

transport central



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COVER: As a special attraction for delegates to the APTA convention, the Chicago Transit Authority restored a 1944-vintage White-built bus that had been in work service for several decades to its original appearance. Used in various shuttles between APTA convention headquarters at the Marriott and the Expo at McCormick Place, the 3407 is pictured here awaiting its next assignment on Michigan Avenue just across from the Marriott Hotel.

BACK COVER: One of the newest transit vehicles on display at the Expo—and also used in shuttle service for delegates and visitors—was this Volvo articulated, pictured here at the west parking lot site of APTA's Bus Roadshow. [Both photos from Transport Camera]

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interface

CHICAGO: APTA's KIND OF TOWN I/Sorry Lesson for Transit Execs

We have some advice for the 6,200 transit professionals attending the annual meeting of the American Public Transit Association.

If you want tips on how to beef up your own systems, attend the workshops at the Chicago Marriott or see the displays at McCormick Place, but don't look to this area's transit system for guidance. It used to be the best in the nation, but we're dismantling it.

You may have noticed the heavy traffic on the way in from O'Hare. That's because tens of thousands of former transit riders have decided to drive rather than pay the highest fares in the nation for reduced service.

Riders are down 11.4 percent compared with a year ago on CTA buses and L trains (90 cents a ride), 12.1 percent on commuter trains (often \$100 a month and more).

It's not that our public officials dislike mass transit. On the contrary, just listen to Gov. Thompson proclaiming Public Transportation Week in honor of your convention.

"Mobility is at the heart of the American economy and transit plays a critical role in providing that necessity . . .

"Transit stimulates new development and community revitalization [and] contributes to the conservation of . . . petroleum . . .

"The mobility provided by transit and the resulting economic benefits are the product of . . . cooperation among all levels of government, the public and the private sector."

Well, maybe not *all* levels of government. Chicago's is the only big-city transit system that gets no state operating subsidy. So we pay the tab with high fares and high local taxes, both of which discourage people from shopping and working in Chicago.

Even our transit-loving governor is losing his enthusiasm for a state subsidy as Election Day approaches. But that's not inconsistent with his praise of mass transit. If the transit system collapses, maybe people will realize how valuable it was.

So perhaps Chicago transit will provide some lessons for out-of-town officials. You can go home determined not to let this happen in your cities.

—CHICAGO SUN-TIMES

II/The Wrong Emphasis

On the cover of the special APTA/IPTE issue of APTA's weekly puff sheet, *Passenger Transport* is a striking night photograph of one of the Chicago Transit Authority's M-A-N articulateds rounding the corner from Wells to Wacker, with a pair of Boeing-built rapid transit cars on the elevated structure overhead. That this is a posed shot can be divined in a number of ways, not the least of which is the fact that both vehicles are empty.

Rather than show that Chicago is—despite all the excisions of the recent past—still a transit town by a front-cover view of, say, the State Street Mall in the PM rush, *PT* has chosen to represent its host city by an empty bus and 'L' train.

Perhaps it is true (as often opined by observers within and without the industry) that most carriers long for a system without those bothersome passengers getting in the way of its operations, but the cover illustration nevertheless points up APTA's chronic blindness to life in the real world outside its collective cloistered ivory towers and its dogged insistence on emphasizing the wrong way out of its perpetual impasse.

A NOTE FROM THE STAFF: Our original intention was to cover the events surrounding the American Public Transit Association annual meeting and the concomitant International Public Transit Expo '81 here in Chicago during the second week of October in a special double issue nominally dated 10-20 October. However, the scope and impact of the double bill indicated a much broader approach once the dust had cleared, hence the devoting of an entire month's output to the APTA/IPTE "fest" and the many important news stories from elsewhere in the industry that populated this busy first month of the new fiscal year.

An editorial and later "news story" in that same issue point up graphically how the industry group views the world through rose-colored glasses. After noting that the CTA and RTA "are facing the crucial issues of financing and productivity that affect all transit systems these days" APTA trots out the usual statistics to illustrate the dire fate that would befall the Chicago area if its transit system were to shut down, noting that "the area's economy would be crippled without CTA and RTA." Apart from an excess of crepe-hanging, basically true; so far so good.

Now, however, APTA delves into the world of fantasy, when it notes that "city, state and business leaders have been working together to protect the area's transit service." Nothing could be further from the truth. The last legislative session was a disgraceful display of name-calling, provincialism, stonewalling and theatrics that we Illinoisans have come to deserve—largely orchestrated by the governor and mayor.

Business leaders on the other hand are at least united—on the premise that support of area transit that has helped them prosper is strictly a state responsibility. They reason that Springfield (and all of the other Downstate cities and towns) should be made to pay for the excesses of the "indispensable" city up north. Millions for lobbying, but not one cent for support.

APTA continues: "The transit systems have been cutting unproductive routes, re-evaluating projects to make sure they're cost-effective, making painful cuts in staff levels, and raising fares to the nation's highest level." All true on its face—but all long overdue. Chicago has had an excess of transit service over its real needs for at least the past twenty years, if not since the early 1950's. Many projects were never cost-effective (and never will be; the CTA has an audio-visual section, for example, that would be the envy of many a university drama department) while others that are have been sitting on the back burner for years (a simple reconstruction of the station at Addison on the North-South main line of the rapid transit into an island platform configuration, on the "wish list" since the War, would have saved countless thousands of dollars in Wilson Avenue towermen's wages as a "for instance").

Staff levels (particularly the ratio of support personnel to actual operating employees) have been higher than in comparable private businesses for many years. About 25 years ago, for example, the Authority operated about 3500 surface vehicles and 1250 rapid transit cars. Leased headquarters space in the Merchandise Mart amounted to about two-thirds of the seventh floor. Today, with less than 2400 buses and 1100 rapid transit cars, general office space in the Mart has expanded to fill the entire seventh floor and at least one-third of the fourth. Although total staff has been cut substantially in that time (largely due to service cuts over the years), the percentage of support personnel has increased, while the percentage of those actually engaged in providing transportation has dropped.

APTA goes on to praise high-level management—particularly the RTA—for "their unceasing efforts to preserve the city's transit system"—without adding "whatever the cost". The association has for years advocated tapping the state and federal tills for the funds necessary to keep transit rolling in its client cities—without considering the economic consequences. The association is particularly aghast at the prospect—reality might be a better word—of Washington's shutting off the spigot entirely.

Rather than emulating the methods of private business to control expenditures, the industry as a whole has chosen to rely on the public sector for funding that has increasingly outstrapped the ability of the tax base to provide it. APTA has never made a concerted effort to "persuade" business that, as the principal benefactor of transit service it ought to help shoulder the burden of providing it through subsidies to its transit-riding employees and customers in equal measure to those it offers its auto-bound workers and patrons. The association has opted for the easy solution of public funding as opposed to programs designed to realistically cut costs through volume purchasing, computer time-sharing and the adoption of a uniform set of standards and procedures on an industry-wide basis wherever possible.

APTA has unwittingly echoed the Chicago *Sun-Times* editorial quoted above, in its effusive praise for Chicago's transit leaders. "They're one of the reasons," the association editorializes, [why] "Chicago is APTA's kind of town." If that be the case, no wonder the industry is in trouble.

—RICHARD R. KUNZ

III/"Please, Sir—Don't Mug That Passenger!"

[The new Chicago unit of the New York-based Guardian Angels began patrols on Chicago Transit Authority rapid transit trains October 28 (see "Perception, Patrols and the Police"; below), suggesting the reprinting of a 1978 TC editorial on an earlier "solution" to the problem.]

