way leading out of Union Station was literally littered with photographers anxious to capture a bit of history. In fact, the shutterbugs were in evidence all day as trains left for here or there, some, like the Santa Fe, from Union Station for the very first time; almost lost in the welter of happenings on May 1 was the fact that historic (but ugly) Dearborn Station was finally closing for good, almost anticlimactically.

¶ Is Amtrak service an improvement over what existed prior to May 1? The following is a comparison prepared by Chicago SUN-TIMES reporter and rail buff Fred Frailey, detailing timings old and new:

# RAILPAX TRAINS ARE SLOWER

Railpax people have a ways to go if they want to beat the passenger train schedules of a quarter century ago. To find out how the new corporation's trains will run against their steam-era counterparts, we looked at 1947 timetables. The score: 14 of the 23 routes listed below had faster timings 'way back then. In almost every case, we looked at 1947 schedules over the same routes which will be used by Railpax.

Chicago-New York	1947	RAILPAX
(Broadway Limited)	16 hours	16 hrs., 55 min.
Chicago-Miami		
(South Wind)	30 hrs., 35 min.	33 hrs., 50 min.
Chicago-Los Angeles	001 18	
(Super Chief)	39 hrs., 45 min.	40 hrs.
Chicago-Washington	16 hrs., 5 min.	17 hrs.
(Liberty-Limited) Chicago-Oakland	AUSHD, GIIMI.	1/1115.
(Exposition Flyer)	61 hrs., 45 min.	50 hrs.
Chicago-New Orleans	sadeser on granua my	OO ALL LOV
(City of New Orleans)	15 hrs., 55 min.	17 hrs., 30 min,
Chicago-Detroit		
(Twilight Limited)	5 hrs.	6 hrs., 15 min.
Chicago-St. Louis		,
(Abraham Lincoln)	5 hrs., 10 min.	5 hrs., 25 min.
Chicago-Houston		
(The Ranger)	35 hrs., 15 min.	26 hrs., 30 min.
Chicago-Seattle	A PM C	
(Empire Builder)	45 hrs.	47 hrs.
Chicago-Cincinnati (James Whitcomb Riley)	5 hrs., 30 min.	Chan 10 main
Chicago-Milwaukee	J 111 3., JU 111111.	6 hrs., 10 min.
(Morning Hiawatha)	1hr., 15 min.	1 hr., 30 min.
New York-Boston	in num of was nakense	A ALL OF OUR ALABES.
(Merchants Limited)	4 hrs., 20 min.	3 hrs. 44 min
New York-Washington		
(Afternoon Congressional)	3 hrs., 35 min.	2 hrs., 55 min.
New York-Miami		
(Silver Meteor)	26 hrs., 40 min.	26 hrs., 25 min.
New York-Buffalo	0.4	
(Empire State Express) New York-New Orleans	8 hrs.	7 hrs., 30 min.
(Crescent)	21 kms OF	6P 1 PP
Washington-St. Louis	31 hrs., 35 min.	27 hrs., 55 min.
(Sunshine Special)	20 hrs., 10 min.	21 hrs., 50 min.
Norfolk-Cincinnati	and ass Doy All accepts	42. 181.5., OV 811111.
(George Washington)	17 hrs., 10 min.	17 hrs., 30 min.
New Orleans-Los Angeles	The state of the state of	20 see trop trop exests.
(Sunset Limited)	46 hrs., 55 min.	43 hrs.
Los Angeles-Oakland		
(Coast Daylight)	9 hrs., 45 min.	9 hrs., 45 min.
Oakland-Seattle	00 have 00	0.0 1
(Cascade) New York-Kansas City	23 hrs., 20 min.	20 hrs., 30 min.
(Spirit of St. Louis-Royal Gorge	el 27 hrs 5 min	27 hrs., 25 min.
Interes as not marrie year for any E.	ws at the dog Ullill.	ar mis., 20 mm.

TRANSPORT CENTRAL 3 MAY 1971

¶ But at least some service was being improved, right at the beginning of the new experiment. Two additional MetroLiners were added May 1 to the seven runs between New York and Washington (finally bringing the total up to the nine originally set in the now-discontinued DOT demonstration project). As a sign of things to come, the train that carried the Amtrak dignitaries and newsmen featured stewardesses in red blazers and blue slacks, passenger representatives, carpeting on the floor and comfortable seats.

Amtrak officials are developing plans to improve the railroads' chaotic reservations systems, ticketing procedures, baggage handling, food service, advertising and marketing (the latter two being constructed from the ground up), and accomodations. Eventually, there may be live entertainment, movies, beauty parlors and barber shops, lounges and offices for businessmen aboard the trains.

While critics contend Amtrak will not be able to hack it because, for one thing, it will be saddled with the same union work rules and pay scales that have forced the private carriers into mounting deficits over the years, supporters insist the growing congestion of highways and airways will turn more riders to trains, especially if they are made faster, more attractive and reliable. Supporters note, too, that for the first time in decades the passenger railroads are being run by an organization committed to improvements and public service. "Success will depend on the American people and how they respond," Secretary Volpe said. "They will be our boss."

