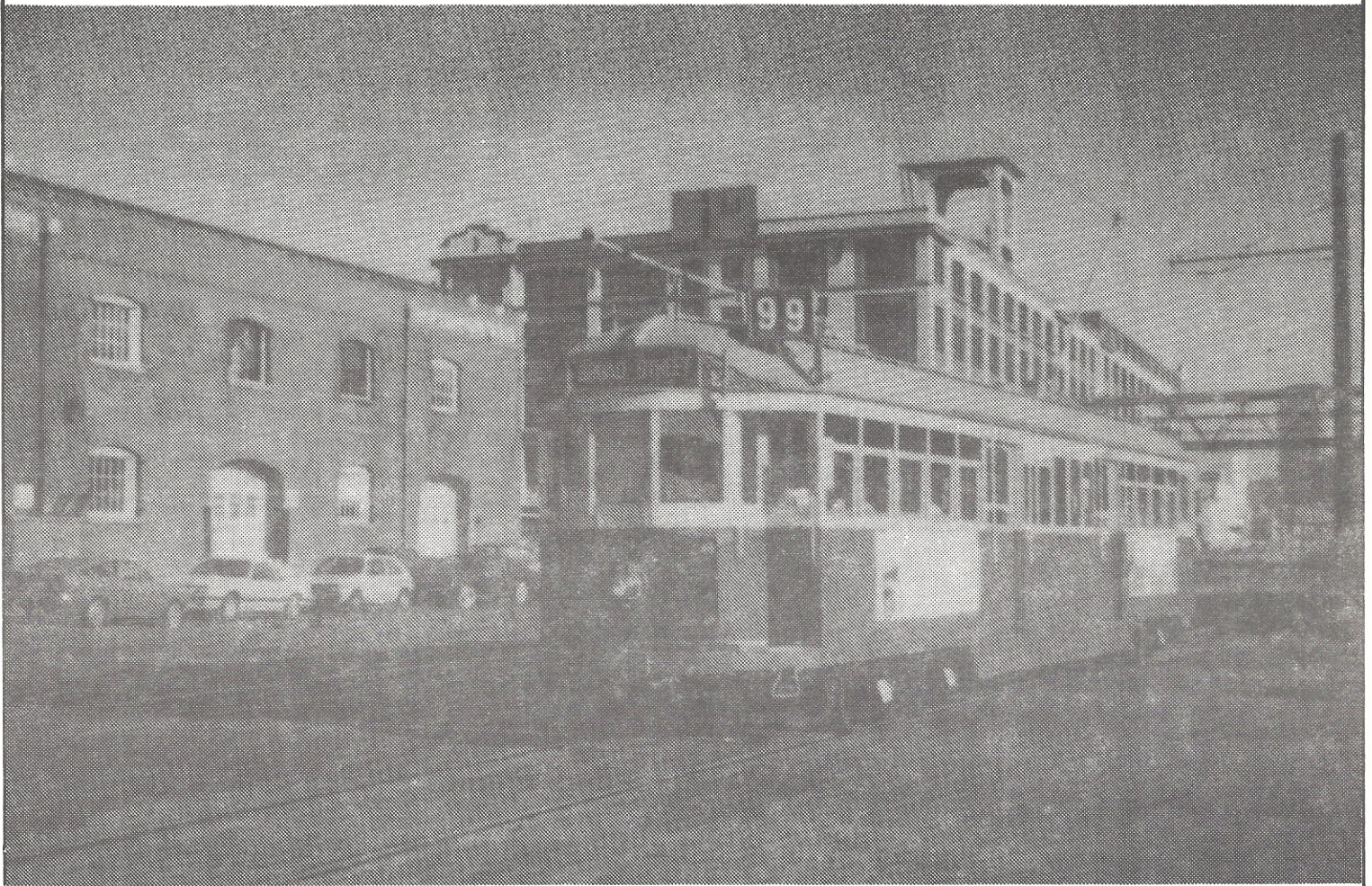


Transport Central



30 September 1982/\$1.00

INTERFACE

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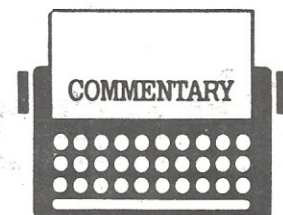
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Mass Transit . . . Should be.

