

# **transport central**



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# INTERFACE

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## Carl T. Rowan: Airline Deregulation A Disaster

Time was when the United States had the world's best airline system.

Pan Am and TWA girdled the globe, and Northwest plied the Orient, showing the Stars and Stripes to the pride of us all.

United, American and other lines flew domestic routes on schedules that were reliable, charging prices that were consistent and understandable, and serving food that my Doberman pinscher would generally eat.

But now we have one of the most troubled airline systems in the world, with several of America's most renowned carriers on the verge of bankruptcy.

The bottom line is that we also have a severe weakness in national defense, for a stable airlines network is vital in wartime.

America's trouble arises from the simplistic notion that government regulation is bad, per se, and that even airlines fly better when someone takes Uncle Sam off their backs.

No, this is not an assault on President Reagan's policies. It was President Carter who swallowed the idea, four years ago, that if the federal government stopped regulating airlines, there would be more competition, cheaper seats, more people flying, more pilots, mechanics, hostesses working for airlines, and we would all live happily with our heads above the clouds.

Carter must rue the day he abandoned the reality that there are important functions that *must* be regulated by the federal government. Carter could never have imagined that, primarily because of deregulation, Pan Am would lose more than \$350 million in 1981, United almost \$149 million, American \$86 million, and that Braniff and Continental would be on the verge of bankruptcy.

Deregulation was an invitation to greed by fly-by-night, fare-cut operators. Freddie Laker offered dirt-cheap fares across the Atlantic until he went bankrupt—but not before he poisoned the fortunes of TWA and Pan Am. World Airways was one of the first of the great fare-slashers, but now its troubled chairman, Edward Daly, is begging for the good old days of regulation.

The idea still lives out there that deregulation brought cheaper air travel to the Average Joe. I recently flew from Miami to Washington, first class, for \$125. Other passengers flying special economy paid \$135, regular economy \$159 and first class \$209. Why? Because they have no staffs to read newspaper ads and know when tickets can be bought at very low promotional fares.

"Competition" has provided lower fares that benefit some, but not others. As of April 1, you can fly on TWA, New York to San Francisco, for as little as \$144. From Washington, D.C. to San Francisco, the lowest one-way fare is \$199. It makes no sense for a resident of this city to pay 38 percent more to fly to 'Frisco than a New Yorker.

The mess is all the more absurd when you face the fact that real "deregulation" has not occurred. When Braniff sought to survive by sort of leasing its South American routes to Pan American, other airlines petitioned the Civil Aeronautics Board to let them fly the routes. So the CAB's role is to decide how many pit bulldogs can be dropped into the same arena where they destroy each other.

Recent crashes made it tragically clear that this country needs a federal air controllers system, federal regulations regarding the strength of seats and the usefulness of flotation gear in airliners. It would be insane to expect each state or city to promulgate its own rules. It is now excruciatingly obvious that wild, laissez-faire competition has almost wrecked a great, coordinated airline system and left us with a bunch of sniping cripples, desperate to survive.

For the good of the nation, Congress ought to restore a sane system of regulating the airline industry.

—Chicago Sun-Times

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A NOTE FROM THE STAFF: The press of news and parent company responsibilities have combined to necessitate a combined issue to fill a gap in distribution; we do try to avoid such situations and remind our readers that total page count each year continues to increase, despite an occasional abbreviated number. An additional apology: Problems in our circulation department may have resulted in some subscribers not receiving all of the issues distributed thus far in 1982. For the record, prior to this number, TC in 1982 has been published under dates of 15 January, 30 January, 15 February, 28 February and 15 March. Should you not have received any or all of these numbers, please let us know as soon as possible, and they will be shipped by return mail.



## transit

# Deterioration at Dorchester: A Link is Lost; Prior Planning Postulated



It is a relatively narrow two-track bridge, now some 89 years old and originally constructed in 1893 to carry the rails of the South Side Rapid Transit Company over the grade-level right-of-way of the Illinois Central Railroad at 63rd-Dorchester when the "L" was extended to serve the World's Columbian Exposition in Jackson Park. Two decades after its construction, it was raised some fifteen feet or so to clear the IC's own elevation in preparation for the eventual electrification of its commuter service. In its near-century of spanning the Illinois Central, it has seen the passage of all manner of South Side Rapid Transit, Chicago Elevated Railways, Chicago Rapid Transit and Chicago Transit Authority trains, from the primitive gate cars of the 1890's to the sleek air-conditioned units of the 1980's, and in the end, it was the increased weight of the latter that did in the historic bridge.

The unique elevated structure spanning 63rd Street from Prairie to Stony Island Avenues has been deteriorating rapidly in recent years, so much so that load limits have been established for it that prohibit heavier equipment from being operated over it; in addition, surplus rail (much of the center track formerly used for car storage) has been removed to lighten its load. The bridge at Dorchester that connects the bulk of the 63rd Street structure with the terminal section at Stony Island has not been immune to effects of the elements and the pounding of cars over the years, and virtually all of the pins holding the span together have been found to be in poor condition—such that its continued use is considered unsafe.

A recent systemwide reassignment of rolling stock to equalize mileage and better suit cars to route saw units of the 1963-vintage Pullman-built 2000-series come to the North-South route for the first time. The first group in a continuing series of high-performance car equipment, the Pullmans weigh in at 47,400 pounds, a ton-and-a-half heavier than the Budds which followed them—which in turn weigh more than their successors. An educated guess is that the pounding loaded eight-car rush hour trains of these cars gave the bridge proved to be its undoing, for on March 4 the historic span was declared unsafe for further use, and all Jackson Park "L" service was embargoed south of the 61st Street station (as there are no turnback facilities anywhere along 63rd Street).

The closing at first was said to be only temporary, and hastily arranged substitute bus service was provided to shuttle riders from Stony Island and the intermediate stations to North-South railheads at several stations. Loadings are already over capacity on the parallel Dan Ryan line in rush hours, hence alternative routings involving the North-South "L" or downtown-bound bus runs had to be used.

Although the terminal station itself at Stony Island was a busy one in rush hours, fed by a number of bus lines from the south and southeast, much of the territory between that stop and 61st Street

station is in the throes of urban renewal, i.e., mostly derelict buildings or vacant land, and walk-in trade is minimal. The three stations in the affected stretch (University, Cottage Grove and King Drive), get the bulk of their patronage from transfer passengers; most of these riders are now fed into the "L" at other points, using the same bus from which they once alighted at 63rd Street. In addition, a jury-rigged system still provides for CTA patrons in the affected area to use the IC line to downtown from 63rd Street by simply presenting their CTA transfer.

However, the "emergency" closing of the 63rd Street leg of the Jackson Park line may very well have been premeditated. In a lengthy article in the *Chicago Tribune* shortly after the embargo, Transportation Editor David Young noted that the temporary closing appeared to be aimed at preparing the line's 12,000 riders for a permanent shutdown. Young detailed a series of documents and interviews that show a systematic 10-year effort by the city and CTA to close the line by refusing to spend the money necessary to restore the deteriorating structure. Young asserted that city, state and CTA officials have known of the deterioration for more than a decade, but have refused to replace the bridge even though similar spans on other CTA routes have been rebuilt in the last few years.

According to the *Tribune* article, former city and CTA officials said they recommended closing the Jackson Park lines in the early 1970's (because of structural weakness and a fall-off in patronage) but did not do so because they feared political repercussions (the area served by the line is largely black; interestingly enough, however, The Woodlawn Organization, the area's savvy activist group, has in recent years called for the demolition of the "L" over 63rd Street because of its blighting influence—and the fact that it is unsafe).

Some officials said the discovery of additional deterioration in the 90-year-old bridge gave the city an excuse to shut down the line permanently. The cutback in transit funds by the Reagan administration probably will result in a permanent closing, they said. (Parenthetically, CTA improvement plans of a decade or so ago called for the reconstruction of the Stony Island Avenue terminal of the line with an off-street bus loop at the intersection's southwest corner. That rehabilitation was vetoed by UMTA because it did not provide for an intermodal connection with the Illinois Central line two blocks to the west. CTA once had a station at Dorchester, just west of the IC, but closed it down because of declining patronage. The Authority refused to consider its reopening and upgrading to a full terminal, and a stalemate resulted which led to the cancellation of the project.)