Just about eleven years ago, as *Transport Central* was beginning its life, a passenger was brutally murdered in the Grand-State North-South subway station two short blocks from what was then TC's home. The resulting hue and cry (coupled with a rash of other attacks upon passengers) prompted yet another "re-evaluation" of those security measures designed to protect Chicago Transit Authority riders. As was (and is) its custom, the press took up the cudgel against the "wicked" CTA, and soon unearthed the information that the Authority's much-vaunted security force was charged officially only with protecting CTA property—not the lives of its passengers; in fact, should a then-plainclothes Authority "policeman" happen upon a robbery or mugging of a rider in progress it would not go unwell with him as far as management was concerned if he were to look the other way.

Needless to say, the fourth estate pounced upon this "callous disregard for CTA's bread and butter" (as one editorial put it), and then-CTA Chairman George DeMent was moved to justify the actions of his security force on the grounds that the crime situation confronting Authority patrons was the province of regular city police—not the undermanned (104 men at

the time) CTA force.

Mr. DeMent having thus passed the buck back to the mayor, the honorable Mr. Daley was himself moved to order an immediate "beefing-up" of city police patrols in high-CTA crime areas, and a special Chicago Police Department unit was set up to concern itself solely with crime on the rapid transit. (Those areas of the "L" outside the limits of the Windy City itself were supposed to be looked after by the appropriate suburban police force. In practice, this mayoral edict (echoed by then-police chief James Conlisk) meant that teams of uniformed and plainclothes men were to ride CTA trains at random during the hours after dark when most of the offenses had occurred, and patrolmen were assigned to cover the subway and "L" platforms at a number of stations (but not all of them) in plain view to warn off those miscreants who might be intimidated by the sight of an officer on the alter. As far as can be determined (naturally, the exact size of the "deterrent force" and their movements was to be kept a secret), about 400 or so policemen were assigned to the operation at its peak.

As might be expected, given the resultant publicity, crime on the CTA rapid transit (but not necessarily on the surface system) *did* abate for awhile, but the hard-core offenders soon learned to circumvent the increased patrols. (In fairness to the city, CTA and police, it should be pointed out here that the public's *perception* of crime aboard the rapid transit and buses is far higher than its actual amount; exact statistics are usually "unavailable" for various reasons, but it is a safe bet to assume that an average person would be far safer riding the CTA as a rule than, say, even walking the streets at random, no matter what the neighborhood. Nevertheless, it is this perception that deters ridership, particularly at night, rather than cold facts citing the odds against being attacked, regardless of how they might be in a passenger's favor.) But, as is customary when an agency is stretched out of shape by a special project that robs normal operations of support personnel, a return to the status quo becomes an inevitable reaction.

In the case of the special force, it was trimmed, little by little, and soon passed formally out of existence—although elements of the Police Department did continue to (and still do, to an extent) provide passenger protection of a sort. Mostly, particularly downtown, this consists of a uniformed officer sitting in the usually unoccupied opposite agent's booth drinking coffee, eating lunch, reading or otherwise remaining unalert; very little visible protection is given on the platforms themselves, which in most Chicago stations are far out of the view of the agent—if there *is* one at that time of the day. The CTA's own security force is now uniformed (and numbers about 75), but is still charged only with protection of Authority property, although they are armed and authorized to radio police if they happen upon a crime in progress.

On the surface division, regular squad car-based patrols of city police are supposed to randomly check buses within their bailiwick enroute—riding the coach if necessary—but in practice this surveillance largely consists of stopping by terminal loops with cards for drivers to fill out indicating that their vehicle was properly observed, and that no untoward incidents had occurred. (CTA buses themselves are equipped with a two-way radio system—including a "silent alarm" activated surreptitiously by the driver in the event of an emergency—but persistent reports indicate that this system, however sophisticated it might be, is not without its own faults, and as a rule does not dovetail well with uniformed surveillance to provide a security "umbrella" for the CTA rider.

Which brings this historical outline to the present [1978—*Ed.*]. Several weeks ago, a young woman was murdered on the platform of the Oak Park Avenue station of the Congress rapid transit line, and a young man who came to her aid cruelly beaten. Some days after that, a dozen or so riders aboard a Lake Street "L" train in the early evening were terrorized (an off-duty mass transit unit policeman shot) by a pair of gunmen who had gotten into an argument with the conductor over the fare. Some time after that, a CTA bus driver was fatally injured when a brick thrown through his windshield hit him in the head and caused the bus to swerve into a bowling alley on Irving Park Road. And, as these words are being written, a radio newscast has just announced the mortal wounding of another driver today in an altercation with a motorist over the delay caused by a traffic accident.

It is fashionable these days for the city fathers to abhor the "pattern of violence" that pervades the city and its transit system, and to pledge to Do Something About It—whatever the cost. Needless to say, the present tenant of the fifth floor of Chicago's City Hall, Michael Bilandic, is no exception to that hoary rule. But the city's chief executive has come up with a new twist in an attempt to stem the flow of crime on the CTA. Mayor Bilandic has proposed the creation with Federal funds (if unavailable, he would not hesitate to dip into city coffers for the million or so necessary to implement the program) of a uniformed—but *unarmed*—security force of 100 "transit aides" to ride the city's buses and "L"-subway trains. Equipped with walkie-talkies connecting them directly to Transit Control in the Merchandise Mart, they would provide "a highly effective deterrent force against crime on the CTA".

Can't you just imagine one of the no-doubt fair-haired young gentlemen (or ladies) politely requesting a mugger to "cease and desist"—or be threatened with being reported to Transit Control? Isn't this where we came in?

—RICHARD R. KUNZ

IV/Perception, Patrols and the Police

Protection of the riding public has entered yet another phase, with the self-appointed entry into service of the Guardian Angels. Led by media-wise Curtis Sliwa, who by his own account left a series of jobs to live on his savings in an abandoned South Bronx building, the Angels now have branches in 28 U.S. cities, springing out of the original

group that made its reputation patrolling the New York City subway system.

In New York, the patrols are now regarded as a necessary civilian adjunct to the city and TA forces, and both cooperate with the Angels, despite early opposition. In Chicago, there is to be no official recognition of the new patrols, which will be regarded as "ordinary civilians", especially relative to the citizen's arrests that will be made by the Angels when necessary. City police were very much in evidence as the group made its initial media-covered forays, but took great pains to officially ignore the new group. The city's view has been to take no notice of the Angels, in hopes that the great media splash they made on arrival will soon fade from public consciousness.

Equally important, in the view of the city, is the damage to its image of citizen protection that the Angels' coming has created. Here again, we must speak of *perception*. While, according to official statistics, crimes against patrons of the CTA number over a thousand thus far this year, the great preponderance were simple robberies—as opposed to direct threats to life and limb. In fact, there were only some 30-odd assaults to CTA rapid transit riders recorded this year. Though it might be considered hair-splitting, attacks on riders heading to or from a train (but not on CTA property) are not classified along with those actually taking place on the "L"—and the whole area of crime on the surface division is officially removed from that on the rapid. Nevertheless, the "L" and subway is considered to be a high-crime area, particularly at night, frightening off potential patrons (ironically, a source of even greater safety, as most attacks upon riders—other than thefts by pickpockets, of course—take place in times of low ridership).

