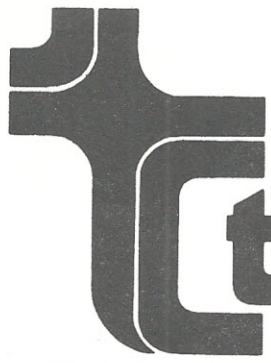


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Special thanks are due Sharon Taylor, communications representative of the San Diego Metropolitan Transit Development Board, for providing most of the material in this special issue on the San Diego Trolley.

photos

COVER: 1014 heads in to the city terminal at the Santa Fe Depot on C Street. BACK COVER: The south terminal at San Ysidro. CENTERSPREAD (left to right, top to bottom): Westbound on the wrong main at 6th-C, opposite Board offices; Eastbound at the Westgate Hotel, also on C Street; Typical car interior (posed shot, with MTDB staff); Standard station shelter, at National City 24th Street; 1014 westbound at the Santa Fe station; note extra overhead for as-yet-unlaid second track; Downtown at 6th-C. (Photos from MTDB and Transport Camera)

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interface

THE CROWDED SKIES

As these words are written, the Professional Air Traffic Controllers Organization's strike is rounding out its first week. It is not the purpose of this commentary to debate the merits of the walkout itself (there is much to be said for—and against—each side), but to illuminate some corollary issues raised by it.

To conserve valuable air space and to free the skeleton controller staff for their most important tasks, the Federal Aviation Administration has drastically restructured flight patterns in the continental U.S., reducing operations to about half of normal. In general, this has been accomplished by placing restrictions on operations at large airports like O'Hare that emphasize the more important flights over those of lesser stature. Every carrier has been affected to one degree or another, and in the main the shorter runs (500 miles or less) have been eliminated in favor of maintaining the longer hauls. Also, in periods of heavy flight concentration (Chicago to New York during the business day, for example, where no less than five flights of three carriers depart during each 60-minute period), trimming has been necessary to free up space for runs to less heavily served destinations.

Even though the FAA contingency plan flies in the face of the Administration's airline deregulation planning, barring a quick return to work by PATCO members it will remain in effect for at least six months, and bares an interesting analysis of air travel priorities in the U.S.

For many years, TWA, United and American have competed head-to-head in the Chicago-New York market, for example, each trying for the lion's share of the market by providing a flight at times convenient to businessmen, regardless of its contribution to air space congestion at O'Hare, LaGuardia, Newark or Kennedy.

In most businesses, such competition would result in lower costs to the consumer and eventual primacy by one company. In thirty years, however, the cost of a one-way ticket between the two cities has gone from less than \$50 to considerably more than double that amount, and three carriers are still slugging it out, none with a commanding advantage. While more seats are available each year through the addition of flights and the acquisition of larger aircraft, passenger loadings still do not guarantee profitability to any of the carriers.

It appears to this reporter that the FAA, in consideration of alternatives necessitated by PATCO's job action, has uncovered a basic flaw in the structure of air transportation in the U.S.—a squandering of resources brought about by even the limited competition permitted by the CAB in the "bad old days" and the lack of a basic national transportation policy.

Is there, for example, really a need for Chicago-New York air service on what amounts to a 12-minute headway during the business day? Can we not eliminate the excessive use of valuable fuel resources by rationalizing busy services on a co-op basis to spread the passenger load among the various carriers to insure all a profitable load pattern? Some of those surplus seat-miles might be put to better use in areas where air service is a necessity but of marginal profitability (if that). Why must Wyoming, for example, be bereft of flights while the Chicago-New York market is overserved?

Permit the inclusion of another example of misallocation of resources. Chicago's O'Hare International and Detroit Metropolitan Airports are 230 air miles apart. Flying time between the two under the best of conditions is about an hour. Add the time (as estimated in the *Official Airline Guide*) for transit between downtown Chicago and O'Hare (45 minutes) and Metropolitan and downtown Detroit (40 minutes), plus the mandatory 30 minutes required to check in and clear security at the airport and the total travel time amounts to

