

Transport Central

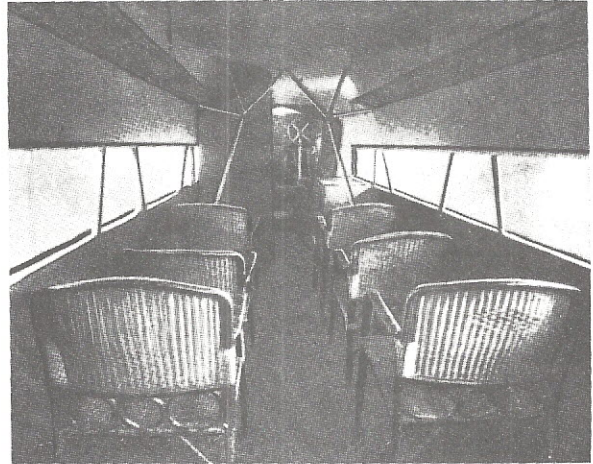
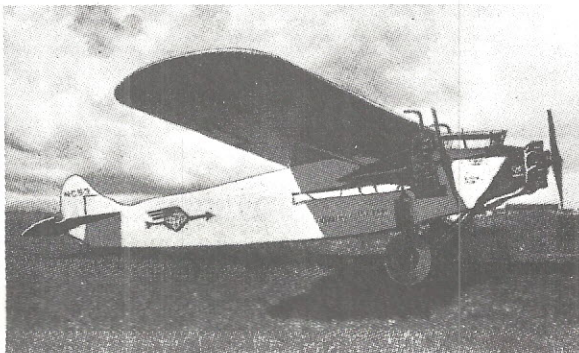
Travel the Comfortable Way

How many times have you stood on the deck of a steamer, tossing in a rough sea and enviously watched the gulls wheeling and dipping 'round the vessel. What swiftness and lightness, what ease, while you suffered the agonies of the endless rolling and pitching of a spiteful sea. How you longed for the smooth, quick flight of the gull.

These choppy crossings are as true of the Straits of Florida through which the Gulf Stream flows, as of the English Channel, which is famous for its roughness. For a steady breeze is at cross purposes with the strong current and those on the surface where wind and water meet, suffer aplenty. But now man has mastered the principles of flight and may enjoy the comfort, speed and safety of aerial transportation.

As contractors for U. S. and Cuban Mail, Pan American Airways, Inc., has maintained, since October 28, 1927, a daily service between Key West and Havana, connecting with the Havana Special, both South and Northbound. On January 16, 1928, regular passenger service was inaugurated in accordance with the schedule shown below. The great saving in time means the best part of two days gained in the round trip to Cuba. In addition, a comfortable journey, with minimum delay for customs formalities, is assured. Pan American Airways, Inc., uses only the most modern and safest equipment available and employs conservative, skillful pilots and expert mechanics. The U. S. Department of Commerce has licensed all the pilots, as well as the large eight passenger Tri-motor Fokkers which are in use between Key West and Havana.

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Schedule—Daily

Leave Key West	- - - - -	8.00 A.M.
Arrive Havana	- - - - -	9.15 A.M.
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Arrive Key West	- - - - -	5.15 P.M.

One way Fare: \$50.00—includes passenger and 30 pounds of baggage, also transportation to and from airports. Excess baggage will be carried at 25 cents a pound, when the capacity of the plane permits.

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THE REAL TESTS FOR ENVIRONMENT AND SAFETY

The problem is, of course, that many who hold high office promise much and deliver little. This is nothing new. Read any history book and you will find that broken political promises are as American as Old Glory. (Remember, FDR rode into office as a conservative!)

Americans today seem a bit more serious about the issues of the day than they have been for some time. The politicized members of the younger generation take concepts like environment seriously. Many of these young people claim they are hard pressed to believe the government when it says it too is concerned.

Sooner or later, then, come the tests upon which not only the young but all of us must judge the sincerity and commitment of the government. Two good candidates for such tests are Dayton and Pittsburgh.

On October 1st, if voters approve, a regional transit authority will be formed in Dayton. We are told from first-hand and reliable authority that officials of the new transit authority "in concert with considerable pressure from General Motors" will be pushing hard to abandon Dayton's system of electric buses in favor of the usual diesel variety.

