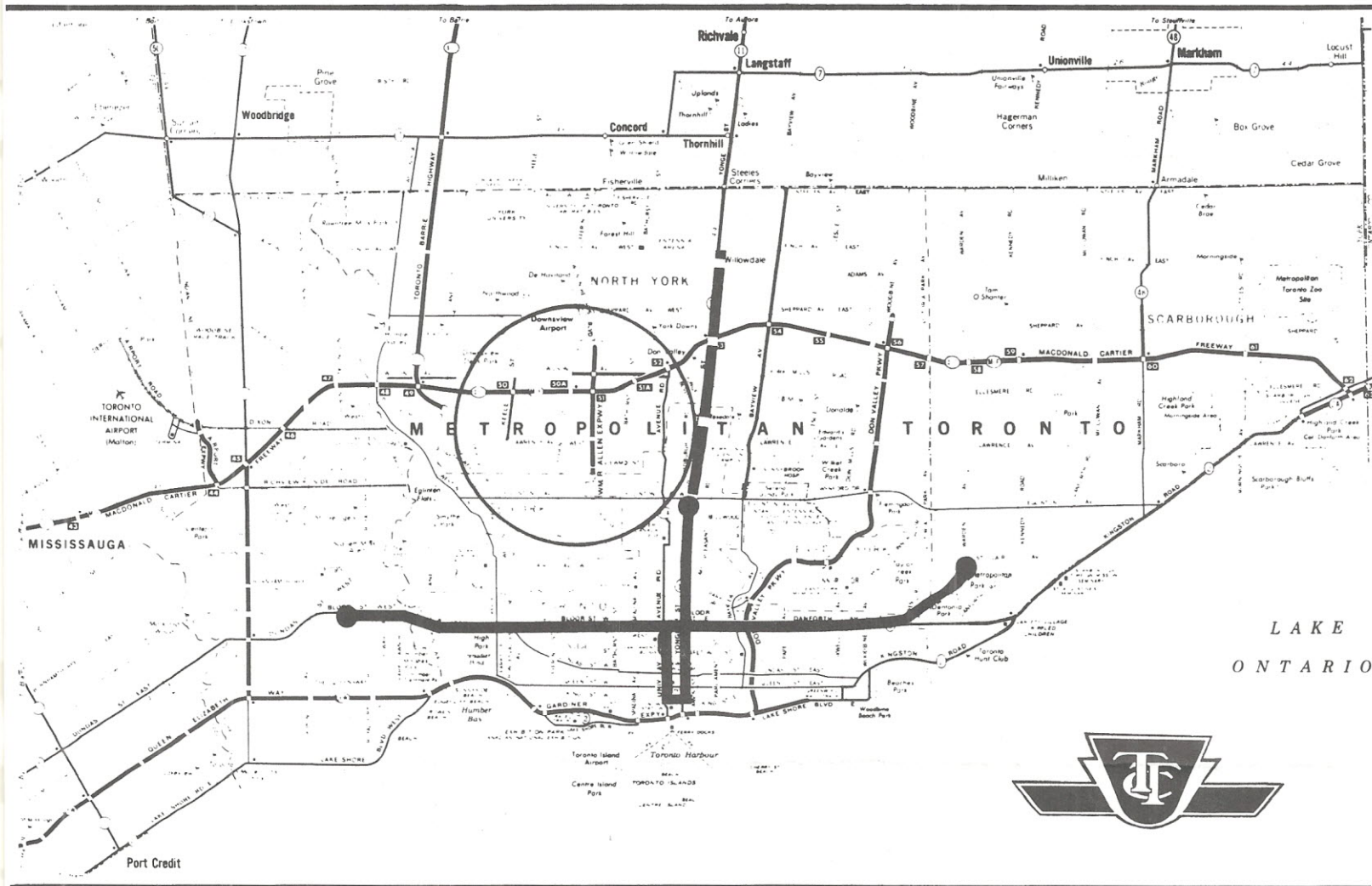


Transport Central



T O R O N T O : "THE CITY DOES NOT BELONG TO THE AUTOMOBILE"

