6 MARCH 1972 · 35¢

Transport Central

CLEARWATER: APPOINTMENT WITH UMTA

TRANSPORT CENTRAL/ *the weekly passenger transportation newsmagazine* /6 MARCH 1972
volume ten *number nine*

Published each week (except bimonthly in July and August) by Transport Central, a division of Satellite Transport Systems, Inc., 416 North State Street, Chicago, Illinois 60610. Telephone (312) 828-0991. Prepared and printed by the CopyShop. Annual subscription $10 (45 issues); first-class mail $4 extra.

COVER: Awaiting its next assignment, Clearwater Transit GMC 215 basks in the warm January sunshine at the company's tiny downtown garage. Clearwater Transit is soon to be transformed into a public agency. —Richard R. Kunz.

Column One

TURBO TALE

This past week, I had the opportunity to ride the Turbo Train on its new home rails—the 351-mile B&O Parkersburg-Washington line, leading to some interesting observations and obvious conclusions.

To begin with, putting the Turbo on this weak (to put it mildly) run is a classic case of overkill, carefully calculated to placate the Congressman from West Virginia who currently holds the fate of AMTRAK in his hands, and is rather like assigning a Cadillac to hauling garbage.

The Turbo thus assigned serves such giant metropoli as Parkersburg (population 43,225), Clarksburg (24,096), Grafton (5,845), Oakland [MD] (1,595), Keyser [Rep. Staggers' home town] (6,586), Cumberland (29.084), Martinsburg (14,625), Harpers Ferry (572), Brunswick (3,515) and Silver Spring (66,348) enroute to Washington. For the statistically-minded, this adds up to some 195,491 souls in the tributary territory of the run (excluding Washington itself). By way of contrast, the total population of just one stop on the other Turbo run (the twin cities of Providence-Pawtucket, R. I.) exceeds the Parkersburg route figure by more than 50,000.

The paucity of population on the run is amply illustrated by the ridership on the typical schedule I rode. Departing Parkersburg (at the more or less convenient time of 12:45 PM) were scarcely a dozen people—including the train crew itself, and at least one United Aircraft official, plus two or three deadheads bound for various stops along the line. It appears to be an excellent refuge for those who are anti-socially inclined.

And then there is the question of the crew itself; by my count, no less than fourteen men were required over the 351-mile run (one for every 25 miles of line). Engine crews changed at Grafton and Cumberland, while conductor and brakeman were relieved at those points and at Brunswick as well. Were there a direct flight from Parkersburg to Washington, it is quite certain that the total crew consist would number less than 14.

As for the engine crew, the myth of the "necessary" fireman was pretty well debunked by the circumstances that appear to be normal aboard the run. On various portions of the run, the road foreman and fireman were manning the controls; when the latter was in the "hot seat", the engineer was back in the galley engaged in conversation with the conductor—and this on a portion of the line that, because of curves and grades, requi-

metro memo

MICHIGAN: ELEVENTH HOUR

■ Happily giving the lie to our report of last week, as the Detroit *Free Press* puts it:

"A big new transportation-transit program and an increase of two cents a gallon in Michigan's gas tax to pay for it were approved February 24 by the Michigan House of Representatives.

"The action marked a major victory for Governor Milliken, who had seen his transportation package suffer House defeat on several occasions earlier. The package was sent to the state Senate, where it faces equally tough opposition.

"House approval came on two votes:
+First, a 59-43 vote passing Milliken's program to divert for the first time ever portions of the state's gas tax to non-highway uses such as mass transit,
+Then, a 57-42 vote to increase the state's gas tax from seven to nine cents a gallon, an increase of 28.5 percent.

"The program was viewed as vital to Detroit to give it a first start on providing rapid transit from downtown to outlying suburbs.

"Only two weeks ago, the Milliken program had won only 50 yes votes in the House, six less than the 56 needed to pass it. Hard lobbying both in public and private by the Republican governor swung the tide in favor of the bill.

"The tax increase, if approved by the Senate (viewed as difficult, but possible), will provide the state with $88,000,000 more a year, with 25 per cent of that sum available for urban transportation and mass transit programs. Hopefully, the Senate will pass the measure in time for the tax increase to take effect July 1."

Other provisions of the legislation would make available $1,000,000 for bridges, and the bulk of the package for improved roads in every corner of the state.

The bill was backed by the UAW and the AFL-CIO, but was opposed by the Teamsters, truckers and other highway groups, who generally are lined up against any measure that would divert gas taxes to any non-road use.

If the bill passes the state Senate, it would mean a reprieve for local transit systems in the ten metropolitan areas outside of Detroit (Ann Arbor, Battle Creek, Benton Harbor/St. Joseph, Flint, Grand Rapids, Jackson, Kalamazoo, Lansing, Menominee and Muskegon), all of which are financially strapped (Muskegon stopped all service on February 20), as well as a shot in the arm for DSR and SEMTA (operating Lake Shore Coach Lines, and hoping to acquire the other area properties—including DSR—as well); the former is in less-than-perfect fiscal shape. It would also provide at the least some sort of bus rapid transit for the Detroit area, and an upgrading of the existing Grand Trunk (to Pontiac) and Penn Central (to Ann Arbor) rail commuter services, the only such operations in the Detroit area. The legislation also has a provision for assigning a high priority to a rapid transit corridor extending southwesterly from downtown Detroit through Wayne county; SEMTA believes the highest priority must be attached to the Woodward corridor (*TC 13 DEC 71*).

[Comment: At last, the state of Michigan, home of the transit industry's principal competitor, has seen the light. Let us fervently hope that the state Senate will follow the lead of the House and provide the 9,000,000 people of the Wolverine State with the transit systems they so desperately need. Governor Milliken is to be congratulated on his single-minded insistence on a fair deal for transit as well as highways in his state; would that many other state executives felt the same. With Michigan joining the ranks of the progressive states vis-a-vis transit, perhaps there is yet hope for us all. —RRK]

PAT-POURRI

■ There were these developments in the continuing Sky Bus controversy last week:

+ The city of Pittsburgh, led by outspoken Early Action Program opponent mayor Peter Flaherty, still refuses to issue a permit for PAT to proceed with the renovation of the former Wabash Railroad tunnel under the South Hills.

+ The Port Authority board has apparently still not adopted a future budget for its operations and the construction of facilities required by the Early Action Program (despite a legal requirement that it so do), and, according to the plaintiffs in the anti-Sky Bus suit currently pending in court, apparently has no idea of exactly what the EAP will cost, again contrary to law).

+The Mount Lebanon Cemetery, through which a key portion of the SkyBus route is to pass, has erected a service building in the middle of the proposed right-of-way, and refuses to sell the necessary land at any price. (Pennsylvania law gives a cemetery such a prerogative, and such land cannot be condemned by any public body).

+ The Amalgamated Transit Workers' local representing PAT workers has come out as opposed to a rail system for the greater Pittsburgh area, citing the decreased need for employes in a train system as influencing its decision. It is also opposed to the SkyBus, whose automated cars would provide even less work for its members.

