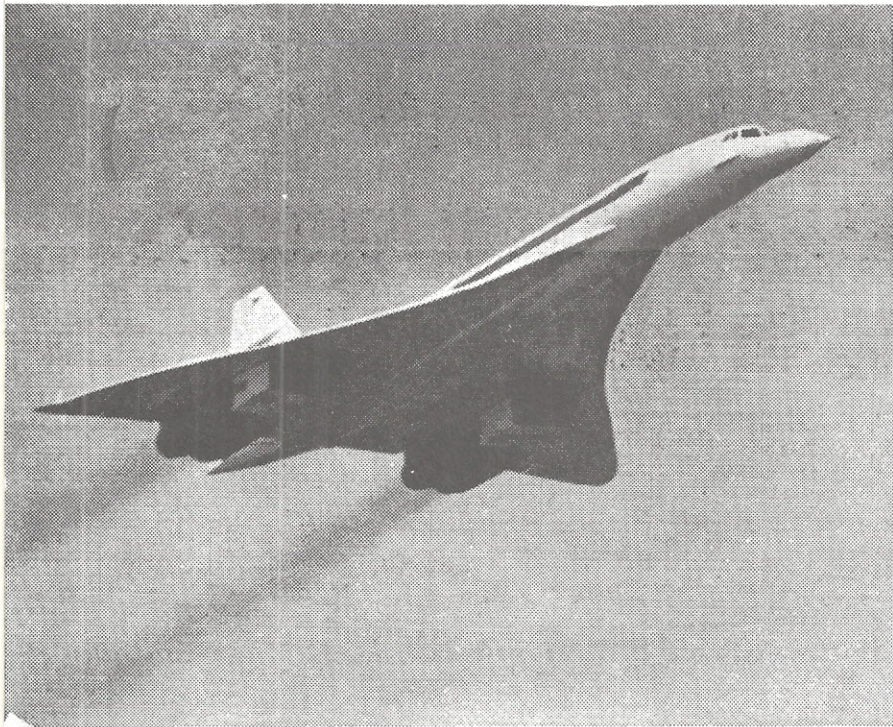
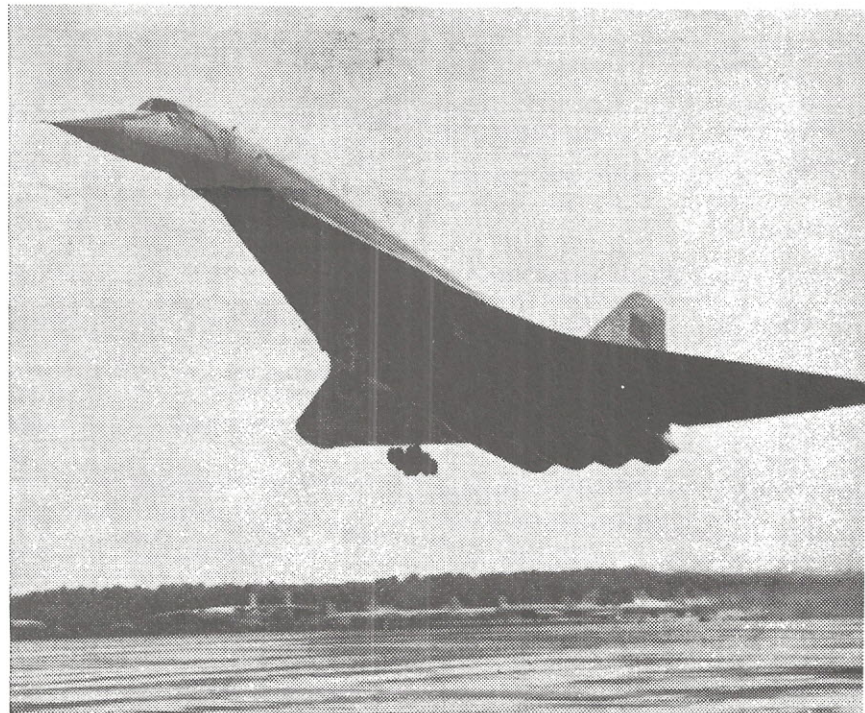


# Transport Central

7 JUNE 1971 • 35¢



London Daily Express



Novosti—Sovfo

THE SST: WINGS FOR TOMORROW?