2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999	1998	1997	1996	1995	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985	1984	1983	1982	1981	1980	1979	1978	1977	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963	1962	1961	1960	1959	1958	1957	1956	1955	1954	1953	1952	1951	1950	1949	1948	1947	1946	1945	1944	1943	1942	1941	1940	1939	1938	1937	1936	1935	1934	1933	1932	1931	1930	1929	1928	1927	1926	1925	1924	1923	1922	1921	1920	1919	1918	1917	1916	1915	1914	1913	1912	1911	1910	1909	1908	1907	1906	1905	1904	1903	1902	1901	1900	1899	1898	1897	1896	1895	1894	1893	1892	1891	1890	1889	1888	1887	1886	1885	1884	1883	1882	1881	1880	1879	1878	1877	1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566
------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

On July 1, the Board of the Chicago Transit Authority will hold its regular monthly meeting. If events of the past few days are any indication, this is the probable scenario for subsequent events:

July 6: CTA staff recommends increase in basic fare to 55¢, with corresponding hikes in other tariffs; the transfer charge remains at 10¢.

July 7: Dozens of citizens are heard at the public forum, all opposed to any hike for varying reasons. Bondholder consultant (and former CTA general manager) Walter J. McCarter "suggests" a minimum nickel increase in the base fare.

July 7 (PM): The Board, after a luncheon recess, votes a hike of 5¢ across the board (excepting transfers), pledging to stretch CTA's available resources until some "promised" aid is forthcoming. In a statement signed by the entire body, the Board reiterates that this hike is "positively the last", as further increases could not be tolerated by the riders.

July 10: Effective at 4:01 AM, CTA riders begin paying the new rates.

As TC goes to press, the fragile coalition between Republican governor Ogilvie and Democratic mayor Daley has broken down once again over aid to transit in general (and the CTA in particular), and it appears that the forgotten car riders of Chicago will be forgotten once more. The fare will go up once again, the fleet of severely-overage buses and rapid transit cars will have to be patched some more, and riding will drop again.

Needless to say, this is a deplorable situation, and partisan politics on both sides of the aisle can share the full blame. As noted in these pages two weeks ago, the Chicago Transit Authority, for complex reasons (some justifiable and some not) is in a financial bind that can only be permanently solved by the administering of a healthy dose of public funds. Some 1500 buses (about half of the fleet) and several hundred rapid transit cars are well past their "prime" and must be replaced if the system is to continue to function--never mind any improvements in the "L"-Subway network--and the money is simply not available to purchase replacements.

As we have said before, the maintenance of public transit in and around our cities has become, by default, a public responsibility (the Canadians figured this out years ago); there is no other rational solution. It must not be a political football (try New York or Boston, for example), and aid to public transit must not be held hostage by petulant legislators. The very existence of our cities is at stake; it is clearly time for less arm-waving and petty bickering, and more exercise of legislative responsibility.

--RICHARD R. KUNZ

METRO MEMO

"THE CITY DOES NOT BELONG TO THE AUTOMOBILE"

