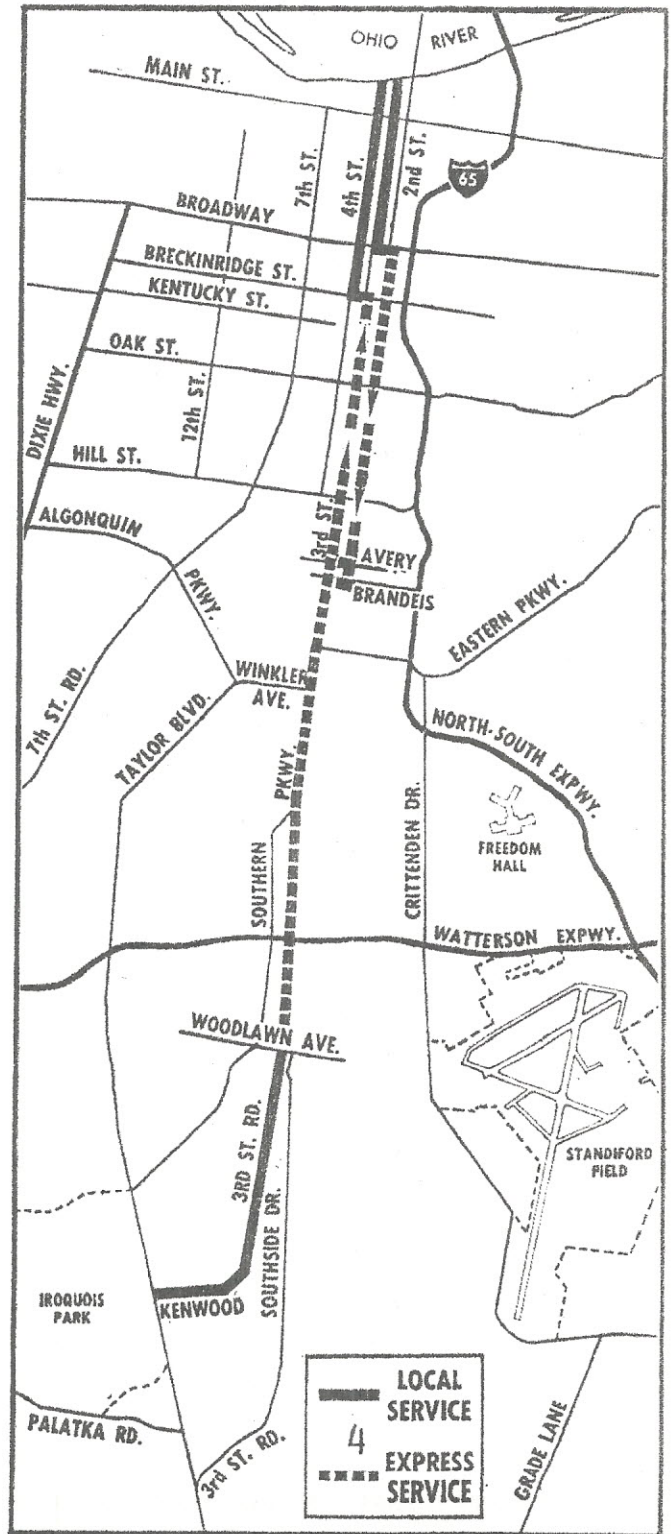
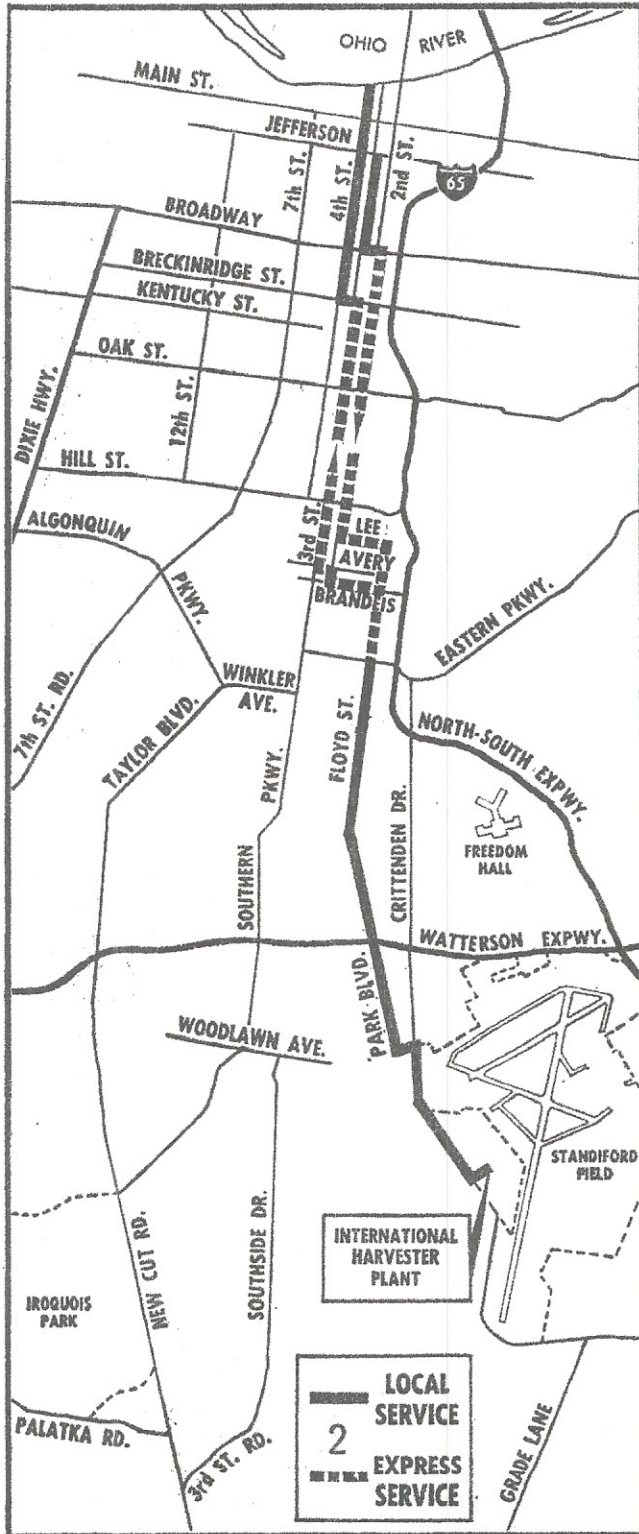


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■ PAUL WEYRICH ■

PUEBLO: SMALL TOWN BUSES MADE INTERESTING

PUEBLO, COLORADO--There we were on a bright, clear morning a couple of weeks ago. It was 6:00 AM on a Thursday and the city hardly seemed awake. Perhaps that was because most of us definitely weren't awake.