Published 46 times each year by Transport Central, 416 No. State, Chicago 60610.  
Telephone 312 828-0991. Subscription rate \$10/year (first-class mail \$4 extra).

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## ■KEN HAYES■

"THAT SAME OLD PROBLEM"

The recently-ended strike by the Railway Signalmen has served to point up one not-so-astounding fact: AMTRAK is still burdened, indirectly, if not directly, by those labor problems that have, in the past, helped to encourage the demise of rail passenger service--be it long- or short-haul.

NRPC depends for its service on those railroads over which its trains travel. And, whether the Signalmen work for NRPC or for the individual railways, a strike of either (or both) will affect NRPC. Thus, several weeks ago, through no fault of its own AMTRAK trains were sidetracked--here, there and everywhere.

And this, as I began saying, points up the one inescapable fact of life for the rail transport industry today: Union power affects all, no matter under whose ownership. And, as many have said before, union power is the power of life and death over many groups. Most vulnerable at this time is AMTRAK because, with its limited resources it must upgrade services and patronage to a self-supporting point before it runs out of money. It will be hard enough to do this in the face of the past reputation of train service; of special interest groups wanting service here or there, of railroad antagonism or indifference; or of competition by other modes.

NRPC can ill afford--especially now--to stumble over a block of union making; or I should say the public can ill afford it. Not necessarily because rail passenger service is such a grand and glorious experience or because it's economical, but if only for two reasons: to provide competition for other carriers, thus providing a stimulus for better value, and also to keep a check (if such a thing be possible) on

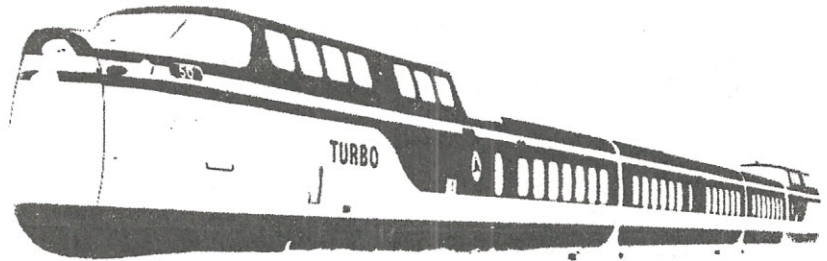
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union power over the rest of us. And the evidences of such power are obvious. In an unregulated monopoly market (and unions can have one, too), one union will demand and get 5% more in wages; a second, not to be outdone, will demand 7%; a third, 12%; a fourth, 17%; and onward and upward. Remember--you, the user, will eventually foot the bill.

[illegible]

**PAUL WEYRICH**

## TURBO THOUGHTS AT 120 MPH



It looked quite different, inside and outside....the TurboTrain did....as it glistened among dingy New Haven parlor cars and mangy B&O RDC's at Washington's Union Station. Of course it was different from the rest of the equipment in view, but I mean it looked very different from the last time the Turbo visited Washington in the summer of 1968.

Since those were the days of LBJ, and the crew at DOT was different and since Penn Central's management was claiming a bright and profitable future then, and since the turnover on Capitol Hill is what it is, there were not too many of us aboard last week who had been aboard nearly three years ago. Bert Lind, United Aircraft's never-tiring engineer-salesman-executive was there in '68, and this time, too. Somehow, his prediction that the TurboTrain would see service elsewhere in the United States seemed a bit more possible this time than back in the days when AMT'RAK was still just a name for a Navy amphibious vehicle.

Joe Ewing, Penn Central's PR man in Washington (says Joe: "Only handling PR for the Vatican would be more troublesome") was another familiar face. But for the most part the cast had changed. It included such notables as Connecticut's newly-elected Senator Lowell P. Weicker and his capable Transportation Assistant Tim Brosnahan. Weicker, among the freshmen Senators, appears to be more oriented toward good rail transportation than any of the others.

But, as I started to say, the train looked different. The trip to Baltimore and back (with speeds of up to 120 mph) confirmed it. The train was better. It ran better. It was less noisy and the objectionable odors which caused many problems three years ago were all but gone. After riding it in '68, Colorado's Senator Gordon Allott called Turbo "disappointing." Had he been able to ride it this time, he doubtless would have also changed his mind.

During the time the Turbos have been beating the New Haven's worn rails from Boston to New York, United Aircraft has been busy working with DOT making improvements. The problems Canada has experienced with its Turbos have benefitted the United States because improvements designed for the Canadian models have been worked into these two units as well.