+ The Penn Central is having second thoughts about selling the downtown land (and other property) necessary for other segments of the EAP to PAT, considering seriously remaining in its existing downtown terminal and on the approaches thereto. Needless to say, railroad land cannot be condemned either, and if PC trustees decided not to sell for that reason, the entire SkyBus plan would be headed for oblivion, as it requires the use of the so-called Panhandle bridge over the Monongahela River for access to downtown. The East PATway (busway) requires much of the PC right-of-way leading eastward from downtown.

SHORT HAULS

■ As the SkyBus situation gets more muddled (previous story), its ripples spread out in ever-widening circles. Now Westinghouse, apparently as a hedge against possible death of its Pittsburgh proposals, is seeking yet another customer for the SkyBus, this time Honolulu; the city's transit consulting firm, Daniel, Mann, Mendenhall & Johnson, has recommended a rubber-tired rapid transit system for that city that is based largely on the Sky Bus developed by the Pittsburgh firm.

■ The Erie Lackawanna has instituted several schedule changes and train additions (all effective February 28) to ease commuting between Bergen County in New Jersey and Hoboken, and to provide an additional connection with the 7:30 AM MetroLiner to Washington.

■ The Metropolitan Transportation Authority has awarded a $1,400,000 contract to the Garrett Corporation of Torrance, California for the development of a subway car device to save electricity and reduce the heat in tunnels. The component, a 600-pound flywheel in a vacuum chamber, uses the train's motors to generate electricity while the cars are decelerating and acts as a brake. The spinning flywheel generates about half the electricity needed to get the train started again. The device would reduce the heat now given off by friction brakes. Three trial cars using the system (being financed in part by a UMTA grant) will be tried out at the DOT test track in Pueblo; the MTA hopes the system can be tested on line in New York next year.

■ As of this week, negotiations between the newly formed Miami Valley Regional Transit Authority and Dayton's City Transit Company for the former's takeover of the latter had not begun; they are now scheduled for March 13. The RTA board has contracted with Gannett, Fleming, Corddry & Carpenter, a Harrisburg engineering firm, to evaluate the bids from the various firms interested in managing the new public system for the Dayton area that RTA hopes to begin soon.

■ More on that Montreal subway fire that was apparently the worst such disaster to hit any rapid transit system in North America, from the pages of the Canadian *UCRS Newsletter*:

"...24 subway cars were totally destroyed in a major conflagration at Henri Bourassa station; the fire starting after a collision between two trains north of the station. The total damage to the trains, equipment and station exceeded $7,500,000. There was only one death, that of the motorman, who was trapped in his cab of the train that collided with a standing train.

"Henri Bourassa station is the northern terminus of Line 2 (*Henri Bourassa-Bonaventure*) on the Montreal system. In common with all terminal stations on the subway, the two tracks extend beyond the station platforms for storage of trains; the trackage at Henri Bourassa is sufficient in length to store four nine-car trains. There is also a crossover track north of the platforms in the station connecting the outbound track to the inbound track. (A similar crossover exists south of the station). The turnback procedure in the station is different to that on the TTC system, for example; a train dumps its passenger load on the northbound platform in the station, moves out of the station and onto the storage track to clear the crossover, reverses direction, comes through the crossover and into the station to pick up its passengers at the southbound platform. (There are no island platforms on the Montreal system).

"On the evening of December 9th, a collision occurred between a reversing train and a standing train in the tunnel north of the platforms at the Henri Bourassa terminal. Almost immediately afterward fire broke out in the tunnel (the collision occurred at 2222). Firemen were hampered in their efforts to contain the blaze because of acrid smoke and fumes and intense heat; the nitrogen-filled tires exploded on account of the heat. Firefighters used airpacks to reach the blaze, but were soon overcome with smoke, as their air supply was only sufficient for 20 minutes of strenuous effort at fighting the blaze in the tunnel.

"An air vent was opened near Pont Viau on Somerville Street north of Guin Boulevard, so that smoke from the blaze would escape. This backfired, as fresh air was allowed into the tunnel to fan the fire, and the smoke was blown back into the station and down the tunnel.

"Service was immediately cut back to Cremazie station as soon as the fire started, and was suspended altogether when smoke from the fire was drifting down the tunnel into other stations.

"As the heat and smoke from the fire grew too intense for firemen to enter the station, the decision was taken to flood the tunnel, as this was the only way the fire could be put out. An additional hazard had to be dealt with as the flooding of the tunnel began (at the rate of 350,000 gallons of water an hour), as sulfuric acid seeped into the water from batteries stored in service rooms adjacent to the tunnel. This released gas and fifteen firemen had to be treated for gas poisoning. Electrical substation equipment was also damaged on account of the flooding.

"As Line 2 was completely shut down because of the fire, 75 to 80 buses were pressed into service on surface route 31 on St. Denis Street. The flooding of the tunnel continued until, late on the afternoon of December 10th, the fire was extinguished, 16 hours after it started.

"Firemen were able to get to the stored subway cars along a narrow ledge in the tunnel, and they found the body of the trapped motorman. The walls of the tunnel were still hot from the intense heat, and firemen hosed them down with water to cool them off, creating huge clouds of steam.

"Water and smoke from the fire travelled down the tunnel as far as Jean Talon station. Service was reopened on Line 2 as far as Beaubien station late in the evening of the 10th; service to Cremazie was not restored until the morning of the 13th.

"MUCTC (Montreal Urban Community Transport Commission) officials immediately launched an investigation into the disaster. Estimates of damage to the station, facilities and subway cars ranged at between $5 and $10 million. 36 subway cars were in the tunnel when the fire

started; 24 of them were totally destroyed or very badly damaged, and two others received heat and water damage. The cars were removed from the tunnel by winching them, one at a time, with the aid of a diesel engine, to Youville Shops. It took 12 hours to move each car one station down the line.

"The tunnel structure north of the station sustained extensive damage. The track structure was buckled, and portions of the concrete lining had collapsed.

"...A preliminary report on the accident revealed that the collision between the two trains was caused by a stuck throttle 'jammed or held in the drive position until, or almost until, the impact' of the trains. The automatic braking mechanism functioned properly but was not able to stop the train because of the malfunctioning throttle. The fire was caused by a short circuit between two wires and a metal plate (used to reinforce the flooring) pushed together by the impact of the collision, on the second car of the stored train. The fire spread inside this car and then in a southerly direction toward the train in which the motorman was trapped.

"The motorman who died was not able to escape, as his leg became wedged. Three other subway workers tried to free him, but in vain. A second attempt by four other workers failed when the lights in the tunnel went out.

"The Montreal Urban Community will have to borrow to cover the first $5,000,000 in damages as a result of the collision and fire. Twenty-year bonds will be issued to cover the cost of replacing the destroyed subway cars. Damage to the Henri Bourassa station is estimated at over $5,000,000 and would be covered by insurance."