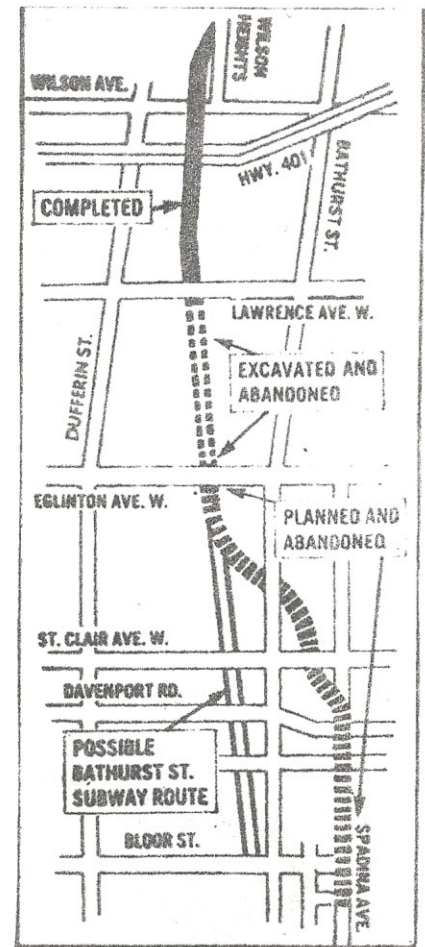
■ With these words, Ontario Premier William Davis announced to the provincial legislature that his cabinet had voted to overrule the Ontario Municipal Board's 2-to-1 rejection of an appeal by citizen's groups against Metro Toronto's decision to continue construction of the controversial Spadina Expressway. This cabinet ruling is not appealable, and effectively kills any further expansion of the new roadway, but does provide for continuation of rapid transit planning and construction in the corridor.

As the TORONTO STAR map opposite indicates, some two miles of freeway have been completed and placed in service, and this segment represents the final length of the aborted expressway. Planning of the road had called for median-strip rapid transit operation as an extension of the University leg of the TTC subway system; this project will have to be replanned in detail, but its construction is still assured after the completion of the Yonge extension.

A citizen's committee, numbering among its members noted American urban affairs writer Jane Jacobs ("The Death and Life of Great American Cities") was instrumental in stopping construction work in a manner reminiscent of San Franciscans up in arms over the encroachment of the Embarcadero Freeway on the city's historic waterfront in the 1950's and of similar efforts in New Orleans some years later. Since the super-road was first proposed twenty years ago, it has been the center of controversy over its ultimate destination and usefulness.

Some cogent comment from both sides on the controversy: Ontario Municipal Board chairman J. A. Kennedy, after casting the dissenting vote in the Board's 2-1 decision to go ahead with the roadway, "Machines are made to serve men, not man to serve machines"....Premier Davis, "(If the transportation needs of the Toronto area are to be served) we must place our reliance on means and methods other than those which will encourage and proliferate the use of the passenger car as the basic means of transportation....In the final analysis, we must make a decision as to whether we are trying to build a transportation system to serve the automobile, or one which will serve people best."

Mayor William Dennison of Toronto, "You can't build a wall around Toronto to stop people from coming in. You have to build facilities to accommodate them; the whole thing is short-sighted."....North York Controller Irving Paisley, "We have not only erected a monument to stupidity, we have built the shortest expressway in the world--a highway that goes from nowhere to nowhere."



[Comment from this desk: And so once again Canada has forged a new link in its enlightened transportation policy that places people before automobiles. It was a "stunning victory for the people", as one of the opposition leaders put it--and this is as it should be. In fact, the "communications gap" that fueled the fight was no more apparent than in the words of Controller Paisley, who said the cabinet ruling might discourage Metro from making major decisions "when we know the cabinet may pay more attention to pressure groups than to elected representatives of the people." Think about that for a moment; is a "pressure group" not composed of the "people", who have elected their representatives, and do the people not have some say in matters that directly affect their lives? Evidently, in the minds of some "elected representatives" a "pressure group" consists of citizens who do not agree with their representative, while a "grass roots movement" consists of those who do. The people that killed Spadina were those most directly affected by the expressway; it would take their land and their homes, or wall off their neighborhood from the rest of the city. They honestly felt that efficient rapid transit would be a far better (and cheaper) investment than an expressway whose value was questionable at best, and in this belief they were upheld by the highest officials in the Province. This is true "citizen participation" in government; would that there were more of it in both countries--RRK]

(The material from which article and commentary were drawn originally appeared in the June 4, 1971 editions of the widely-respected TORONTO DAILY STAR; we urge our readers to secure a copy of that publication for a thorough backgrounding.)

