

# Transport Central

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"STREETCARS ARE ALIVE AND WELL AND RUNNING IN TORONTO"



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COVER: Artist's conception of a new Toronto Transit Commission surface rail car. —Drawing courtesy of Hawker-Siddeley Canada Ltd.

## Column One

### DROPPING THE OTHER SHOE

If cities were really interested in restricting parking in their downtown areas and in assisting public transit to do its job better, they might consider this revolutionary suggestion: subsidy.

Subsidy, you say—what's so revolutionary about that? The concept is hardly new—and isn't that what every transit system has been beating the drum for?

In a way, to be sure, but even the hard-pressed carriers have not gone far enough. Let's consider another form of subsidy—that given to the automobile, transit's biggest competitor.

Now we all know, despite the extravagant claims of the highway lobby, that the average motorist doesn't pay anywhere near his share of the cost of providing a highway network from him to travel on—and that, dear readers, amounts to subsidy, pure and simple, from your taxes and my taxes and your friendly neighborhood bus company's taxes. Even though transit benefits from use of those roads for which it pays dearly, the amount of utility it receives from those highways decreases as automobile congestion increases.

So let's get back to downtown. By its very nature, the point of greatest congestion for the average transit system is the central business district—and most of that congestion is, again, caused by automobiles, whose owners insist on using their Detroit chariots to drive to work each day—decreasing the utility of the local public transportation network and further increasing congestion, not to mention the rape of our downtown landscapes by an increasing glut of parking garages and, worse still, parking lots.

Let us consider solving the problem of CBD congestion by attacking its cause—the shoehorning of too many vehicles into too little space, and the usurpation of majority rights (we public transit riders to and from downtown are in the majority in Chicago and New York at least) by the motorist elite. Let us restrict the flow of vehicles (not people) by using an economic weapon—parking rates, for if the financial point of no return were reached as far as auto commuting were concerned, a motorist who didn't have to drive downtown would be forced to turn to public transit—which would result in its upgrading in much the same manner as requiring all trial judges to spend two or three days in the penitentiary would most certainly result in prison reform.

Since we cannot undermine downtown business at the same time, we must also provide for those persons who must shop by auto by virtue of inaccessibility to public transit or bulkiness of

(Continued on page 8)

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## cover story

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### "STREETCARS ARE ALIVE AND WELL AND RUNNING IN TORONTO"

■ . . . so reads a December press release outlining one phase of the Commission's streetcar rehabilitation and replacement program. We have noted this initial step briefly in these pages before; one car (4362, CCF, 1948) has been completed, and another unit is currently in Hillcrest Shops awaiting the final touches on its refurbishing.

These are some of the steps to be performed on the fifty cars that will be reworked this year in an \$800,000 program:

- + Renew the rear half of the metal roof.
- + Recap the two main body cross members, and renew the truck structural supports.
- + Install a new wooden floor.
- + Replace the entrance door steps with a fibreglass moulding.
- + Install stainless-steel sandboxes.
- + Renew the heating ducts, and provide a hot air outlet to keep the sand warm and dry.
- + Install light-colored flooring.
- + Reupholster the seats and paint the interior in a new color scheme.
- + Remove and overhaul all electrical equipment: motors, accelerators, linebrakers, contactors, etc.
- + Renew about 70 per cent of all vehicle wiring.
- + A new wax base undercoating (replacing the old asphalt base undercoating)
- + Use of nylon slides instead of steel pulleys for the accelerator rods.
- + Relocation of much electrical conduit from under the car to side panels and heating ducts.
- + Removal of three pairs of seats on the closed side opposite the center doors.

Twelve vehicles will be under overhaul at any one time at Hillcrest, and it is estimated that it will take 36 days to rehabilitate each car; approximately 2,000 man-hours will be required to refit each car, whose life expectancy will thus be increased by a minimum of twenty years. If the program proceeds satisfactorily, the TTC will consider extending the program to include another 250 cars (Toronto has a total of 394 at present) over a five-year period at the rate of fifty each year.