[EDITOR'S NOTE: The above account is reproduced in full from an excellent and thorough report developed by editor Robert McMann of the UCRS Newsletter in its January 1972 issue. In what some see as a deliberate attempt to downgrade and/or suppress coverage of this serious accident, very little about it appeared in newspaper accounts on this side of the border, although the Montreal papers apparently provided fairly accurate and reasonably complete accounts. Evidently the wire services did carry at least a brief report of the disaster, but U.S. editors either ignored the story [to most Canada is, after all, a "foreign" country, and little that happens there could possibly be of interest to their domestic readers] or suppressed it for other reasons; in the Bay Area (San Francisco-Oakland), for example, the metropolitan dailies there are BART supporters, and unkind words about any rapid transit system, wherever it may be, might serve, in their eyes, to upset the delicate balance surrounding the continuing progress of the Bay Area Rapid Transit system. This editor would be very much interested in reports from TC's U.S. readers over any newspaper or television coverage they may have happened to see about the Montreal fire.

And now to the questions surrounding the fire itself: It would become apparent to the interested observer that, after reading the accounts of the disaster, the basic rubber-tired concept which is the heart of the Montreal subway system bears at least part of the blame, for such a fire could not have occurred if the system had been of the conventional steel-wheeled variety, since the rubber tires themselves produced the flames and resultant heat. Montreal built its rubber-tired system for two reasons: political and physical. Quebec's ties with La Belle France provide the obvious reason for the choice of the Paris prototype, and Montreal's topography is said to be responsible at least in part for the decision to go rubber because of that mode's apparent superiority in climbing grades. One can then ask the logical question if such advantages (if in fact they exist) are worth the obvious risks inherent in rubber's flammability. One might argue that collisions also happen on steel-wheel systems (they do, with unfortunate frequency), but the fact remains that fire is not as significant a danger on such a system, even in the confined spaces of a subway. One might further argue that a collision leading to a fire is a relatively rare occurrence—which it (hopefully) is—but the fact remains that it did indeed occur, and with devastating results. One would suspect that transit officials in Paris and Mexico City are seriously considering the ramifications of the December tragedy, and that perhaps other cities will not be so anxious to go down the rubber-tired road trod by Montreal].

■ Virginia has also joined the list of states with aid to mass transit. A raid on the hitherto-sacrosanct gasoline tax fund was averted by a compromise that provided but $2,500,000 in emergency aid, a fraction of what the Old Dominion State needs to help out its ailing bus companies and pay its share of Washington's Metro rapid transit system. No further transit aid is expected until the 1974 legislative session.

■ DC Transit has again complained about the widespread practice of Government Printing Office employes' illegal use of its transfers in order to ride DCT buses without paying fares. GPO workers apparently request transfers they don't need while enroute to work at the Office and subsequently deposit them in a box near the entrance; other employes then pick them up and use them to board buses without having to pay an additional fare.

■ Galesburg [IL] residents will apparently soon have bus service back. It was suspended two weeks ago when the company (Galesburg Motor Coach) let its public liability insurance lapse because of lack of funds. An attempt to get the city to pay the premiums met with no success, but a request for a fare increase did, both with city and Illinois Commerce Commission. The new revenues will pay for renewed insurance coverage and perhaps the purchase of better equipment. Galesburg Motor Coach, carrying 300-400 riders daily, presently operates "bread truck" type vans on its four routes.

■ The same Illinois Commerce Commission is actively engaged in looking after the interests of Illinois Central riders. It has ordered the road to rehabilitate 40 of its present fleet of 1926-vintage electric suburban cars (and to spruce up its 50 stations) in order to provide adequate capacity for the line's riders. The line itself has balked at such a refurbishing program, contending that it has applied for further UMTA and state aid to purchase 15 more HighLiners, and that when they are delivered (at a whopping cost increase over the 130 now on order), the commuter

road will have sufficient capacity to handle all of its 40,000 daily riders; with 130 new HighLiners, the net capacity of the plant is slightly less than existed with the total 1926-vintage fleet. By way of rebuttal, the Commission contends that the application for additional equipment has not been approved, and that there are no positive assurances that it will be, but adjourned the hearing until mid-June, when the status of the application will be clearer. The road, by the way, now has 44 of the 130 HighLiners ready for service; the entire order is now scheduled to be completed by December 1, more than a year behind schedule.

■ The new Flxibles ordered by MBTA/Boston are to be equipped with catalytic mufflers (for possible use in the Harvard tunnels?). . . .■ The John F. Kennedy Memorial Library in Cambridge (usurping part of the site of MBTA's trackless trolley garage) is now not to be developed until 1974. Thus, plans to convert part of the Watertown carhouse for use by the twin-wire vehicles (it is right across the river from the end of the Harvard Square-Watertown line terminal) have also been put off.

■ DOT Dole I: $523,433 to help improve mass transit in Clearwater, Florida. UMTA's grant went to the Central Pinellas [County] Transit Authority in Clearwater. The Authority will use the funds to acquire Clearwater Transit, Inc., buy 17 new 33-passenger air-conditioned buses and 19 fare boxes, build a garage-office complex and purchase repair, maintenance and passenger service equipment.

CTI currently provides service for the cities of Clearwater, Largo, Dunedin, Belleair, Belleair Bluffs and several associated unincorporated areas, all at the upper end of the St. Petersburg peninsula. The privately-owned company now has fifteen buses (small GMC coaches), ranging in age from 13 to 23 years.

As might be expected, the Clearwater area has a significant percentage of senior citizens, and the system will be restructured to better provide for their needs. The new buses for Clearwater will contain special handrails to assist the elderly in maintaining stable footing. The vehicles will be better lighted inside and will have larger, easier-to-read route symbols and destination signs. In addition, a wider-than-normal distribution of passenger waiting benches and shelters will be made with a portion of the grant funds.

DOT Dole II: $25,413,333 to the Massachusetts Bay Transportation Authority of Boston to assist MBTA in making extensive improvements to its Green Line streetcar system. The Green Line streetcar system runs between the western and southwestern inner suburban areas of Boston and the downtown Central Subway area. MBTA's subway (the oldest in North America) serves the central business district of Boston and connects directly with the Authority's three other rapid transit (heavy) lines. From the Central Subway, the Green Line extends north across the Charles River to Lechmere Square in Cambridge

The grant will allow MBTA to improve the Green Line's track and roadbed, its stations, power and signal systems, and to build new maintenance and repair facilities for the sub-system (at Reservoir Carhouse). Major aspects of the new program will be the replacement of worn streetcar tracks and hardware with new welded rail, the construction of three new power substations, the installation of radio and automatic control systems and the construction of a new Riverside Carhouse. In addition, the line's 165,000 daily riders will get heated and modernized stations. The main operational improvement will be an increase in streetcar timetable reliability.

New equipment for the Green Line system is still in the planning stages; reportedly the arrival of a German DuWag prototype streetcar on the property (paid for by MBTA, not UMTA, since the latter agency has a "buy American" policy) is "imminent" (the car will also be tested on the Muni system in San Francisco). UMTA is interested in re-equipping the streetcar systems in the U.S. (Boston, Philadelphia, Newark, Shaker Heights, Pittsburgh, and San Francisco with new, streamlined streetcars—the newest units in service [San Francisco] date from 1951) if the properties can get together on common specifications, and a builder can be solicited to construct a fleet for them. Apparently New Orleans and El Paso prefer to go their own way; the former is "preserving" its St. Charles line as a historical relic, and the latter's system is relatively insignificant—and periodically threatened with abandonment. The other U.S. property to operate "streetcars", Fort Worth, is presently busily engaged in planning to expand the Leonard's Subway system, presumably with an entirely different type of car. North of the border, Toronto (*TC 21 FEB 72*) has already begun design work for a new streetcar of its own, which, unlike the U.S. prototype, will not be articulated, hence the independent work.