Now, the advantages and disadvantages of electric buses are well known; it would serve no useful purpose to re-debate the arguments here. We have spoken in the past of our desire to see the Urban Mass Transportation Administration concentrate on the electric bus to make it more flexible. Again, that is another story.

What is more, the position that local communities should be allowed to choose whatever form of transportation their elected or appointed officials designate is a sound one--all wisdom does not reside in Washington.

However, if Dayton switches from electric to diesel buses, Dayton will do so with federal dollars. Dayton will attempt to qualify for federal funds under the Urban Mass Transportation Act of 1970. That particular piece of legislation contains some rather strict language about the environment. So, it is up to the federal government to oversee the situation.

Whatever the arguments in favor of diesel buses, clearly the environment in Dayton will be worsened if the quiet, smooth and pollution-free electrics are retired in favor of GM's or Flexibles.

So when Dayton's application, if it comes in, is up for review, the government has a chance to prove it means exactly what it has been saying about the environment. In our view, the government ought to draw the line--it ought to say NO!

Pittsburgh also provides an interesting case with respect to safety. Forget all of the problems with SkyBus. There may be potential safety problems with that vehicle, particularly if it should be unmanned during off-peak hours. But such problems are likely to be given appropriate attention anyway.

No, Pittsburgh's safety test involves the conversion of the Mt. Washington tunnel to joint bus and rail operations.

As previously described in Transport Central, via testimony from C. D. Palmer (whose expertise in such matters is unmatched), the safety margin in that tunnel is just not reasonable. Again, Pittsburgh ought to be allowed to put its citizens in situations like this, if they don't object, but the Pittsburgh project is being financed with federal dollars. So, the federal government ought to show its concern here, too. The National Transportation Safety Board is up tight about the CTA's rapid transit system; nothing on the CTA could compare with the Mt. Washington tunnel, if converted.

People of a certain mentality today are so hung up on environment and safety that they would stop all development or ban all motor vehicles. Count me out of this class.

Yet, the political climate is such today that groups like these have already indicated their interest in Dayton, Pittsburgh and several other cities. You don't have to be an environmental extremist, however, to share their interest and concern.

As tempted as we are at times to grow weary of the frequent duplicity of the federal government, there is no reason to abandon hope in either case. Most officials in UMTA are fair. They try hard to work for the best interests of transportation, as well as the nation. Because of that fact, there is at least a chance that cynics may not be able to point to Pittsburgh and Dayton after all.

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THE SUBWAY IN GOD'S COUNTRY: OR, THE THIRD RAIL COMES TO COLORADO

Trivia Quiz fans will love these questions: What subway line regularly has problems with snakes? Or, how about: Name the smallest city in the world to feature a rapid transit system on nearby grazing lands? Or, better yet: Where can you ride on a New York subway train and gaze at Pike's Peak simultaneously?

The questions, of course, have the same answer: Pueblo, Colorado, the home of the Department of Transportation's National Test Center. Back in May it was the time for the world of tomorrow to be spotlighted as Secretary Volpe dedicated the Federal Railroad Administration's Linear Induction Motor (LIM) test track.

Several weeks ago, it was the world of today and UMTA Administrator Carlos Villareal who dedicated the rapid transit and commuter rail facility.

The sight of the LIM vehicle whizzing by in open space is impressive. But the sight of two New York R-42's in the middle of God's country is enough to sober up the Bowery.

Imagine, if you will, a string of Trailways motor coaches stirring up a dust storm on the long, bone dry road from the main highway to the test facility. (Says UMTA's Dr. Robert Hemmes: "The only dirt Interstate in America"). The passengers are straining to look out the front windows of the lead bus, for as the dust begins to settle there, in the blazing sun of a typical Colorado summer afternoon, sit two New York rapid transit cars. People shake their heads. One of the visitors from Boston (who perhaps agrees with some of his fellow Bostonians that Civilization ends west of Newark, exclaims "My God, we're in the middle of nowhere!"

That seemingly accurate statement is not quite correct. The DOT Test Track is now Somewhere and the attendance of several hundred guests, representing every major transit authority in the United States, is proof enough that Pueblo has begun a new transit era.