TARTA "SAUCE"



■ The symbol at the left has been in use but a short time, and, like many before it, will pass from existence on the completion of yet another fleet rehabilitation program.

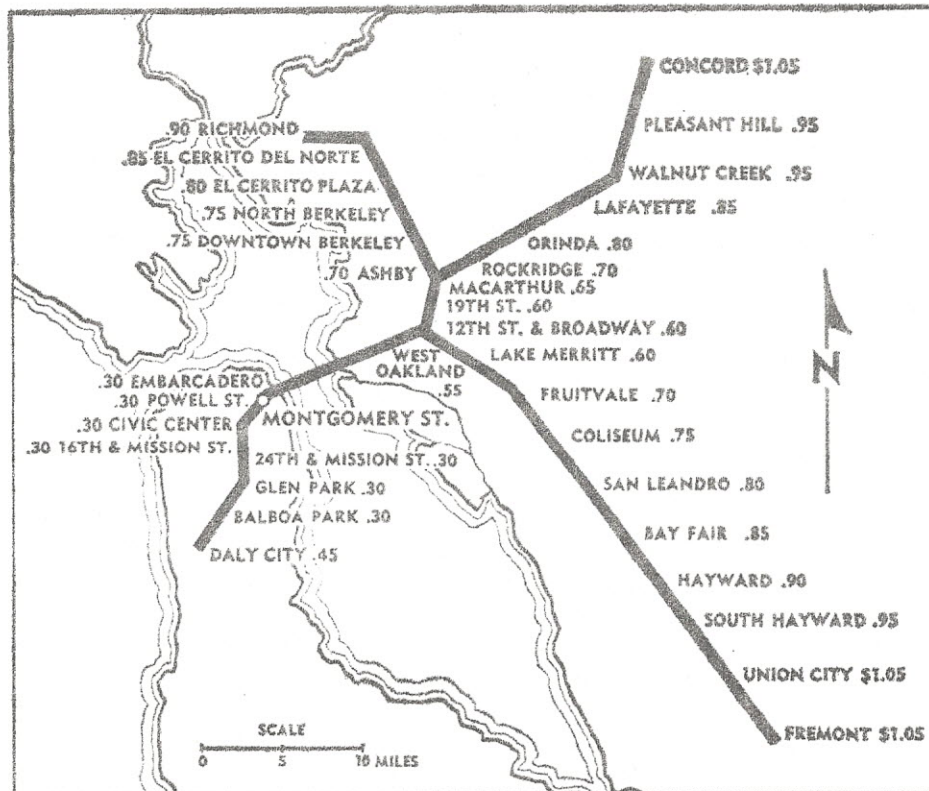
Toledo's Community Traction Company applied the modernized herald to its fleet of several hundred buses a few years ago, and now it in turn will be replaced by the insignia of the latest public transportation authority in the U.S.--the Toledo Area Regional Transit Authority, or

TARTA, for short. The new carrier, which is owned by Toledo and six suburbs, began doing business in the Ohio city June 1. TARTA is Ohio's first transit authority to buy an existing system and take it over under the provisions of a 1970 law.

TARTA paid \$1,937,000 to the Community Traction Company, which has been in the bus business in Toledo for over 50 years, or about half the current life span of Toledo public transportation. TARTA's board received a \$3,800,000 grant from the Urban Mass Transportation Administration to purchase CTC and provide necessary capital improvements. CTC, like many private companies, had been faced with the customary financial difficulties that prevented it from being an effective transit carrier, and had planned to discontinue all operations.

Community Traction operated a variegated bus fleet, including a number of the so-called "Bubble" Macks (the later models with "New Look" large windshields), and served the entire metropolitan Toledo area. Two suburban carriers, Holland-Sylvania Lines, and Maumee Valley Transportation Company, owned for many years by CTC, were merged into the parent company a few years ago. Rapid transit has been discussed for the area, using existing rail rights-of-way for express bus service.