Some relevant points from the Young article:

- On June 29, 1981, the CTA submitted to the Chicago Area Transportation Study a five-year plan calling for the expenditure of \$37,000,000 by 1986 to rehabilitate the Jackson Park line. The plan



called for \$1,000,000 to be spent this year to get the project underway.

- A proposed capital plan submitted by the CTA to the federal government in October of last year called for \$1,000,000 to be spent in 1982 on "structure rehabilitation" of the Jackson Park line, but that item was reduced to \$200,000 in an amended plan submitted to UMTA March 8—four days after the line was shut down.

- CTA officials claim their inspection disclosed the deterioration of the bridge March 3, the day before the decision to embargo it. But a mayoral message to Washington February 25 said that "a CTA line" would have to be shut down because of a deteriorated bridge. That report was based on an independent inspection of the span by the Department of Public Works of the city of Chicago. CTA officials claim that they were not told of the defects found in the DPW inspection, and that their decision was based on a routine check of the bridge March 3 by their own inspectors.

- An intensive inspection of the bridge in July 1972 indicated to CTA officials that the structure had deteriorated seriously and would have to be replaced.

Young further reports conversations with present and former CTA officials indicating a long-standing desire to close the Jackson Park line, the problem being in how to get it "accepted politically". [TC's Editor recalls similar conversations with CTA officials in past years; when the subject of the longevity of the Jackson Park line was raised, the definite impression was created that a speedy demise appeared to be in the best interests of the Authority. Officially, the 63rd Street leg was to remain until funding would be available to construct a replacement line along the Chicago Skyway/ConRail right-of-way; unofficially, a "temporary" terminal in the vicinity of 63rd-King Drive would "adequately serve" the riding public into the foreseeable future.]

In the meantime, while riders displaced by the embargo must find alternative ways of reaching their destinations, the city has hired engineering consultants from Envirodyne to determine whether the bridge should be replaced, repaired or demolished.

The CTA's own engineering staff has prepared a report emphasizing the potential danger to passengers posed by the weakened span, noting that the 56 huge steel pins holding the steel beams of the bridge had, through the years, become seriously worn and corroded—and that corrosion had spread to the remainder of the structure as well. The estimated cost of replacing the pins alone would be half a million dollars.

Temporary shoring of the aging span is a physical impossibility because of the tight clearance between the bridge deck and the rail of the Illinois Central below it. Only 17 feet, 4 inches separate the two lines (the IC, as noted, crosses over 63rd Street, and its bridge structure assists in supporting the upper CTA span). The commuter line is powered by overhead catenary, and the adjacent freight tracks carry high-clearance cars, leaving little room for any type of bracing.

Since the apparent decision to phase out the line was made at least a decade ago, only minimal repairs have been made to the elevated structure; bottom flange angles along 63rd Street were replaced on an emergency basis in 1971 after a consultant's report indicated that the line would have to be shut down if the repair work was not done; no work was done to the Dorchester bridge at that time; a CTA inspection the following year of the span itself revealed that deterioration of critical components was excessive.

Quoting Thomas Wolgemuth, head of the Authority's facilities engineering and maintenance department: "The bridge is suffering from advanced old age, and it was our judgment to close the thing. I wanted to make sure we didn't kill anyone."

Envirodyne has completed its structural survey, and will submit its report in the first week of May. Meanwhile, the rails are rusted, most of the station lights are out, and the buildings themselves have suffered vandalism to various degrees in the month since the line was abruptly closed. It would appear to be a virtual certainty that no trains will ever roll again over 63rd Street on the Jackson Park line.

## Chicago Comment: Funds, Fares and Figures

► Man bites dog: Despite a succession of fare hikes and service

cuts, ridership on the city's bus and rail lines has increased slightly in the past several months—although still far below the figures of a year ago. The economically anemic Regional Transportation Authority imposed rate hikes of 50 percent on CTA and suburban bus lines and more than 100 percent on commuter rail routes last year—but did cancel a proposed April 1 fare increase. Perhaps proving the adage that good service will still continue to attract riders, no matter what the cost, ridership on the bus routes of the North Suburban Mass Transit District (Nortran), head and shoulders above all other area carriers in quality of service and maintenance, has returned to levels almost approaching those just before the recent hikes. Nortran's record is all the more amazing when one considers that this publicly owned carrier evolved out of a private bus line (United Motor Coach Company) that in later years scored near the bottom in terms of rider acceptance.

► Elsewhere on the system, ridership on the Illinois Central Gulf's South Chicago branch, the subject of a six-month experiment in lowered fares to better use scarce resources by diverting passengers to rail from crowded buses, has increased some 25 percent in the month or so the reduced tariffs have been in effect. Most all of that traffic has been drawn from the paralleling CTA downtown bus routes; some riders have apparently been lured from their automobiles back to the ICG. Nonetheless, there continue to be strong rumors emanating from the Marina City headquarters of the RTA that the ICG branch remains on the "to-be-abandoned" list—along with its Blue Island counterpart. In the latter case, ridership has been steadily dwindling on the line, and it shares a common terminal in Blue Island with the former Rock Island commuter rail service now being operated directly by the RTA.

► Renovation of the historic Loop "L" structure to enable it to last up to 50 years will cost the city \$47,- to \$76,000,000 over the next four years, according to a consultant's report. A six-month study of the Loop structure showed it to be "basically sound, but it does need major work to enable it to last another 40 to 50 years". Accordingly, the city is seeking a \$90,000,000 federal grant to renovate the aging structure (which dates from 1897) and its stations. One, Quincy-Wells, will be restored to its turn-of-the-century appearance, and a new station will be constructed at State-Van Buren to serve the south end of the Loop (including the new Public Library in the renovated old Goldblatt Brothers department store); the old stop at that point was torn down several years ago.

A plan to replace the entire Loop elevated structure with a system of subways first proposed well over a decade ago has been dropped because of the excessive cost (well over \$1,000,000,000 at latest count), and it appears that the Loop (which did not give the Windy City's downtown its distinctive soubriquet) will continue serving Chicago's rapid transit passengers well into its second century.

► On four streets in that selfsame business district (named the Loop in deference to the several termini of Chicago's vast cable car system in the 1880's), an increasing number of pedestrian accidents in the contra-flow bus lanes is leading to a re-evaluation of the concept, with several proposals for lowering the accident toll having surfaced in recent weeks.

Most of Chicago's downtown streets (like those of many other cities) are one-way; the CTA and the city have cooperated in dedicating reverse-direction lanes on two pair of them (Jackson/Adams and Washington/Madison) for the exclusive use of bus traffic.

The Jackson/Adams pair was placed in service in 1980, and Washington/Madison a year later, and pedestrian-bus accidents have increased over 100 percent on the earlier pair since they were established; no accident, however, has resulted in a fatality. Most result when a pedestrian, accustomed to the one-way flow of traffic, fails to see a bus coming in the opposite direction and steps into its path.

The program has resulted in speedier bus traffic—and a concomitant reduction in air pollution—and several proposals have been made by the city and CTA to increase safety on the four streets. These include the installation of fencing that would concentrate pedestrian



flow at intersections (preventing dangerous midblock crossings), painted pavement warnings and brightly colored curbs.

In addition, some officials have suggested the installation of strobe lights, bells or horns on the buses to alert pedestrians that a bus is coming, similar to the devices now used on some heavy vehicles to warn of their backing up.

Even though bus-pedestrian tangles have increased sharply, auto-bus accidents are down. Says one official, "Buses and automobiles don't conflict like they used to. Before the change, buses were weaving in and out of traffic—and that's when most accidents occur. That kind of accident has been virtually eliminated."

▶ A local cab company official claims that his firm can transport the handicapped at a cost far below that of the Chicago Transit Authority in its specially equipped buses. Checker Taxi says it carries the handicapped to store and work in special vans at a cost of only \$8.50 per person per ride, compared to the CTA's \$41 per ride tab. In neither case does the rider pay more than \$1.00 for the trip.

The bulk of the cost of a ride in a Checker van (the taxi firm now has seven lift-equipped units manufactured by its corporate parent, Checker Motors of Kalamazoo) is paid for by the city with a mix of federal and local funds. Virtually the entire cost of a similar ride in a CTA "Lift" bus is absorbed by the Authority.