Mass Transit, by definition, should avail itself to the general public—but more important, it should be *used* by the general public. Yet constantly rising fares and service cutbacks in many parts of the country over the past two decades has taken its toll on ridership. In the current cost-cutting environment, many commuter rail and transit operators are caught in a fiscal squeeze in which they are frantically searching for both capital and operating assistance. As the Federal trough dries up, the prospect of steadily rising fares and further service reductions looms.

It is well documented that many, if not most, transit operations will never turn a buck. Yet if one accepts the premise that there are social benefits to be gained with low-cost, efficient mass transportation, then it appears that a way must be found to offer the service to as great a public as possible. The more people who use the service, the greater support there will be for it. And, surprisingly, the increase in ridership may offset the lower fares being charged.

Such a predicament faced SEPTA, after a round of hefty fare increases found commuters deserting the rail system in droves—as many as 20% after the most recent hike. Now, SEPTA is rolling back fares—and yes, doing the unheard of—creatively marketing its services. A new Family Fare has been introduced to coax the folks out of their cars, and leave the station wagon at the station. A round-trip ticket for two adults and up to three kids for four times the one-way fare.

Also brewing in the industry: a Transit Pass, good on both commuter rail and regional transit, with the sudden realization that not every destination is across the street from the station. Eliminating the need to carry exact change for the bus and the convenience of knowing that the fixed Pass price comes down with each ride, are opportunities worthy of development by area transit agencies.

Since 1975, U.S. transit ridership has been on the rise. But to keep up the momentum, it will take more than just high gas prices. *Innovation* and *creative marketing* will have to be employed to bring more people in touch with the trains, buses and rapid transit lines. The more who ride. the more who are likely to vote “yes” with their dollars.

— Tom Nemeth, *RAILPACE Newsmagazine*

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A NOTE FROM THE STAFF: Although we are technically still behind in publication and distribution, we are manfully trying to catch up. While nominally dated 30 September (in order to maintain a semblance of regularity to issue dates), this issue is actually going to press about three weeks after that. Rather than combine two issues as we have done in the past, revised production considerations now dictate that they be brought out separately; thus, 15 October will follow on the heels of this version, in about ten days.

... But Isn't

A friend of mine in the industry (who coincidentally happened to be from Philadelphia) once said this about marketing in the transit industry: "Before 1925 they didn't need to—after 1925 they didn't know how."

Kudos to SEPTA for biting the bullet and attempting to assert itself as a force to be reckoned with in the City of Brotherly Love. The industry's knee-jerk response to innovation has always been "it can't be done", rather than "let's try and make it work."

But perhaps it is too late. The Arab menace has proved to be illusory (we appear to be facing an oil glut rather than a shortage; the rapid price increases for petroleum—whatever their real justification—have lowered consumption in a recession-plagued economy, not any significant divorce of Americans from their automobiles. There is no hard evidence suggesting that transit patronage will magically climb to new peaks.

With several very significant exceptions, it would appear that most of the older, established carriers will wither and die, to be replaced by totally different mixes of private and public transit—much as Milton Pikarsky suggested in his

landmark study of transportation trends quoted in this column last issue. The day of an NYCTA, SEPTA or CTA dominating a city's travel patterns is long gone. To quote another friend: "The corpse has not been buried yet because it isn't aware it is dead." No, dear reader, there isn't enough money in the world to sustain the capital- (and labor-) intensive systems of the cities of the North any more.

The sociologists say that there is an inexorable trend toward a new American lifestyle, one that renders our present urban concentrations obsolete, in much the same fashion as the small towns of the 19th century were out-classed by the urban giants of the 20th. The evident decay of those metro- and megalopolises seems to emphasize that trend well.

It would seem that the new transit innovators might well be found in the Portlands, San Diegos and Vancouvers of the future; cities relatively free from urban rot and unencumbered by the physical (and human) structures of the past.

To put it another way: is it really "innovation" if it is forty years too late?