Even a campaign directed at minimizing this perception would have a built-in "Catch 22", as it has been shown that a proclamation of safety in a given area to offset an undeserved bad reputation usually results in a public feeling that the trumpeting agency has something to hide—"methinks thou doth protest too much."

It was perhaps coincidence that the new Angels patrols began shortly after the entire CTA internal security force was fired in a blatant political move by the city administration, but Sliwa exploited the move to the fullest. As noted in the earlier editorial quoted above, the security force was charged with the protection of Authority property, not passenger safety in general (although its members were by then required to go to the aid of a rider under attack if they happened upon such an incident), and they were fired en masse because of supposedly lax security around CTA facilities, but the timing of the move was seized upon by the Angels as an example of the city's real lack of interest in the "little people" who ride the trains and buses.

Thus into the breach stepped Sliwa and his group. He has no personal ax to grind, he says—no relative or close friend was mugged or worse on the subway in New York. He is acting, he says, out of a sense of duty to the "little people" who have to brave the dangers of the city each day, trying to make their lives a bit safer.

In Chicago, the Angels have redoubled their efforts to insure that the group and its members will be above reproach. A rigorous 3-month training program in self-defense and the medical and legal aspects of patrolling the rapid transit must be successfully passed by each applicant (all are local residents, from the top down), and there is an inspection and search made for weapons and drugs on the person of each Angel before he or she goes on duty each evening.

The patrols will cover the high-crime segments of the "L" and subway (the North-South line from downtown to its two extremities at Jackson Park and Englewood; the Douglas route west from downtown to Cicero and the entire Lake-Dan Ryan route from Oak Park east and south to 95th Street. A total of 5 patrols (eight members each) will ride trains at random on these lines from 7 PM until 2 AM each night as well as weekend afternoons. In addition, the group plans afternoon foot patrols in the Loop through the Christmas season. Riders in trouble will be assisted, and citizen's arrests will be made if a crime is witnessed.

It would be easy here to follow the lead of the city and brand Sliwa and his group "vigilantes"—well-meaning perhaps, but unnecessary and perhaps even obstructionist. From this vantage point, however, it does not appear that such a volunteer group should be sent packing for "interfering" in the rightful business of the city. The city police are already seriously understaffed—and have always maintained that citizens' eyes and ears were necessary to combat crime. The transit aides noted earlier have made a dent in the problem, but even that force is spread too thin to adequately provide the security umbrella that will allay riders' fears. By all accounts, the presence of the Guardian Angels on TA trains has helped to stem the floodtide of crime in the subways—and has been recognized as such by the city. It would seem that the presence of a well-trained "auxiliary force" ought to be welcomed as another tool to stem the hemorrhaging of transit patronage. We need all the help we can get—welcome, Guardian Angels.

—RICHARD R. KUNZ

THE BORIE OF THE NORTH

GRAND FORKS, N.D., Oct. 25, 1981 — The last passenger train has stopped at the stone century-old Great Northern depot in downtown Grand Forks. The next eastbound and westbound *Empire Builder* will halt at an improvised station called "West Grand Forks" and the time-consuming 2-mile backup move will be a thing of the past.

Elimination of the backing-up will leave only two Amtrak stations which feature a back-in by a through passenger train. Trains heading into New Orleans' Union Passenger Terminal still are turned on the wye before ending their runs, so that the equipment is properly positioned for the return move. And the *San Francisco Zephyr* operating westbound is turned on a wye and backs into Denver Union Station enroute from the Burlington Northern to the Union

Pacific. Eastbound, trains head straight into Denver on the UP, and then are turned while leaving on the BN.

The new scheme in Grand Forks is designed to cut 20 minutes off the *Empire Builder's* schedule and save Amtrak some money as well. Formerly, trains headed straight into Grand Forks, backed up, and were turned on the wye 2 miles west of town. Now, the trains operate via the west leg of the wye, where a platform is being erected at the West Grand Forks location. Refueling of the diesels, which was done in downtown Grand Forks, will now be performed either at Fargo or Minot. Right now, West Grand Forks is merely a dirt parking lot and a single curving track, with an Amtrak "Rail Passenger Station" sign hastily erected at trackside. Amtrak plans to construct a masonry structure on the site. Presently, passengers check in at the downtown depot (rented from BN) and are bused to the new depot site, similar to the situation which obtains between Cheyenne and Borie, Wyoming, where a similar backup move was eliminated last year.

The off-mainline location of the Grand Forks depot stems from the fact that the Great Northern was originally built as a Duluth-to-Seattle line. The Minneapolis extension came later. Today, through freights carrying grain to the St. Lawrence Seaway and coal to the Great Lakes for transshipment to eastern utilities still use this main line to BN terminals at Superior, Wisconsin, and Grand Forks is still classified as within the Wisconsin Division. Classic F-units are still seen on the Minot-Superior through freight and several locals out of the circular roundhouse in Grand Forks.

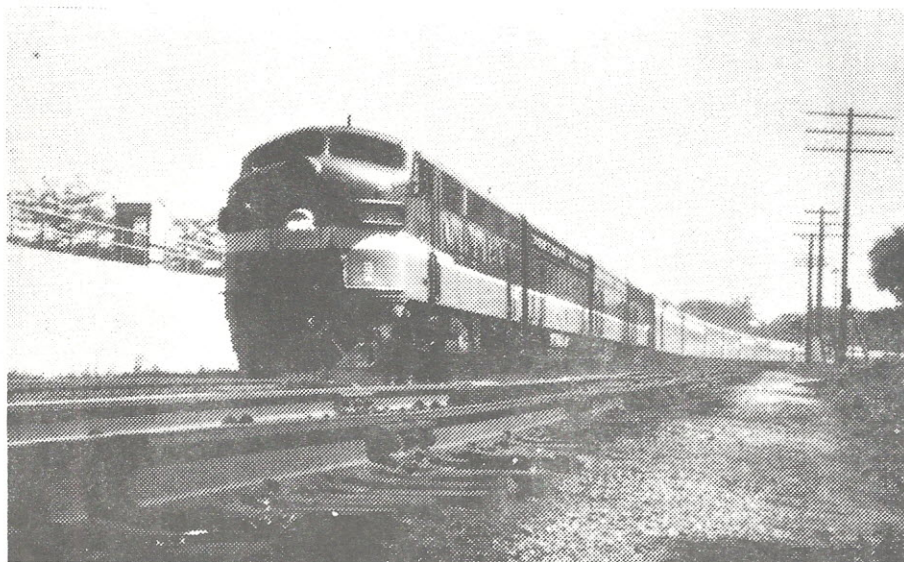
Although Grand Forks-Twin Ports passenger trains were early casualties of ICC regulation, the depot continued in its downtown location, with trains between Fargo and Minot making the awkward backing move. Until the advent of Amtrak, Grand Forks was the junction point for trains to Winnipeg, and the downtown station continued as a busy place with passengers changing trains in the middle of the night.

For the past decade, this reporter has commented on the anomaly of an Amtrak which abandoned St. Paul Union Depot to avoid a four-block backing move would operate trains straight downtown in a city of 50,000—but for ten years Amtrak continued to send its trains within a few yards of the Minnesota border, and then back them all the way to the wye.

Although an important division point on the original Great Northern mainline, Grand Forks sunk to secondary mainline with the construction of the Surrey cutoff in the 1920's. Fast freights (and the *Empire Builder*, when under private management) used this high-speed direct line between Fargo and Minot. Amtrak, desiring to handle all Chicago-Seattle traffic on one passenger train, chose to reroute the *Builder* to serve Grand Forks, Devils Lake and Rugby, and this pattern has continued throughout the Amtrak decade.