Even with this ongoing program, the Commission is seriously considering the purchase of an entirely-new PCC-type car for replacement purposes, as denoted by the artist's conception on the cover of *Transport Central* this week. The rendering represents Hawker-Siddeley's impression of such a new car based on modifications to present equipment suggested by TTC. Contrary to the impression posed by the drawing, the new cars would be equipped for multiple-unit operation, with the appropriate couplers, and the overall area of window glass (particularly in the front) might well be reduced on the actual prototype.

Further modifications from the present, basically pre-war vintage streetcar currently in operation in Toronto and several U. S. cities, might include solid-state (chopper) control, disc-type air brakes (as opposed to dynamic braking), bus-type doors, pressure ventilation and sealed windows as on present TTC rapid transit cars, fluorescent car-card lighting and exterior body sheeting of aluminum. The project is currently under full-scale study by TTC and Hawker-Siddeley.

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## metro memo

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### CANADIAN COMMENT

■ More on Toronto: The first 6 H-2 rapid transit cars to be accepted by the TTC (5504/05/22-25), were operated in preview service for the press February 8, and are now in revenue service. Hawker-Siddeley is building the 76-car order, which were purchased in anticipation of the opening of the Yonge subway extension. The new cars have an interior decor that is more colorful than their H-1 predecessors; seats are upholstered in orange and tan, with wood grain panelling and two-tone brown paint on walls and ceilings. In addition, after required truck improvements were made, the riding qualities were much improved, both in terms of smoothness and quiet. . . . ■ The extension on which



the new H-2 cars will be used, along Yonge Street north from the present Eglinton terminal, is tentatively scheduled to go into service in two stages, beginning next year, a change from the original timetable. Segment one, from Eglinton to York Mills, is to become operational in March 1973, and the final leg to the north terminal at Finch about a year later. This new schedule differs from the original one in that Shepard will not be the intermediate terminal; that distinction will be conferred on York Mills.

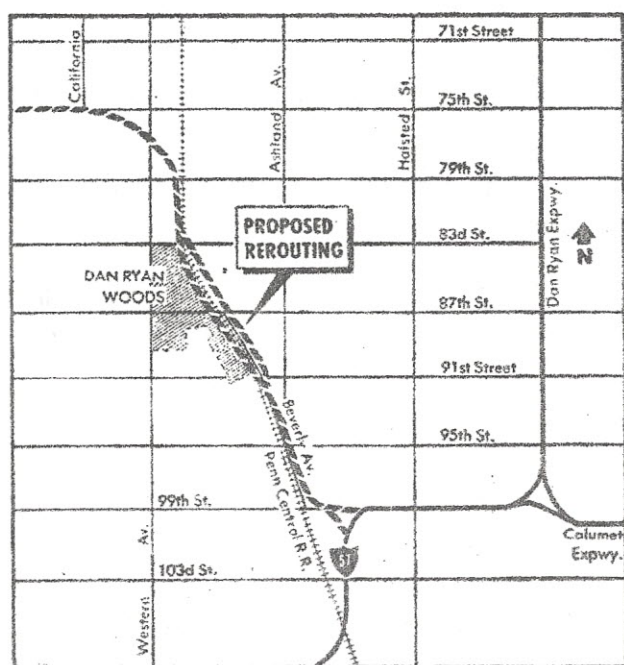
■ Further news from Toronto: There are less than 20 remaining Flyer trolley coaches to come off the assembly line at present, hence, the rebodging program is almost complete. Just three Canadian Car & Foundry-built units remain in active service—T44 9047 at Eglinton, and T48's 9122 and 9123 at Lansdowne. The latter station also has about a dozen Marmon-Herrington coaches that will be retired with the completion of the rebodging program in June (additional electrical equipment compatible with the bulk of the TTC fleet was purchased from Halifax and Cornwall to permit a full complement of 152 new Flyer units; the Marmons had non-standard equipment, and thus will be retired).

### URBAN DIGEST

■ TTC has ordered 43 transit buses for city service; 30 GMC/Canada model T6H-5305 units, and 13 model 700A coaches from Flyer Industries of Winnipeg. . . ■ An earlier item to the contrary, trams in Bendigo, Australia are still operating—but not for long. The first closure will be the short Golden Square-North Bendigo line on March 5; the final closure will be the 5-mile Eaglehawk-Quarry Hill line on March 26. Two of the four Birney cars are still serviceable, but are not being run. All four will remain Down Under at various museums after final system closure. Neighboring Ballarat's system, which closed last year, will be saved in part for a museum operation on the scenic around-the-lake portion of the rail network; six cars will be retained for this line.