—Richard R. Kunz

RAIL

On To Toronto

● It's official: Amtrak service between Chicago and Toronto begins with the time change October 31.

The new train, to be called the "International", is the product of prolonged negotiations between Amtrak and its Canadian counterpart, VIA Rail Canada, with at least a gentle nudge from the state of Michigan. The new service is an extension of an existing Chicago-Port Huron run, presently dubbed the "Blue Water Limited", and funded in part by the Wolverine State.

The new "International", plying in part the route of the old GTW/CNR "International Limited" and "Maple Leaf", will be operated (as is its New York-Toronto counterpart, the new "Maple Leaf") by Amtrak in the U.S. and VIA in Canada, linking Chicago and intermediate Indiana, Michigan and Ontario points with Canada's commercial capital. With its inauguration, Amtrak will operate four routes linking its system with VIA's—two each serving Toronto and Montreal.

Amtrak bargain fares will be available on the new "International", including special circle trip fares designed for passengers traveling round-trip on various routes in Canada that connect with the Amtrak system. One-way fare (quoted in U.S. dollars) between Chicago and Toronto is \$64; round-trip excursion fare is \$96.

Chicago Port Huron Toronto

International

READ DOWN				READ UP			
364			Train Number	365	367		
Daily			Frequency of Operation	Ex Su	Su only		
□			Type of Service	□	□		
10 25A	km	Mi	(Conrail)				
	0	0	Chicago, IL - Union Sta. (CT)	Ar	6 02P	10 47P	
9 10 49A	25	16	Hammond/Whiting, IN	⊗ 5 22P	⊗ 10 07P		
1 08P	141	88	Niles, MI (ET)		5 12P	9 57P	
1 54P	221	138	Kalamazoo, MI (Grand Rapids Ⓜ)		4 25P	9 10P	
2 30P	258	160	Battle Creek, MI		3 55P	8 40P	
			(Grand Trunk Western)				
3 27P	335	208	East Lansing, MI (Lansing)		2 40P	7 25P	
3 53P	382	238	Durand, MI ●		2 12P	6 57P	
4 18P	409	254	Flint, MI		1 52P	6 37P	
4 39P	441	274	Lapeer, MI ●		1 30P	6 15P	
5 40P	513	318	Port Huron, MI ⊕	Dp	12 45P	5 30P	
5 45P	513	318		Ar	12 05P	4 50P	
			(VIA Rail Canada, Inc.)				
6 00P	516	321	Sarnia, ONT. ⊕	Dp	11 50A	4 35P	
6 30P	516	321		Ar	11 45A	4 30P	
7 11P	579	360	Strathroy, ONT.		11 03A	3 44P	
7 40P	611	380	London, ONT. (Stratford)		10 40A	3 20P	
	641	399	Ingersoll, ONT.		10 08A		
	656	408	Woodstock, ONT.		9 56A	2 43P	
8 38P	699	435	Brantford, ONT.		9 26A	2 13P	
	730	454	Dundas, ONT.	⊗ 9 03A			
	744	463	Burlington West, ONT.		8 49A	1 39P	
9 20P	762	474	Oakville, ONT.		8 38A	1 28P	
9 50P	796	495	Toronto, ONT.	Dp	8 10A	1 00P	
			Connecting Train Service				
			(VIA Rail Canada, Inc.)				
12 50A			Niagara Falls, ONT.		11 35P	11 35P	
6 30A			Ottawa, ONT.		11 35P	7 30A	
7 30A			Montreal, QUE.	Dp			

Operating via ConRail (an Amtrak's own Porter [IN] - Kalamazoo [MI] line) and Grand Trunk in the U.S. from Chicago to Port Huron, the "International" will operate through the once-electrified tunnel to Sarnia, Ontario, then via CN rails to Toronto.

The new train will depart Chicago at 10:25 A.M. (a new timing for the Chicago-Port Huron run), and meet rescheduled bus connections to other Michigan destinations. In Canada, the train will replace an existing VIA Sarnia-Toronto run; similar arrangements will prevail in the opposite direction.