With the station change comes a change of schedule as well. While we have been accustomed for the last three years or so to meet both eastbound and westbound trains between 2 and 3 in the morning, now the eastbound *Builder* arrives around midnight and the westbound about 5:00 a.m., thus making connections to buses for Winnipeg and Duluth possible, if not terribly feasible. During the summer, that means daylight travel almost all the way to or from Spokane, and convenient overnight service from Minneapolis. Best of all, we now have through service to Portland, via the old S.P.&S. route. Now, if we could only get back on a daily basis . . .

—BILL THOMS



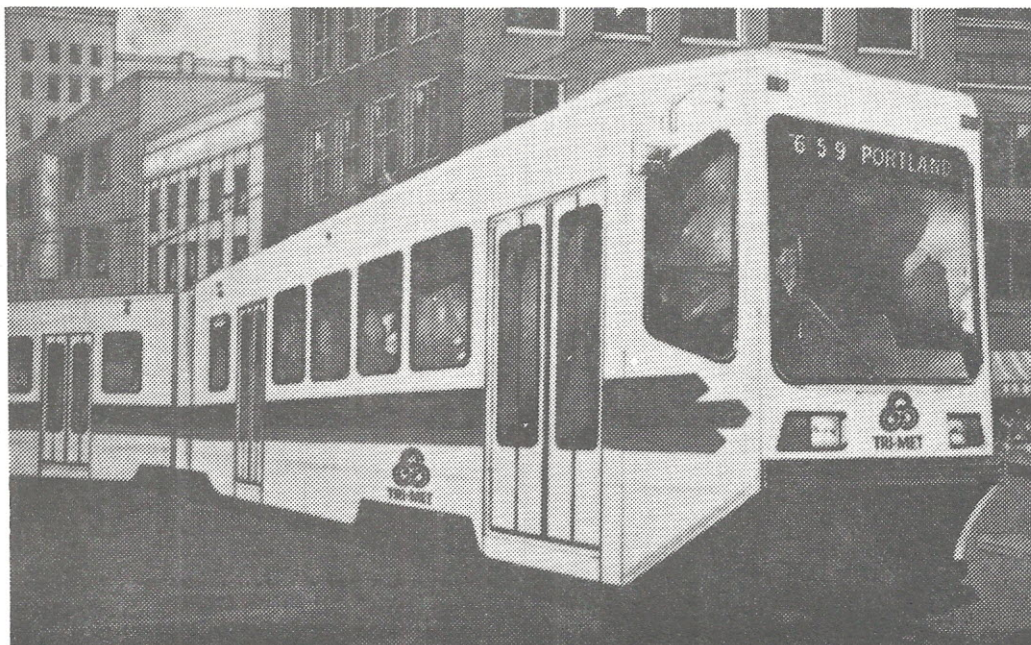
The early-Amtrak *Empire Builder*, Northern Pacific 9762 on the point, speeds westward through Wauwatosa on a sunny August Sunday in 1971. *Transport Camera*

[As always, comments from our growing readership are desired on the editorial opinions which fill these pages from time to time. They may be of any length, are of course subject to editing and condensation, and will be used on a space-available basis. Please let us hear from you.]

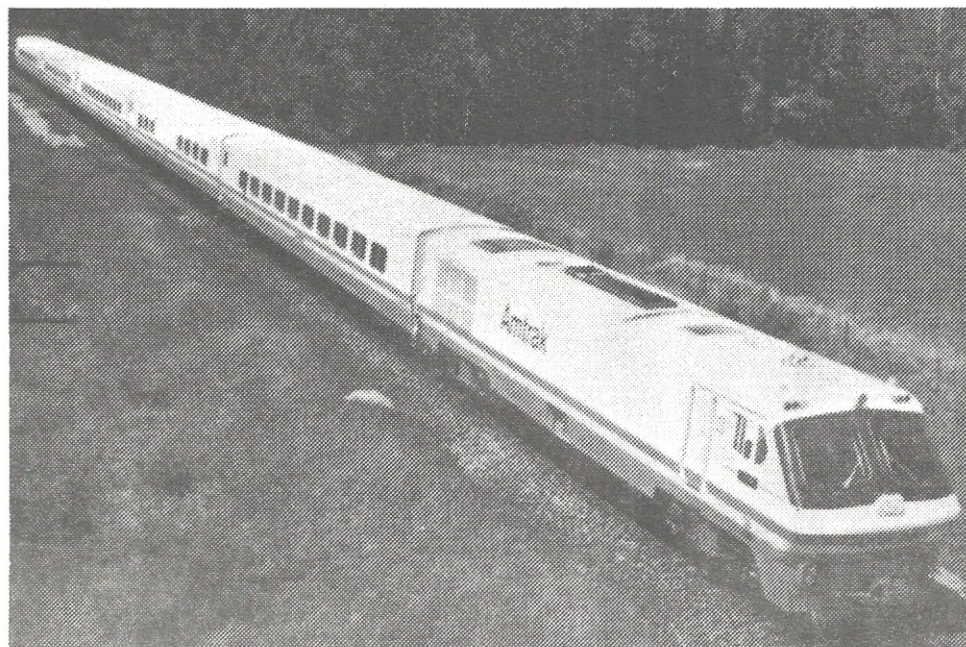
SPECIAL REPORT

APTA/IPTE: The Big Show

► In conjunction with the annual meeting of the American Public Transit Association at the Marriott Hotel in Chicago, McCormick Place hosted the first transportation exhibition in a decade—the International Public Transit Expo '81. On the next several pages, we present a partial pictorial record of some of the equipment represented at the Expo; future issues of *Transport Central* will highlight individual manufacturers in detail.



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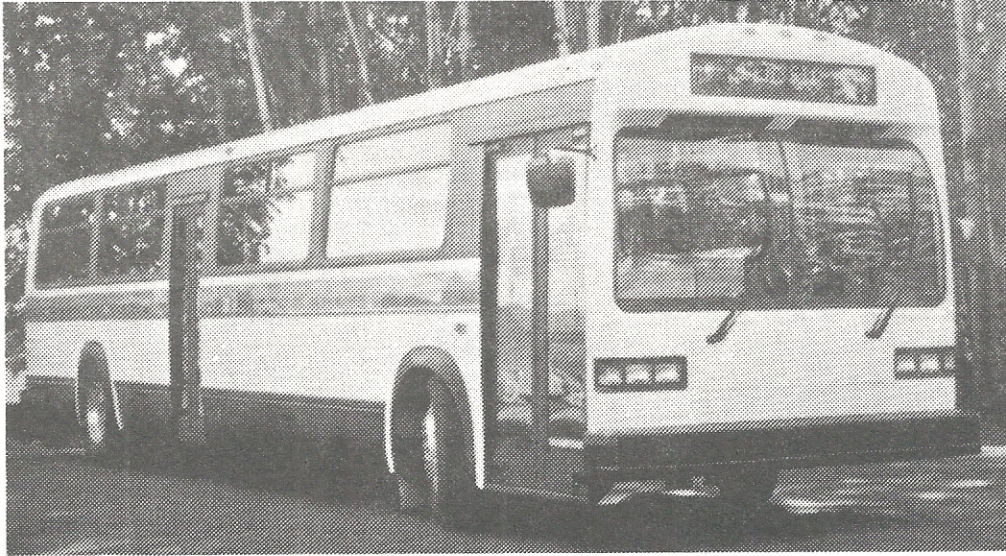
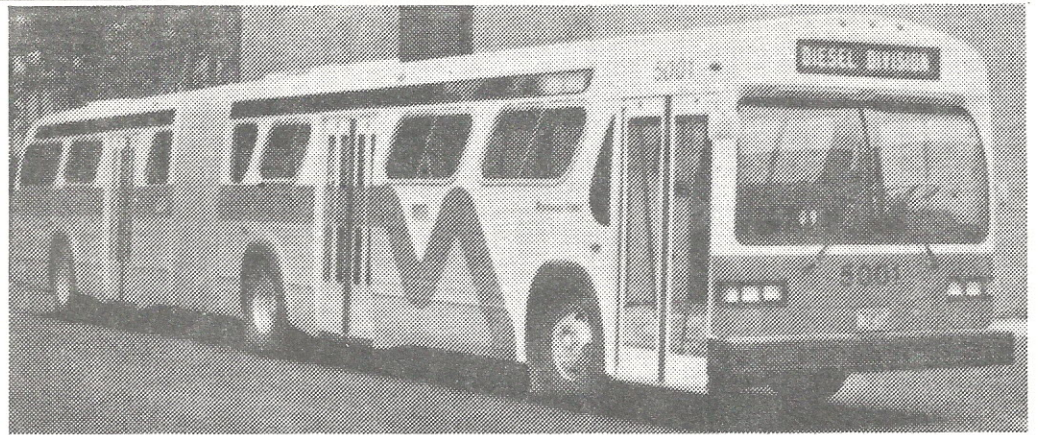