■ Transit in Michigan continues to live under a cloud; the Michigan legislature in Lansing has failed to act on a bill providing for operating subsidies. First system to shut up shop will probably be Muskegon; closure is tentatively set for February 20. . . ■ A new route has been proposed for Chicago's highly con-

troversial Crosstown Expressway that will eliminate much private property-taking and at the same time lessen severe congestion on a portion of the Dan Ryan Expressway with which it is to connect. The original alignment on its east-west leg (the expressway is planned to link up with the Edens and Kennedy routes at their junction near Cicero and Montrose on the Northwest Side, proceeding directly southward along the Cicero corridor [which is 6 miles west of the Loop] past Midway Airport and then angling east along railroad tracks at about 75th Street eastward to a connection with the Dan Ryan line at State Street. East of about Western Avenue (see map), the route would pass through a residential area, whose homeowners are understandably up in arms over the proposed route. The new alignment would involve the acquisition of fewer homes and would provide for a better connection with the existing Dan Ryan and Calumet Expressway complex [the Dan Ryan segment north of 95th is presently the most congested leg of an Chicago expressway in rush hours, and could not have been able to handle the increased traffic from the new highway) would have provided for a better connection to the money-losing Chicago Skyway toll bridge, which the city has been trying to bail out for some time. At present, plans call for some sort of rapid transit—probably buses—in or adjacent to the entire route of the new freeway.



The only serious objections to the newer alignment (which would be the subject of extensive public hearings) are that it would take a portion of a forest preserve along its route, but plans call for the purchase



■ CTA Chairman Michael "Wondrous Things Happen in an Election Year" Cafferty has joined the growing list of industry officials who have come out in favor of a single transportation Trust Fund to finance all transportation-oriented projects. It is beginning to appear that this may be the year that the once-sacrosanct Highway Trust Fund is finally opened up to other modes.

■ Steam bus number two has passed its initial tests with flying colors. A conventional General Motors "Fishbowl" was modified by crews working under the direction of millionaire industrialist-inventor William Lear (the Lear Jet, among others), and operated for the press and other dignitaries on a runway at Stead Air Force Base out side Reno, Nevada. A unit equipped by Berkeley's William Brobeck & Associates is currently in service for AC Transit in Oakland. Lear's bus is soon to operate over the lines of the San Francisco Municipal Railway across the Bay, and a third unit will soon join the Southern California Rapid Transit District fleet in Los Angeles.

*[Comment from this desk: It is perhaps quite significant that both buses are converted General Motors diesel coaches. One wonders why the corporate giant of Detroit has not expressed more enlightened interest in developing an alternative to the polluting diesel it manufactures in such copious quantities. But then, as has been the case in the past with other "revolutionary inventions", once private investors have successfully demonstrated the viability of the steam engine, GM will jump on the bandwagon and begin pushing the concept as if it were its own, and, as General Motors goes, so goes the nation. I remember a comment made recently at a competitive demonstration between two bus builders in a city not far from Chicago. In discussing the stranglehold GM has on the market for city buses (about 85% by recent estimates), one of the onlookers observed that 'if GM built streetcars, every city in the country would be running them'. The GM representative could do nothing but agree with the validity of that statement. (Look for steam buses in your area soon!)]*

■ A comment on more express bus service in New York by correspondent Bruce Lennihan:

*"I have heard from fairly reliable sources that another express franchise for an Upper to Lower Manhattan express route has been granted or is about to be granted to Avenue B & East Broadway Bus Lines. If this is so, it would indeed be like pouring salt on an open wound.*

*"To begin with, Franchise Commissioner Tarshis and the TA do not like each other one bit. Tarshis has, in fact, gone out of his way to give express franchises to private operators even though it would be reasonable to assume that the TA or MaBSTOA should get it if it originates in its service area.*

*"But this one would indeed ice the cake. Avenue B is a living dinosaur. It is one of many small Manhattan companies which used to dot the island from top to bottom. But Avenue B somehow never got swallowed up by a larger company or the TA. It has only two franchised routes: the M8 Grand Street, and the M9 Avenue B and East Broadway. The company also has charter service and Race Track and Trotter routes.*