■ The Chicago Transit Authority has applied to UMTA for funds with which to modify its diesel bus engines to reduce their pollutant emissions. The application calls for the purchase and installation of lo-sac neddle valve (LSN) injectors to eliminate pollutant-causing unburned fuel from entering the combustion chamber and being exhausted as dark smoke. The LSN injector will replace less-efficient injectors now being used in diesel engines; it is already part of the EIP package being specified for all new buses being ordered by CTA.

The LSN injectors will be installed in 1,226 diesel buses purchased by the Authority between 1961 and 1969 (the 100-249, 300-449, 800-804, 3000-3244, 3300-3449, 3500-3699, 3700-3875 and 8500-8650 series), one per cylinder for a total of six per bus. The estimated cost of the project is $300,000. CTA plans call for a campaign to install the new LSN injectors in all buses as rapidly as possible, hopefully before the end of 1972, depending upon how soon funding of the project is approved after application to UMTA and the state. The only CTA diesel buses not so equipped will be the 58 remaining units from the 601-700 series (former Chicago Motor Coach buses, GMC model TDH-5103) built in 1950-51. They are to be retired this summer upon delivery of the first of the 500 new motor buses expected to be ordered within a week. (The remaining buses in the CTA fleet are propane-powered; when adjusted properly, a propane unit has a smokeless and odorless exhaust).

■ Classroom sessions aboard commuter trains, successful in the New York area, are in the cards for Chicago area commuters in the near future.

airline action

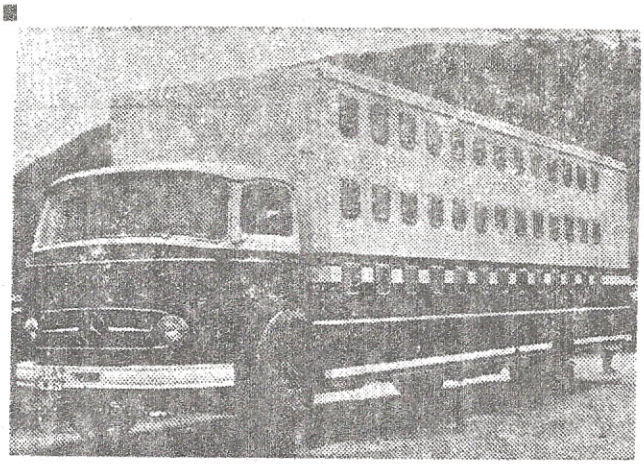
SKY TRAILS

■ The CAB is giving Argentine flag carrier Aerolineas Argentinas until March 7 to provide a rundown on its U.S.-Argentina operations, as a possible prelude to U.S. retaliation for Argentine curbs on U.S. carriers, reports the *Wall Street Journal.*

The CAB said the carrier must file a list of schedules showing the number of seats it makes available on U.S.-Argentina flights, by class of service and type of aircraft, and showing flight frequency.

The move may be a forerunner to a Board crackdown on the carrier's operations to and from the U.S. Pan Am has complained to the CAB about restrictions the Argentine government imposed on its operations. PAA and Braniff are limited as to the number of flights they can operate, number of seats they can sell for each run and during each week; increases are allowed only after Argentine review. By contrast, flight frequencies by Aerolineas Argentinas are not regulated by the U.S., and the carrier can use all available capacity.

■



Travelers on Pan American World Airways' Hotelbus Tours of Europe will sightsee from a motorcoach during the day and spend their nights in the specially-designed mobile hotel (above), which is equipped with beds, kitchen, and toilet and shower facilities for 39 passengers. Fifteen-day itineraries of Great Britain, Italy, and Scandinavia are offered as well as longer tours of Eastern Europe, Spain, and Morocco, and a six-country Grand Tour. Land arrangements by Exprinter range in cost from $195 to $300.

—Chicago Tribune photo

■ SAS has inaugurated nonstop Boeing 747 service between Chicago and Copenhagen on Tuesdays and Thursdays; DC-8 service via Montreal will continue on all other days but Sunday, and flights will be daily beginning May 28. . . .■ Japan Air Lines' first-class passengers' baggage will be segregated from that of coach passengers beginning soon, and will be unloaded first on arrival. . . .■ The three Western powers (France, the United States and Great Britain) have authorized two non-Allied air carriers permission to schedule flights to and from Tempelhof airport in West Berlin; SAS and Austrian Airlines will thus join Air France, BEA and Pan Am in calling at the West Berlin field, pending approval by the East German government. The two new carriers will not use the air corridors (to Hannover, Hamburg and Frankfurt) over East Germany presently utilized by the three Allied airlines, but will make separate agreements with the German Democratic Republic for overflights on different routes (nor will they cross the East/West German border on their runs to and from European points).

■ A jet blast from a 747 completely destroyed a light plane at San Francisco International Airport recently; the light plane was landing when the jet blast tossed the light craft upside down. . . .■ Harrisburg's Olmstead Airport is now an international Port of Entry. . . .■ TWA is asking the business public to suggest names for its fleet of 12 jet freighters. . . .■ Pan Am has introduced a second weekly jetfreighter on the New York-Rio-Sao Paulo run. . . . ■ The CAB has revoked the foreign air carrier permit held by Surinam Air Cargo because it operates a U.S.-registered DC-7. . . .■ Hughes Airwest has been granted permission by the CAB to suspend service to Long Beach and Marysville-Yuba City (CA). . . .■ Texas International has been granted Houston-Monterrey (Mexico) nonstop rights. . . . ■ Pan Am has dropped service to Belem, Brazil; Varig continues to link that city with the U. S.

■ Southeast Airlines has been awarded a three-year certificate to replace National on routes between Miami, Marathon and Key West with F-27s and DC-3s. . . .■ Condor Flugdienst (wholly owned by Lufthansa) will be the first supplemental carrier offering transatlantic charter service in April. . . .■ Pan has resumed its six-times-weekly 747 service to Bermuda; a 707 operates on the seventh day. The carrier operated the service for three months in 1970 with 747s and carried 14,000 passengers with an average load factor on 78%.

■Howard Hughes' controversial $40,000,000 wooden flying boat, the "Spruce Goose", has apparently been finally evicted after 25 years of slumber in a Long Beach hangar. The Long Beach Harbor Commission has refused to renew the lease on the hangar because it wants to develop the beach property into a deep-water terminal that is capable of accomodating supertankers at dockside. The plywood plane, almost the size of a present-day 747, was flown only once (by Hughes himself) in 1947 (it was designed to carry combat troops or cargo in large quantities, avoiding dangers of attack by submarine) and has rested in the Long Beach hangar ever since. The hangar is closed and guarded at all times, and the public has never been permitted to view the super plane. Hughes has until March 4, 1973 to remove the plane and restore the site to its original condition.