Checker has a contract with the city's Office of Senior Citizens and Handicapped to transport handicapped persons designated by the city at a cost of \$5 for a short, one-way run and \$11.10 per longer, one-way trip. Passengers who can afford it pay \$1.00 per ride; others ride free. Checker, which has computed the average rate per trip received by the company as \$8.50, claims it is making a profit on the service.

The CTA has 20 Superior-built vans in service (with a tender out for 20 more) carrying in excess of 200 passengers per day. These are based at a central location just west of the Loop and cruise various areas of the city awaiting radio calls to service. Riders pay the regular CTA fare. Two 35-foot regular buses were also converted to handle larger movements of the handicapped (TC 30 September 1981).

## Transit Tabloid: Taxi Terminal

▶ That big, boxy and bumpy Checker cab long a fixture on the streets of major cities is heading for extinction. Checker Motors Corporation, the only company in the country building large-size cabs from scratch (and which lost nearly half a million dollars last year) will stop building them in July, laying off a large segment of its work force.

Checker has built taxicabs at its Kalamazoo plant since 1922, its only manufacturing location. The firm once constructed transit buses (a lineal descendant of the Ford Transit called the "Transit Bus"); in addition to taxi manufacture, Checker builds parts for other automakers as a subcontractor.

Checker's corporate structure, largely in the hands of private investors, is a classic maze of interlocking directorates and includes fleet taxi operations in Chicago, a bus company in New York and Continental Air Transport Company (a ground transportation carrier) in Chicago; sale of the latter firm to another private group is pending.

Sales of the cab (designed in 1956) have declined for several years; in 1981 they fell to only 3,400, less than half of the 7,945 sold in 1962, the company's best year. Fleet owners now often opt for other models that are lighter and more fuel-efficient than the 4,000-pound, 6-cylinder Checker. Most domestic auto manufacturers offer a "taxi package" added to their standard passenger car models.

## Trackless Talkfest

▶ The Transportation Research Board will conduct a workshop to explore the current state of the art of trolley coach transportation August 29 through September 1 in Seattle. New propulsion systems

will be discussed, as well as vehicles, overhead systems, and socio-economic aspects.

Since a period of decline of the vehicle after the Korean War, interest in the vehicle has been rekindled on cost and environmental grounds. New technology has arrived in the form of "space-age" hardware for both propulsion and overhead systems. Seattle is in the process of completely rebuilding and expanding its twin-wire network, and Portland (OR) is actively planning the installation of an entirely new system.

## Flood Follow-Up

▶ When Fort Wayne was hit in mid-March with its worst flooding in seven decades, its local transit system joined the volunteer effort to minimize the effects of the inundation, and as a result won praise from the city's Establishment and its citizens.

Fort Wayne Public Transportation Corporation personnel worked many extra hours at the height of the emergency to help transport flood victims from their endangered neighborhoods to emergency centers—in addition to volunteering for sandbag duty at the flooding sites. PTC also provided vehicles to shuttle sandbag crews from the Memorial Coliseum to the flooded areas of the city.

Regular transit service was provided to the best of the company's ability during the emergency, despite blockades in many areas of the city. At one point, nearly half of PTC's system was rerouted due to high water and closed bridges, but its riders were kept informed of the constantly changing nature of local bus service through regular announcements over the air and in the local papers, as well as through an expanded telephone public information service.

On March 17, an emergency situation arose when a local nursing home was threatened by rising flood waters. PTC's new RTS II buses were dispatched to the site, where their kneeling features and wheelchair lifts were put to good use in transporting the residents to an emergency shelter on higher ground.

The flood emergency cost PTC some \$12,000 in additional operating expenses, which will be borne by the federal government as a part of its disaster relief program.

(Amtrak service also operates through the city; the Chicago-New York/Washington *Broadway Limited* calls at Fort Wayne's Union Station daily. Most of the ConRail (nee Pennsylvania) line used by Amtrak through the city is on an embankment constructed by the Pennsy after the War as a part of the Union Station project. Although rising flood waters imperiled the line at the height of the flooding, ConRail forces managed to keep the railroad operating throughout the crisis.)

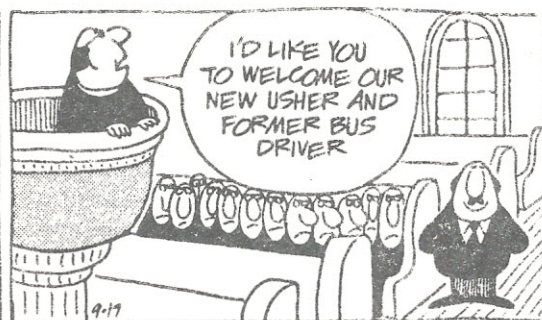
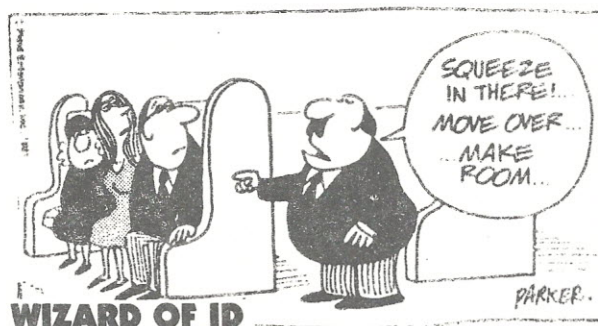
## Local Lines

▶ Ground was broken March 26 for the Banfield Light Rail project in Portland at the Ruby Junction maintenance building site in Gresham . . . The first "Fishbow" trolley coach is now in service in Edmonton, a product of GM of Canada. Additional overhead is soon to be completed for the extension of Route 3 service to Jasper Place Center, replacing an existing motor coach line.

▶ Grumman will provide Model 870 transit coaches to three cities in a group of recently awarded contracts. Baltimore will receive 81 units, Jacksonville 63 and Las Vegas 12 . . . Gothenburg, Sweden has selected ASEA as supplier of 30 new trams, with an option for an additional 50 . . . The Greater Cleveland RTA and Tokyu Car have signed a contract for the purchase of 60 new cars for the Red Line (the former CTS rapid between Windermere and the Airport); delivery will begin in February 1984.

▶ The Guadalupe light rail project in San Jose has received its first funding, some \$7,150,000 from the state of California for preliminary engineering and property acquisition . . . There are problems with the "safe harbor" equipment sale and leaseback for tax purposes that threaten to derail new equipment acquisitions by New York's MTA . . . Boston's MBTA is experimenting with an emergency





auxiliary power system for its trackless trolleys; an UMTA grant has been requested to fund the project... Milwaukee's transit system, a pioneer in the use of weekly bus passes, is now offering a monthly version of its unlimited-ride permit card... The Ontario provincial government has granted \$6,200,000 to the Urban Transit Development Corporation toward the development of hydrogen-powered buses, fuel systems and storage systems. Two demonstration coaches will be retrofitted to use the fuel; if the results are satisfactory ten more may be equipped as well and place into GO Transit service in Toronto.

► As noted several weeks ago, Kawasaki is providing New York's MTA with 325 new subway cars for its IRT division. Although they will be similar in many respects to existing IRT rolling stock, they will be air-conditioned and have stainless-steel exteriors that resist graffiti. The Kawasaki purchase is the first in the MTA's plan to buy 1,150 IRT and 226 IND/BMT cars over the next five years. Negotiations on the balance of the cars are proceeding with Budd, Bombardier and Francorail. No federal financing is involved in the Kawasaki purchase; in fact, the Japanese government is providing a \$126,000,000 loan to aid the MTA in the bid.

Similar, but not identical, to the Kawasaki units that will soon be rolling over and under the streets of Gotham are a group of cars from the same builder now undergoing testing in Philadelphia. Built to replace Broad Street cars dating as far back as 1927 (the only rapid transit equipment of prewar vintage still in service on the line they opened), the 125 Kawasaki units weigh 70,000 pounds and cost \$573,000 each (the MTA's cars both weigh and cost more). Apart from some problems with excessive noise, the new Broad Street equipment is performing well in test service—handily exceeding SEPTA requirements in the areas of acceleration, maximum speed and energy efficiency.

► The U.S. Supreme Court has ruled that the Long Island Rail Road is subject to the federal Railway Labor Act rather than the New York State Taylor Act. Under the federal act, employees may strike—a remedy not allowed under the Taylor Act... NJ Transit, the state's public transportation agency, is buying 455 new commuter buses from Motor Coach Industries. The MC9 variants will replace 25% of the statewide commuter bus fleet, totalling approximately 1800 vehicles. They are the first new commuter buses purchased by New Jersey since 1976 and are funded by UMTA and the Port Authority of New York and New Jersey.