METROPOLITAN MISCELLANY



This is what it will cost to take the BART trains to varying points from the Montgomery street station in San Francisco.

■ As noted here some weeks ago, inflation has forced up rates on the BART system from preliminary estimates--even before the line has begun service; the map above (from the SAN FRANCISCO CHRONICLE) indicates the new tariffs...■ In the wake of the decision to cancel further Spadina Expressway construction, Canada's Liberal party has called for a three-level planning body, including private citizens, to study transportation and expansion of GO train service to the north, northwest and northeast of Metro Toronto. It also called for a single-fare mass transit rate in Metro, frozen at 25¢ per trip (and free in non-rush hours), along with experiments in the use of minibuses, express buses and special bus-taxi lanes.

■ The ordinary passenger who asks nothing more than "a safe, comfortable, reliable and moderately-priced ride" has been forgotten by the rapid transit industry, according to Dr. William Ronan, New York MTA chairman. Dr. Ronan made the comment at the Mexico City meeting of the Institute for Rapid Transit, saying the industry should adopt the "radical approach" of focusing attention on the rider. "Our awesome assignment to move 31,000,000 people each day has to be achieved--not with esoteric devices of the future, but with conventional, tracked, wheeled vehicles," said Dr. Ronan.

■ With the failure of the state legislature to approve the collection of tolls on the East River bridges into Manhattan, a fare increase (probably to 50¢) appears in the cards for New Yorkers who ride bus and subway lines. Dr. Ronan, MTA chief executive, also said Long Island Railroad fares would have to go up. New York

City subway fares were at 5¢ for many years, rising to 10¢ in 1948, 15¢ in 1953, 20¢ in 1966, and to 30¢ last year. Toll revenues had been hoped for to maintain the 30¢ tariff.

■ The annual payroll of the CTA has increased by \$5,000,000 as the result of pay increases tied to the cost of living just effected. CTA bus operators and motor-men now receive \$4.94½ per hour, the highest transit worker wages outside Boston. Accordingly, a fare increase for CTA patrons looms ever closer on the horizon if state aid is not forthcoming (see editorial)...■ Added to New York's ever-chaotic transportation situation last week was a two-day bridge-tender's wildcat walkout that resulted in a "Super Snarl" in Fun City. For once, only vehicular traffic was tied up, as subway and commuter trains operated more or less normally.