It was not my idea, this early morning following a late night before inspection of Pueblo's bus system. Just how I came to be there with Carlos Villareal, UMTA's chief; Bill Hurd, Assistant Administrator for capital grants; Bob Hemmes, Assistant Administrator for R&D; Fred Weisbrod, Pueblo's City Manager; and Mrs. Pat Kelly, Pueblo's only alderwoman, is a matter between me and the fellow who thought up the tour. He will get his.

I will have to concede, however, that the experience was enjoyable. Pueblo, believe it or not, was one of UMTA's first projects.

It has proven quite worthwhile. For its more than 5,000 daily passengers, the system operates well. It does not make money, even though city fathers and especially Manager Weisbrod have worked long and hard toward that end.

As a utility, it is as efficiently operated as other city services. Buses are clean and on time. They serve most parts of the local area as well as or better than bus operations in most cities this size.

Having made the decision to operate the system better than six years ago, which is a real necessity in this largely working-class community, Pueblo's city fathers now speak boldly of expanding service; of making headways more frequent; of providing additional special operations. What they told us was music to our ears at a time when even public authorities can speak of little else but curtailments and cutbacks.

City officials maintain that if they would be allowed to operate inside the giant Colorado Fuel & Iron plant, they would pick up around 1,000 additional riders and the bus company would be in the black. They have been trying to work such an arrangement for years and have not been successful. They are still trying, and feel they may yet have a chance.

The company operates six regular and one special route on weekdays. The BESSEMER-EAST SIDE line, ORMAN-IRVING PLACE line and the BELMONT-SOUTH SANTA FE line are rather typical bus routes which start at one end of town, loop around downtown and head out to another part of town. The FAIRMOUNT PARK line and the HIGHLAND PARK line begin downtown, but are not crosstown routes. The BERKLEY-BEULAH line is a transfer-type route which does not come downtown at all. A special route also connects the two campuses of the Southern Colorado State College. It, along with two crosstown routes, makes money. The rest lose.

Interestingly enough, Pueblo has not had streetcars for decades. Yet, the

two heaviest routes are those which follow what used to be the trolley lines. It seems riding habits must be hereditary.

The campus line is interesting. The fare for students, which is subsidized by the state of Colorado, is five cents. Non students are free to ride the buses, but for them the fare is 15 cents; fare on regular routes is 25 cents. The campus line operates the year around, and during the school year requires four of the largest buses in the system at peak periods. Now the college is acquiring a third campus, so the bus route will have to be extended.

The Pueblo Transportation Company operates 1965 model smaller GM coaches (which have rebuilt transmissions because the originals almost did in the buses), 19-passenger Flxettes (which are brand new), 51-passenger GM's (built in the early 1950's), and one old Flxible road coach which is used mainly on the campus run and for charter service.

Service on the main routes begins between 5:40 and 6:45 AM, and operates every 30 minutes or every hour until around 6 PM; the Campus line has more frequent headways).

On evenings and weekends, when most small bus systems cease service completely, Pueblo operates a unique service which just might be the answer elsewhere in the country. At these times, the buses make rough figure eights on two crosstown routes which cover the heaviest portions of all the routes. The buses operate about every hour, evenings until midnight, and all day Sunday from 5:45 AM.

While patronage is not extremely heavy, Weisbrod says these routes "serve people who need the service badly; we think these buses are well justified."

Not all who came to the shops early in the morning stayed to ride the bus. The temptation was too great for some of us, however, and Bill Hurd and I were soon aboard the HIGHLAND PARK bus with Weisbrod following in his car, since time was limited.

We found the driver knowledgeable and courteous. It was the first bus out on that line and patronage was not too heavy, but the driver said the inbound trip would be.

Pueblo is at least trying. The company inaugurated a new, stop at the door of a nursing home and found it picked up a number of regular passengers who, if they obtain a special card, travel for a reduced fare. Management is pleased with that innovation.

The City Council has apparently been very willing to experiment with new routes and services, though not all have worked so well. One route extension failed to carry a single passenger in nine months and was dropped.

Without all the problems that plague a big city operation, the Pueblo Transportation Company seems to be about the kind of a system that is right for a city of Pueblo's size. When its federally-financed washer is installed, the buses will be even cleaner. When the two-way radios are installed, passengers won't miss transfer buses, and drivers who need help can get it faster. When the new bus shelters are erected, riders will be afforded greater protection.

In short, our early morning tour there was illuminating and awakening. So, if you're ever around Pueblo and have a dollar in your pocket, ride the bus. This is one city where you'll still get 75¢ in change from the driver!

[illegible]

From TC reader William Mosteller:

"Firstly, the Quincy line opened on September 1, 1971. Unlike recent openings in Chicago and Cleveland, it was not marred by derailments or collisions.

"Thirdly, I quote the Boston HERALD TRAVELER, September 8, 1971:

'Some 4,349 passengers went through the turnstiles at the Quincy Center station in the morning and an equal number returned from Boston in the evening. Together with riders waiting at the Wollaston and North Quincy stations, the patronage lived up to expectations and may even surpass MBTA projections.'