And thus the dedication festivities begin. All the guests board the two subway cars, and the IRT motorman ("20 some years underground and I never thought I'd be running subways in the desert) notches up the controller and the train pulls out.

One of the cars has splendid air-conditioning. The other car has poor air conditioning because it was damaged while being lifted off a flat car at the test site. (By the way, the trip from New York to Pueblo via America's Railroads [Who Needs Them?] took some eight weeks, which included the rail strike, problems with flat wheels when it was still thought possible to operate the cars as part of a freight train, and one period where the cars were simply lost and nobody knew what happened to them).

In any case, the ride on the 2.8 miles of track was excellent. Said one New Yorker, "they never run like this back home". And with good reason. The UMTA track is magnificent; its alignment is the best anyone has seen.

The third rail trackage is powered by a new GE locomotive because substation equipment could not be built in time for the opening of the track. The UMTA line will be 10 miles in length, hopefully by next year, and will eventually accomodate various types of equipment using varying power voltages.

The trip back from the end of the line to the speaker's platform was operated by U. S. Senator Gordon Allott, who more than any other figure in government is responsible for the test facility being located in Pueblo. Doubtlessly the only U.S. Senator to operate a rapid transit train in some time, Allott did quite well until he realized he was going to overshoot the "station" platform near the speaker's area. He gave the train a little too much air and as a few of the passengers bumped into one another, one unknowing newsman yelled "Hey, what kind of an amateur is running this thing anyway? I thought this was supposed to be a test track." At that point the Senator stepped out of the motorman's cab to the applause of many onlookers and the unknowing newsman, realizing he had missed a story, shrugged his shoulders and said, "Gee, I guess I blew that one". Everybody including the Senator had a good laugh, and it was time for the speeches.

The Senator spoke (plugging the limited tram concept among other things) and so did Congressman Frank Evans (D-Colo), Villareal and Mike Cafferty, Chairman of the Chicago Transit Authority. They all said the things you would expect to be said at a ceremony of this kind. Following the speeches all adjourned to watch a demonstration of the LIM vehicle and then the program ended.

It was a perfect day. Sun and a pleasant breeze; the Lord must be a transit enthusiast, too--about an hour after the ceremony ended it started to rain.

The fact that the subway train actually ran those few weeks ago is a tribute to UMTA Administrator Villareal. He gave his word to Congress that the track would be open in the summer of 1971 and he kept it. There were unbelievable obstacles to overcome; doing the day-to-day work for Villareal were Joseph Silien, Director of the rail program for UMTA and Jeff Mora, his assistant. Without their long, hard toil there would have been no operation in 1971.

It is encouraging to know that in this day of delays and cost overruns and mis-managed projects, an operation can actually be built ON TIME with a limited budget--what's more, it works! For this, Carlos Villareal gets two bells and three cheers.

The visitors have now gone home. The snakes are still trying to get themselves fried on the third rail. But the test cars will remain with their sophisticated equipment to begin collecting data which undoubtedly will be of use in Chicago and San Francisco and Boston and all appropriate places in between. In the years

ahead, Pueblo can expect everything from limited trams to double-deck commuter rail cars. What is more, all sorts of engineers, experts and enthusiasts will now have an excuse to take a vacation in Colorado.

So the next time a friend shows you a slide of a rail transit car streaking across short grass country with snow-capped mountains in the background, don't jump to conclusions--it may not be Europe or trick photography after all. The photographer may have just visited Pueblo, where seeing is almost believing.

(National Editor/East Paul Weyrich is a Washington-based former newspaperman now specializing in transportation staff work for the United States Senate--EDITOR).

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METRO MEMO

PERIPATETIC POTPOURRI

■ That NTSB study referred to here several weeks ago citing the "unsafe" condition of subways in New York and Chicago also has deplored the fact that rail commuter and subway lines in large cities have had to resort to "prison-like" methods to protect passengers. The report recommended that UMTA, in making grants to rapid transit systems, require inclusion of a system safety plan. ■ SORTA sunk: Voters in Hamilton county (OH) have decisively defeated a proposal to approve a tax levy for the Southwest Ohio Regional Transit Authority (SORTA). The new agency (already in existence) would have used the funds to acquire the privately-owned Cincinnati Transit Company. Following defeat of the measure, CTC officials proposed a 10 per cent cut in bus services.