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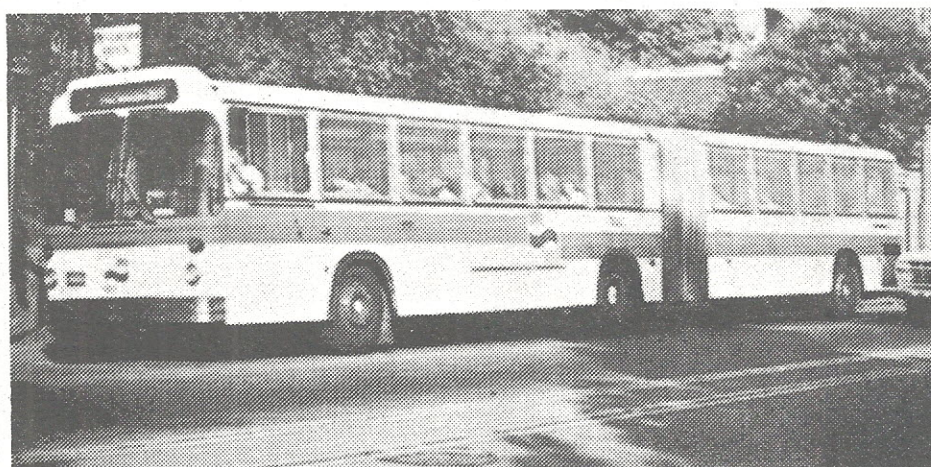
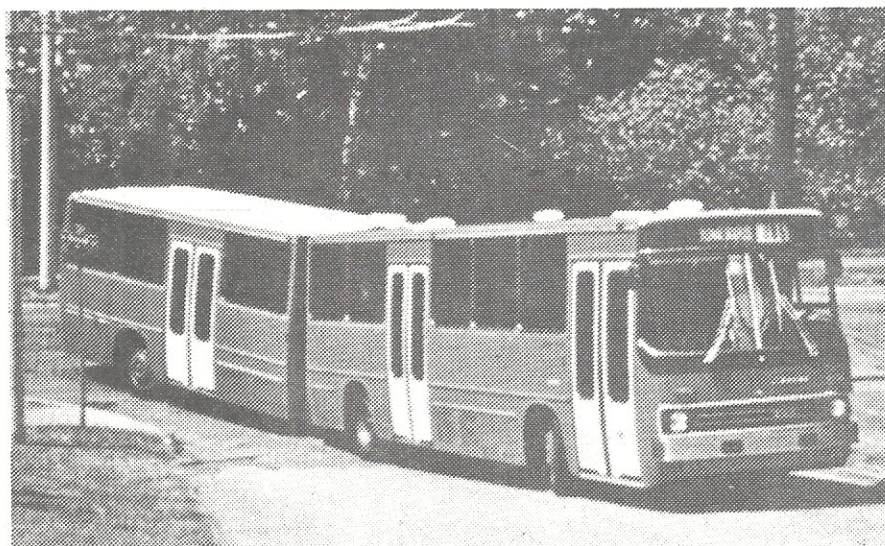
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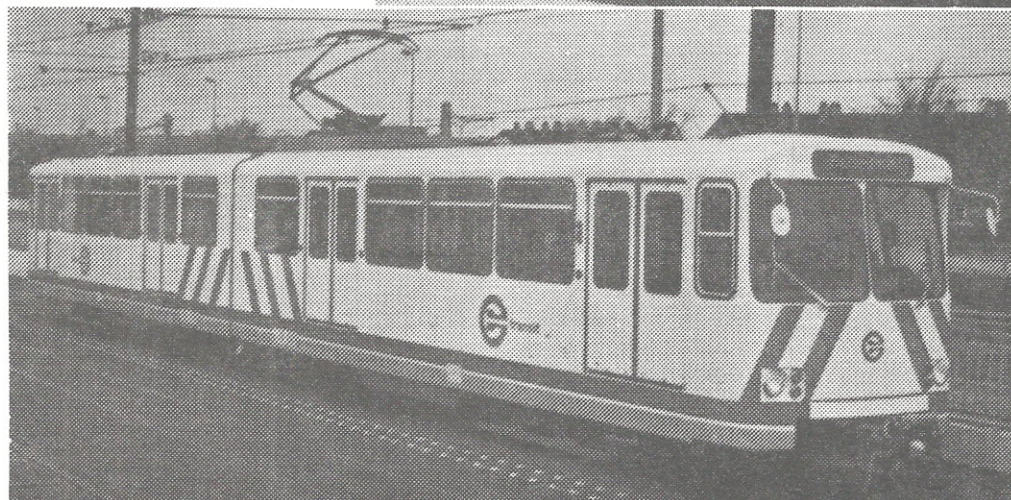