A NOTE FROM THE STAFF: This edition, nominally dated for the month of July and comprising two issues, is appearing later than usual because of the press of news since our last appearance. As a part of our continuing program of upgrading our coverage, a trip to San Diego by the Editor to report first-hand on one of the most significant transit developments in many years was in order (see "Hello, Trolley" elsewhere in this issue); that same trip included an extensive view of Amtrak as it enters its second decade and a visit to Portland for backgrounding on another chapter in the revival of light rail in North America. Reportage on those areas begins in this issue, and will continue in forthcoming editions.

about three hours, center city to center city—at a one-way fare of \$83.00. By way of comparison, Amtrak offers three daily trains each way over the same route with a running time of five-and-a-half hours at a fare of \$32.50. Greyhound provides a better schedule frequency (10 daily trips each way), consumes about six hours in travel time at a fare just 25¢ less than Amtrak.

Can we afford to offer a plethora of short-haul services like the one in question to benefit travelers (mostly businessmen) to the extent of two-and-a-half hours? At what point do individual rights and privileges transcend collective good? Can we afford to allocate shrinking fuel supplies to maintain operations for the benefit of a select few? Harken back to the days of the SST controversy a decade ago. Cooler heads prevailed then, and the U.S. did not enter the pointless race to build a plane that was simply faster (not necessarily better) than its predecessors; the tradeoffs (in danger to the environment and expense of development and construction) were simply not worth the several hours of savings in transatlantic flights. In retrospect, the decision was a wise one, for the Concorde and its Tu-144 Soviet counterpart have not fared at all well in the world airline market.

The FAA has made a wise decision in limiting the kinds of flights that can be operated during the present "emergency". To be sure, there will be a great deal of inconvenience during the months to come, and many sacrifices on the part of travelers accustomed to an airline system we can no longer afford. They are necessary sacrifices, however, for the luxuries that we have taken for granted have taken a great toll in perpetuating an irrational transportation policy and in no small measure are themselves responsible for the crisis we now face.

Though born of desperation, the policies of the FAA are for once eminently sensible; one can only faintly hope that they might be a part of that rational look at transportation we need so desperately.

—RICHARD R. KUNZ

AMTRAK AT TEN: A CASUAL VIEW

For the past several years or so, this supposedly knowledgeable transportation reporter has been groundbound at the Marina City headquarters of *Transport Central*, tending to the business of this publication's graphic arts parent. However, it is difficult to tout one's self as an authority on transportation unless the hustings are actually visited in the flesh, so to speak, so arrangements were finally made to combine business and pleasure in a week's worth of rail travel that took me to the southwesternmost Amtrak outpost and added 6,140 miles to my high iron log. It was a journey centered on seeing the "San Diego Trolley" at first-hand while also getting an extensive sampling of Amtrak service as the Corporation entered its second decade.

Departure from the Windy City was on a murky July 21, via the *Southwest Limited* (nee *Super Chief*). Accommodation was in one of those tiny SuperLiner "economy bedrooms" (they sleep two, with lower and upper bunks), where the lavatory is down the hall (and for most riders downstairs as well). This is a minor inconvenience, to be sure, but a bleary-eyed trip in hastily donned clothes negotiating stairs and brightly lit hallways at 3:00 AM is not one of the more pleasant points of rail travel. The beds are comfortable, however—and long enough for this reporter's six-foot frame—a far cry from a 1962 return trip from Pittsburgh aboard a B&O Slumbercoach that had all the comforts of a medieval torture chamber.

My notes recall a disappointment with the riding qualities of the SuperLiners (particularly on the upper level), as well as with Santa Fe track in Illinois and Iowa. It was good, however, to see Kansas City Union Station still a useful facility—and a busy one, even at midnight on a weekday.

It was also a welcome relief to transfer to the "handicapped" bedroom at Albuquerque (the only space that was available on that leg of the trip; regrettably, the room is not often booked, and usually serves as a haven for the train's conductor); it extends the entire width of the car, has its own private bathroom facilities—and an extremely comfortable bed (with a berth for attendant or companion above). The ride was smoother than that of the previous day and night, and I awoke to the overcast sky of Pasadena the next morning, just in time to dress and detrain at Los Angeles Union Station; arrival, after thirty-odd hours on board, was just about half an hour late.