[Comment from this desk: And so the die is cast and, despite the threat of last minute delays that might conceivably wrecked the project, Amtrak is off and running. Not even its severest critics can deny that it is indeed a bold experiment. For once, the Congress has lived up to its responsibility to all its constituents and created a corporation that has the potential of reversing the downward trend of passenger rail patronage. It deserves the chance to live up to its potential and we fervently hope that it does.]

#### RATILROAD WRAPUP

¶ Greyhound has made an agreement with Amtrak to honor NRPC tickets between any two U.S. points served by the two companies. The new arrangement will be especially important in areas where Amtrak operates tri-weekly service....The state of Arizona's largest electric generating station will be served by a brand-new 78-mile automated electric railway currently under construction on right-of-way leased from Navajo and Hopi Indians. Scheduled to begin operations in mid-1974, the Navajo Generating Station will get its coal supplies over the Black Mesa and Lake Powell Railroad. Three unit trains a day will operate from the Black Mesa Mine northwest to the power plant near Page, just south of the Utah border. The new road will have no physical connections with any other carrier; the nearest rail-head is on the Santa Fe at Flagstaff.

I The citizens of Albany, N.Y.m who fought for years to retain their 70-year-old Union Station as a rail depot and, when that failed, tried to keep it as a historic landmark appeared to be facing final defeat when the state announced that it will auction off the structure for probable demolition. Opened ceremoniously by the New York Central on December 17, 1900, the station was quietly closed on December 28, 1968, when the Penn Central and Delaware & Hudson moved their surviving runs across the river to a smaller structure in Remselaer.



### DOT DATA

¶ The Urban Mass Transportation Administration of the Department of Transportation has made the following grants in recent weeks:

- √ \$203,774 to Gardena, California to help the city buy eight new transit buses. The grant will upgrade the Gardena Municipal Bus Lines' current fleet of 28 buses with eight new 35- and 45-passenger air-conditioned diesel coaches, replacing eleven pre-1957 vehicles, allowing for continued service in the city's Community Action Program, Model Neighborhoods and Urban Renewal areas.
- √ \$1,139,674 to the city of San Diego on behalf of the city-owned San Diego
  Transit Corporation. The money will cover two-thirds of the cost of 25 new
  53-passenger city buses and 15 new 45-passenger suburban buses. All the new
  diesel coaches will be air-conditioned and have transistorized two-way radios.
- √ \$5,231,722 to the Southern California Rapid Transit District to aid in purchasing 212 new, air-conditioned diesel transit coaches. The new 51 passenger units will replace an equal number of buses averaging 16 years of age.
- √ \$4,442,000 to the Southeastern Michigan Transportation Authority to assist in the purchase of 160 new 50-passenger air-conditioned diesel buses. 117 of the new units will go to the Department of Street Railways of the city of Detroit; the remaining 43 will go on lease to three private companies serving the Detroit area. All units will be radio-equipped.
- √ \$150,000 to the Puerto Rico Planning Board for completion of the island's mass transportation plan. A portion of the funding will be used in exploring the feasibility of employing a waterway system as a public transit link across the Bay of San Juan from Catano to San Juan or to Santurce in an attempt to utilize the intra-city waterways of the San Juan area.
- √ \$246,075 to the Sacramento Transit Authority to cover half the cost of constructing a new bus garage and service facility.
- √ \$78,500 to the Port Authority Trans Hudson Corporation to plan for the modernization of 11 New York and New Jersey PATH commuter rail stations. The Department will pay for two-thirds of the \$117,750 project cost; PATH the rest. Eleven of the thirteen PATH stations (the oldest dating from 1908) will be modernized as a part of PATH's upgrading program.
- √ \$1,492,350 to the State of New Jersey Department of Transportation to start a personalized, door-to-door mass transit Dial-A-Ride system in Haddonfield. The system will carry suburbanites between their homes and the Haddonfield station of the PATCO (Lindenwold) high-speed rapid transit line, using 12 small (15-passenger) vehicles, one of which will be wheelchair-equipped.
- √ \$3,499,453 to the Port Authority of Allegheny County [Pa] to meet rising construction costs of four Pittsburgh bus facilities. A part of an overall transit improvement project begun in July 1966 with a \$11,200,000 UMTA grant, the entire project calls for the purchase of 200 new air-conditioned diesel buses, three new bus garages and a shop/administration building.

TRANSPORT CENTRAL 3 MAY 19/1

√ \$19,287,617 in a supplemental grant to the Public Utilities Commission of San Francisco to help the San Francisco Municipal Railway complete modernization of its bus and rail fleet. The grant will provide the major additional cash necessary for the Muni to completely replace its obsolete vehicle fleet with 400 new radio-equipped buses, 78 new surface rail cars, 50 small transit buses and 210 trolley coaches. [Emphasis supplied]. Per capita transit usage in San Francisco is among the highest in the country—second only to New York, and considerably above Chicago and Philadelphia.

√ \$188,299 to the Cubic Corporation of San Diego, to test advanced methods of electronically locating and tracking transit vehicles operating in urban areas using a technique known as "radio frequency trilateration".