(We regret being flip over the inaugural of service on the new line, and of devoting so little space to it. Unfortunately, two things intervened: 1) we were unable to secure a report on the opening from any source and presumed that it perhaps had been delayed again--as it had been often in the past--even PASSENGER TRANSPORT quoted the opening day as September 6; and 2) the visit to Chicago of the TurboTrain tended to overshadow more remote events with respect to the attention our small staff could divert to them. Would that we could be everywhere at once--EDITOR)

METRO MEMO

LOUISVILLE LIMITED

■ A DOT-sponsored experiment to provide express bus service during rush hours to and from three points in southern and southwestern Louisville is moving closer to reality, with an October 15 target date for implementation.

Included in the plan are construction of a parking lot at Iroquois Park, controls inside the buses from which traffic lights can be changed to give the bus the right-of-way, and construction of 47 passenger waiting stations.

Under the project, express bus service will be provided for a six-month trial period from 7:00 to 9:00 AM, and from 4:00 PM to 6:00 PM between downtown and:

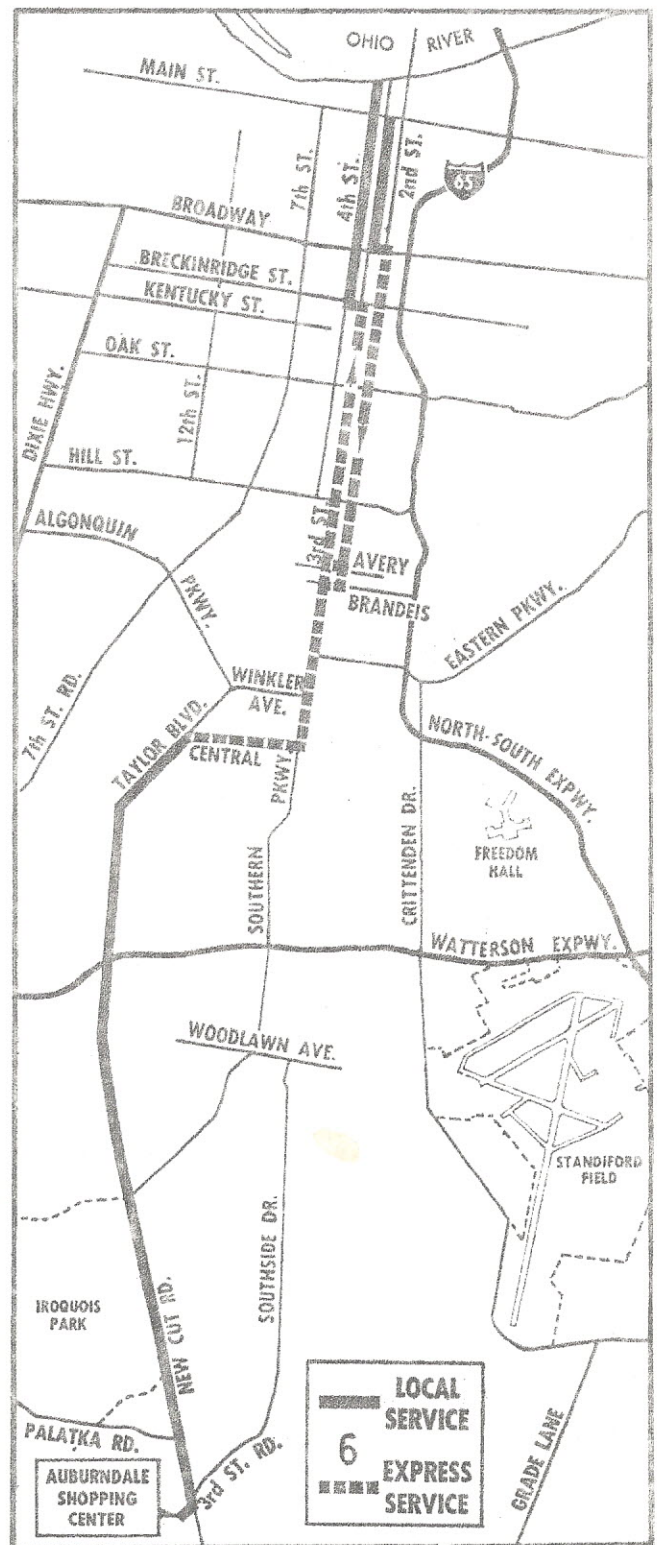
- ✓ The International Harvester plant area on Crittenden Drive.
- ✓ Auburndale Shopping Center on New Cut Road at Old Third Street Road.
- ✓ The amphitheater in Iroquois Park on New Cut Road.

The buses will travel much of their routes on Second and Third Streets in opposition to the one-way traffic flow. Special bus lanes will be designated.

Louisville Transit will operate the buses, being subsidized by DOT to the extent it loses money on the experimental service or loses passengers from its regular routes.

A special parking lot will be constructed at the Iroquois Park Amphitheater where bus riders can leave their cars; the service is expected to save motorists who change to the new service about 25% in travel time over that necessary by private car.

To cut delays at intersections, the routes will be equipped with special



traffic signal controls so that the bus driver can change the lights from inside the bus to get the right-of-way. This will be done only where present signals are not synchronized.

Along non-express sections of the routes, 47 passenger waiting stations are to be built. Each will shelter 8 to 10 persons and some will be heated. The project also includes a non-express line downtown from 34th-Market, for patrons from the western part of the city who work in the industrial area in the southern part of Louisville.

Funds for the project are being provided by the federal government without local matching money. Of the \$286,873 made available, \$224,067 will be administered by the city-county traffic-engineering department to build the Iroquois Park parking lot, mark the bus lanes, install the special traffic signals, build the waiting stations, and subsidize Louisville Transit.

The other \$62,806 will go to the consulting firm of Schimpeler-Schuetz for:

- ✓ Design of the bus shelters and supervision of their construction.
- ✓ Acting as the city's agent in negotiating the subsidy terms with the company.
- ✓ Running a public relations program to inform the public about the service.
- ✓ Doing the engineering work for adding two lanes to New Cut Road from Southern Parkway to the new parking lot.