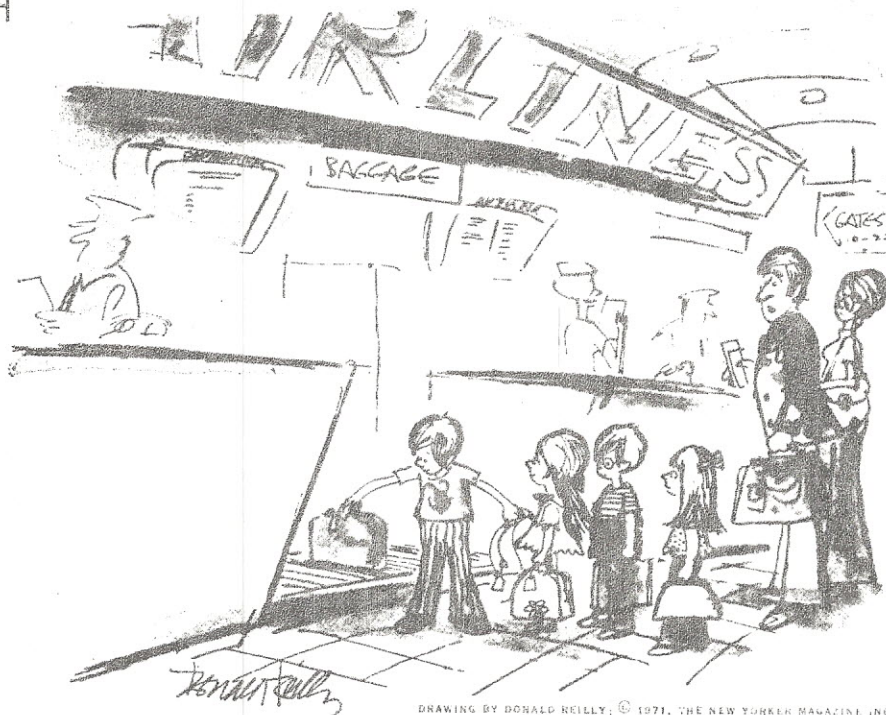
■ As might have been expected, San Francisco Public Utilities Commission officials have rejected all bids for new rail cars for the Muni subway; TC correspondent Charles Rozema will have a report next issue... ■ The Cleveland Transit System, despite budgetary infusions from the depreciation fund to its day-to-day cash flow, has severely trimmed service on many lines with the advent of fall schedules... ■ Amsterdam is building a subway and using a unique method of doing it: sections are "prefabricated" on land and sunk into the Dutch city's water-laden soil; the line runs under Amsterdam's famed canals at several points... ■ Calcutta has joined the list of world cities for which a subway is planned. A start will be made next year on the system, which is to be completed in 1978 with technical assistance from Soviet technicians; it will be India's first.

■ A "tourist trap" Alweg-built monorail is now operating in Hershey, Pennsylvania, between downtown and the plant-museum area about a mile away... ■ The highly-successful San Francisco-Oakland Bay Bridge "exclusive bus lane and toll booth approach" is to be extended to 1.5 miles later this year, and certain car pool vehicles are proposed to be added, even in the face of the 11 second bus headway in rush hours (?)... ■ An exclusive bus lane on busy K Street NW in Washington, D.C. will be operative October 1, 1971... ■ MBTA's South Shore rapid transit line to Quincy was scheduled to be opened September 4, for the umpty-umpty time... ■ Eastern Cities Transit, a Los Angeles area suburban carrier, was purchased by SCRTD September 1; operations will remain separate (because of union contracts and other minor obstacles) until February 1, 1972.

■ A "transportation center" of sorts has been opened in the northwest Chicago suburb of Palatine, centering on a new North Western suburban station. Stores, bus loading facilities, the requisite parking stalls and a cab stand are an integral part of the new center... ■ The Toronto Transit Commission has been quietly beefing up its services in contrast to properties south of the border. No less than six TTC routes were extended with the coming of September... ■ Free bus service on late store nights in Springfield (provided by the city's Mass Transit District), Illinois continues for another month and bids to become permanent; downtown merchants are footing the bill. SMTD, by the way, is occasionally operating its open-top White "RailSplitter" (TC 28 JUN 71) on its downtown-State Buildings shuttle... ■ Colorado Senator Gordon Allott has introduced an amendment to the Urban Mass Transportation Act which will make it easier for cities with faltering transit systems to get federal aid. His amendment would exempt cities of less than 300,000 population from the planning requirements of the Act, and would also exempt replacement projects (buses, etc.) in cities of any size.