In short, the Turbos seemed to have come of age. When it appeared here the last time, it hardly created a sensation. This time the reviews were much more favorable. TV crews tripped over each other to film reports for newscasts and the various newspaper reporters who made the trip filed generally praiseworthy reports.

Enough stories have been written about how poorly the MetroLiners run on the tracks between Washington and Baltimore (the worst section of the whole New York-Washington run) that observers paid particular attention to how the Turbo would perform. Having ridden both, I would have to give Turbo the nest marks for its smoothness of ride. Although, in my view, the MetroLiner is a much nicer train insidem the Turbo has been improved.

The trip went off without a hitch. In fact, two trips were made because washington's officialdom was so anxious to go aboard. "This says something about the way people are thinking in terms of passenger trains these days", said Joe Vranich, executive director of NARP, who was also along for the ride. Vranich is right--it is fashionable to talk about rail passenger service in Washington now. Everyone has high hopes for AMTRAK. Five years ago, passenger trains were simply not in the public mind. Even though there are fewer trains and the ones which are still around aren't running too well right now, at least the mood of expectation is there. And the Turbo has helped.

Confined to the Northeast Corridor, and never operating west or south of New York, the Turbos are much lesser known than the MetroLiners, which have the advantage of arriving and departing Washington. Let's face it--President Nixon has been aboard the Metro, not the Turbo.

Sometime ago, preparations began for the dedication of the National Transportation Test Track at Pueblo, Colorado. Secretary Volpe and many other officials were to be there to see the first operation of the LIM vehicle at Pueblo. But Myles Mitchell, Director of the Office of High Speed Ground Transportation, conceived the idea of bringing other types of DOT-inspired equipment to Pueblo, too. He sent out two of the SilverLiner-style cars, long used by the government for making various tests in the Northeast Corridor. He arranged for a MetroLiner to make the show. And GE had a brand-new DOT locomotive there which will soon be generating the initial electric power for the UMTA track which will open later in 1971. Mitchell also wanted the Turbo there, and, after some difficulty, the unit set out for Pueblo from Boston. Then came the rail strike and, as TC readers know, the Turbo laid over at Chicago.

It arrived a day after the ceremonies and all, but to everyone's surprise, the train was the hit of the whole Pueblo affair. Thousands of area residents turned out to tour it, and DOT and UA officials were amazed--they had never expected such interest. So Mitchell put together a schedule which allowed for the Turbo to be seen elsewhere across the country as it returned to Boston. The crowds were unbelievable--some stood for hours in the middle of the night to greet the Turbo as it went on its way.

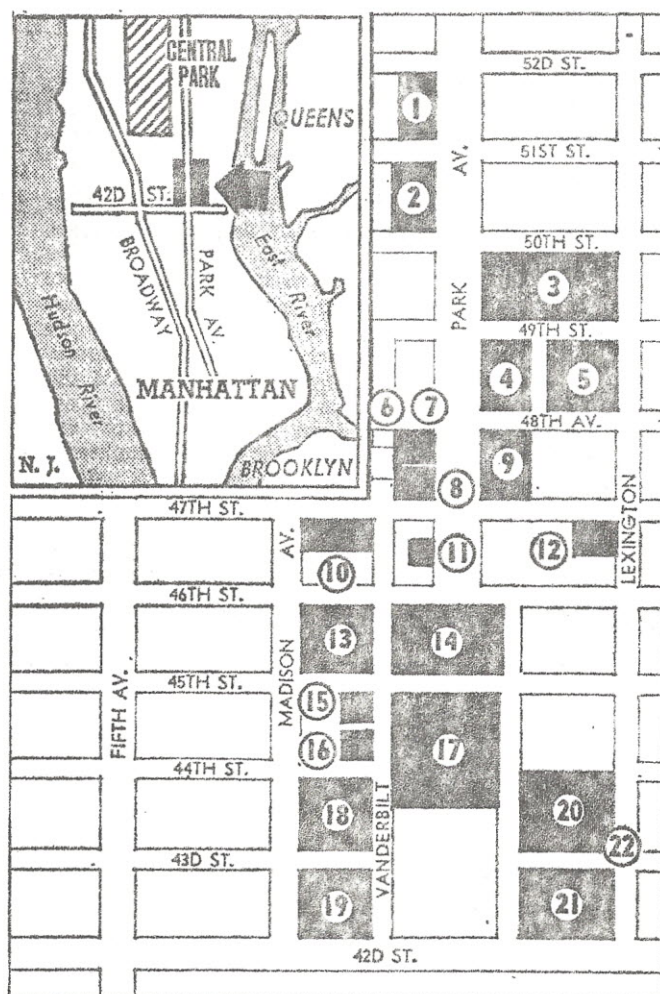
Hence, the train came to Washington, and ended up making a revenue trip (the first of its kind) from Washington to New York to Boston courtesy of AMTRAK.