Although I have visited the City of Angels on several occasions in the past, I had not arrived or departed by train, hence Los Angeles Union Station was new to me; the walk from trainside to concourse is indeed long, as the tracks nearest the station building are no longer in service. Apart from that, however, station services appear to be more than adequate, including a complete guide to area public transit. The old girl is getting a bit tacky, though (possibly to reflect the "benign neglect" that seems to characterize a great deal of the rest of the city).

Equally tacky are the Amfleet coaches used on the seven daily *San Diegos* that traverse the 127 miles separating the City of Angels from California's second largest metropolis. Not quite dirty (in the Eastern sense of the word), the equipment in punishing daily service over the busiest route outside the Northeast Corridor is not quite clean either, and overall maintenance rates only a "good" at best. (The tray on my seat, for example, was broken, and several vestibule doors were not functioning properly.) Both the going and return trips were speedy and on-time, however (2:45 for the distance, averaging about 45 mph for the run, despite slow running at each end). Loadings are heavy,

giving the lie to the myth that Californians are all securely wedded to their automobiles; a particular attraction along the right-of-way is the race track at Del Mar—a hefty contingent detained there.

Loadings are also extremely heavy on the *Coast Starlight* heading up the coast. The train is now reported as being deliberately oversold to the extent of 10% above capacity. In the case of the airlines, this tactic generally pays off in loadings slightly below capacity because of "no-shows"; Amtrak does not have the "luxury" of a railbound competitor in its markets, hence the "no-show" contingent is small, and the train is frequently overloaded. [A "flip-flop" run with an evening departure from either end is desperately need on the West Coast Corridor route; Caltrans has been reported as favoring a San Diego-Sacramento roundtrip that would balance the *Coast Starlight*; only the less-busy segment of the route between Davis (CA) and Eugene (OR) would then have but a single train each way each day].

My train on a Friday morning northbound out of Los Angeles was crowded from departure until arrival that evening at Oakland (almost an hour late; half of which was spent pondering back yards in the East Bay around Fremont); the departure I had witnessed on my arrival in Los Angeles a day earlier was equally busy, and the line waiting to board stretched almost to the street entrance of the station.

A Saturday night departure from Oakland enroute further north also belied the myth that "no one rides trains anymore"; no sleeping car space was available even a month previous when I had begun making reservations for the trip, and a sojourn in coach was necessary to cover the 713 miles separating Oakland and Portland. Apart from the fact that my foot rest (and a number of others) did not want to remain in an up position, the night's trip (and sleep) was not half bad, resulting in a reasonably refreshed arrival in Portland on a very hot and muggy Sunday afternoon. Portland Union Station, while yet in need of further restoration, is maintained to a reasonable degree in the grand old manner, has active concessions and a complete Tri-Met transit information center. It is located within the "Fareless Square" downtown zone, with adequate (and cheap) parking, about a half-mile from Portland's elegant and functional downtown transit mall.

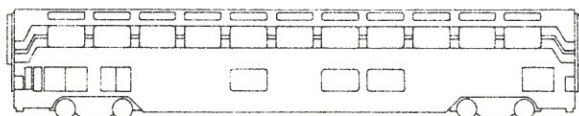
Portland Union had the same feel of an important transportation center the following day, when I swung aboard the *Pioneer* for the first leg of my return trip to the Windy City. What the Southern Pacific coming up had lacked in traditional railroad ambience the Union Pacific more than made up for going out. As an at-times-unreconstructed railroad romantic, I'd have to consider that trek to Ogden one of the most pleasant rides I've had on rails in many a year. The journey along the Columbia spotlights an often-forgotten "other" means of transportation for freight—the riverboat—and exposes the traveler to some breathtaking scenery (much as does the ride up the Willamette enroute to Portland from the south). Accommodation for this leg was a roomette in a Heritage Fleet "Pacific" series 10 roomette/6 double bedroom car.