Although a connection between Amtrak's Chicago-Detroit service and Windsor-Toronto trains by way of bus and taxi has always been possible, the new "International" is the first one-seat rail ride between the two cities since the advent of Amtrak in 1971.

At press time, details of the equipment to be used were not available; rumors persist that VIA will supply at least one trainset for the joint run, as almost half the mileage of the "International" is in the Dominion. For its part, Amtrak will supply Amfleet equipment (including a food-service car); similar cars presently operate on the "Maple Leaf" and are serviced at VIA facilities in Toronto.

Train-Offs

- This terse comment from the Associated Press, as reported October 9 by the Portland Oregonian: "The White Pass & Yukon Route suspended service Friday on its historic, narrow-gauge railroad between Skagway and Whitehorse, Yukon Territory, and company officials were pessimistic about the future."

"'We're not calling it a closure, we're calling it a suspension,' said Marvin Taylor, superintendent."

- Attempts to secure continued state funding from Minnesota coming up dry, Amtrak has discontinued the "North Star" between the Twin Cities and Duluth, effective September 6.

Amtrak Addenda

- Amtrak and American Airlines are sharing some ticket facilities in Chicago. The airline now has a counter in Amtrak's Radisson Hotel City Ticket office on Michigan Avenue, while the Corporation now has a desk in AA's Palmer House facility on State Street.

- Amtrak has advised its on-board personnel that its interpretation of the rules for qualifying for Family Plan discount fares will permit sale of such tickets to persons of the same sex who are legally married to each other.

- Despite some "resistance" from certain segments of the Amtrak community, the "Anywhere Fare" was inaugurated this summer and has proven to be a

resounding success. The experimental tariff, in effect until the end of October, provides for a special round-trip tariff between any two points on the system for \$225 (or less, if the existing rate so provides). The principal restriction precludes stopovers, but the increased revenue since the plan was implemented has already surpassed the \$4,000,000 mark.

One unexpected side effect of the new rate has been a substantial increase in upgrading to sleeper accommodations over all or a portion of the route. After Labor Day, the rules were revised to permit this, and many runs have been booked up well in advance of their departure. The Chicago-Seattle/Portland "Empire Builder", for example, formerly a virtual "ghost train in the weeks between the end of summer and the advent of snow, has been running with loads approaching 300 in recent weeks—and with all sleeper space filled. (The special tariff provides for an upgrade to sleeper space for just the cost of the space between the two points desired—not an increase to a "first-class" fare first. Thus, economy sleeper space in a SuperLiner between Chicago and, say, Seattle, can be had for less than \$200 additional, bringing the total round-trip fare to about \$400 [round-trip airline fare is in excess of \$600 coach]).

- Sensing a possible profit, Chicago & North Western officials have approached Amtrak about running its "San Francisco Zephyr" over C&NW rails between Chicago and Omaha, as opposed to its current route via Burlington Northern. A recent washout in Iowa that required such a detour spurred interest in such a rerouting, but any final action is several years off.

The C&NW alignment, easily reached at both ends of the Chicago-Omaha run, serves more population centers enroute, but track rehabilitation would cost several million dollars neither the railroad nor Amtrak can spare. (Only one set of rails on the predominantly double-track line has been rehabilitated for the C&NW's crack "Falcon" freights; the addition of passenger service to the line in its present condition would cause severe difficulties in scheduling.)

- According to Passenger Train Journal, Florida will join the Amtrak 403(b) service list November 20, with a Tampa-Miami run. The new "Silver Palm" will cover the 262 miles in about five hours, using two Amfleet II coaches and a lounge . . . The new Hammond-Whiting Amtrak station at the north end of Calumet Avenue was opened September 11, but will not be dedicated until October 23, in honor of the late Indiana Congressman Adam Benjamin. TC will have a report in its next issue.

- If you've always wanted to own a railroad passenger car, Amtrak is having a sale. At 15 sites around the U.S., the Corporation is selling 131 surplus cars that were not converted to all-electric operation. The oldest is a 1963 Budd-built diner from the Santa Fe; newest is a 1956 Pullman-Standard

per from the Seaboard Coast Line . . . Fifteen of the 21 railroads that provide Amtrak passenger service qualified for incentive payments from the Corporation in recent months based on on-time performance. Burlington Northern topped the list with a stipend of over \$2,000,000; Norfolk & Western cleared the bottom of the list with earning of a bit less than \$10,000.