Schimpeler-Schuetz previously signed a related \$42,394 contract to study the success of the experiment. The study will be used, among other things, as a basis of determining Louisville Transit's subsidy.

ENVIRONMENTALLY SPEAKING...

■ As further amplification of an earlier TC item, UMTA is indeed committed to saving the environment as it dispenses grant and loan funds. This is the applicable section of the 1970 Act:

ENVIRONMENTAL PROTECTION -- "Section 14(a) It is hereby declared to be the national policy that special effort shall be made to preserve the natural beauty of the countryside, public park and recreation lands, wildlife and waterfowl refuges, and important historical and cultural assets, in the planning, designing and construction of urban mass transportation projects for which Federal assistance is provided pursuant to Section 3 of this Act. In implementing this policy the Secretary shall cooperate and consult with the Secretaries of Agriculture; Health, Education and Welfare; Housing and Urban Development; and Interior; and with the Council on Environmental Quality with regard to each project that may have a substantial impact on the environment.

"(b) The Secretary shall review each transcript of hearing submitted pursuant to Section 3(d) to assure that an adequate opportunity was afforded for the presentation of views by all parties with a significant economic, social or environmental interest, and that the project application includes a detailed statement on:

- (1) the environmental impact of the proposed project,
- (2) any adverse environmental effects which cannot be avoided should the proposal be implemented,
- (3) alternatives to the proposed project, and
- (4) any irreversible and irretrievable impact on the environment which may be involved in the proposed project should it be implemented.

"(c) The Secretary shall not approve any application for assistance under Section 3 unless he finds in writing, after a full and complete review of the application and of any hearings held before the State or local public agency pursuant to Section 3(d), that (1) adequate opportunity was afforded for the presentation of views by all parties with a significant economic, social or environmental interest, and fair consideration has been given to the preservation and enhancement of the environment and to the interest of the community in which the project is located, and (2) either no adverse environmental effect is likely to result from such project, or there exists no feasible and prudent alternative to such effect and all reasonable steps have been taken to minimize such effect. In any case in which a hearing has not been held before the State or local agency pursuant to section 3(d), or in which the Secretary determines that the record of hearings before the State or local public agency is inadequate to permit him to make the findings required under the preceding sentence, he shall conduct hearings, after giving adequate notice to interested parties, on any environmental issues raised by such application. Findings of the Secretary under this subsection shall be made a matter of public record."

Similar language to a slightly broader extent exists in the National Environmental Policy Act of 1969, under which all Federal agencies are governed. Actual interpretation of the guidelines set forth thereunder is still being worked out by the Urban Mass Transportation Administration.

SKYBUS POSTSCRIPT

■ Apparently the SkyBus controversy in Pittsburgh is not over, even in the face of the \$60,000,000 grant doled out by Secretary Volpe at the International Transportation Conference held there just after Labor Day. Some twenty-eight area communities have gone on record as being opposed to the project, and despite PAT's apparent refusal to hold a referendum on the issue, the election to the Allegheny County board of Commissioners in November bids fair to be lively. Two outspokenly anti-SkyBus candidates are vying to unseat two pro members of the board. Should they succeed (and there is a fair chance of their doing so), the balance would be tipped against the project and it could be scuttled. Secretary Volpe, by the way, has stated that if a decision is reached against SkyBus, the \$60,000,000 will continue to be available for conventional rapid transit for Pittsburgh.

SHORT HAULS

■ The Southeastern Michigan Transportation Authority (SEMTA) has assumed operation of the troubled Lake Shore Coach Lines, Inc., a suburban Detroit bus carrier linking the Motor City with the five Grosse Pointe suburbs and St. Clair Shores. SEMTA has arranged for the purchase of ten TDH-5105 units from DSR for immediate service as temporary replacement for LSCL's own ailing units.

■ TRANSPORT CENTRAL offers its heartiest congratulations to the Toronto Transit Commission (North America's best all-round transit property) on the occasion of TTC's fiftieth anniversary. The TTC acquired the privately-operated streetcar lines on September 1, 1921 and in the intervening half-century has expanded and upgraded the Toronto public transit system to its pre-eminent position as Number One among U.S. and Canadian carriers. The Commission has issued an eight-page illustrated booklet (done in Peter Max style) outlining its accomplishments over the past fifty years. It may be obtained from the Public Relations Department of the Commission, 1900 Yonge Street, Toronto 7, Ontario; ask for "TTC--50 YEARS!"

■ The Mid-Atlantic Electric Truck and Bus Forum will be held at the George Washington Motor Lodge, Allentown, Pa., September 29 and 30...■ DeKalb, Illinois now has a fleet of commercially-operated buses (apparently refugees from Hammond's Chicago & Calumet District Transit Company) in service over five routes in the university (Northern Illinois) town. DeKalb had service provided by the DeKalb-Sycamore Bus Line (a line between the two cities, and a campus-to-downtown route subsidized by local merchants) it is presently unknown to this reporter as to the status of that service. A newspaper account briefly noting the establishment of the new service states that "students took the initiative for starting the service."

■ Service in the Calumet area itself, suspended July 7, is apparently to begin in earnest again soon. After many months of wrangling, the municipalities of Hammond, East Chicago and Whiting have finally agreed to subsidize local bus service, something they were unwilling to do (at least in concert) until now. C&CDT had continued to run the interstate services (largely rush-hour-only); the new local services will apparently be restructured from those earlier operated and will be limited in scope from the former runs. A tentative restoration date of October 1 has been set but, according to newspaper accounts, Lake County has never been known as a "forward-looking" area and odds are the agreement will not hold up very long.