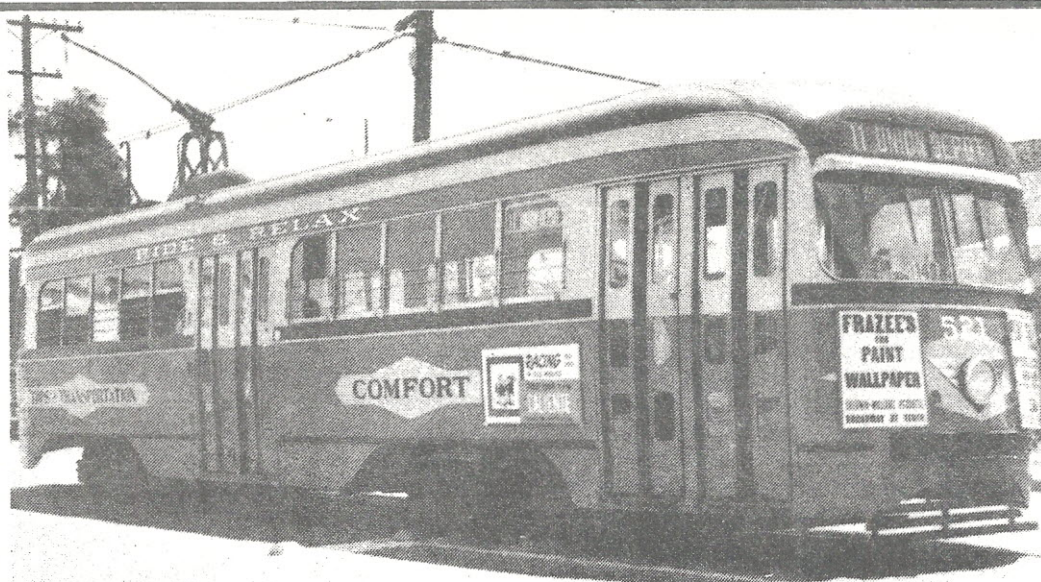
Arrival early the next morning in Ogden brought the necessity of a transfer to a deluxe bedroom in a SuperLiner on the *San Francisco Zephyr* heading toward Chicago, rounding out a first-hand look at all SuperLiner accommodations with the exception of the lower-level "family bedroom", with its upper and lower and two "Munchkin" berths. The "deluxe bedroom" features a double bed (for very close friends) as the lower bunk, as well as a conventional upper berth. It also has a private toilet compartment guaranteed to induce claustrophobia in those so inclined, and which in my case had an ill-fitting door that defied attempts to stop it from rattling all night.

Despite a wide bed, sleep on the final night was difficult because of the errant door and the poor condition of the Burlington Northern track over the prairies of Nebraska and Iowa, the worst I had encountered in the 6,000+ mile odyssey. Further complicating a noisome ride was a delay in Denver (a "problem with the engines" that was discovered just as we were ready to depart—after arriving almost half an hour early), and which resulted in a Chicago arrival about an hour behind schedule on a muggy Wednesday afternoon.

My impressions of Amtrak at ten: The on-board personnel are uniformly courteous—sometimes to a fault; only once in 6,000 miles was I subjected to the whims of an unreconstructed Southern Pacific (naturally) trainman, whose rudeness recalled an earlier trip on the same road some sixteen years before. (Some things never change.) By and large, however, Amtrak's contributions to the national railroad passenger picture are substantial. New equipment, a new attitude—and a new following among the public. David Stockman, take note: America is getting into training.

—RICHARD R. KUNZ





San Diego Electric Railway PCC 521 on a Route 11 run. Delivered in March 1937, this car last operated on the final day of streetcar service in San Diego, April 24, 1949. It was subsequently sold to El Paso as El Paso City Lines 1519. All cars have been out of service in that city for several years, but 1519 was cannibalized for parts early on. 28 PCC's (501-528) were in the SDER fleet.

CONTINUED FROM
SAN DIEGO
SPECIAL REPORT
(SEE SAN DIEGO)

simple catenary (direct suspension in the downtown area), have a top speed of about 50 mph. Speed in the downtown area (on street sections dedicated to the trolley) is scheduled at nine mph, and the cars are timetabled to cover the 16-mile route in approximately 32 minutes, less than half the time required for the San Diego Transit bus route 32 they will directly replace. There are 14 Duwag units currently on the property (1001-1014), with an additional ten on order and five more under option.

Passengers may board through any double folding door. The doors are individually operated by pushing an illuminated button inside or outside the car after the system has been released by the operator. Photoelectric cells and sensitive door leaf edges are safety features of the system.