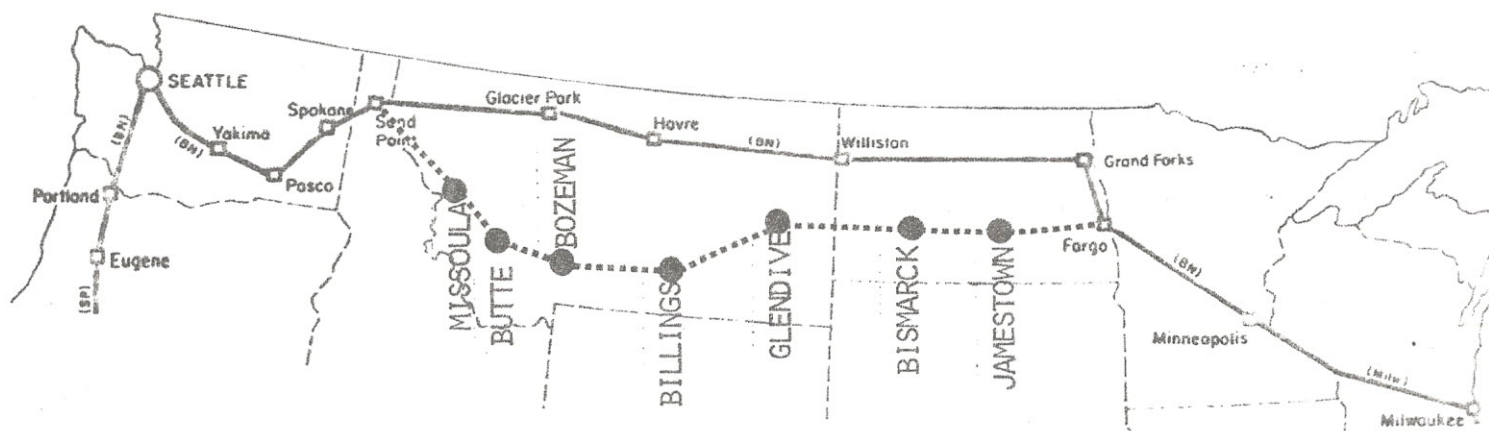
■ One of our ever-alert readers points out that our item about Norfolk & Western's switch of their Chicago-Orland Park "Cannonball" rail commuter service to "Track 0" at shuttered Dearborn Station was technically incorrect. N&W owns the land that their "terminal" is now located on, and the official Dearborn Station designation is gone forever...■ The Electric Railroaders' Association will hold its 37th Anniversary convention here in Chicago over the July 3-5 weekend, operating inspection trips over CTA rapid transit, Illinois Central electric and South Shore railroad lines. Guest speaker at ERA's Saturday banquet will be CTA Research and Planning Superintendent George Krambles, discussing "Transit For Chicago in the 1970's". Details on the convention activities are available through the Association at 145 Greenwich Street, New York 10006.

■ UMTA has granted \$1,400,000 to the Metropolitan Transit Authority of Baltimore for continued planning of the city's new rail rapid transit system; this grant covers the first segment of the 71-mile, six-leg system, which includes two priority legs--a northwest line and a southern line. Actual construction work is scheduled to begin during the summer of 1973, with an operational target date of September 1978 for the two priority routes. Rail rapid service will be provided from Owings Mills (14 miles northwest of Baltimore) to Marley, 14 miles south of the city.

■ London transport authorities have announced tighter bans on smoking in city buses and Underground trains. Now, 70 per cent of every train will be off-limits to smokers, as opposed to half to two-thirds as in the past...■ The 27-mile Illinois Prairie Path in DuPage county west of Chicago has been designated a National Recreational Trail by the Interior Department. The Prairie Path is located on the right-of-way of the former Chicago Aurora & Elgin electric interurban railroad...■ More cogent comment on technology from a letter by transit planner and TC reader Gunther Gottfeld to Colorado Senator Gordon Allott (as reprinted in the CONGRESSIONAL RECORD): "Of particular interest to me at the Berlin Rapid Transit Conference were statements by the President of the German Federal Railways and the Assistant General Manager of the San Francisco Bay Area Rapid Transit District that in their opinion progress in rapid transit development will come by improving on the existing steel wheel technology, rather than by perfecting a brand new technology. I believe that there is a great deal of merit in this philosophy, because I had the opportunity to inspect the rubber tire technology in Paris, and steel wheel technology in Berlin. I was especially interested in observing both systems during the week which I was in Europe, because of the often-assumed noise factor associated with steel wheels. Based on personal observations, however, I found that the new steel wheel subway trains in Berlin were definitely quieter than the rubber-tired trains in Paris."

RAILWAY REPORT

RETURN OF THE NORTH COAST



■ The octopus grows another leg: AMTRAK has announced the institution of yet another train service, this time on a tri-weekly basis between Minneapolis-St. Paul and Seattle. To be added to the schedule on Tuesday, June 15, the revived NORTH COAST LIMITED was spliced into the network largely at the "urging" of Senate Majority Leader Mike Mansfield, whose home state of Montana he feels was "underserved" by AMTRAK's other northern tier run, the EMPIRE BUILDER. The BUILDER was routed to the north largely because of speed considerations, but it effectively bypassed Montana's larger population centers; hence the new run. As we go to press, TC has not been able to learn exact schedule data but, in the interests of disseminating such data to the widest possible extent (something the new AMTRAK network apparently has yet been unable to do), we will reproduce said timecard as soon as we are able to secure a copy. The map above was prepared from the official AMTRAK plan, and in the absence of exact schedule data cannot accurately represent route or stops. (The route of the EMPIRE BUILDER is the upper of the two, skirting the Canadian border; the new NORTH COAST alignment will apparently diverge from the former at Fargo and rejoin it at Sand Point.).