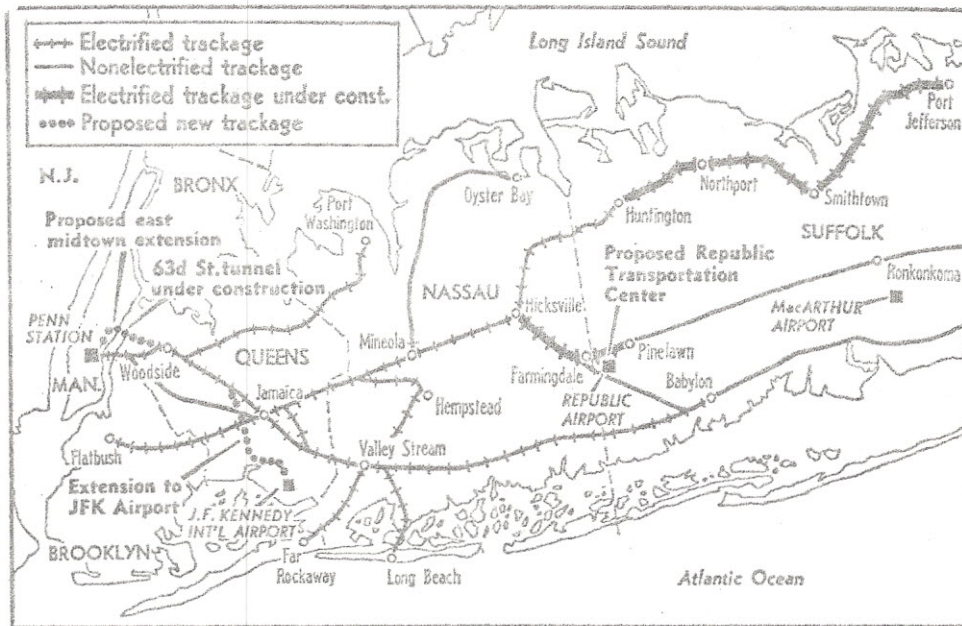
■ For the roster-minded, Illinois Central HighLiners 1508, 1518 and 1519, are out of service after various accidents; the latter two severely damaged (sides will have to be replaced) in a collision at 95th Street between two training runs. The road has nineteen of the order of 130 on the property at present; six are in the shops for repairs after the mishaps (1508, noted above, hit a bumping post at Randolph Street, also damaging slightly the other three cars in its train); nine are undergoing various make-ready testing, and but four are on the road in service.

■ Commuting in luxury: A club coach, club lounge and club car (the road's terminology) make up part of the consist of several C&NW commuter trains on the North Line. Chartered by Lake Forest residents, the units provide a bit of elegance and status not ordinarily associated with commuting each day...■ Setting the record straight: National City Lines no longer owns properties in Mobile, Tampa and Wichita Falls (TX); said carriers are now publicly-owned, correcting the report in last week's TC. National City Management also runs the Palm Beach-West Palm Beach public carrier.

■ On Again, Off Again: TC hopes to have an up-to-the-minute report on the status of the New London-Worcester train service in an upcoming issue. It would be understating the fact to say that there has been some controversy within these pages and on TC's telephone lines over whether or not they currently run. (Tune in next week for another thrilling episode)...■ Recommended reading (but hurry!): There are now just a few copies left of the Chicago trolley coach reprint booklet (write TC).

THE ROUTE OF THE DASHING COMMUTER

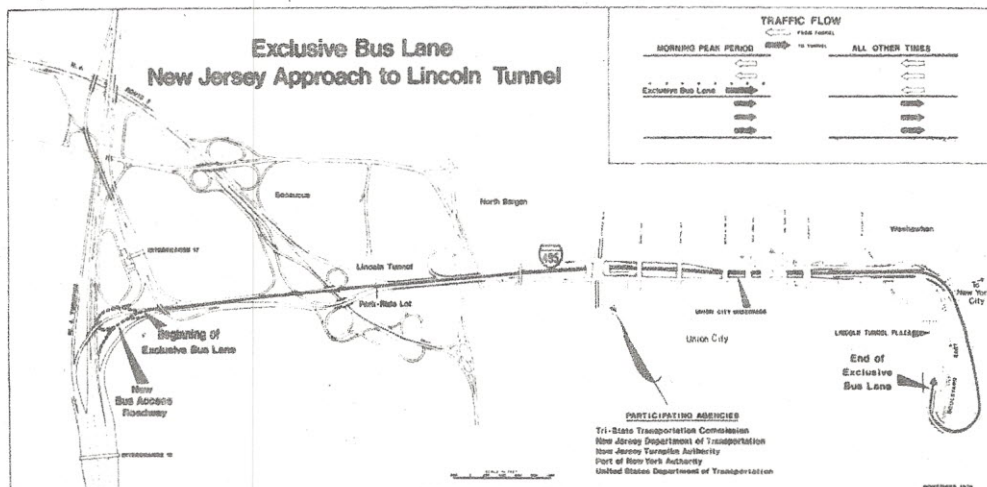
■ The much-criticized (but slowly improving) Long Island Railroad has an enrichment program of its own (TC 20 SEP 71), as this NEW YORK TIMES map indicates:



BUSWAY REPORT

■ UMTA recently released a report on the status of the various busway projects around the U.S. Here is the substance of that report, updated where necessary:

1 - I-495, NORTHERN NEW JERSEY



The I-495 exclusive bus lane extends 2-1/2 miles from the New Jersey Turnpike to the Lincoln Tunnel. During the morning peak hours, the outbound median lane is made available to inbound buses. No provision has been made for a similar process in the evening because of differing traffic conditions. Morning outbound traffic is alerted to the reverse flow by 80 directional signals placed directly over the outbound lanes, traffic posts placed every 40 feet to designate the reversed lane, and 50 changeable traffic signs. The project is being funded as part of the Urban Corridor Demonstration Program. In addition, the New Jersey Turnpike Authority provided needed bus access ramps from the turnpike to the reserved lane.

Prior to the opening on December 18, 1970, 30,000 printed notices were distributed to motorists using this particular highway facility to inform them of the reverse lane operation. Over 800 buses carrying approximately 35,000 commuters are now saving an average of 15 minutes each by completing the former 25-minute trip in 10 minutes. Thus, it is estimated that an annual saving of 2,000,000 person-hours of commuter traveltime will be realized.