Ventilation throughout the cars (which are not, in view of the area's moderate climate, air-conditioned) is provided by using dynamic air pressure. Equipment is arranged at each cab end, with adjustable air inlets for the driver's cab and the passenger fans. For additional ventilation, the upper portion of the window can be opened. Heating is provided by forcing outside air through electric resistance coils and then into the passenger compartment in the time-honored manner.

The San Diego cars, built with Siemens electrical equipment, are virtually identical to U-2 units in service in Europe since 1968 and to cars now operating in Edmonton and Calgary.

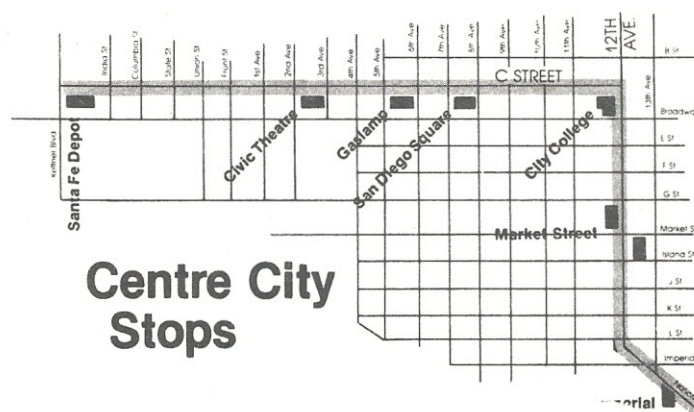
The bulk of the right-of-way on which the San Diego Trolley now operates is a portion of the San Diego & Arizona Eastern Railway, a Southern Pacific subsidiary which the San Diego Metropolitan Transit Development Board (the Trolley's parent and chief transport planning agency for the region) purchased in toto in 1979 for \$18,100,000 (in a deal categorized by many as the "steal of the century").

The SD&AE was constructed by the Spreckels interests from San Diego through a portion of Mexico's state of Baja California (incorporated in Mexico as the Tijuana & Tecate Railroad), connecting with its eventual corporate parent at El Centro, California. In 1976, floods swept away the eastern 30 miles of the railway, isolating it from SP, and requiring that

road to route cars destined for the line via Los Angeles and the Santa Fe. When funding was secured for the light rail project, the MTDB purchased the entire 108-miles of the SD&AE from the SP, intending to use the metropolitan portions of the road for what eventually became the Trolley.

At the same time, the Board contracted with Kyle Railways, Inc., to operate freight service over the entire railroad; plans are underway to rebuild the damaged sections. Freight service continues to operate over the 14 miles of the railway shared with the light rail line; cars are switched at night, when the electric line is not in operation. The SD&AE operates from a new facility located just to the north of the Trolley terminal at San Ysidro.

Each Trolley Stops at Every Station



TRANSIT

San Diego Update

The Trolley: Trials and Triumphs

► Twenty days into the lifespan of the San Diego Trolley, the prognosis for a long and successful career are excellent indeed. Estimated passenger loadings, projected at 13,000 daily by the end of the year, have already exceeded that figure on a regular basis, and an operating profit is on the horizon—a most unusual circumstance in this era of steadily rising passenger transportation deficits.

After the usual shakedown period, begun with free rides on Thursday, July 23, that resulted in crowds many times those anticipated (with attendant problems of overloading, delays and long travel times), the fledgling system geared up for regular operation on a smoother and more efficient level. In an attempt to approximate actual operating conditions free service continued to after 8:00 pm on that evening, and a regular schedule was run the following day (Friday), beginning at just after 5:00 am; a similar pattern was in force on Saturday as well to handle the large crowds.

Nor did the throngs eager to see the new facility diminish with the start of regular, fare-paying operation on Sunday, July 26. Wire service reports receiving wide play in newspapers all across the country alluded to the estimated 15,000 (some of whom had to wait almost an hour to board) who crowded aboard the Trolley on Sunday.

Rush-hour commuters from the South Bay were diverted to the new line by the restructuring of area transit and, after a few problems caused by a malfunction in the signal system, the ride to and from work each day became routine. Weekends saw the line heavily patronized by tourists headed toward the border (the line terminates opposite the U.S. Customs station, and the pedestrian crossing into Mexico). The latter group, not being familiar with the European style of prepayment before boarding, has caused some problems with fare collection, but regular riders have gotten quickly used to the honor system.