The Department also announced that it has selected two major American industrial firms to help build a radical new Personal Rapid Transit (PRT) system in Morgantown, West Virginia. Contracts for the transit project totalling nearly \$4,000,000 are now being negotiated with Boeing and the Bendix Corporation (Ann Arbor). Boeing will develop and construct prototypes of the vehicle system and Bendix will design and develop the automated control and communication system.

The PRT system is a computer-operated, small-car demonstration transit project of DOT's UMTA. The system will be built around and through the West Virginia University campus in Morgantown. It will be designed and managed by the Jet Propulsion Laboratory of the California Institute of Technology. The first section of the system is scheduled to start experimental operation by the end of next year. It will use a "dedicated guideway", which will be mostly elevated, and partly on ground level.

¶ Reverse commuter experiments have increased the average income of inner city residents in a majority of 14 cities where the Department of Transportation provided bus routes to carry low-income city residents to suburban jobs.

The experimental bus routes, set up by UMTA, were conducted for inner-city riders in Gary, Detroit, Chicago, Kansas City, Minneapolis-St. Paul, Cleveland, Los Angeles, Omaha, Boston, Baltimore, Washington, Long Island, Buffalo and St. Louis. The demonstrations were conducted on the premise that a reduction in unemployment figures would result if bus routes were scheduled to carry city residents to suburban jobs. The 14 projects were evaluated by the Stanford Research Institute of Menlo Park, California; the projects also included inner-city route development.

The report noted that large numbers of unemployed and underemployed persons, usually members of minority groups, live in many of the nation's major cities. However, center-city employment generally is decreasing while suburban job opportunities are growing. Salaries also tend to be higher in suburban industrial complexes than for the same type of job in the city, according to the SRI findings. The inner-city worker, or potential worker, found it difficult to obtain these suburban jobs because he usually does not own an automobile, and seldom was there public transportation from his city home to the suburban jobs.

Of the reverse commuter demonstrations conducted by the UMTA, two-thirds resulted in permanent bus routes now being operated by local transit companies, which have added 2,500,000 bus-miles to the nation's total mass transit system. The average benefit per passenger on these new routes was an additional \$10 per week in income. One-fourth of the new route passengers had been living at below poverty level before they obtained their new jobs.

#### AN ANNIVERSARY NOTE

¶ TRANSPORT CENTRAL offers its heartiest congratulations to the Omnibus Society, headquartered in Chicago, on the occasion of its tenth birthday. The OSA is a hobbyists' group whose members are particularly interested in local transportation, and regularly sponsors programs and inspection trips.

#### 9213 NOTES

¶ To bring our readers up to date on the prototype Western Flyer trolley coach pictured on our cover several weeks ago, and currently "touring" the U.S.: We have been informed that TTC 9213 did not, in fact, operate in revenue service on the streets of Toronto, but was given to WFC for demonstration purposes directly from the Hillcrest Shops assembly line. Further, to correct an erroneous impression, the Toronto Transit Commission itself is rehabilitating the electrical equipment salvaged from older units for use in the new WFC coaches, not GE.

The 9213 is currently in Boston, where the Department of Public Works approved it for revenue service on April 28. It should be on the road by the time these words appear in print. The unit was damaged in transit to the Hub City; a great dent was put into the roof; both trolley poles were broken; and three windows were knocked out. Arriving finally in Boston, it was immediately sent to MBTA's Everett Shops for necessary repairs.

¶ The arrival of the Toronto coach in Boston may signal the start of a new era for electric vehicles there. The Bennett Street garage where all remaining MBTA trolley coaches are housed must soon be torn down for construction, and it is now certain that operations will be transferred to Watertown barn (just across the river from the terminal of the Watertown-Harvard Square trackless trolley line). It has also been reported that the Huron Avenue trackless route is "shaky".

## URBAN POTPOURRI

¶ Cogent comment from TV talk show host Dick Cavett, currently taping in London:
"I'm impressed with your Underground—it's so easy to understand that a 3-year-old can ride it. We have a subway in New York, too—a three-year old runs it."

The Local transit service in the LaGrange (III) area ended with April; the service had been provided by a remnant of the former LaGrange-LaGrange Park Transit Co.... The Isabella CTA rapid transit station pictured on our cover last week has been retained temporarily in service pending lifting of an injunction against its closing, which had been set for April 30....An article on communes in the U.S. pointed up the existence of the People's Free Wheel, a no-charge bus line in Cambridge, Mass.--which has a discomfiting habit of breaking down....Lexington Transit Corporation (a link in the ATC chain) has opted to quit all service May 29; a possible city subsidy may keep buses in the Kentucky town operating for a while.

¶ Both the Los Angeles and the Dulles Airport-Washington TACV proposals have been dropped by DOT; depressed Seattle may get a demonstration line now....The Chicago & North Western, without the backing of the other five major Chicago area commuter roads, has introduced a metropolitan Chicago regional transit system bill into the Illinois legislature....The same road is also considering extending North Line commuter service northward from Kenosha to Racine.