II -- SHIRLEY HIGHWAY, WASHINGTON, D.C.

The Shirley Highway (I-95) in northern Virginia between the Capital Beltway and the District of Columbia consists of six miles of reconstructed Interstate freeway (six directional lanes and two reversible lanes) and four miles of four-lane expressway that is in the process of being reconstructed. Reconstruction of this Interstate freeway is being completed from the Beltway toward downtown Washington, D. C.

The constructed reversible lanes have not been opened to inbound traffic since it would require five lanes of traffic to merge into two lanes at the end of the completed Interstate. As an interim measure, it was decided to test the use of exclusive lanes for buses and such a demonstration project was launched in September 1969. A feasibility study, completed in March 1970, recommended that a temporary bus lane be constructed and maintained for the remaining four miles to the Potomac River where it would connect with a new bridge under construction. The recommendation was incorporated into two ongoing construction projects and the first portion of temporary bus lane (1.5 miles) was opened in September 1970. The remaining portion was opened early in 1971.

After the opening of the reversible lanes to buses in September 1969, patronage steadily increased from 1900 to 3200 (68%). The number of buses serving the affected routes was increased from 38 to 62; travel-time savings for bus passengers ranged from 12 to 18 minutes. At the point where the temporary bus lane begins, a slip ramp was constructed to permit an additional 50 buses to gain access to the reserved lane. This portion of the demonstration began in September 1970, and provided another 5-minute time saving for bus patrons. It has been estimated that buses will save up to 30 minutes in travel time on completion of the temporary bus lane. In addition to regular transit buses, there are 10-15 intercity, charter and military buses using the reserved lane during peak hours.

Besides the construction of the temporary bus lane, there are several other phases to the demonstration project: expansion of bus service (including the purchase of 90 additional buses), construction of fringe parking lots, testing of new bus equipment, and effort directed toward improvement of city bus circulation.

III -- SAN FRANCISCO-OAKLAND BAY BRIDGE

One lane of the toll plaza leading to the San Francisco-Oakland Bay Bridge has been reserved for buses during the morning rush hours. It has been estimated that seven buses, for example, carry the same number of persons as about 300 autos. Buses do not even stop to pay the toll. A log is maintained of bus crossings and the bus companies pay all tolls at the end of each month.

The one-half mile exclusive bus lane began operation on April 15, 1970, with a savings of five minutes in travel time for patrons using the 500 buses during the two-hour peak period. Plans are now being considered for reserving one or more lanes across the bridge for buses and carpools, as well as lengthening the exclusive lane itself.

IV -- BLUE STREAK, SEATTLE, WASHINGTON

The Blue Streak Demonstration Project consists primarily of an express bus operation. Buses depart from a fringe parking lot (no parking charge) north of downtown Seattle and enter the reversible lanes of the Seattle Freeway (I-5), where they mix with regular traffic. An exclusive bus ramp permits the buses to exit quickly from the reversible lanes and enter a special downtown circulation loop. During the afternoon, the scheme is reversed.

The downtown demonstration project began on September 9, 1970. The 9-mile trip from the fringe parking lot to the heart of downtown is made in approximately 16 minutes. The headway between buses is about 5 minutes and the fare is 35¢. Three weeks after the beginning of the demonstration project, the 500-car fringe parking lot was being filled to capacity; efforts are presently underway to find additional parking facilities. A preliminary survey of Blue Streak patrons indicated that more than 70 per cent formerly used an automobile to get to work.

PENDING BUSWAY PROJECTS: I -- SAN BERNARDINO BUSWAY, LOS ANGELES

This proposed exclusive bus highway will be located partly within the median of and partly adjacent to the San Bernardino Freeway (I-10); it will be 11 miles long and run between downtown Los Angeles and the city of El Monte. Included in the project will be two directional bus lanes, two stations, two fringe parking areas and the relocation of a railroad line. Some street widening, channelization and installation of traffic signals will be done on downtown streets for proper bus circulation.

It has been estimated that passenger volume will be 4,000 persons per hour in the peak hour direction (equivalent to two lanes of freeway widening in each direction). To handle the increased patronage, 100 new buses will be purchased. The average bus speed and travel time on the facility will be approximately 40 miles per hour and 18 minutes, respectively. The two fringe parking lots will have space for 1950 vehicles. Funds for this facility were just released by the Urban Mass Transportation Administration, and an early start is expected on design, engineering and construction of the El Monte Busway.

II -- PITTSBURGH PATWAYS

The final design and engineering of two exclusive bus highways (PATways) in Pittsburgh is nearing completion. The two facilities will be grade-separated and will total 20 miles in length. Ramps will be provided to permit intermediate trips as well as line-haul runs downtown. The facilities will be designed and constructed to permit adaptation of a future guideway system such as the Transit Expressway Revenue Line (TERL, or SkyBus), which is also under development in the Pittsburgh area; a grant of some \$60,000,000 was just awarded to the city's Port Authority Transit to begin construction on the skyBus system.

III -- MILWAUKEE

A study presently underway in Milwaukee is developing designs for a bus highway, CBD distribution system, fringe parking facilities, and a downtown terminal. Buses will circulate in residential areas to pick up commuters and then enter the exclusive bus highway paralleling I-94 to downtown Milwaukee. In addition, a Federal grant has been awarded to Milwaukee county to do system definition and cost analyses of a dual-mode system. The concept envisions buses being operated on suburban streets under their own power for collection of passengers and then being transferred to a guideway for automatic guidance and speed control of the line-haul portion of the trip. The concept also envisions a change in power source such as to electric while on the guideway. The use of the guideway for collection and distribution downtown will also be considered.

IV -- URBAN TRAFFIC CONTROL SYSTEM/BUS PRIORITY SYSTEM, WASHINGTON, D.C.