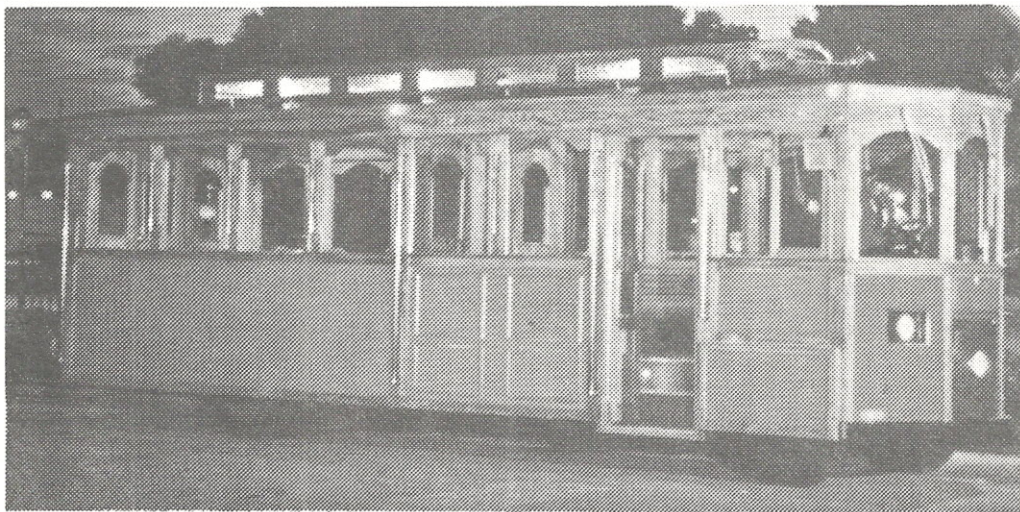


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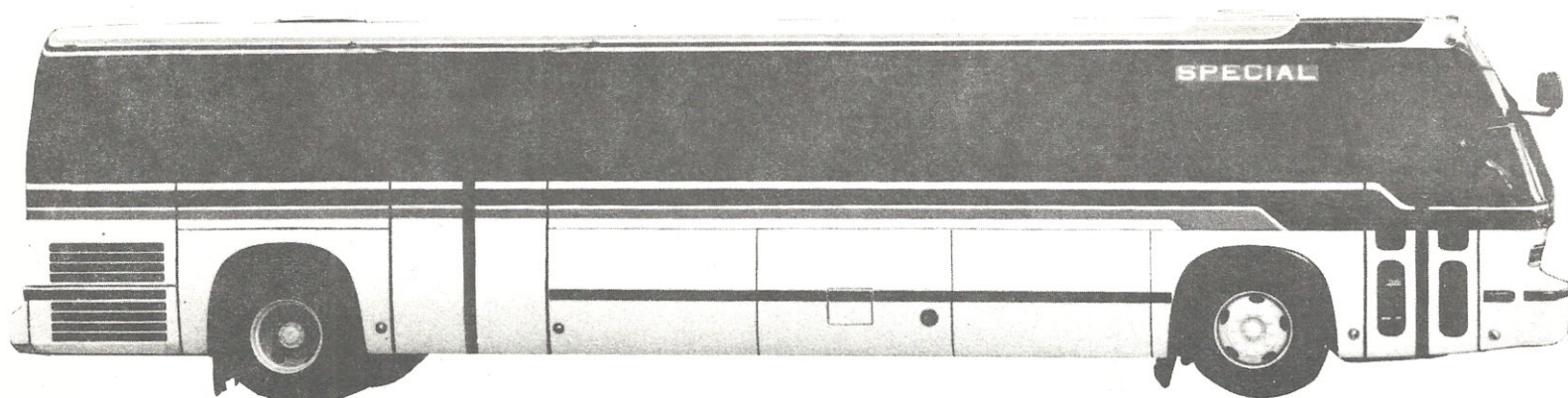
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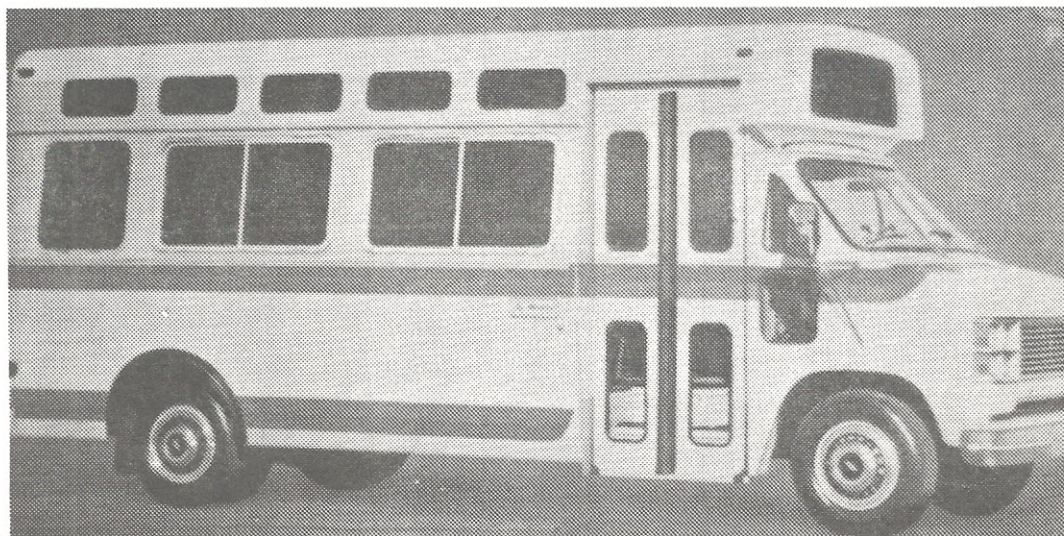
Manufacturers of Themed Trackless Trolleys



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AIR

The Crowded Skies: PATCO Promise, Federal Fiat

► Despite relatively clear sailing in the early days of the air traffic controllers' walkout (contrary to PATCO's grim warnings of airborne disaster), the skies have become increasingly crowded, and a bitter battle for space has broken out between the government, the carriers and private aircraft operators.

To maintain a level of safety consistent with its limited number of controllers, the Federal Aviation Administration has ordered greater spacing between planes; that in turn has cut capacity. Exacerbating the situation has been an increase in general aviation.

The result has been internecine warfare between the scheduled airlines for "slots" within the restricted system—and a concomitant cacophony of charges of cheating leveled at each other. The majors have only relaxed their intramural sniping to form a united front against private pilots, while the FAA has attempted to deal with the disputes by pruning back the system and then letting it grow slowly. Now the agency is trying to cut it back once more.

As a result, some new services and routes made possible by deregulation have had to be canceled in mid-stream, making it virtually impossible for even the most knowledgeable of industry watchers to determine exactly who is flying where—and, concurrently, at what fare. Delays in takeoff clearance are already crippling the overburdened system—as long as four hours at LaGuardia in New York—and the problems of winter are still ahead.

The Carter administration had anticipated a controllers' walkout, and had set about the task of drawing up a sharply reduced schedule of flights. Unfortunately, that "basic" timetable did not take equipment requirements into consideration, stranding planes far from where they were needed to protect other route segments. Accordingly, with the change of administrations came junking of the initial FAA proposal.

J. Lynn Helms, present FAA Administrator, decided to permit each carrier to do its own scheduling, but with a built-in reduction percentage at each of 22 congested airports. After a number of false starts, the percentage was based on schedules the carriers had filed to be effective September 1—and then, observers relate, the "cheating" started.

While operations at the 22 airports were supposedly cut by up to 50% at peak hours, a carrier could call the FAA computer center in Jacksonville and request additional "slots." These were apparently routinely granted, flight volume grew and operations were again almost up to reg-

ular levels. Some carriers used the "request" system more than others in an attempt to utilize their fleets maximally, and those who did not cried "foul!"

Whether there was any "cheating" or not, it soon became apparent that the skies were clogged once again, and the FAA was ordered by DOT to crack down once again. Despite pleas from the hard-pressed carriers, the FAA shifted responsibility for additional flight authorization from Jacksonville to Washington—which turned down request after request, causing some airlines to drastically alter their plans on short notice.

One of the airlines tripped up by the crackdown was Pan Am, which had planned domestic feeder service from Chicago, Atlanta and Philadelphia to its international flights leaving Kennedy Airport in New York; these new flights have been delayed indefinitely. Also postponed was a new group of United services, 14 routes in all, primarily in the West, as well as an Eastern shuttle to Montreal from its new LaGuardia terminal.