*"Until recent years, this was an all-Mack company and even today only half of its fleet is Fishbowl. In fact, the M8 is the only route left in the city of New York that does not see any Fishbowls; the service on the line is supplied by C41DT Macks. The company still has a fairly large sampling of second-hand C45DT's, and a half dozen C49DM's and C49DT's.*

*"Even the Fishbowls are odd by New York standards; they are all 45-passenger units. No other franchised operator in New York buys 45-passenger buses new today.*

*"So, if this new line goes to Avenue B, it will be entirely out of the company's service area at its starting point in upper Manhattan, and below its area in the Wall Street district in lower Manhattan. By area, certainly, the TA or MaBSTOA should get this route, but not if Tarshis has anything to say about it.*

*"Then, too, Avenue B really doesn't have the equipment for such a line. Their Fishbowls are too small, and the C49's aren't getting any newer. This should be an interesting situation to follow. Who knows how far Tarshis will go in the future to freeze out the TA."*



■ The new R-44 New York subway cars have reached a speed of 83 mph in a test on a portion of the Long Island Railroad between Jamaica and Woodside. The cars are prototypes for an order of 352 now abuilding at St. Louis Car. . . ■ Louisville Transit has asked for a fare hike from 40 to 50 cents, to be effective March 2; the city of Louisville and the city-county Transit Authority have indicated they will oppose the increase. . . ■ Across the river in New Albany, Home Transit and the Daisy Line (commonly owned; Daisy provides interstate service between Louisville and New Albany, while the Home Transit firm serves the Indiana side locally) have indicated that rising costs will soon force them out of business. No public agency currently exists for the Indiana side of the Louisville area metropolitan complex, so aid is a long way off.

■ A Soviet automobile plant will soon turn out 70 experimental, non-polluting electric minibuses to be used as delivery vans. The lead-acid battery equipped units have a top speed of 20 miles per hour, and can go 37 miles between recharges. They are possible prototypes for a similarly-equipped transit bus. . . ■ Paul Dittmars, founder of Chicago's South Suburban SafeWay Lines (once a prominent intercity carrier in addition to providing suburban service), died recently at his Florida retirement home. Mr Dittmars also was instrumental in the production of his own model bus, the Dittmars (not surprisingly), a small transit vehicle that was used not only on South Suburban, but in other cities as well, enjoying a brief popularity in the 1930's.

■ Kudos to the Chicago Transit Authority for establishing an all-time low in passenger and traffic accidents for 1971, making that year the safest in CTA's 24-year history. . . ■ The Illinois Department of Transportation has, in effect, okayed the CTA's capital improvements program which it will participate in financing (UMTA has already okayed funding, to the tune of some \$60,000,000). ILLDOT balked only on two significant items: the substitution of seat handles for stanchions, and the need for the Authority to purchase 100 new rapid transit cars. Based on the Authority's own figures, the state agency noted that the remaining 80-odd 1922-24 built Cincinnati Car 4000 series rapid transit cars could be retired upon the completion of the third-railing of the Evanston line without direct replacement by new equipment, leaving CTA with sufficient spares to operate the entire system.

■ The sparring by various public bodies over who should get control of transit in the Chicago metropolitan area goes on: Now the suburbs and the carriers that serve them (bus and rail) are opting for a transit authority of their own which would exclude the operations of the CTA (although it would presumably cooperate with the older agency). The so-called Northeastern Illinois Suburban Area Transportation System (NISATS), would be an alternative to the umbrella agency proposed by the North Western that would acquire all transit agencies, including the CTA. There is a question of political control here: Mayor Daley's assumption of authority over the entire system (which might very well be a *de facto* result of the creation of the CMATS (Chicago Area Metropolitan Transit System)) is viewed with considerable disfavor by the largely-Republican mayors and village officials of Chicago suburbs. Bills to accomplish both ends are currently pending in the Illinois legislature.