► The Golden Gate Bridge Authority has purchased 16 new RTS lift-equipped, kneeling coaches... The Duluth Transit Authority, which provides transit service in the Duluth-Superior area, has moved from its elderly barn into a modern maintenance facility with 100% indoor storage... Los Angeles' SCRTD is purchasing 35 RTS II 35-foot coaches for service in areas where a standard 40-foot bus cannot operate... Austin, Texas, managed by ATC (Chromalloy) of St. Louis, now has seven new CityCruiser mid-sized buses in service... San Francisco's Municipal Railway is planning a \$7,000,000 rehabilitation of its Geneva Street car barn, to include the demolition of the existing 1901 wood-and-brick barn, and the erection of a new multi-purpose office and shop structure.

## rail

Effective February 7 through April 24, 1982

NOTICE: The service shown below has been reinstated. This schedule is to be used in conjunction with Amtrak's current National Train Timetable (Form A) and the current East—Midwest Routes Timetable (Form 7)

### The Cardinal New York-Washington Charleston-Cincinnati Chicago

READ DOWN				READ UP			
51		Train Number		50		Su W F	
Su W F		Frequency of Operation		Su W F		Su W F	
☐ ☐ ☐		Type of Service		☐ ☐ ☐		☐ ☐ ☐	
Km		Mi		Km		Mi	
5 00 P		Dp New York, NY -Penn. Sta. (ET)		Ar		12 05 P	
16		Newark, NJ -Penn. Sta.		11 48 A		11 30 A	
40		Metropark, NJ -Iselin		11 03 A		10 36 A	
94		Trenton, NJ		10 09 A		9 15 A	
6 19 P		Philadelphia, PA -30th St. Sta.		8 41 A		8 30 A	
6 44 P		Wilmington, DE		7 56 A		7 29 A	
7 37 P		Baltimore, MD -Penn. Sta.		6 48 A		6 16 A	
314		BWI Rail Sta., MD		5 11 A		4 09 A	
8 05 P		Beltway Sta., MD -Lanham		2 58 A		2 02 A	
8 20 P		Washington, DC		1 26 A		12 57 A	
9 05 P		(Chesapeake & Ohio)		12 23 A		10 47 P	
9 22 P		Washington, DC		9 44 P		9 20 P	
13		Alexandria, VA		8 08 P		7 15 P	
52		Manassas, VA • ☐		5 52 P		5 47 P	
108		Culpeper, VA • ☐		4 42 P		3 38 P	
11 32 P		Charlottesville, VA -Union Sta.		2 43 P		2 01 P	
12 31 A		Staunton, VA •		1 23 P		9 55 A	
1 47 A		Clifton Forge, VA •		9 10 A			
2 38 A		White Sulphur Springs, WV •					
3 13 A		Alderson, WV •					
3 49 A		Hinton, WV •					
4 19 A		Prince, WV (Beckley)					
6 01 A		Charleston, WV					
7 06 A		Huntington, WV					
7 26 A		Tri-State Sta., KY -At Catlettsburg (Serving Ashland, KY & Kenova, WV)					
8 30 A		South Portsmouth, KY • ☐ (Portsmouth, OH)					
9 20 A		Maysville, KY •					
10 49 A		Cincinnati, OH -River Rd. Sta.					
10 54 A		Hamilton, OH • ☐					
12 04 P		Richmond, IN •					
1 07 P		Muncie, IN •					
2 03 P		Marion, IN •					
2 42 P		Peru, IN • (Logansport) (ET)					
3 22 P		Gary, IN (Lake St.) (CT)					
5 00 P		Chicago, IL -Union Sta. (CT)					
5 50 P							

#### Services

##### ► The Cardinal

##### New York-Washington-Cincinnati-Chicago

**Sleeping Car**—New York-Chicago—Roomettes and bedrooms. Complimentary coffee and tea served 6:30-9:30 AM.

**Coaches**—Reservations required.

**Cafeteria-Lounge** Washington-Chicago—Tray meals, sandwiches, snacks and beverages.

**Amcade**—New York-Washington—sandwiches, snacks and beverages.

**Checked Baggage**—Handled at Washington, Alexandria, Charlottesville, Prince, Charleston, Huntington, Tri-State Sta., Cincinnati and Chicago. Baggage not handled New York-Washington.



## Amtrak Addenda: Cardinal Comment

► As the Reagan administration renews its efforts to dump the triweekly New York-Washington-Cincinnati-Chicago *Cardinal*, Amtrak has reported to the Congress that ridership on the recently reinstated train has increased substantially.

The *Cardinal*, returned to service January 8, is carrying 83 percent more passengers than on similar departure days in 1981, according to a special survey of the train's ridership from February 1 through March 21.

Congress ordered the report on the health of the train last winter when special legislation was passed to revive the *Cardinal*, which had been removed from Amtrak service last October 1 for failing to meet ridership performance standards set by the legislative body. Under that formula, a train must maintain a minimum average of 150 passengers on board for every mile the train operates.

Amtrak's special survey found that the *Cardinal* achieved that ridership level several times. Furthermore, Amtrak noted that the summer peak travel season is generally the deciding factor in generating a successful [ridership] performance. Amtrak will continue to monitor the train's performance this summer.

The increased *Cardinal* ridership is credited to several factors, including the severe winter of 1981-1982, the special discount fare, the "decreasing frequency" of bus and air service along the *Cardinal* route, heavy support by rail buffs and Amtrak's own promotional activities.

Amtrak began the reinstated service on January 8 with three coaches, a sleeper and a cafe-lounge (from the rehabilitated "Heritage Fleet"), but because of demand added a fourth coach in mid-February and has occasionally tacked on an additional sleeper.

The Corporation said the train is doing very well in group sales. For example, more than 50 groups comprised of over 3,000 persons in the Cincinnati and southern Ohio areas alone have been booked to travel via the *Cardinal* in the next seven months.

Another factor in the increased ridership on the train was the extension of service to New York from the former Washington terminal of the *Cardinal*, opening up sizeable new markets in the process.

► In a matter related to the *Cardinal*, Amtrak officials have told the Congress that they favor moving the Cincinnati station from its present inconvenient location on River Road east of the downtown area to the grand Art Deco 1930's-vintage Cincinnati Union Terminal. The Board favors this move because of the facility's access to Queen City Metro bus service (line 1 links it directly with downtown; no Metro route passes the present station), its long identification as a rail terminal and the potential for reduction by at least 15 minutes in each direction of the running time of the *Cardinal*.

Amtrak exited Union Terminal in favor of its present facility when the former *James Whitcomb Riley* still operated via the old New York Central route between Cincinnati and Indianapolis, which passed the River Road station. The NYC route was later declared unfit for passenger service because of poor track conditions and *Riley* (later *Cardinal*) service was shifted to a "temporary" route via the Chessie and Muncie, by passing Indianapolis. The "temporary" route—long since made permanent—passes right by Cincinnati Union Terminal, but requires a backup move to reach the River Road Station, actually entering Kentucky before backing down a ramp to the line along the riverfront that leads to the facility.

The concourse of Union Terminal was demolished several years ago by owner Southern Railway, but the remainder of the station is still very much in use as a shopping center, with a number of stores and eateries occupying the entrance hall and taxi, bus and streetcar concourses (the latter was designed into the facility but tracks for Cincinnati Street Railway cars were never laid on the ramps leading to the building or within the station itself; CSR buses did use another carriageway, however, but present transit service loads in front of the building on the circular plaza drive).

The skeleton of a former passenger platform is adjacent to the

tracks presently used by the *Cardinal* and presumably could be rehabilitated and a connection made with the remaining station facility for passenger access. Most of the former passenger facilities are still intact—even the old ticket windows, where many a passenger purchased transportation on the B&O, C&O, NYC, PRR, N&W, L&N and Southern, are still in place, used as teller's windows for a local bank.

## Tax Trauma

► One reason Amtrak was able to reduce its cash outlay and keep its nationwide system more or less in operation last winter was with the aid of a little-known provision by which the Congress allowed the Corporation to hold back nearly \$14,000,000 in state and local taxes—much to the dismay of the affected cities and states, which are pushing to have them reinstated.