Shortly after regular service was begun, it was found that the proposed 15-minute headway could not be satisfactorily operated, and it was opened up to 20 minutes. Likewise, the running time between terminals was similarly extended from the planned 32 to 42 minutes. Passenger loadings considerably in excess of the 9800 expected in the initial weeks and the single-track configuration of much of the line necessitated the rescheduling.

Ten new cars are coming on line next spring, but expansion of Trolley capacity will not be possible until the double-tracking on the line is complete later this summer, and the substations (located about every two miles along the line) are upgraded. One three-car train has been operated experimentally in each cycle, but regular such service awaits both improvements. (The three-car trains extend into downtown intersections somewhat at the stops along C Street, posing some problems for pedestrians and cross traffic; one possible solution talked about is the eventual splitting of longer trains at the barn just east of downtown, with a crew assigned to pilot the second set to and from the Santa Fe station.)

One early casualty of Trolley service is the handicapped accessibility by way of lifts adjacent to the driver's cabs. One jammed in the first week of operation, causing an hour's delay; pending an analysis of the cause and the necessary retrofitting, all were taken out of service. All media were notified, as well as the local organizations of handicapped, and alternatives were arranged for the time the lifts are inoperable. Up to the point of closedown, the number of wheelchair riders had been small.

Apart from the double-tracking, other expansion plans are going ahead as well. Actually on the drawing board is the eastern extension toward El Cajon (page 12). This branch would leave the main line opposite the Trolley's barn at 13th-Imperial along the El Cajon branch of the SD&AE. The corridor is one of high accessibility (and population) and the proposal to extend the Trolley eastward figured heavily in the Board's decision to purchase the Railway.

The second extension, which would take about two years to build if the necessary approvals could be obtained, would take the Trolley about seven miles across the Mexican border via the SD&AE and its Mexican counterpart into the Tijuana area. Difficulties in making satisfactory Customs arrangements on the U.S. side will probably delay this extension for some time. Preliminary plans call for the continued use of the San Ysidro terminal (in the median of the street adjacent to U.S. Customs), merely extending the track beyond the existing stub, behind the present bus station and upgrade to rejoin the SD&AE right-of-way at the border.

Commuter Comment

Fat Fares, Grumman Gremlins

► Since July 1, a one-way ride across the harbor on Hong Knog's star ferry costs more: 11¢ for adults in first class and 7¢ in second, up from 9¢ and 5¢ . . . Rome bus and subway fares have doubled, to 200 lire (about 17¢); despite the hikes, the city's public transport fares are still among the lowest in Europe. The Italian capital also has barred bus and auto traffic from driving along the west side of the Colosseum, because vibration and exhaust fumes are damaging the historic landmark. . . . Denver's adult base fare went up to 70¢ June 1; other tariffs were hiked accordingly.

► Not unexpectedly, Grumman Corporation's 1981 balance sheet will show a loss because of the necessary retrofitting of many of its transit buses due to structural weakness. Shortly after actor Telly (Kojak) Savalas acted as the New York City Transit Authority's celebrity spokesman in hyping the return of the trouble-plagued buses to the streets of the city, a new problem developed—all 39 units restored to service were sidelined immediately after inspectors discovered that rubber-insulated engine mounts in 12 of them had begun to deteriorate, which in turn could cause engine damage because of vibration.

► New York state has fashioned an aid program for the TA that calls for a tax on the gross receipts of oil companies, as well as other levies in a \$793,000,000 package, which Governor Carey, amidst objections from many quarters, signed. For its part, the TA raised the base fare from 60 to 75¢ early in July. New York's transit system is rapidly crumbling, and its annual deficit is \$400,000,000.

► The newest tourist attraction in Oregon's longest beachside community, Lincoln City, is a trolley named Dolly that carries visitors through many parts of the community. Dolly's mentor, Dave Lewis, drove the rubber-tired "trolley" from its builder in Orlando, Florida the 3664 miles to Lincoln City early in July. Dolly, outfitted with red oak seats in the classic way, runs hourly on a circuit from Roads End in the north to Taft in the south of Lincoln City.