Now DOT officials are looking at the possibility of taking the Turbo on a genuine, planned nationwide tour. They are hopeful that, working with AMTRAK,



# RAILWAY REPORT

## LIQUIDITY CRISIS



Location of land and buildings in Manhattan in which Penn Central or subsidiary owns or has interest. Railroad or subsidiary owns both land and building at sites numbered 5, 12, 13, 15, 18 and 21.

1. I. I. T. Building
2. East Bankers Trust Building
3. Waldorf-Astoria Hotel
4. Chemical Bank-New York Trust Building
5. Barclay Hotel
6. Union Carbide Building
7. West Bankers Trust Building
8. Marine Midland Building
9. American Tobacco Building
10. 383-85 Madison Av.
11. 250 Park Av.
12. 466 Lexington Av.
13. Roosevelt Hotel
14. New York General
15. 52 Vanderbilt Av.
16. 50 Vanderbilt Av.
17. Pan Am Building and Manufactures Hanover Trust Building. [Two sites.]
18. Biltmore Hotel
19. 51 E. 42d St.
20. Graybar Building
21. Commodore Hotel
22. Westvaco Building

CHICAGO TRIBUNE

■ The shock waves spreading from the largest single bankruptcy in the history of American corporate finance continue to grow. In order to pave the way for governmental approval of certain moves the road feels necessary to better its own position, Penn Central Transportation (the Penn Central Company subsidiary that directly owns the railroad, and which has been in bankruptcy since last June 21) has abruptly decided to sell off most of its vast Manhattan real estate holdings.

The real estate complex formerly occupied an open cut along Park Avenue (see above map) and held the former New York Central's tracks, station and train yard. Development of the land was begun just before the turn of the century, after New Yorkers in increasing numbers protested the smoke and fumes from engines operating along the line. Legislation was enacted requiring the road to build a viaduct over its tracks, and soon the covered land became valuable for expensive office buildings, apartments and hotels. The land, together with buildings on a few of the tracts that the company also owns, is worth roughly \$1,000,000,000 and brings in annual rentals of some \$21,000,000.

The complex includes some of the more prestigious buildings in Manhattan; among them the Pan Am building and the famed Waldorf-Astoria Hotel. PCT is liquidating its assets in accordance with federal directives arising from the bankruptcy that in effect require the road to sell its non-transportation holdings in order to concentrate on operation of the railroad; the Manhattan properties comprise roughly one-fourth of the total assets of PCT.

After disposing of the 23 parcels of land (not including Grand Central Terminal itself, although certain air rights are being offered as well), the road plans to rehabilitate the railroad property by seeking to abandon unprofitable mileage and adjust rates. Congress, in taking measures to assist the road in its financial crises (among them a \$100,000,000 loan guarantee), has made it clear that it expects PC's trustees to liquidate non-transportation assets to better its cash position before seeking to trim any services.

### TIMETABLE TALK

TRANSPORT CENTRAL has obtained a copy of the new Denver & Rio Grande Western RIO GRANDE ZEPHYR schedule between Salt Lake City and Ogden. For the edification of our readers (and for the information of any AMTRAK ticket agents who may not have a copy of this timecard either) we are reprinting it below:

| #17--WESTBOUND<br>[Mon/Thu/Sat] | EFFECTIVE THURSDAY, MAY 6, 1971 |      | #18--EASTBOUND<br>[Tue/Fri/Sun] |
|---------------------------------|---------------------------------|------|---------------------------------|
| LEAVE                           |                                 |      | ARRIVE                          |
| 730 AM                          | DENVER                          |      | 1100 PM                         |
| 735                             | PROSPECT                        |      | 1050                            |
| 930                             | WINTER PARK                     |      | 905                             |
| s 1005                          | GRANBY                          | s    | 835                             |
| s 1130                          | BOND                            | s    | 700                             |
| 1225 PM                         | DOTSERO                         |      | 600                             |
| s 105                           | GLENWOOD                        | s    | 525                             |
| s 140                           | RIFLE                           | s    | 450                             |
| s 305 [AR]                      | GRAND JUNCTION                  | [LV] | 330                             |
| 320 [LV]                        | GRAND JUNCTION                  | [AR] | 315                             |
| s 440                           | THOMPSON                        | s    | 155                             |
| f 505                           | GREEN RIVER                     | f    | 125                             |
| s 615                           | PRICE                           | s    | 1220                            |
| s 630                           | HELPER                          | s    | 1205 PM                         |
| 730                             | GILLULY                         |      | ----                            |
| 738                             | DETOUR                          |      | 1043                            |
| 747                             | NARROWS                         |      | 1034                            |
| 802                             | THISTLE                         |      | 1018                            |
| ----                            | SPRINGVILLE                     |      | 1001                            |
| s 830                           | PROVO                           | s    | 955                             |
| 910                             | EAST ROPER                      |      | ----                            |
| s 930 [AR]                      | SALT LAKE CITY                  | [LV] | 900                             |
| 940 [LV]                        | SALT LAKE CITY                  | [AR] | 840                             |
| 1040 PM                         | OGDEN                           |      | 740 AM                          |
| ARRIVE<br>[Mon/Thu/Sat]         |                                 |      | LEAVE<br>[Tue/Fri/Sun]          |

s-f: Regular or flag stops will be made to receive or discharge passengers



## METRO MEMO

### "THE OLD ORDER CHANGETH"

■ It was a typical CTA board meeting. Crises of one sort or another abounded: the flow of cash was in danger of drying up, much-needed federal funds were being withheld because of an interagency squabble, and as a topper crime under and over the streets had doubled over the past year aided and abetted (according to the CHICAGO TRIBUNE) in some instances by CTA employes themselves.

Given these and other manifold problems that have beset the Chicago Transit Authority in recent months, it was probably as good a time as any to pass the torch to a new chief executive. Since the death of George DeMent March 13, vice chairman and board stalwart James R. Quinn had served as caretaker; now it was time for new blood to flow.

And so Michael Cafferty, former DOT official and Seattle transportation consultant, officially took the reins as chairman. Plunging right in, he promised a thorough investigation of the TRIBUNE's allegations, citing the right of every CTA rider to "safe, efficient and clean" public transportation. Noting the apparent favorable attitude of the Illinois legislature toward financial aid to public transit, he expressed optimism that monies would be forthcoming that would enable the Authority to at least "keep up", and that perhaps at last a long-range solution for transit's problems was at hand as well. Mr. Cafferty's credentials are impressive; hopefully the long-suffering car riders of Chicago have a champion.

The June board meeting also marked the end of a long and distinguished career for yet another member, with the retirement of Mrs. Bernice Van der Vries, 81 and the suburban representative on the council. Mrs. Van der Vries is a former state representative and Winnetka councilwoman, having been in public life since 1931, and on the CTA board since 1957. She has been replaced by investment banker Lawrence Sucsy, a resident of Evanston and an appointee of Governor Ogilvie. Since the beginning of 1970, no less than five members of the seven-man board have been replaced due to death or retirement.

### DOT DATA

■ The Department's Urban Mass Transportation has made these recent grants:

- \$723,675 to the city of Canton, Ohio, to cover half the costs of buying out Canton's privately-owned bus company and purchasing 35 new buses. Canton's present transit carrier, Canton City Lines, Inc. [NCL] plans to quit July 1.
- \$107,370 to the Salisbury-Wicomico [MD] Transportation Commission to cover half the costs of buying out Salisbury's privately-owned bus company and starting a new public bus service. The town's current transit carrier, City Transit, Inc., which intends to go out of business, has been operating under a subsidy since last year. The grant will assist in the purchase of City Transit's 14 aging buses (some dating back to 1947) plus eight new 25 passenger units, a garage, related equipment and land. Delmarva Transit, Inc. will be manager of the bus service for the Transportation Commission.
- \$409,448 to the California Legislature, to cover the second phase of the California Steam Bus Project. Three different systems are being installed in buses to be operated in San Francisco, Oakland and Los Angeles.