■ Assuming the President does not veto the bill, the CAB has been granted authority by Congress to veto any and all fares charged by foreign-flag airlines serving the U.S. The Board presently has the power to set domestic fares charged by foreign carriers, and the broadened authority has resulted from the air fare war of last year that threatened to undercut the financial position of U.S.-flag carriers flying overseas routes. . . .■ A level III air carrier based at Chicago's Midway Airport has been cited as a "highly-unsafe" op-

eration run by "financial wheeler-dealers looking for a tax write-off". Testimony against Air Mid-America, Inc., was given before a special legislative commission probing level III carriers in Illinois formed after a crash of a Chicago & Southern plane at Peoria last year in which 16 persons (including the line's president) lost their lives.

A commission investigator and the founder and former president of the line noted many irregularities in the operations of the line, which has since suspended all service but which still exists as a corporation. AMA operated DC-3s (among other types of aircraft) on lines between Chicago, Champaign/Urbana and East St. Louis.

■ American has been granted nonstop authority between Chicago and Acapulco by the CAB; the Board rejected a similar petition by Braniff. Both Braniff and American currently fly over the route, but both must make a mandatory stop at Dallas.

■ A CAB examiner has recommended denial of a permit for transatlantic charter authority by British Overseas Air Charter, Ltd., asserting the applicant is merely a corporate shell behind which BOAC expected to enlarge its share of transatlantic charter traffic, thus spreading into a charter area from which it is excluded by CAB rules and regulations of the International Air Transport Association cartel.

■ *Business Week* reports that Aviaexport, the Soviet Union's aircraft trading organization, is sounding out Boeing on joint marketing of the USSR's YAK-40, a 27 passenger trijet. The aircraft could fill an important need in feeder line operations, and Boeing says it is considering the proposal. Reportedly, the magazine says, the Soviets are eyeing potential markets for the plane in areas such as Latin America and evenutally the U.S. For starters, they want U.S. certification.

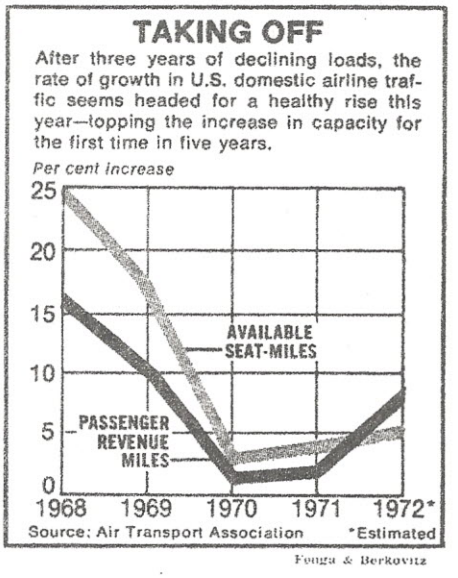
■ BOAC will cut fares from London to the Caribbean and mid-Atlantic islands starting April 1. . . .■ Pan Am has asked the CAB for authority to establish daily nonstop flights between Chicago and Jamaica. The flights would link Chicago with Pan Am's route network in Latin America.

■ Alitalia has been granted landing rights in Washington beginning May 1. The Italian-flag carrier will operate 3 weekly flights from Rome to Washington via Milan and Boston. The new service will raise the number of U.S. cities served by the carrier to six, and the number of weekly flights to 43; Alitalia now flies to and from Chicago, New York, Boston, Detroit and Philadelphia.

■ The CAB has granted Pan Am, Eastern and American authority to resume talks involving joint reductions of service between New York and San Juan, The carriers had asked for the talks involving that single market after discussions on a total of 13 markets had foundered.

■ Pan Am will begin two-a-week flights from New York to Moscow (doubling present service) in April, increasing to three-a-week in June. The carrier, the only U.S.-flag airline serving the Soviet Union, began New York-Moscow service on July 15, 1968, as a part of an agreement that provided U.S. landing rights at Kennedy International for the USSR-flag carrier, Aeroflot (whose previous service to North America had been limited to rights at Montreal.). . . .■ TC's Claude Luisada notes that Transpo 72 finally has a new executive director, Harry Krusz, a community development expert. As Claude editorialized here a few weeks ago, this is merely a reflection of the fact that Transpo 72 has hitherto been very short on management leadership.

■ As noted in *Newsweek* last week, the airlines' financial picture is being to brighten:



■ Iran National Airlines Corporation (Iran Air) said it is reserving three delivery positions for the Concorde supersonic air transport. A spokesman for the corporation noted that negotiations are in progress with the British-French combine that will build the SST for three planes to be delivered to Iran Air in 1975 or 1976. The Iran corporation is the 17th to take delivery positions on the multimillion dollar Concorde.

■ A new upper-level loading bridge that protects passengers from the elements has been installed by American Airlines at its East Terminal in Buffalo. . . .■ The same carrier has retired its 400 Astrojets from service to Buffalo, replacing the twin-engine craft with tri-jet 727s in normal and stretch configurations

at deadline

THE DAM IS BREAKING. . . .

■ As we go to press, *TC* has just learned that the U.S. Senate has passed, by a 2-to-1 margin, a bill designed to provide $400,000,000 worth of operating subsidies to public and private mass transit systems around the nation. The legislation would also provide a change in the formula for capital improvement grants from the existing 2/3 federal, 1/3 local ration to the 90/10 ratio currently in effect for road improvements. The bill now goes to the House, where considerable opposition is expected, but defeat is by no means certain.

AMTRAK EQUIPMENT RENUMBERING PLAN

SANTA FE

Amtrak Numbers	Type of Car	Railroad Numbers	# of cars	Railroad Names
1020-1053	Baggage	3500-3538	34	
1054-1068	Baggage	3540-3554	15	
1080	Baggage	3939	1	
1090-1098	Baggage	3990-3999	9	
1100-1109	Baggage	3650-3659	10	
1150-1170	Baggage	3660-3683	21	
1500-1503	Baggage-dorm	1380-1385	4	
1504-1506	Baggage-dorm	3477-3479	3	
1507-1508	Baggage-dorm	3480-3481	2	
1509	Baggage-dorm	3482	1	
2210-2220	Sleeper 11 bed	902- 912	11	Indian
2350-2352	Sleeper 4-4-2	1813-1822	3	Regal
2360-2371	Sleeper 4-4-2	1805-1835	12	Regal
2500-2508	Sleeper 10-3-2	208- 223	9	Blue
2710-2732	Sleeper 10-6	1617-1643	23	Pine
2750-2762	Sleeper 10-6	1601-1613	13	Palm
3350-3351	Lounge	1347,1349	2	
3380	Dorm-lounge	1372	1	
3381	Dorm-lounge	1378	1	
3382	Dorm-lounge	1391	1	
3390-3395	Dorm-lounge	1339-1344	6	
3820-3821	Coach-lounge	1398-1399	2	
4460-4462	Coach	2958-2960	3	
4470-4476	Coach	2861-2889	7	
4480-4517	Coach	2862-2911	38	
4518-4548	Coach	2912-2945	31	
4810-4828	Coach	2816-2836	19	
4850-4872	Coach	2837-2860	23	
4880-4881	Coach	2791,2793	2	
4882-4886	Coach	2794-2814	5	
5225-5229	Coach	3138-3143	5	
5230-5236	Coach	3153-3166	7	
8030-8035	Diner	1477-1486	6	
8036-8043	Diner	1491-1498	8	
8070-8075	Diner	601- 606	6	
8100-8107	LC Diner	1551-1564	8	
8110-8118	LC Diner-dorm	1569-1577	9	
9350-9355	Dome lounge	500- 505	6	
9900-9901	coach	526- 527	2	
9902-9911	Coach	528- 537	10	
9912-9923	Coach	538- 549	12	
9925-9936	Coach	725- 736	12	
9940-9964	Coach	700- 724	25	
9970-9975	Lounge	575- 580	6	
9980-9985	Diner	650- 655	6	