Although there is some movement toward a court resolution of the matter, most local officials concede that Congress' authority to establish the exemption cannot be questioned, and it must be to that body that the jurisdictions involved must petition for relief.

The Congress will be reconsidering the matter anyway, because the exemption is a one-shot deal that must be renewed or made permanent for the new fiscal year beginning in October.

Naturally, the Corporation is counting on keeping its tax break in its FY1983 budget, noting that the language of the present bill "merely defers our liability". If it is not made permanent, Amtrak may not only have to pay back taxes, but also could be subject to \$3,800,000 in penalties and interest.

The maneuver granting the exemption went largely unnoticed during the protracted negotiations on Amtrak's appropriations bill late last year. Many city officials only learned of the tax break when informed by Amtrak in January that the money was being withheld.

Before the exemption, Amtrak had been paying taxes in every state through which its trains ran. Real estate levies, most of them in the Northeast, would have amounted to about \$6,500,000 this year, those on equipment more than \$4,500,000 and sales and miscellaneous taxes an additional \$2,500,000.

In the final bill, a clause was included that says no Amtrak money "shall be available" for payment of any local or state taxes. The only exception, approved after intense lobbying from Indiana officials, are taxes paid on Amtrak's maintenance facility at Beech Grove, near Indianapolis, probably on the theory that profits on outside work performed at the facility should be considered.

## "Bullet" Basics

► An investor group working with the National Railroad Passenger Corporation has announced that a corporation has been formed to raise \$2,000,000,000 to construct a high-speed "bullet" train service between Los Angeles and San Diego.

The new 127-mile railroad would be developed by the American High Speed Rail Corporation, a private company formed by the investor group. Amtrak would have no equity in the corporation but would enter into commercial arrangements with the enterprise and would provide services. About one-quarter of the \$2,000,000,000 in financing is expected to come from the Japanese.

The Los Angeles-San Diego service (operating in the most successful of all Amtrak corridors) would use existing "off-the-shelf technology from Japan. The famed Japanese "Shinkansen" trains, which travel at speeds of up to 170 mph, have operated in Japan for the last 18 years, using rights-of-way specially constructed for and dedicated to them. They have been consistent money-makers, helping to offset losses on other parts of the Japanese National Railways system.

Although Amtrak concedes that most of the world's rail passenger services must be subsidized, it noted that the high-speed trains developed in Japan and later France have been profitable, which should encourage financing for a U.S. version.

American High Speed Rail has already received a \$5,000,000 grant from Japanese industrialist Ryoichi Sesakawa. The money has been used to finance a preliminary engineering study now being



carried out by Japanese engineers.

Amtrak has granted a \$750,000 loan for the project, which was used for marketing research by Arthur D. Little. The study found that as many as 12,000,000 passengers per year would use the service, or more than 30,000 riders on a daily basis.

After the necessary studies are complete, the U.S. firm would name a lead bank in Japan to begin arranging the financing. Initial reaction in Japan has been encouraging, largely because it would result in an outflow of expertise and technology from that country.

Principals in the venture come from the banking and business communities and the railroad industry, including Amtrak chairman Alan Boyd (also to be chairman of AHSR Corporation), Richard Duchossis, chairman of the Thrall Car Manufacturing Company and William Quinn, former chairman and CEO of the Milwaukee Road.

AHSR would build tracks on existing right-of-way between Los Angeles and San Diego. Some 100 daily trains, cruising at about 160 mph, would make the 127-mile trip in 59 minutes, comparing with the present Amtrak schedule of 2:40, or slightly less than that by private automobile. A one-way fare would be figured above the equivalent of the present \$16 Amtrak tariff, and below its \$39 airline counterpart.

If the venture lives up to its expected potential, AHSR has plans to expand operations to routes in Texas, Florida and in the Midwest centered on Chicago. California was selected as the site for the initial venture to spare the fledgling corporation from federal regulations governing interstate transportation.

## And in France . . .

► SNCF, the French National Railways, is planning a second high-speed electric line. Early governmental approval is expected for the construction of a new 219-mile route out of Paris to connect with existing trackage to western and southwestern France; completion is planned by 1988.

SNCF's 160 mph *Tres Grande Vitesse* (TGV) trains began operating last September over completed sections of the new line connecting Paris with Lyon, 264 miles to the southeast [TC 09/15/81]. In less than two months, the sleek orange trains had carried 1,000,000 passengers, twice the number in the same period in 1980 on the old line.

More than two-thirds of the Paris-Lyon line is in service, and the run is now carded at 2:40. The remainder of the new line, in the Paris area, will be ready in about 18 months, and the trip will then be scheduled for a total of two hours.

In keeping with its plan of dedicated rights-of-way for TGV services, the new line is limited to passenger runs, and has no grade crossings. Freights and local passenger runs continue to use the old line, which is about 53 miles longer than the TGV route.

Cousins of the present TGV trainsets are set to operate on the new line to the south and west of Paris, except that they will have ten instead of eight cars (the topography is much flatter) with a total of 484 seats.

In order to improve service in the west and southwest, the SNCF plan calls for the new line to run some 55 miles from Paris to Chartres, the cathedral city, before branching. Just outside of that city, the new line would split, with one leg continuing on to Le Mans, connecting there with existing trackage to both Nantes and Brest. The other segment would extend south to Tours to link up with trackage to Bordeaux.

Present Paris-Bordeaux trains are already among the fastest in the world, running at 125 mph most of the way. Construction of the new high-speed link would cut scheduled running time between the two cities from 3:50 to 3 hours even.

The new west-southwest line would cost somewhat less than the \$1,600,000,000 spent on the Paris-Lyons line and its 88 eight-car trainsets. The earlier line was constructed with funds SNCF itself borrowed; the new route would be financed by the government.

SNCF argues that the west-southwest route would be beneficial to the economy because it would provide 10,000 new jobs in the transportation industry and help reduce energy consumption because of the shift from auto and air traffic.

Projected running times on the new route are Paris-Tours, 1:00 (down from 1:38); Paris-Nantes, 2:00 (down from 3:17); and Paris-Brest, 4:00 (down from 5:39).

## Merger Mania: N&W + SR = ICC OK

► The Interstate Commerce Commission, as expected, has formally approved the merger of the Norfolk & Western Railway and the Southern Railway.

The marriage, into a new holding company called Norfolk Southern Corporation, will create the country's third largest rail system, with 18,000 route miles covering 22 states.

The two roads had considered a merger three years ago, but talks eventually broke down—to be resumed when the specter of a Chessie System - Family Lines marriage and the concomitant threat of stiff competition for traffic neared reality in mid-1980.

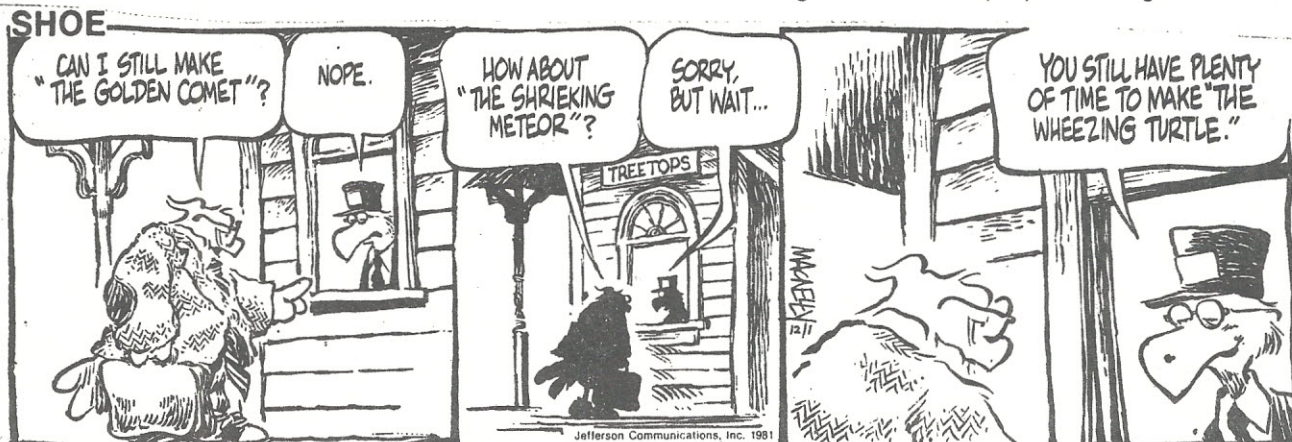
► The new corporation will also apparently soon have an airline under its wing as well. Shortly before the ICC announced its merger approval, the Civil Aeronautics Board tentatively agreed to permit N&W to take control of Piedmont Aviation if it so wished.