And there was a new problem on the horizon. With the delays in regular air travel came a new glut in general aviation. Businessmen, irked at having to wait at the airport for a flight that might not even be convenient for them, began using their corporate jets more, and those not fortunate enough to have a Lear in the hangar began chartering small planes. One estimate placed general aviation travel at 120-130% of normal—in many cases delaying heavily loaded commercial jets even further.

After several proposals to curb the flow of private planes were loudly shouted down by associations representing general aviation, a new system went into effect to cut back the traffic flow. Called GAR (General Aviation Reservations), it requires light planes needing controller guidance to call the FAA and reserve space in the air traffic control system before taking off. The new plan went into effect October 19, and has already drawn the ire of the politically potent private aircraft lobby—largely because not enough reservations have been given general aviation pilots.

Meanwhile, late in October the Federal Labor Relations Authority voted 2-1 to decertify the Professional Air Traffic Controllers Organization as a labor union authorized to bargain with the federal government. PATCO filed an immediate appeal and was granted a temporary stay of the order; several days later, however, a federal appeals court refused to grant a further delay but agreed to consider the union's appeal on an expedited basis.

Concurrently, PATCO offered to end its three-month-old walkout, but its officers conceded that the administration would not relent in its flat refusal to rehire any

of the striking controllers under any circumstances whatever.

Despite the apparent permanent loss of their jobs, airline controllers might take some comfort in the knowledge that the National Transportation Safety Board has recommended to the FAA that it reduce the air-traffic workload of controllers, to shield them from future stress and fatigue. A staff team studying the effects of the strike has prepared a report to the NTSB board that it ask the FAA to cut the number of flights being handled by the controllers. The team also said the FAA should be urged to develop a program to monitor stress and fatigue among the controllers.

A Shotgun Wedding: Mixed Marriage Consummated

► President Reagan did not oppose Texas International Airlines' proposed takeover of Continental Airlines, paving the way for consummation of the merger (which had been vigorously opposed by Continental). In so doing, the President followed the recommendations of the Civil Aeronautics Board, which had cleared the marriage in August. Presidential approval was necessary because of the international nature of some of Continental's routes. Although TIA has final approval to take over Continental, its bid for seats on the Continental board through the convening of a special meeting, court action delaying that meeting is unresolved as of press time.

Airlines New and Old: Air New England Quits, Columbia Air Certified

► Air New England planned to cease all operations at the end of October, blaming "predatory pricing" and "uneconomic competition" caused by deregulation and loss of traffic due to the controllers' strike for its "serious and continuing financial losses".

Air New England had begun negotiations with Cleveland-based Wright Airlines for the sale of certain of its assets, including some of its aircraft, hoping that Wright would continue service over some of its routes. The Ohio company declined to acquire any ANE assets, paving the way for a complete shutdown of the Boston-based airline.

Air New England is privately held carrier, which employs 350 and flew 411,000 passengers in 1980. ANE serves 13 communities, mostly in New England and upstate New York.

► The Civil Aeronautics Board has approved the establishment of yet another new "budget" air carrier, Columbia Air, to be based at Baltimore-Washington International Airport.

The new carrier is headed by Dan Colussy, former president of Pan American World Airways, who had been rebuffed in a bid to take over Western Airlines.

Columbia intends to begin service in December from Baltimore-Washington International to New York, Boston and Detroit, using four DC9s. Columbia's authority extends to 29 additional cities, and it plans to offer service at fares of 35% to 40% below existing tariffs.

► Muse Air, whose president Lamar Muse was once president of rival Southwest Airlines, began service out of Love Field in Dallas in mid-summer and boasts the first "all-no-smoking" flights in its "clean air" DC9 Super 80s. Muse also offers its passengers a free return trip if the first leg of the trip was not "a more desirable experience than flights on other airlines. Muse operates its two-plane fleet in commuter service between Dallas and Houston.

Jet Jottings: Intermodal Interest, Airport Action, Midway's Meals

► Scandinavian Airlines System, in a bid to cut losses, intends to go after the business traveler (one of the few who still pays full fare) in a big way.

The campaign began in Europe November 1, and calls for the elimination of first-class on DC9s, with the airline giving its full-fare passengers something akin to first-class. They now have their own check-in stands, guides to meet and help them at transit points, special travelers' lounges at major airports with business extras such as telex machines, and a new in-flight magazine tailored to their interest, as well as additional amenities—all for the present standard European fare.

SAS intends to reduce the size of its fleet, concentrating on the DC9 in Europe and the 747 for intercontinental service, and it has leased rather than purchased its two newest 747s.

► A federal appeals court has ruled that United violated the federal age-discrimination law when it set a maximum age of 35 for hiring pilots... Chicago and the Air Force have finally reached agreement on a land swap that will permit improvements at O'Hare... The Franklin Mint now sells a set of fifty solid sterling silver miniatures of the emblems of "the greatest airlines in history".

► The Venezuelan government has

purchased the remaining 25% privately held interest in that country's flag carrier, Viasa; the government is now the sole owner on the international carrier... Western Airlines served some 420,000 bottles of champagne last year; despite the controllers' strike (or perhaps because of it) imbibing of the bubbly is continuing at the same rate this year... Chicago's lakefront Meigs airport will continue in operation at least another year while the city develops its master plan for O'Hare and Midway. The city wants to convert the Northerly Island peninsula on which the field is located to recreational use.

► In a bid to become an intermodal transportation conglomerate, the Norfolk & Western Railway has purchased an 8.2% stake in Piedmont Aviation. Should the Roanoke-based railway seek to increase its holdings beyond 10% in an effort to acquire control of the Winston-Salem-based airline (which analysts say is in the cards), it will have to answer to the CAB. Piedmont is cash-poor, while N&W is seeking investments for its \$200,000,000-plus cash surplus.

► The city of Orlando has opened a new "international" airport that does not yet include a customs facility. Until that omission is rectified late next year, passengers having to clear customs must use the existing facility at the old field about a mile away... Senators and their aides traveling on official business have joined executive branch agency workers, federal court employees and House members and their staffs in getting as much as 68 percent off their airline fares under a government deal with the carriers.

► Any passenger who arrives at the airport after his official check-in time will now no longer be guaranteed a seat in the plane's non-smoking section under a new CAB ruling... Telephone service for passengers on commercial airlines probably will start within a year, although it won't be widely available for at least two years. Ultimately, an airborne traveler will be able to make private, uninterrupted calls from anywhere in the cabin to anywhere in the U.S. (and possibly Europe) during a transcontinental flight. Receiving calls while airborne is not expected to be practical because of the extra work it would entail for flight attendants... Chicago's maverick Midway Airlines has offered yet another gimmick: fly the carrier and get a \$60 dinner allowance instead of a meal. In the new promotion, the "Better Meal Deal", passengers who pay full coach fare (as opposed to the discount economy and super-economy tariffs) from Chicago to New York, Boston, Philadelphia, Washington, Minneapolis-St. Paul or Tampa get a \$60 check with no strings attached. The

catch is that the full coach fare is "coincidentally" about \$60 more than the super-economy tariffs. Midway does not serve meals on any of its services.