► Section 504 is dead. The controversial provision of Department of Transportation regulations that mandated retrofitting of most urban transit vehicles and systems to be fully accessible by the handicapped has been dropped by DOT in

favor of new regulations that allow local governments and transit managers to provide service to disabled persons as they see fit, as long as suitable service is offered. It might, for example, take the form of special buses; in Chicago, some 20 Superior-built, lift-equipped vehicles will begin serving the city's handicapped on a modified "dial-a-ride" basis next month. Other cities may continue to retrofit existing equipment and stations and purchase new accessible buses and cars.

► New York governor Carey and New York City mayor Koch have agreed on a plan that will make it possible to proceed with construction of the controversial \$2,300,000,000 Westway project

in Manhattan. The Westway will consist of a 4.2-mile, six-lane highway running along the Hudson River from West 42nd Street to the bottom of the island. Most of the roadway would be built on fill in the Hudson River, some would be underground.

► In its August 11 issue, the respected *Woman's Day* magazine has a column devoted to touring by streetcar or bus for the budget-minded; the publication singles out the San Diego Trolley, New Orleans' St. Charles streetcar, the #52 Honolulu bus at Waikiki, the two Culture Bus routes in Manhattan and the Fairmount Park Trolley Bus as examples of lines with a great deal of tourist appeal. [Noticeably missing from the tabulation are the three

routes of Chicago's Culture Bus, which also provides a similar service during the summer months—Editor]

► Boston's "T", the Massachusetts Bay Transportation Authority, has awarded a \$21,000,000 contract to Flyer Industries of Winnipeg for 168 buses. Flyer underbid GMC, GM of Canada, Neoplan and Grumman to win the contract . . . In a little more than a year, the first of Checker Motors' new smaller, front-wheel drive taxicabs will begin rolling off the assembly lines in Kalamazoo. The new models, aimed at improving fuel economy, represent the first major change for Checker cabs since 1956. Average weight will be just over a ton, as opposed to twice that for the current models.

AIR



PATCO Pouts, Administration Angry Travelers Troubled, Controllers Canned, Organization Ousted

► Early in the morning of August 3, some 13,000 of the nation's air traffic controllers belonging to the Professional Air Traffic Controllers Organization (PATCO), struck for higher wages and better working conditions after renewed negotiations with the Federal Aviation Administration broke down. No sooner had PATCO members begun to man picket lines around airport control towers and air traffic control centers than the Administration offered an ultimatum to the strikers to return to work within 48 hours or be fired.

A small number, the size of which was vigorously contested by PATCO and the FAA, trickled back to their posts as the week wore on, but most members of the increasingly militant union continued to stay out. Faced with this defiance of an oath signed by each controller not to participate in an illegal strike against the federal government, the FAA began sending out dismissal notices to each controller not showing up for work at his regular

time; by the walkout's tenth day all notices had been mailed.

Charges and countercharges leveled by government and union flew in quantity, suits were filed and some union leaders jailed. DOT began to take the position that the strike was in effect over because the participating controllers had been fired (appeals of the termination orders could take years to resolve) and began to take steps to decertify PATCO as a bargaining agent. The courts then took the position that jailed controllers could be freed and their fines vacated, as they could not now be forced to return to a job they in effect no longer had.

When the walkout took effect, air traffic was cut in accordance with a contingency plan the FAA had prepared several months before. Flights to and from major centers like O'Hare and New York were at least halved, while other operations were trimmed less drastically. After some initial confusion—and much passenger inconvenience and complaint—some semblance of

order was restored and about 60-75% of normal operations were in place.

Amid charges that the supervisors, non-striking controllers and military personnel manning the towers were creating an "unsafe" flying atmosphere (a charge loudly trumpeted by PATCO), the Canadian controllers refused to permit planes bound to or from the U.S. to use Canadian airspace, eventually shutting down the critical Gander (Nfld.) tower that controls most transatlantic operations; the protest soon spread to other countries, but a crackdown by Transport Canada and an agreement by the international controllers' organization to allow one last attempt at negotiations brought overseas operations back to near-normal at presstime.

Many U.S. carriers have used the strike to eliminate money-losing flights; others are suffering financial problems. Should the strike go unsettled, even with an influx of newly trained controller replacements, the system would have to operate at a reduced level for a minimum of one year.



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