*[Some "provincial" comment again: Without attempting to defend the policies of the CTA or those of Mayor Daley, one must admit that at least Chicago has a more-or-less workable transit system, and the suburbs, by and large, do not. Many suburbs had a chance along ago to shore up their local bus and rail services, but provincially chose not to, and are thus now victims of their own shortsightedness. In the final analysis, direction of an area-wide transit system (an absolute necessity for the Chicago area as well as most, if not all, large urban areas around the country) must come from the core city itself, regardless of the ultimate form of the system. Given the political realities of the Chicago situation, perhaps such a fragmented solution as that proposed by NISATS is the only interim answer, but it is just that—interim. At any rate, some action has to be taken in a rather large hurry. RRK]*

■ Florida's DOT has just announced a \$1,500,000,000 rapid transit program, with the bulk of the monies going to the Tampa/St. Petersburg, Miami and Jacksonville areas. The systems which FlaDOT envisions in service after 1990 include minibuses, SkyBuses, hydrofoils and even 300 mph TACV's. . . ■ St Petersburg, by the way, has just received a \$33,333 UMTA grant for the design of a public transportation system directed toward improving the mobility of the elderly, which comprise a significant proportion of the area's population.

## airline action

### PLANE FACTS

■ The air fare war escalates on another front: Now Pan Am and TWA are offering special reduced-rate tickets on transatlantic flights to military personnel stationed in Britain and West Germany. . . . ■ Aeroflot has begun a weekly flight between Moscow and the Bangladesh capital of Dacca, using USSR-built Ilyushin IL-18 jetliners. Intermediate stops are made at Tehran and Bombay.

■ Boeing is attempting to sell its mockup of the U.S. SST, now sitting forlornly in a Seattle hangar. The mockup cost Boeing \$10,700,000 to build, but the company will let it go at a "sacrifice". (Check your local want ads). . . . ■ Eastern began one-stop daily service from Chicago's Midway Airport to Miami February 2, stopping enroute at Indianapolis. . . . ■ Spain's Iberia Airlines has ordered 16 727-200 jets from Boeing. . . . ■ A CAB announcement issued recently says the Board is preparing legislation aimed at helping manufacturers build, and airlines buy, the improved airliners they will need in the years ahead. The bill would provide for the establishment of an Aerospace Reconstruction Finance Corporation to guarantee loans to cover repayment of funds needed beyond the amounts the airlines themselves could raise for the development of new equipment.

■ More on the air fare situation:

#### SAMPLE ESTIMATED ROUND-TRIP AIR FARES

Peak Season—Summer 1972

Chicago to Paris

	Old Price	Increase	Projected New Price
Individual economy fare—Chicago to Paris	\$600	\$48.44	\$740.44
*Group Inclusive Tour—Chicago to Paris	\$408	\$28.56	\$436.56
*Affinity Group Charter—Chicago to Paris	\$349	\$24.43	\$373.43
Special multicity tour with hotels, etc. included—London, Amsterdam, Paris	\$504	\$35.28	\$539.28

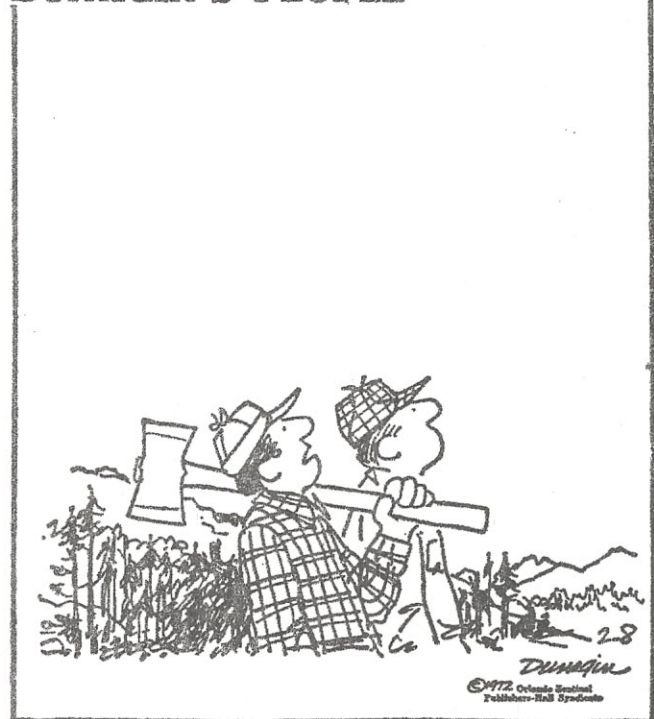
#### Sample South American Tours

Chicago to Rio De Janeiro, 14 to 28 day excursion	\$623.90	\$ 6.24	\$630.14
Chicago to Rio, Group Inclusive Tour, 7 to 21 days.	\$560.00	\$ 5.60	\$565.60

\*A Group Inclusive Tour is a group put together by an airline or airline or travel agent of people, who need not know each other ahead of time, who are willing to leave on the same day.