■ Elsewhere on the AMTRAK scene, we have learned that the newly-instituted New York-Boston via Springfield service now continues through to Philadelphia on the southbound run; coaches are added to a Boston-Washington run at New Haven, and are dropped off at 30th Street in Philadelphia; northbound the reverse pattern is followed, establishing an entirely-new through service. The running time on the new route between Boston and New Haven is slower than via the former New Haven main line, hence the "through" run is able to make connections with a main line train leaving Boston 45 minutes after the Springfield service...■ South Bend has finally been added as a stop on the Chicago-New York via Cleveland service. ...■ The official San Francisco terminal for AMTRAK service (via AC Transit bus from Oakland) is now the East Bay Terminal on Mission Street downtown.

■ Cogent comment from John Reed, Santa Fe president: "In pondering all of this question of nationalization, a real interesting thought comes to mind. The answer of some unions to the work rules problem is to nationalize the railroads, telling the public that if we cannot pay their bills, just let the government do

AIRLINE ACTION

■ Continental Air Transport of Chicago has announced a new, direct through service by bus between O'Hare and Midway. Two round trips each day make the run for a \$3.00 per patron fare. This service is in addition to the regular daily Midway-O'Hare via Chicago Loop operation...■ Fare facts: The latest area of disagreement over cartel (IATA)-set transatlantic tariffs is in the youth market. Alitalia and Sabena have both introduced significantly-lower student tariffs for New York-Europe travel, along with an earlier action by Air France; the fares are approximately 60% of current IATA economy tariffs. The tenuous agreement by IATA carriers (all of the airlines flying the Atlantic except Loftleidir and Air Bahamas) to maintain artificially-high fares seems to be coming apart again in the wake of increased competition from charter lines in non-scheduled service. Now Air Canada has threatened to go it alone (if one or two European flag carriers can be persuaded to assent to such action) and sharply reduce overseas tariffs. IATA carrier fares are higher than charter airline tariffs because of the necessity for an IATA line to fly regular service, come rain or shine, often with many empty seats; charter carriers fly only with a full planeload, and their overhead costs are proportionately lower.

■ National has just added itself to the list of carriers offering substantial discounts for student travel to Europe (see above) on its Miami-London and Miami-Paris runs....In another symptom of the deep financial waters in which the major carriers are "flying", United and TWA have reached agreement on reduction of services over certain long-distance routes by as much as 38% this autumn. Competing services are to be trimmed on New York-Los Angeles, New York-San Francisco, Chicago-San Francisco, and Washington/Baltimore-Los Angeles runs, all subject to CAB approval. This agreement is the first in a series aimed at increasing payloads by decreasing over-service along competing routes...■ American has filed a complaint with the CAB over Pan Am's plan to provide an all-thrift class flight from New York to San Juan; AA also flies over the route, and is distressed over such a seating plan in a Pan Am 747 (passengers, for a one-way fare of \$57 to \$61, would be able to sit anywhere in the cabin, and no meals would be served).

■ Level III Chicago & Southern has hired "mini-stewardesses" (less than 4'10" tall) for its miniplanes, to the great delight of Chicago-area news media....Lockheed, U.S. financial aid or no, will deliver the first TriStars in June 1972.

[illegible]

THE COVER: An overview of Toronto, showing the relationship of the aborted Spadina Expressway (circled) to Metro, and TTC completed and abuilding RT routes.