The railroad and the airline have signed an agreement under which N&W can't buy more than 20.5% of Piedmont's voting stock for five years—but there are some conditions under which N&W could take control of the level II carrier.

The CAB order confirms its earlier finding that N&W and Piedmont are not competitors and that their merger would not reduce competition.

## Binding the Wounds

► Georgia has erected a plaque honoring the Yankee hero of the





"Great Locomotive Chase"—just a few feet from the spot on which he was hanged by the Confederacy as a spy.

The Georgia Department of Natural Resources placed the marker in downtown Atlanta April 12 in honor of James J. Andrews, the first recipient of the U.S. Medal of Honor.

Andrews, aided by 20 other Union soldiers and one civilian, began a history-making dash early in the morning of April 12, 1862. Their mission was to steal the Confederate locomotive "General" in an attempt to sever the Western & Atlantic Railroad between Atlanta and Chattanooga, precipitating a drama often touted as one of the most exciting episodes of the Civil War.

The adventure was more or less played straight in a Walt Disney movie ("The Great Locomotive Chase"), and burlesqued in a great silent film ("The General") by Buster Keaton.

Andrews and his raiders posed as passengers, and purchased tickets for the northbound train at Marietta. At Big Shanty (now Kennesaw), they took over the train while crew and passengers were breakfasting at a nearby inn.

Uncoupling two passenger cars, the raiders headed for the hills of north Georgia, intending to burn bridges and trestles behind them to cut off pursuit and cripple the Confederate rail system.

They did not count on the possibility of rain, however, which made the wooden trestles hard to burn—nor the perseverance of Captain William Fuller, the conductor of the stolen train, who chased them on foot and by handcar to Kingston, where he commandeered the southbound locomotive "Texas" to continue the chase at speed.

The "General" was ultimately recaptured north of Ringgold when its fuel ran out. All of the raiders were captured and hanged as spies. The locomotive itself has been preserved in Chattanooga.

## Along the Right-of-Way

► Amtrak will again boost fares—this time by as much as 6.5%—in late April. On top of that increase will be a "summer surcharge" of 10% on coach fares and 25% on first-class accommodations.

Although, in these "bare-bones" years, demand for rail service is indeed relatively inelastic, fare hikes do produce a measurable loss of revenue. On Amtrak's most successful corridor, Los Angeles-San Diego, traffic fell some 3 percent in 1981 after growing continuously for more than half a decade. To stem the hemorrhage, Amtrak began a 25% discount fare in February that will last through April 24. In addition, the marketing types from both Amtrak and Caltrans are pushing the service to the tune of more than \$800,000 in promotional funding. And, an extra fillip (as reported by *PTJ*): federal employees traveling between the two cities must use Amtrak if they expect to be reimbursed for their travel.

The *Coast Starlight* will be rerouted through Sacramento beginning with the Daylight Saving Time schedule change... McKeesport (PA) now boasts an intermodal bus/rail terminal (on the B&O) at which Amtrak's *Capitol Limited* calls daily.

## air

## A Barrier to Braniff:

### A Lapse in the Lease

► Braniff, the major U.S. airline in the deepest economic quagmire, has found a principal path to fiscal health at least temporarily blocked. Last month, the troubled carrier proposed a lease to Pan Am of its South American services on a four-year basis to gain some much-needed cash. The routes dovetailed neatly with Pan Am's own Latin American services, and Braniff hoped for an early temporary okay from the Civil Aeronautics Board.

While awaiting that approval, Braniff's current arch-rival American jumped into the fray with an offer of its own. Fellow Dallas resident American offered to help subsidize losses incurred by Braniff on those routes in return for a full CAB hearing on the transfer plan. At

the same time American entered its own bid for some of the routes, joining other carriers (including Eastern and Air Florida) who have put in similar bids for the Braniff runs.

Specifically, American offered to help reimburse its crosstown rival for any cash losses it may incur on its South American services during the next six months—asking other carriers to chip in as well. To quote the airline, "Our intent is to relieve pressure on the board... to eliminate any arguable need for an interim agreement (for a transfer) just to keep Braniff alive. We want to give the board an option to conduct full evidentiary hearings over the routes."

Mindful of the squabbling over the disposition of the services, the CAB in mid-April decided against an immediate temporary approval of Braniff's bid, postponing until July a decision while using the intervening months to fully hear all proposals from other carriers.

Braniff said that, while it would certainly have welcomed a temporary authorization from the board to effect the transfer, it would be able to keep its head above water through other means, despite conceding that the CAB decision would result in "cash flow impacts".

The CAB is believed to hold no fundamental objections to the idea of one carrier selling or leasing foreign routes to another, and has urged Braniff to discuss such a sale or lease with other carriers interested in flying to South America. The board further noted that it will consider all of the proposals concerning the routes in question advanced by the various carriers.

Despite the negative impact on Braniff by the lack of a quick decision, the airline insists it will not go under. Braniff recently received some \$7,000,000 from Pan Am that it has credited to the latter carrier's account toward payment for gate space at Houston Intercontinental Airport that Pan Am leases from Braniff.

If the CAB had approved the transfer as Braniff requested, the carrier would have immediately received an additional \$8,000,000 from Pan Am it desperately needs, as a part of the transfer deal. And, confusion over the status of the routes would have been quieted, ending the hemorrhage of bookings on the runs Braniff has suffered in recent months as its economic woes have received wide publicity.

For its part, Pan Am was also disappointed at the CAB's decision, and said it will go ahead with its own separate plans for a smaller expansion of its services in South America, implementing a contingency plan proposed for just such an eventuality.

Under that alternate plan, effective April 25, Pan Am will begin new service between Los Angeles and Santiago. On the same day, it will also begin a new third weekly flight from Miami to Buenos Aires, and expand weekly service to triweekly operation between Los Angeles and Caracas.

The other carriers, in contrast, were pleased with the CAB decision to open the proceedings. Eastern, for example, has applied for new routes between the U.S. and Panama, Ecuador, Peru and Colombia, serving those points from New York and Miami.

The board said it postponed full approval and also withheld temporary approval of the Braniff-Pan Am transfer because the issues involved were "too complex to be evaluated quickly." Other airlines had argued that the proposed lease would give Pan Am a de facto monopoly on South American service. The CAB is also reluctant to alienate the foreign governments involved, because they too must okay any change in carriers.

## TIA + Continental:

### A Marriage of Convenience

► The Texas Air Corporation, parent of Texas International and Continental Airlines, plans to combine its two wards in an effort to stem heavy losses plaguing both carriers.

Texas Air said the consolidation is more of finances than of operations. Both airlines would continue to fly separately, but the combine would provide a "financial and corporate structure" for complementary operations of the carriers.

TIA and Continental will coordinate their operations, including the synchronization of schedules to feed traffic to each other and improvement of connections at the Denver and Houston hubs. The



melding would result in significant operating cost reductions and more revenue for both airlines.

Frank Lorenzo, Texas Air's president and architect of the merger (against which Continental put up a bitter and ultimately unsuccessful fight last year), has opted for a strategy which would combine TIA's short-haul planes and routes with Continental's long-haul capacity, creating a hub-and-spoke system that provides itself with passengers.

Both Continental and TIA have been in the economic doldrums of late; the "Proud Bird with the Golden Tail" reported a net loss for 1981 of \$60,400,000—prompting much concern on the part of its bankers. TIA, once one of the "blue chip" airlines in terms of earnings, had losses of at least one-third of that amount last year. Both carriers have prevailed upon their employees to accept productivity concessions and/or wage cuts.

Under the terms of the merger, Continental would become a subsidiary of TIA, with the latter carrier attempting a buy-out of the remaining 49% of Continental's stock it does not currently own. Eventually, both carriers would become one in fact as well as spirit.