A computerized traffic control system is presently being installed at 113 signalized intersections in downtown Washington. The computer will be supplied information on the flow of vehicles by electro-magnetic sensors. In addition, the computer will also receive information on the presence of buses in the traffic. About 500 buses will be equipped with special transmitters which will activate detectors in the pavement at selected intervals. The computer will use this additional information to optimize the flow of persons throughout the controlled network by regulating the timing of traffic signals.

V -- CHICAGO AND DETROIT

Freeways being planned in Chicago and Detroit, as well as in other cities, include sufficient right-of-way to permit the construction of transit facilities within the median. In some cases, the public transportation plans have not progressed to the point of recommending a particular type of transit (i.e., bus rapid or rail rapid). The freeways are being designed to accomodate either.

(The busway is a legitimate transit tool--if it is used properly. It makes a lot of economic sense to utilize our expensive freeways efficiently by insuring the movement of people--as opposed to vehicles. But we must consider all of the ramifications of the concept in its individual applications: can it be maintained properly, especially in winter, so as not to fall victim to the ills that plague

conventional highways? And, more to the point, is it being foisted off on the public as cheap "rapid transit" when a conventional steel-wheel system would be more appropriate? Is the concept going to be touted as another "panacea" that can cure the transit ills of any metropolitan area? We must develop a sound policy that makes room for all transit tools, and employs each where it is best used, without regard to what concept might be currently in vogue--EDITOR).

AIRLINE ACTION

THE PRICE WAR ESCALATES

■ Atlantis Airlines, a West German charter carrier, plans to cut round-trip fares between New York and Germany to \$135 on February 1, 1972. The action follows the unilateral decision by Lufthansa to bolt IATA's cartel-set price structure and set its own, low transatlantic rates (as low as \$210). Officials of other non-scheduled carriers say Atlantis' action might drive the charter rate down to as low as \$120 for a round trip. It might be noted that the long-simmering dispute between the scheduled and non-scheduled carriers triggered the price war in the first place; the major carriers, concerned by the continuing siphoning off of business by the non-skeds (including, they charge, operation of highly illegal charter flights) are retaliating by setting lower rates in an attempt to fill their seats. The rule of thumb had been to assess fares on the basis of a 40% load factor (which had been about the average patronage taking the schedule as a whole); the new rates require almost 80% occupancy for break-even purposes.

At the same time, TWA, in full page ads in major newspapers, announced its new policy of not being undersold. TWA will match (after February 1) all fares assessed by other carriers on the routes it flies in international service, and promises passengers refunds against prepaid rates if they should drop before the passenger boards his TWA flight. (The emphasis is supplied to indicate the loophole protecting TWA from having to lower its fares to the Icelandic level; neither it nor any other carrier operates New York-Reykjavik-Luxembourg service).

JET JOTTINGS

■ A new U.S.-Australian air service agreement has been reached, lifting the ban on Qantas jumbo jet flights to the U.S. and extending U.S. carrier rights in the land Down Under. Retaliatory action had been taken by the CAB after Australia rejected a U.S. request for additional service to Melbourne...■ Delta and United had the lowest level of passenger and shipper complaints thus far this year, according to the CAB's year-old consumer affairs office.

RAILWAY REPORT

AMTRAK ADDENDA

■ AMTRAK is rumored planning many changes to its schedules in October, including resumption of non-stop MetroLiner service, extension of the SOUTH WIND to Minneapolis, and the SOUTHERN CRESCENT to Boston; the rumors are as yet unconfirmed.

RIDING THE RAILS

■ PASSENGER TRAIN JOURNAL reports that the "put up or shut up" provision of the Railpax law (Section 403) has been bent out of shape by two recent additions to the network. The section provides for restoration of services deemed necessary by one state or a number of states only upon financial guarantees by the bodies involved; this guarantee resulted in the restoration of the Chicago-Cleveland-New York train, among others. But in the case of the revived NORTH COAST LIMITED and the B&O Parkersburg train, money was not put up by the affected states (Montana in the first case, West Virginia in the second). Coincidentally, Montana is represented in the Senate by Majority Leader Mike Mansfield, and West Virginia in the House by Commerce Committee chairman Harley Staggers. PTJ avers that it is unlikely that any state now will develop plans to subsidize any new services.

■ The Climax Molybdenum Company has announced a new molybdenum mining project near Climax, Colorado that will involve the construction of a completely-new narrow gauge electric railway with both over- and underground operation. Six completely automated electric trains powered by 50-ton Swedish-built locomotives are to operate over the line, which has successfully overcome environmental objections by judicious design of its facilities, which include a power line along the right-of-way. Total cost for the project: \$50,000,000.

■ Sale of Eurailpasses to North American residents went up 40% this year over 1970; most of the hike is due to a new \$125 60-day second-class student pass...
 ■ Attention all passenger tariff experts: Is it true that interline tariffs with CN and CP have been cancelled, even in the two instances where connections are maintained (via CN bus Detroit-Windsor, and directly to TH&B at Buffalo)? Since AMTRAK is continuing (until next year) present fare policies of its member roads, and these tariffs were (apparently) still effective as of May 1, was a special policy instituted by CN or CP relative to the rates?

AT DEADLINE

SHORT AND LONG HAULS

■ To flesh out an earlier item in this issue, TRANSPORT CENTRAL has just learned that the campus bus service at Northern Illinois University in De Kalb is being provided under contract by LaSalle-Peru City Lines, an American Transit Corporation (Chromalloy) subsidiary that presently provides city transit service in the communities of its corporate title (central Illinois). The service consists of eight buses operating over five routes and one bus providing shuttle service to a parking lot off campus. Still no word as to the fate of De Kalb-Sycamore Bus Lines, which had operated a downtown De Kalb-campus run.

■ The City of Rockford Mass Transit District has purchased the local bus system previously run by ATC's Rockford Transit Corporation; ATC will manage the operation for the District out of new facilities donated by the J.I. Case Company.

■ All Greyhound PD-4501's (Super Scenicruisers) not sold will soon be scrapped, 100 by the end of this year and 120 in 1972; the 'Hound plans to institute immediately an 11½ year replacement program on all equipment... Greyhound will purchase 20 new MC-7's with automatic transmissions, GLE 3150/59 and GLW 7189/98.