AIRLINE ACTION

FLYING HIGH



DRAWING BY DONALD REILLY; © 1971, THE NEW YORKER MAGAZINE, INC.

"Wow! I'll bet they're flying for practically zero!"

■ Lufthansa, the "Red Baron" of the skies, has refused to reconsider its stand against the IATA fare package supposedly worked out in Montreal last month, and the prospect of a price war over the north Atlantic grows nearer... ■ The CAB has okayed a series of discount fares to become effective in the near future on TWA, Eastern and United. Reductions of from 25 to 40 percent on certain routes and runs will be permitted... ■ United will be flying DC-10s to six additional cities, Miami, Pittsburgh, Chicago, Cleveland, Denver and Los Angeles by the end of the year. UAL inaugurated its DC-10 runs (San Francisco-Washington) on August 16.

■ Britain is to sell six Hawker-Siddeley trijet Tridents to the People's Republic of China for a total of \$48,000,000. Mainland China already operates some Viscount turboprops and recently bought four used Tridents from Pakistan. Delivery will be completed in 1973...■Western Air Lines has ordered three Boeing 727-200s, has taken options on three more and has ordered interior conversion of its five 707s to give them a "wide body" look. Western has a total of 69 craft, six of which are 727-200s; the new craft will be delivered next year...■NEWSWEEK magazine reports that the wide-bodied jet will remain the plane of the future at the White House. After looking over the new aircraft (747, DC-10 and L-1011), the President's experts have decided to stick with the 707. The reason is flexibility--the 707 matches the others in range and can utilize more airports, particularly overseas.

■ In the wake of weddings planned by American and Western, and Northwest and National (as well as Delta and Northeast), House Judiciary Committee chairman Rep. Emanuel Celler (D-NY) has urged the CAB to call a halt to such mergers, as they "threaten to trigger a wave of consolidations that will eliminate competition as a vital force" in the industry. Rep. Celler averred that "the trouble with the airlines industry is poor management, not excessive competition."...■ The Anglo-French Concorde successfully completed a 2,015-mile flight from Cayenne in French Guiana to Rio de Janeiro in 3:20; the hop was the last leg in a transatlantic hop that marked the SST's maiden run over the ocean...■ The FAA has continued for another year flight quotas at JFK and Laganrdia airports in New York, as well as Chicago's O'Hare and Washington National, although hours were reduced at JFK and at O'Hare airports...■ Good neighbor policy: Pan Am and TWA rate kudos for making it possible for many stranded youths in London to fly home at reduced rates after their charter tickets back home turned out to be worthless. Both lines offered a \$95 one-way London-New York tariff--on credit, if necessary.

BUS BRIEFS

OVER THE ROAD

■ The Soviet Union's Lvov Bus Works has announced it has begun production of a new, long-distance luxury tourist bus. The new unit, called the Ukraina-71, provides passengers with television sets, a snack bar with refrigerator and cooking facilities, and a lavatory...■ The Federal Highway Administration's Bureau of Motor Carrier Safety has proposed a regulation that would prevent interstate truck and bus operators from altering a vehicle so that it no longer conforms to safety standards...■ Greyhound's new Nigerian venture, Greyhound Nigeria, Ltd., has competition for its twenty-bus system. A rival line, called Midwest, has imported twelve Mercedes-Benz units for identical service at lower fares--and has captured the lion's share (a 90% load factor vs. 50% on the Hound) of the business.

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THE COVER: Remember when Cuba was a friendly country, and well-heeled citizens flocked to its gambling casinos and other vices? Reproduced this week is a time-card of fledgling Pan American Airways (the "World" had not been inserted as yet) detailing its Florida-Havana run, complete with Ford TriMotor. --Norman Olsen

STAFF NOTE: Because of the Labor Day weekend, and an assignment involving a ride aboard the Turbo, this issue is being distributed along with that of September 13.