\*An Affinity Group is an organization with specific membership that has been in existence at least six months. Members must have some interest in common other than a desire to travel to qualify for affinity group rates.

### DUNAGIN'S PEOPLE



"It's a bird . . . it's a plane . . . it's a parachuting hijacker!"



## railway report

### ALONG THE RIGHT-OF-WAY

■ Virtually unnoticed in the testimony of AMTRAK in its plea for \$170,000,000 more in Federal funding was the fact that it has filed a letter of intent with General Electric indicating a desire to purchase locomotives from that manufacturer. The Corporation plans an expenditure of \$20,000,000 in 1972 and a like amount in 1973 for the so-called "U-Boat" units, similar to those in use by AutoTrain Corporation, but with the addition of steam generators.

■ AMTRAK is carrying bulk mail for the Postal Service on these routes: New York-Jacksonville; Washington-Chicago; New York-Chicago; Chicago-Jacksonville; Chicago-New Orleans; Chicago-Omaha, and Chicago-Kansas City-Albuquerque. . . .■ The ICC has dismissed a complaint by a commuter who had asked that the B&O be required to restore several passenger trains between Washington and points west that were dropped with the advent of AMTRAK. . . .■ An ICC examiner has recommended that Providence-Westerly (RI) service (trains 508 and 521) PC wanted dropped last November be kept in service for at least a year. At the same time, the examiner found that service between Westerly and New London was not required (the trains in question operated thru from Providence to New London, and are still in service).

■ The Alaska Railroad (owned by the U.S., but oddly enough not a part of AMTRAK) has purchased these cars from the Union Pacific: 14 flat-top coaches; 2 diners; 7 baggage cars; 4 lunch counter-cafe cars; 1 lunch counter-diner car; 4 dome coaches; and one business car. . . .■ Our intrepid rail correspondent at-large reports that the Hi-level diner and 36-seat diner will be removed from the Santa Fe/AMTRAK *Super Chief* February 20 in favor of a 48-seat diner. The railroad is reported so miffed at this development that it has threatened to fight for removal of the famed name from the re-equipped train. . . .■ Continental Airlines (the "best run company in the sky") has taken ads trumpeting its contract to train AMTRAK personnel in courtesy and service.

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### COLUMN ONE/continued

purchases. Therefore, let us propose a tax on all parking within the downtown area that is graduated in nature. A motorist who insists on using up valuable downtown land with an idle automobile should be assessed a minimum of, say, \$5.00 a day for the privilege; on a monthly basis, this rate ought to be at least \$75.00. Lower rates for shoppers (say between the hours of 10 and three) could also be made a part of the tariff structure, by virtue of a lessened tax.

The tax is an essential part of the proposal, for it is within the power of most cities to levy such a rate (Chicago already has a similar tariff in effect). Since the period of greatest wear of pavements is during the rush hours, when the traffic load is greatest, it makes good economic sense for the city to recover a portion of that cost by direct assessment against those who would cause the wear and tear.

Oh yes, the subsidy. Simply this: A portion of the revenues gained from such a parking tax increase ought to go to the local public transit carrier, since, among other things, he's going to need funds to improve his downtown delivery system. But what is more appropriate is that since he must pay for the roads which indirectly contribute to his downfall, his competition ought to help subsidize him for a change. It is time to drop the other shoe.

### A NOTE FROM THE STAFF:

A special assignment involving considerable travel in the next week on the part of the Editor will necessarily result in a delayed 28 February issue. At press time, plans are not definite as to its scheduled appearance, but it will contain late news right up to presstime, regardless of its cover date, and subsequent issues will not be delayed as a result. Please bear with us; the results will quite probably be worth the slight delay. RRR.