► Ailing Pan Am has announced a major expansion of its charter program. The carrier will convert three of its DC10s to charter craft, adding seats to bring the total for each jet to as many as 380. It has also assigned a new DC10 delivered last year but idle since then to the charter program... The International Air Transport Association, the cartel that once rigidly controlled all international air tariffs, has noted that the world's major airlines share a bleak outlook, with "little hope of a return to profitability this year", blaming rising fuel costs, the U.S. air controllers' strike, a decrease in passenger traffic, labor disputes and increased landing fees for the red ink. The major money-losing routes were identified as those between Europe and the Middle East, Europe and the South and Southwest Pacific, and between the U.S. and Australia.

IATA (and Air France) president Pierre Giraudet said that "excessive" competition designed to destroy multilateral coordination has resulted in "disorder and anarchy", appealing for a system of "organized competition", which would give airlines a fair share of profitable routes.

► A new airline transportation center is set to be built on a North Loop block with direct baggage check-in facilities and a connection to the subway line below Lake Street now being extended to O'Hare Field... The CAB ended on October 26 the easing of flight cancellation and overbooking rules it instituted following the PATCO walkout. The Board had also begun paying embattled commuter carriers special subsidies, while reducing their obligations to serve small communities.

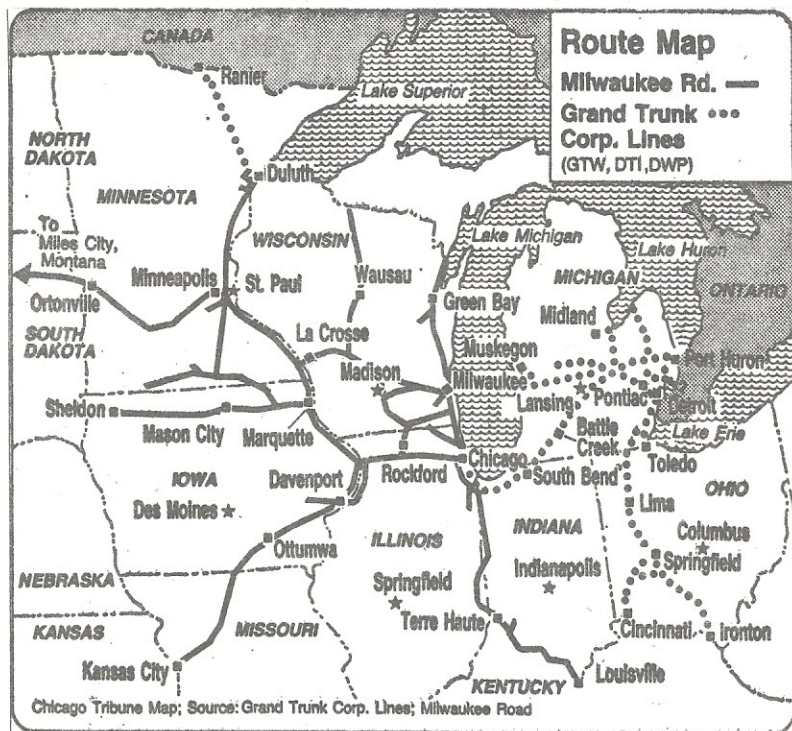
► Braniff's new marketing strategy, "Braniff Strikes Back!", now includes free round-trips to New York for Houston-based media representatives, offered as a way of publicizing the carrier's new non-stop service between Houston and New York. A round-trip discount fare for regular travelers is also being offered... The same carrier also tapped Howard Putnam, president of highly profitable Southwest Airlines, to be its next president and CEO... Flying Tigers, the all-cargo carrier, has reduced its domestic service by 26% because of a "weakening economy" and the PATCO job action... Pan has announced it will participate in Eastern's computerized reservations and ticketing system, beginning in April. Eastern is presently negotiating with other carriers to join the system, which also provides information on Ozark and Piedmont Airlines.

RAIL

Along the Right-of-Way: CN + MILW, "Grand Hotel"

► In what many observers consider one of the smartest merger moves in several decades, officials of both the bankrupt Milwaukee Road and the Grand Trunk revealed that they are engaging in serious negotiations toward a marriage of the two roads. GT is a unit of the Canadian National Railway that also controls the Detroit, Toledo & Ironton; Duluth, Winnipeg & Pacific and Central Vermont. An acquisition by GT of the ailing Milwaukee would effect a U.S. connection of GT and DW&P and gain the road access to Kansas City and Louisville. The merger hangs on a successful reorganization of the Milwaukee (currently under consideration by the ICC), and is expected to generate no significant opposition.

► American Express has begun a revival of the "golden age" of luxury rail service. For \$2,295 per person one-way, wealthy travelers, beginning next April, can take a nine-day rail trip between New York and Los Angeles in private cars attached to regular Amtrak trains. The tour includes gourmet meals, room service, entertainment—and a manicurist and lady's maid.



DURANGO & SILVERTON 1981 TRAIN SCHEDULE

Late Fall Schedule OCT. 25 thru NOV. 29

Lv. Durango	9:00 a.m.
Ar. Silverton	12:15 p.m.
Lv. Silverton	1:45 p.m.
Ar. Durango	5:00 p.m.

Winter Schedule NOV. 30 thru MAY 14

Lv. Durango	9:55 a.m.
Return Durango	2:15 p.m.

This train goes to a point half way between Durango and Silverton where it is turned on a wye and returns to Durango.

During the Summer and Fall schedules, snacks, soft drinks and coffee are available in the refreshment cars.

During the Winter schedule, light lunches, alcoholic beverages, soft drinks and coffee are available in the refreshment car.

Our through service to Silverton will resume on May 15, 1982.

Amtrak: A Reprieve for the 'Cardinal'?

Fare Increases, Faster MetroLiners, New Board, Funding Spared

► The Senate on November 3 directed Amtrak to restore the *Cardinal* between Washington and Chicago, at the behest of West Virginia's Democratic Senator Robert Byrd. Restoration is still not guaranteed, because the House version of the DOT bill has no provision regarding the trains, and the matter must be resolved by a conference committee. The train was excised from the Amtrak system at the end of September because it did not meet the ridership criteria Congress had mandated; if it is restored, Amtrak and DOT have guaranteed no other services would be cut to avoid a larger deficit.

► Amtrak, in an effort to contain that deficit, boosted most of its fares in October. Regular coach rates in the Corridor were not hiked (although MetroLiner tariffs rose between 3½% and 6½%); some charges (such as Pullman space on routes in the West) rose as much as 15%. The Corporation, under a mandate to hike its costs to cover more of its expenses out of the farebox, last raised fares April 26.

► Amtrak's President Alan Boyd was reappointed in late September to a one-year term, despite rumors that the Administration was seeking to dump him. The White House had named six new board members (replacing an equal number of

directors whose terms had expired) to "pack" the body with men loyal to the President; all are officials of the Department of Transportation, but the plan to oust Boyd fizzled under pressure from the Congress.

► The same bill that clears the way at least partially for restoration of the *Cardinal* also provides for a freeze on any further budget cuts for Amtrak, thus keeping system funding at the level that resulted in the minimal service cuts for FY 1982. The additional 12% cut would have shut the system down—without the funding necessary to effect an orderly closure.

► Amtrak is speeding up MetroLiner service between New York and Washington in an effort to combat competition from the new "budget" air carriers. Three daily express trains now make the run in 2:59, stopping enroute only at Philadelphia and Baltimore. Other runs will make additional stops, but will also operate on faster schedules.

The improvements in timings have been made possible by the substitution of locomotive-hauled trains (pulled by the Swedish-designed and EMD-built units) for the self-propelled MetroLiner units in large measure. Some MetroLiner service to New Haven has also been restored.

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