FIRST PERSON

(EDITOR'S NOTE: This a continuation of the report of Raymond DeGroote Jr., on certain European transport operations viewed on a 1971 "fact-finding" trip.)

AMSTERDAM (Continued) -- Cars are fast in spite of growing traffic congestion, and improvements to the tram network as well as a new Metro are planned and being constructed.

Den Haag (The Hague) is served by the Haagsche Tramweg Maatschappij (HTM), an expanding system of urban and suburban lines to Delft, Voorburg, and Scheveningen. This standard-gauge system operates a large fleet of U.S.-style PCC cars, two of which (1001-02) were built in the United States; color scheme is cream with green trim. Design modifications include large picture windows which improve the appearance of the cars. Much of the system is on private-right-of-way, and two-car trains operate on lines 8 and 9 to Scheveningen (but each car requires a man, as in Shaker Heights or Boston, and thus manpower ratio per passenger is not as good as an articulated car). Freight service is offered on route 11 (a former railway line). An interesting stop, reached by line 9, is Madurodam, a miniature town with its own miniature tramway and what may be the world's largest model railway.

Rotterdam is the only Dutch city--so far--with a Metro. Rotterdamse Elektrische Tramweg (RET) operates both the standard-gauge tram routes and the Metro. There are now nine modern tram lines, one of which was isolated from the rest of the system when the Metro opened in 1968 and realigned to feed the Metro; several lines were abandoned at the time. There are both 6- and 8-axle single-end articulated cars in service, as well as a few double-truck single-end cars which were new at the time of my first visit in 1958. The color scheme of mustard and dark brown can be slightly drab, especially on a gloomy day. The Metro is 7.4 km long and connects the main north side of the city with the southern sections south of the Maas River; not quite half of the line (7.4 km) is underground, starting from Centraal Station. The double-end cars are painted a dark blue with cream trim, and provide a frequent (although not particularly fast) service.

The visit to Holland included a trip on a steam train operated by the Tramweg Stichting, a Dutch museum society, from Hoorn to Medemblik. Hoorn is some 45 minutes north of Amsterdam by train, and Medemblik is on the North Sea. The service operates over a former freight branch of the Netherlands Railways and starts at the railway station in Hoorn where the museum has use of a former railway shed for car maintenance. Several steam tram locomotives are on the property along with about a dozen ex-Amsterdam and The Hague trams. Narrow-gauge equipment of the former Rotterdam Steam Tramway is stored at a site near Rotterdam.

LONDON AREA -- Limited time allowed only a small amount of riding on London's Underground and British Railways suburban network, but did include a trip over most of LT's new Victoria line; one enjoyable day was spent on a round-trip to the Isle of Wight and Brighton.

The Isle of Wight is located a few miles from Portsmouth with some 100,000 people living on it. Much of the Old steam railway was abandoned in 1967, but 8.5 miles of the old main line between Ryde and Shanklin was electrified with third rail

and equipped with a number of ex-London low-profile Tube cars. These are now painted the standard British Railways blue and yellow and are among the oldest cars in service on the railway system.

Brighton is a seaside resort on the south coast. One of the leading tourist attractions is Volk's Electric Railway operated by Brighton Corporation. This 2'8" gauge line is the world's oldest operating electric railway, having opened in 1883. The line has quaint, open-end cars painted bright yellow and an off-center third rail. The line has three stations including the terminals, and although it runs along the waterfront for slightly more than a mile and is completely fenced, there are several pedestrian crossings along the route. It is single-tracked with several passing sidings.

The return to London was via the famous BRIGHTON BELLE, all-Pullman electric train dating back to the mid-1930's. "Pullman" in Britain means reserved seat, not a sleeper, train and the BRIGHTON BELLE is extra-special with dining car or refreshment service for the length of the train. The interior is exquisitely appointed and even the new blue and light grey exterior colors do not detract from the "atmosphere" of the old train. Best of all was the marvelous steak dinner for 1 Pound (\$2.40). Unfortunately, the cars are getting old and British Railways has announced their withdrawal for next year.

ISLE OF MAN -- Surely one of the most fascinating places in the world for those interested in trams and railways, the Isle of Man should be a "must see" for Americans, but it tends to be overlooked. The island, including its principal city of Douglas, has a population of 60,000 but this is increased each summer as tourists arrive. Douglas Corporation operates the world's only remaining (as far as we can tell) horse tramway line, having started in 1876. Operation is limited from mid-May to mid-September and typical nineteenth century cars of several open and closed styles are used. The gauge is 3' and the route is along the seacoast promenade from Victoria Pier (where steamers from the mainland dock) to Derby Castle, almost two miles, where a connection is made with the Manx Electric Railway.

The Manx Electric Railway is, for all practical purposes, an operating railway museum. Original turn-of-the-century open and closed interurban cars run on an unusually beautiful route featuring cliff-hanging and seascapes. The line is 3' gauge and runs almost 18 miles between Derby Castle and Ramsey via Laxey. All motor cars have trolley poles and the entire line is double-track on private-right-of-way. The condition of cars and track is good, maintenance being carried out by employees during the slack winter season. Cars are painted red and white, with varnished wood exterior panelling trimmed in gold. At Laxey connection is made with the Snaefell Mountain Railway operated by the Manx Electric. The gauge of 3' 6" is different from the electric line and there is a short section of joint track at Laxey. A 4.6 mile adhesion line, it is the sole surviving electric railway using the Fell system of center third-rail braking. Current is collected by an early type of bow collector, now unique. Color scheme of the cars is similar to that of the regular electric cars. It takes about 40 minutes to reach the summit, but the view from the top is beautiful.

The Isle of Man Victorian Steam Railway is operating the 15-1/2 mile Douglas to Port Erin section of the former 3-foot gauge Isle of Man Railway which opened in 1873 and closed in 1966. Seven steam locomotives painted an apple green and regularly polished and a number of old coaches are used for the daily round trips.

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