## Equipment Eclectica: Sales, Purchases, Leases . . .

► TWA is selling 28 of its surplus 707-131B jets to the Boeing Military Airplane Company. The Boeing subsidiary buys old 707s to use their engines and certain other structures to improve the performance of the military version of the 707, the KC-135 mid-air refueling craft. The 707-131Bs have more powerful engines than those originally supplied with the KC-135s.

► Air Malta has ordered three 737s for 1983 delivery . . . TAP-Air Portugal will purchase seven of the same craft . . . Lineas Aereas Costarricenses, the Costa Rican flag carrier, has ordered two 757s for 1985 delivery. Boeing now has 123 firm orders and 56 options for the new jetliner . . . British Caledonian has taken a four-year lease on four BAC111-300 jets formerly operated by Laker Airways.

► With economic difficulties the rule at most airlines, slowdowns and outright cancellations of aircraft orders are becoming common. United has told Boeing to stop work on 20 767s pending a favorable decision on extension of "safe harbor" sale-leaseback tax benefits. United's move comes on the heels of American's cancellation of a \$600,000,000 order for 757s. United will, however, take delivery on the first 19 of the new jets it ordered.

CP Air is considering asking Boeing to delay delivery of four more 767s, following a similar request last year to postpone delivery of the first of the four-plane order until December 1984 . . . Air Canada has canceled options to buy six Lockheed L-1011s, but will honor an order for 12 Boeing 767s.

► Lockheed, which has announced plans to phase out production of the L-1011, is exploring the possibility of assisting airlines to convert their three-engine Boeing 727s into a twin-engine jet, a project that has stirred considerable interest among U.S. and foreign carriers.

Boeing has been cool to such a conversion, insisting that the change would not be as attractive for airlines as would the purchase of its new 757 twin-engine jet. The re-engining would cost about \$14,000,000, less than half the cost of a new 757.

More than 1800 727s are still in the skies around the world, although Boeing estimates that only about 600 of the newer 727-200s would be candidates for conversion, a proposal originally advanced by American Airlines. That carrier had suggested that Boeing do the work as a means of reducing fuel consumption and extend the useful life of the aircraft. Since the Boeing study last year, American's financial problems have placed the project on the back burner; 83 of the trijets were candidates for conversion.

Boeing's own conversion study involved retailing the jet with a whole new aft section. Lockheed plans to explore simpler alternatives, including the possible plugging of the tail-mounted center engine, and the retrofitting of Pratt & Whitney model 2037 engines in place

of the older power plants. The manufacturer said its research is in the early stages, and such matters as financing and re-certification have not been addressed as yet, nor has the cost. A decision on whether to proceed with the project will be made in late summer.

## Fare Facts: Still More Discounts

► Air Canada will offer half-price economy fares for travel in Canada during the peak summer season. The offer will be available to passengers who reserve and pay for return tickets at least 45 days before departure. The special fares are available June 19 through September 7; stays of seven to 30 days are permitted.

► Pan American has announced a series of new domestic flights at deep-discount prices, noting that the policy is designed to "acquaint prospective customers in cities which we never served before with Pan Am's service features."

The special tariffs provide for a \$59 one-way fare between Kansas City and Orlando, Tampa or Miami; between Pittsburgh and Miami; and between Atlanta and New York. The same carrier is also offering a \$19 fare between New York and Pittsburgh. All fares are effective until May 25.

► Republic now has a two-for-one pair fare. Two persons at least 17 years old may fly together for the price of one to any of 163 U.S. cities Republic serves. There are some restrictions, and the special discount is valid until June 15.

## Route Report: Another China Connection

► CAAC, the Civil Aviation Administration of China, has begun weekly service between Peking and Los Angeles (see ad, page 12). The flights, via Shanghai, will go from Peking to Los Angeles every Monday and return via San Francisco and Shanghai. CAAC also operates flights via Shanghai to San Francisco on Saturday and to San Francisco and New York on Wednesday, returning on Thursday.

► President Reagan has approved the CAB's award of Newark-London authority to Air Florida, but actual operation is uncertain. Under a U.S.-U.K. pact, Britain has first rights to provide the service, and the British Civil Aviation Authority has granted rights to British Airtours, a British Airways subsidiary.

Should the U.K. carrier not provide a minimum level of service for the first year, it will lose the authority to Air Florida. If it does service the run, Air Florida would not be free to fly the route for three years.

► TWA is ending its nonstop service between O'Hare and Los Angeles and San Francisco April 25 for economic reasons. It will continue to provide limited one-stop service from Chicago to the West Coast.

Not too long ago, these routes were among TWA's busiest, and that carrier went head-to-head with American and United. In 1977, for example, TWA had five daily nonstops each way from Chicago to both cities.

In recent years, the hard-pressed carrier has been trimming its O'Hare operations in favor of a new hub at St. Louis. However, some expansion at O'Hare is still in the cards; on the same day, TWA will inaugurate service to New Orleans and Dallas-Fort Worth.

► Northwest will add two nonstop New York-Tokyo flights each week beginning June 10. The carrier currently has daily one-stop flights on the run, and will add the nonstops from New York on Mondays and Saturdays, returning from Tokyo on Fridays and Sundays. The same carrier will begin the only nonstop flights from Chicago to Dulles May 24, with two round-trips each weekday and one on weekends.



## Jet Jottings: Another New Airline; A "For Sale" Sign

► The newest of the Chicago-area commuter carriers, Air Lincoln, takes to the skies April 27 with service from Midway Airport to Grand Rapids and Kalamazoo.

Air Lincoln, the fourth scheduled airline operating out of the South Side field, will offer three daily round trips on weekdays and two on weekends to the Michigan cities; a one-way fare of \$80 will prevail.

The commuter carrier also links Grand Rapids and Kalamazoo with Detroit, and hopes to begin service this summer from Detroit and Midway to South Bend, and from Midway to Indianapolis; these additional schedules are contingent upon getting FAA approval for more slots at Midway. Air Lincoln competes for space at the field with Midway Airlines, Northwest and Liberty Airlines.

Air Great Lakes formerly used Midway (after having moved over from the lakefront Meigs Field), but went out of business earlier this year. The defunct commuter carrier then sold two eight-passenger Piper Navajo aircraft to Air Lincoln; these planes constitute the entire Air Lincoln roster.

Air Lincoln operates its own facilities in Kalamazoo, but "bunks in" with United in Grand Rapids and Wright Airlines (another commuter carrier) at Detroit Metropolitan Airport.

► The last "Tin Goose" still flying is for sale. Island Airlines, of Port Clinton, Ohio, is asking \$950,000 for its remaining operable Ford TriMotor, which is wintering near Orlando, Florida in barnstorming duty.

The 1928 Ford Trimotor, one of 14 remaining of 198 built, and the only one believed to be still in the air (others are in museums around the country; at least one, at the Wings & Wheels exposition in Santee, SC, is reportedly capable of flight and has done so in recent years) can carry 12 passengers at a top speed of 80 mph.

► Alaska Airlines and Continental Airlines have begun a pool operation between Tulsa and Prudhoe Bay, using the same jet piloted by crews from both carriers.

Under the arrangement, the Continental crew will operate the jet to Portland, where an Alaska crew will take over the controls of the Continental jet to Prudhoe Bay. When the plane returns to Portland the next day, a Continental crew will again take over from its Alaska counterparts.

The pool agreement was instituted so passengers would not have to change planes on flights between Alaskan cities and Portland, Tulsa, Denver and other points. The arrangement also expands the service of both carriers.

Alaska Airlines is no stranger to this type of pool service. In 1974, the airline began a similar arrangement with Braniff on flights from Houston to Alaska, with crews changing at Seattle. That setup, which used a Braniff jet in summer and an Alaska jet in winter, has just been replaced with an Alaska/America pool that uses an American jet. Pool runs are somewhat uncommon in the air, as opposed to, say, those operated by the railroads in pre-Amtrak years or in current over-the-road bus service.

► Canada's House of Commons Standing Committee on Transportation has urged in a report that access to scheduled airline routes in southern Canada of under 1500 miles be opened to any carrier that applies successfully to the Canadian Transport Commission. Previously, eligibility was limited by airline size.

The committee also proposed that routes longer than 1500 miles should continue to be limited to Air Canada and CP Air, the Dominion's largest carriers; both have shared transcon routes for many years.