SOUTHERN PACIFIC

Amtrak Numbers	Type of Car	Railroad Numbers	# of cars	Railroad Names
1530-1533	Baggage-dorm	3102-3106	4	
2290-2293	Sleeper-12 bed	9400-9403	4	
2380-2382	Sleeper-4-4-2	9118-9120	3	
2680-2699	Sleeper-10-6	9000-9023	20	
3310-3314	Lounge	2988-2992	5	
3900-3903	Coach-snack	2220-2224	4	
4410-4411	Coach	2377-2378	2	
4412-4424	Coach	2225-2237	13	
4425-4439	Coach	2362-2376	15	
8060-8064	Diner	10210-10215	5	
8320-8324	Diner-lounge	10407-10411	5	

UNION PACIFIC.

Amtrak Numbers	Type of Car	Railroad Numbers	# of cars	Railroad Names
2250-2256	Sleeper-11 bed	1701-1707	7	Star
2260-2269	Sleeper-11 bed	1501-1510	10	Placid
2600-2642	Sleeper-10-6	1401-1449	43	Pacific
4440-4459	Coach	5508-5527	18	
4553	Coach	5479	1	
4554-4567	Coach	5489-5507	14	
4568-4582	Coach	5528-5542	13	
4583-4596	Coach	5543-5556	14	

[EDITOR'S NOTE: This partial listing of the renumberings of the equipment purchased by AMTRAK from various roads is reprinted here through the courtesy of the Pacific Railroad Society; we are soliciting our readers for additional information on other series of cars. Note that the Corporation has attempted to rationalize the plethora of car types it has to deal with; the first two digits indicate the type of equipment (and in the case of coaches the seating capacity)]

railway report

ALONG THE RIGHT-OF-WAY

■ The Italian government is now actively pursuing a program to build the world's longest suspension bridge over the Straits of Messina linking the mainland with Sicily; the double-decked structure would carry rail and automotive traffic that now uses ferries. . . .■ The passenger train is alive and well and living everywhere else but in the U.S.: In France, for example, intercity trains carry more than 80,000,000 passengers a year, and experimental trains are being built in three European countries that will travel at speeds of up to 315 mph.

nautical notes

THE CURTAIN IS LOWERED

■ The liner *France* arrived in Hong Kong last week, but the hoped-for side trip to the Peoples Republic of China did not come off as scheduled (*TC 17 JAN 72*). The closest the passengers will get to China is peering over the border from a hillside at Lok Ma Chau, where hundreds of tourists flock daily. The local manager of the Thos. Cook & Sons travel agency noted sadly that the Chinese have not responded to a request that as many of the passengers who wished be allowed to spend two days and two nights in the city of Canton, about 110 miles from Hong Kong. The boat's passengers spent upwards of $5,600 (all the way to $100,000) for the 90-day cruise. . . .■ Cunard is reported to have agreed to sell the 21,406-ton *Franconia* and the 21,370-ton *Carmania* to the Japanese line Toyo Yusen. The sale would halve the size of the Cunard fleet, leaving only the plush *Queen Elizabeth 2* and the 13,200-ton *Cunard Adventurer* in service for the British company. Cunard was taken over by the Trafalgar House Investment company last August; the firm has large cargo shipping interests. Both liners were running at a loss, and Cunard had indicated a desire to dispose of them, advertising both for sale last October.

Cogent Comment

CLAUDE LUISADA

AMTRAK'S TOMORROW: II

As discussed in part I of this article, if AMTRAK is to have a future in which it plays a vital and dynamic role on the American scene, then it must look to aggressive, innovative and highly functional planning as a tool to achieve its ends. Among the elements of this planning are scheduling, equipment and routings, as applied to short, medium and long-haul routes. Let us first examine proposals relating to the first two elements on the three basic lengths of routes. The third element, routing, will be handled separately.

SHORT HAULS (100-300 miles)

SCHEDULING: A large percentage of travelers on these routes are likely to be businessmen, who would undoubtedly be attracted by scheduling permitting them to arrive at their destinations in time for some hours of work but still being able to return the same day. Therefore, this would probably call for one trip each way in early morning and late afternoon. In addition, a mid-day trip might also be warranted. Speed becomes of primary importance in this kind of service, and 75 mph start-to-stop averages should be possible. On further -and very important- consideration is a connection capability with other short-haul, high-speed trains. As shown in the routing table, the morning trains would connect with the mid-day trains, and these in turn would connect with late-afternoon trains.

EQUIPMENT: Modern, clean coaches are probably sufficient, although a market survey might indicate sufficient interest to warrant the use of modern parlor cars. Food service for breakfast and dinner should be considered a necessity. However, neither standard-type diners nor vending machine installations are very satisfactory; the former due to extremely high costs of operation, the latter because of lack of popularity with the riding public. An alternative might be a small, airline-type galley every second or third car with pre-cooked meals sold. Female attendants could be used to distribute food and beverages.

MEDIUM HAULS (300-600 miles)

SCHEDULING: On these routes, with total times running as high as 10-12 hours, early morning departures seem appropriate. In some instances, service between two cities would require one change of train. By doing this, the short-haul runs can double as a part of a medium-haul train.

EQUIPMENT: Here again, coaches must make up the greater part of the equipment. Food service will be even more important than on short-haul runs. One additional consideration is that a significant percentage of the passengers will be families with children. If this does in fact turn out to be the case, then small lounges in each car might provide an attractive incentive for people to ride these trains.

LONG HAULS (600-2,500 miles)

SCHEDULING: The long-haul routes can be expected to carry a much lower percentage of businessmen. While reasonable average speeds (60 mph) are still significant, such considerations as scenery and convenience are likely to be equally important. Therefore, departures at times other than rush hours are indicated.

EQUIPMENT: Comfort and service may well play the most important part on these routes, and thus coaches with fully-reclining seats are essential, are are coach galleys, diners, lounges in at least alternate cars. In addition, the probable use of these trains by large families suggests a special type of sleeping car. Properly designed interiors could allow a family to use a relatively large space as a day room, with partitions subdividing the area at night.

(Routings will be discussed in Part 3, coming up)

RIDING THE ROADS

The U.S. Department of Transportation appears to be extremely interested in developing the concept of automated highways into a large-scale program. The idea is not new; General Motors and RCA evaluated the idea and demonstrated its technical feasibility in 1958. However, there are some indications that DOT may be considering very substantial expenditures in this area; it is already contemplating requesting $12,000,000 in FY 1973 for this project alone. Preliminary thinking appears to center around a so-called dual-mode vehicle which can be used manually or automatically. Four variations are being considered: standard autos, mini-flatcars carrying autos, buses, and a new type of truck.

This writer questions the effort being put into such a project. Not that there is any doubt that, given sufficient time, funding, and general backing, such a system could not be made operationally successful. But there is a very basic question that must be asked: Is this the area where emphasis is truly needed?

—Continued on page 13

SPECIAL REPORT: COMMUTING--RAIL RENAISSANCE?

(The second installment in a new TC series, continuing the detailing of a plan proposed by Allegheny County [Pittsburgh] minority Commissioner Dr. William R. Hunt for expanded and improved railway commuter service in the Golden Triangle / Steel City area as a possible alternative and/or supplement to the Port Authority's controversial Early Action Program).

This is not the only trackage owned by the Penn Central in Allegheny County. In the Western area, the Scully Branch connects the Columbus main line with the Chicago line (via the Brunots Island Bridge over the Ohio) and with the Scully Yards. This line travels through Esplen and Chartiers City near the Wind Gap Bridge. After passing through Scully Yards it continues through Thornburg and Rosslyn Farms and reconnects with the Columbus line in the Carnegie vicinity. In Carnegie another branch line, the Chartiers Branch, exists which travels through Heidelberg and Bridgeville and continues to Canonsburg and Washington. In the South Side area, another main line exists which travels from the Panhandle Bridge through the South Side, Hays, Homestead, West Mifflin, Duquesne, Dravosburg and south along the Monongahela, with connections to the Philadelphia main line and the B&O and P&LE at Duquesne.

In addition, the Penn Central also maintains lines along both sides of the Allegheny River. These lines join with the Philadelphia main line in the vicinity of Homewood.

The line on the North shore of the Allegheny crosses the river at Highland Park (near the Highland Park Bridge) and runs through Aspinwall, Blawnox, Harmarsville, Cheswick, and Springdale. The South shore line branches at the bridge in Highland Park and passes through the communities of Verona and Oakmont and continues to New Kensington. This line is of particular interest in that, at present, it is only lightly used by freight service, and only at night. Previous commuter lines through this area have been well patronized.

PITTSBURGH AND LAKE ERIE

The Pittsburgh and Lake Erie Railroad maintains trackage along the south shore of the Ohio from Aliquippa and beyond to their station at the Smithfield Street Bridge and Carson Streets. The main line then continues along the south shore of the Monongahela to Homestead, where it crosses the river. The B&O main line south joins the P&LE trackage in Braddock, under the Rankin Bridge. Together, these lines continue to McKeesport, where the P&LE follows the Monongahela south through Glassport and Elizabeth, and also travels along the west bank of the Youghiogheny River. These lines serve the communities of Aliquippa, Coraopolis, McKees Rocks, Hays, Homewood, Rankin, Braddock, McKeesport, Glassport, and Elizabeth, Pa.

Presently, in addition to their regularly scheduled passenger service, the P&LE runs one commuter train making one round trip daily and consisting of a shifter and four coaches. This train is operated mainly as a service to the P&LE employees, many of whom live in the Ohio Valley area. The train leaves the P&LE station and continues north along the Ohio to College, Pa., a distance of 29 miles.

Intermediate stops are at West End, McKees Rocks, Montour Jct., Coraopolis, Glenwillard, Aliquippa, Monaca, Beaver, Beaver Falls, and College, Pa. This commuter operation could easily be extended to Homestead and beyond, if desired, with little or no increase in expense.

Also, in the Coraopolis area, at the Montour Jct., the P&LE connects with a spur of the Montour Railroad, a small freight-only line. This spur is most interesting, as it passes within two miles of the Greater Pittsburgh Airport, crossing the Parkway (Pa. 60) in the vicinity of White Swan Park. Conceivably, this line could be extended along the Parkway to the airport, resulting in a high-speed rail link with the Airport. Since this line is almost all single track, some work will probably be necessary to enable this line to carry frequent passenger service, but even the cost of doing this would be tremendously cheaper than building an entire new line from Pittsburgh to the Airport. And, the Montour line could serve Coraopolis, Neville Island, and McKees Rocks as well.

BALTIMORE AND OHIO

The Baltimore and Ohio Railroad maintains a considerable amount of trackage in the Allegheny County area and, as with the Penn Central, much of it passes through highly developed areas making its use worthy of consideration for commuter train service. The B&O Station is located on Grant Street near the Monongahela River and is stub-ended. The line continues out of the station, along the north shore of the Monongahela River to McKeesport, Versailles, and Connellsville. It also branches near Greenfield and continues north through Panther Hollow, Oakland, and crosses the Penn Central Philadelphia main line in Bloomfield. The line proceeds to cross the Allegheny near Herr's Island, and continues along the Allegheny to Etna, where it heads north and roughly parallels Rt. 8. Service on this line can reach the communities of Oakland, Bloomfield, Troy Hill, Millvale, Etna, Glenshaw, and Mt. Royal.

Another branch line of the B&O extends from the Glenwood Bridge in Glenwood and parallels Rt. 885 and Streets Run, passing through the communities of Baldwin and Pleasant Hills, and heads south.

The B&O currently operates commuter service between their Pittsburgh station and McKeesport, Pa., with service to Versailles, Pa., using Budd Rail Diesel Cars. There are a number of trains scheduled daily, and stops are made at Glenwood, Rankin, Braddock, McKeesport and Versailles. This service is fairly well patronized, as it is so much faster than the Port Authority's bus lines and service is offered throughout the day but not in the evening.

OTHER LINES

In addition to the previously mentioned lines of the major railroads, there exist many miles of other rail trackage belonging to the Pittsburgh and West Virginia (Norfolk and Western), the Bessemer and Lake Erie, the Union, and Monongahela Connecting Railroad, an industrial line serving the steel mills in the area.

Although none of these lines maintain passenger service in Allegheny County, and none have stations in the Pittsburgh area, these lines are still of considerable interest. The Norfolk and Western operates one line which parallels the Parkway to Rook, where it branches and heads Southwest through Carnegie and paralleling Miller's Run and Route 28. It also operates over a line which parallels the Shannon streetcar line south to Castle Shannon, where it splits and heads east through Mifflin Junction and the County Airport (roughly following the PBQD south line) and south through South Park through Snowden, where it crosses the B&O spur in this area.

COLUMN ONE/continued

red the type of close concentration on the right-of-way ahead that the Brotherhoods have been saying for years that only a second pair of eyes could provide. And, on another leg of the trip, a woman who was obviously the wife of a railroad official was occupying the "fireman's" chair.