Although the proposals are in no way similar in scope to those of airline deregulation underway in the U.S., they do reduce considerably the existing barriers applied to Canada's medium-sized regional airlines. These carriers would be able to apply for routes anywhere in the country, using aircraft of their own choosing; regional airlines are currently severely restricted as to routes and equipment.

## RECOMMENDED READING

SACRAMENTO NORTHERN <i>Interurbans Special 26</i>	\$18.95
THE YELLOW CARS OF LOS ANGELES <i>Interurbans Special 43</i>	\$27.50
KEY SYSTEM ALBUM <i>Interurbans Special 68</i>	\$17.95
WHEN OKLAHOMA TOOK THE TROLLEY <i>Interurbans Special 71</i>	\$21.95
THE TROLLEY TITANS <i>Interurbans Special 76</i>	\$27.95
TRACKS, TIRES & WIRES <i>Interurbans Special 78</i>	\$27.95
<i>Interurban Press, P.O. Box 6444, Glendale CA 91205</i>	

The quality of electric railway books has increased markedly over the past decade or so, and nowhere is this upgrading more evident than in the prolific output of Interurban Press, the successor to the late Ira Swett's publishing empire now run ably by Mac Seabee and Jim Walker.

Half a dozen recent Interurban Press titles have just been added to TC's library, after too long a lapse in book acquisitions, and they range in quality from very good through excellent. Best of the current lot is "Tracks, Tires & Wires", Charles McCaleb's chronicle of public transportation in San Jose and the Santa Clara Valley. Written by a long-time resident with a considerable flair for bringing history to life, *TT&W* "steps back" from the operation itself to place it in the context of contemporary life in Northern California, turning what might have been a dry recollection of the rise and fall of a trolley empire into a living record of the fortunes of what has become a modern-day "Silicon Valley". McCaleb traces San Jose's public transportation well, from the horsecars that plied the rutted streets of the 1800's to the diesel buses that travel the freeways of the 1980's. ☆☆☆-RRK

"The Trolley Titans", Gene Carson's retrospective of the mule cars to MARTA story of Atlanta, is another excellent history of city as well as company, integrating the parallel growth of Atlanta and its public transit system into a comprehensive and readable whole.

The mule cars evolved into a large electric railway network which never saw a PCC and died ahead of its time. Fortunately for Atlantans, the trolley coach then flowered in this beautiful Southern city, serving it well—until "progress" reared its ugly head once again. All was not lost, however, for in addition to a comprehensive expressway system, Atlanta now boasts one of the most modern rapid transit networks in the world, presently expanding to blanket the city. The entire story, from Joel Hurt and Henry Atkinson through Bob Somerville to MARTA is told in this excellent volume. ☆☆☆-RRK

Four other volumes round out this selection of recent releases: "Sacramento Northern" is a reprint, with updating, of the original 1962 Ira Swett history of the "longest interurban", one of three electric railways of varying voltages, profiles and patronage to use the magnificent Bay Bridge to enter "Baghdad by the Bay". Though not as technically perfect as its later counterparts, this soft-bound work tells its story well. ☆☆☆-RRK

"Key System Album" and "The Yellow Cars of Los Angeles" are two picture books by Jim Walker, but the generic description does neither justice. The Key Book is a pure photo album, to be sure—but what pictures! From early "bobs" through standard city cars to the innovative bridge units: they're all covered, in a superb gallery of East Bay electrics, in black-and-white and color. ☆☆☆-RRK

"Yellow Cars" is more than just a picture book—it's a complete roster of all the narrow-gauge city cars to tread the rails for LARy, LATL and LAMTA until the ignominious "Die Day" in 1963. This is an extremely detailed accounting of Maggies, Standards, Sowbellies and their contemporaries in the Los Angeles fleet. ☆☆☆-RRK

"When Oklahoma Took The Trolley" is a comprehensive accounting of each trolley line in the Sooner State, well detailed in text and pictures of some well-known and hitherto obscure lines. ☆☆☆-RRK



# CAAC announces a third weekly nonstop to China.

Starting in April 1982, CAAC will add a Monday flight, originating in Los Angeles, to its nonstop schedule.

Flight CA 986 will fly from Los Angeles to Peking, via San Francisco and Shanghai. The fares from Los Angeles will be the same as the San Francisco fares listed below. Flight CA 985 returns to Los Angeles from Peking, via Shanghai on Monday.

## The only service of its kind.

This nonstop service is available only on CAAC—the national airline of the People's Republic of China.

*Flights leave every Thursday and Saturday from the U.S. and arrive in Shanghai and Peking the next day.*

CA983	Departs Peking every Saturday 10:35 am
Arrives Shanghai	12:25 pm
Departs Shanghai	1:50 pm
Arrives San Francisco	8:50 am

Times shown are local times. Summer schedules and new Los Angeles schedule will be announced later.

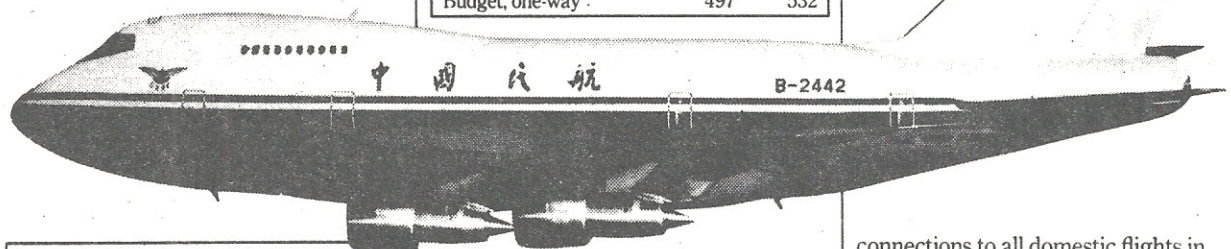
FARES		
From San Francisco	To Shanghai	To Peking
First Class, one-way	\$1,411	\$1,463
Business Class, one-way	896	930
Economy Class, one-way	720	771
APEX, round-trip	1,023	1,095
GIT, round-trip	1,008	1,079
Budget, round-trip	980	1,049
Budget, one-way	497	532

maintenance facilities, and highly trained personnel.

When you arrive in China on CAAC, you'll be entering our ancient land by way of one of the world's newest and most modern airports—the new Peking International Airport.

Through this and other modern airports, CAAC maintains regular service with 17 countries in Asia, Western Asia, Africa and Europe—and now with the United States, as well.

Through its large aviation network radiating out from Peking, CAAC can provide you with easy



WINTER SCHEDULE	
CA984	Departs San Francisco every Saturday 1:45 pm
Arrives Shanghai (Sun)	7:20 pm
Departs Shanghai	8:20 pm
Arrives Peking	10:20 pm

CA982	Departs New York every Thursday 10:00 am
Arrives San Francisco	1:15 pm
Departs San Francisco	2:45 pm
Arrives Shanghai (Fri)	8:15 pm
Departs Shanghai	9:05 pm
Arrives Peking	11:00 pm

CA981	Departs Peking every Wednesday 10:30 am
Arrives Shanghai	12:20 pm
Departs Shanghai	1:50 pm
Arrives San Francisco	8:55 am
Departs San Francisco	10:50 pm
Arrives New York	7:00 am

## 747 Comfort.

When you fly nonstop to China on CAAC, you'll be flying in the most modern long-range widebody aircraft—the Boeing 747SP—for a spacious, comfortable flight.

Accommodations are divided into three classes. First Class, which offers the comfort of sleeper seats. Business Class, which offers a separate compartment, special meals, complimentary drinks and special services. And Economy Class.

The crews are American trained, with pilots having exceeded 10,000 hours of flying time.

And while the in-flight service was designed to meet American standards, the friendliness and hospitality of our cabin attendants reflect Chinese tradition.

## CAAC

**China's airline to the world.**

CAAC is a rapidly growing international airline with modern equipment and

connections to all domestic flights in China. At present, this includes more than 163 domestic routes, linking 29 provinces, cities and autonomous regions—including direct service from Peking to cities on the border.

## Cargo.

CAAC also offers you the fastest way to get a package to China. Because your package travels on the same nonstop 747 to Shanghai and Peking. This service is available for small as well as large packages.

For passenger reservations and cargo handling, contact Pan Am, the General Sales Agent for CAAC in the U.S. Or call CAAC at 415-392-2156, or 212-371-9898, or your Travel Agent.



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**The National Airline**  
**of the People's**  
**Republic of China**