And then there is the question, beyond that of why the train was put there in the first place, of exactly why it is not used to its full potential; most of the time it was operated as though it contained not people, but eggs—all of them uncrated. Because of the topographical profile of the line, speed limits are quite conservative (and for conventional equipment should be); but this is the TurboTrain, whose aeronautical suspension was specifically designed for terrain such as this, and which can be safely operated at speeds far in excess of that allowed for conventional trains—but which was being run only about ten percent faster than normal passenger trains. (It might be added here that the recent derailment and subsequent necessity for shopping the Turbo brought out a conventional train to fill the schedule. The crew was told to make the best time they could, consistent with safety—since the Turbo timecard is :90 faster than that operated by conventional equipment—and bettered the normal Turbo time by several minutes).

One can see that 50-51 was run hard on the New York-Boston run, since it is getting a bit tacky inside and out; seat cushions are coming apart, window seals are defective (especially on the dome section on the 50 end) and are becoming repositories for condensation, and one washroom had no running water at all, while the other had a dislodged trash container panel that was lying on the floor of the compartment for all to walk on. And, much to the consternation of at least some of the passengers (including this reporter), there was no hot food at all to be had on the train for the entire 7:45 run.

All of which prompts this reporter to some conclusions—beginning with the fact that the Turbo ought not to be on the run at all; this is political kowtowing of the most brazen sort, hardly befitting an organization which has as many fiscal problems as AMTRAK does. This is a run that could most comfortably be served by a snack-bar-equipped RDC (if it should run at all), not the flagship of the fleet (which is urgently needed elsewhere).

And then there is the question of the crew; is it really necessary to employ 14 men to shepherd a train carrying scarcely fifty total passengers over that 350-mile stretch? We have said it before, and we will say it again: If AMTRAK were to face up to its responsibility to its patrons—not to vested interests—it would negotiate realistic agreements with the Brotherhoods that would provide for a full day's work for a full day's pay. The Corporation must begin running its own trains, not merely be a pipeline for Federal funds perpetuating archaic practices.

As a taxpayer (and believer in the fundamental principles behind the establishment of AMTRAK) I will settle for nothing less.

——Richard R. Kunz

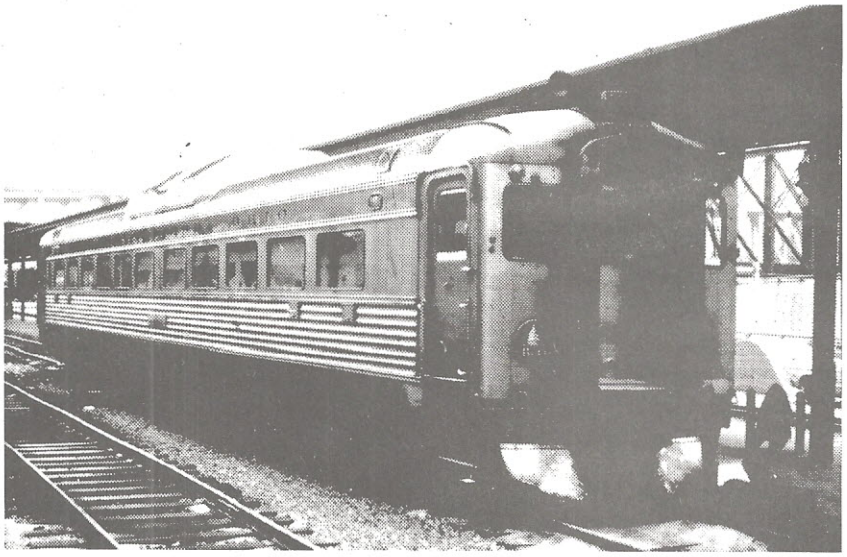
CLAUDE LUISADA/continued

The need is, obviously, to move people. If, once again, we devote our efforts instead to moving vehicles, then we are treating the symptom rather than the disease. I wonder whether we can really afford such an endeavor.

Proponents of automated highways speak glowingly of capacities of 6,000 cars per lane per hour moving at 60 mph. On a four-lane (in one direction) highway at an average per car occupancy of 1,3, this would total 31,000 people per hour, roughly 50% of the capacity of a *single* rail line. Such a highway would be equally inflexible, easily affected by weather, and its cost is anybody's guess. Furthermore, automated highways are years away, and the need exists to move people *now*. Coincidentally, various forms of rapid transit are also available now. As one transportation expert recently put it, this concept sounds like so much more "pie in the sky".

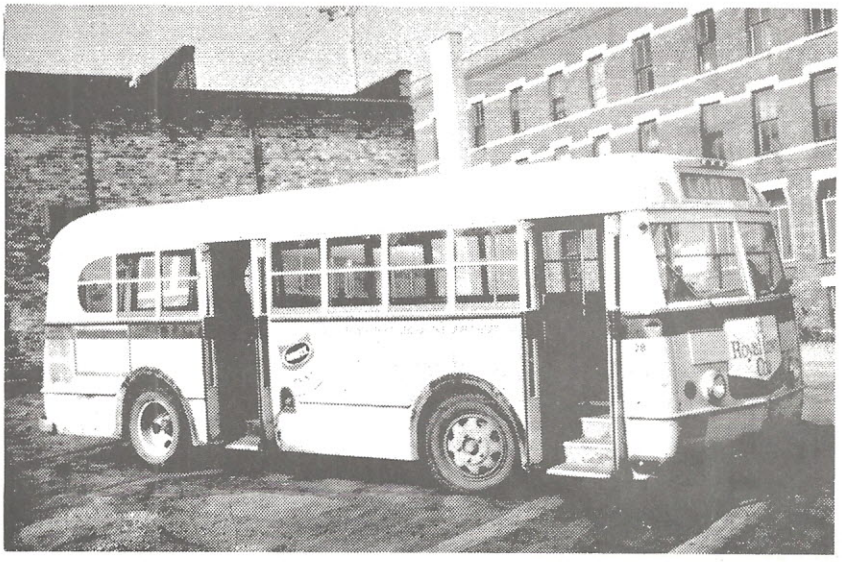
It is unfortunate that neither individuals nor communities have a transportation platform from which to project loudly and clearly their thoughts and ideas. But if this publication can be said to be a miniscule platform, then this writer sends forth a call for more responsive and responsible planning on the part of the Department of Transportation.

BULLETIN: You read it here first—As TC was "going to bed" this week, word was received from the Chicago Transit Authority that bids were opened on the proposed order for 500 new buses, for which $22,500,000 is available. For a V-8 A/C unit, GMC bid $41.764.96 each, Flxible $42,605.35. A V-6 non-A/C unit was quoted by GMC at $35,812.96, and by Flxible at $36,995.66. This marks the first time in many years that GMC has underbid Flxible on a Chicago order, and if the contract is awarded on that basis, our prediction (01/31) was right.



LEFT: A B&O RDC awaits its next commuter load at the line's modern Pittsburgh station. Port Authority Transit and railroad officials are currently negotiating for extension and improvement of this vital service. —**Robert I. Oliphant.**

RIGHT: An MBTA PCC emerges from the subway portal on the now-abandoned Watertown line. UMTA's recent funding of Green Line improvements, coupled with citizen opposition to the conversion, may well result in the line's restoration. —**Rick Seferian.**



LEFT: If Michigan does enact a transit aid program, it will have come too late to save the Twin City Bus line service in Menominee and adjoining Marinette, Wisconsin that operated Fords like these until February 1970. —**Richard R. Kunz.**