Along the Right-of-Way

- Electrification on the old Erie-Lackawanna Morristown line will remain in its old form for at least two more years due to continuing "technical problems". Thus, retirement for the gallant old MU's will not come until at least September 1984.

- Elsewhere in New Jersey, rail service on the old PRSL from Lindenwold to Atlantic City, discontinued June 30 (the FRA found nearly 2/3 of the line to be "unsafe") will apparently not be revived in the near future, despite a favorable House vote on funding a renovation. Restoration of any passenger runs will most likely be provided by private enterprise; at least one foreign consortium is interested.

- Two former B&O SlumberCoaches (Amtrak's first from that railroad) are being refurbished for service on the "Crescent" . . . Railpace magazine reports the New York MTA has begun new shuttle passenger service between Suffern (and a connection with NJDOT there to and from Hoboken) and Middletown, New York, using a pair of Budd RDC cars . . . The same publication also notes that virtually all of the famed 4400-series ex-New Haven "Washboard" commuter cars are to be rebuilt for locomotive-hauled, push-pull service to Poughkeepsie from Grand Central.

- "My heart is warm with the friends I make
And better friends I'll not be knowing.
Yet there isn't a train I wouldn't take,
No matter where it's going."

With these words British author Ludovic Kennedy signed off on the first of seven Public Broadcasting System special programs from the BBC covering "Great Railway Journeys of the World". Kennedy's Amtrak odyssey from New York to Los Angeles was uplifted by spectacular cinematography (but marred by gratuitous carping at the Corporation); the other entries in the mini-series (made in 1980 by a BBC crew based in Manchester) ranged from pedestrian through cute to excellent. BBC and PBS viewers were treated vicariously to rides aboard the iron horse in South America, India, South Africa, Australia, Great Britain and continental Europe, all distinguished by lush photography (and often amateurish narration). This reviewer's favorite: Michael Palin's journey (he of Monty Python fame) to the end of the line in Scotland, returning (in typical rail buff fashion), with a "souvenir" of his epic journey. On the whole, an entertaining series, despite an occasional lapse into condescension.

- The Katy is apparently dead serious about electrification of its Fort Worth-Houston main line, all 323 miles of it, to the new 25KV AC standards. The road is awaiting its consultant's report before submitting the package to the FRA . . . ConRail has sold the Canada Southern line spanning southern Ontario to CN and CP . . . The ICC has cleared the purchase of the Delaware & Hudson Railway by the Mellon group, joining Maine Central and the Boston & Maine.

- A local Rhinelander group is planning to purchase the 25 miles of Chicago & North Western track between that North Woods city and Woodruff for a steam-powered tourist line.

TRANSIT

Urban Update

- The first new Kawasaki subway train on the Broad Street line in Philadelphia entered regular service September 8; re-equipping of the line will take about a year . . . All Red Arrow Division regular runs are now made with Kawasaki LRV equipment . . . Also in the City of Brotherly Love, the Philadelphia waterfront trolley line on Delaware Avenue began service over the Labor Day weekend, using a "Hog Island" ex-Red Arrow, ex-PRT car.

- On that same weekend, another waterfront line at the other end of the country also went into service. Seattle Metro line #99 operates over 1.6 miles of a former Burlington Northern freight track adjacent to Alaskan Way hard by the harbor. This route, considered

a part of the regular system (and in part replacing a former motor bus line) uses three former Melbourne (Australia) trams, vintage 1927. Melbourne & Metropolitan Tramways Board 482, 512 and 518 alternate in daily service (schedule, page 6); mate 272 was also purchased for parts. Loading is from seven floor-level platforms along the route; a top speed of about 25 mph is reached on some of the longer tangents. A two-person (literally; women serve as conductors) crew from the regular Metro board is used on each run as is still the case in Melbourne. Fare is 60¢, and a special transfer is issued (which is also good on any other Metro service). With the addition of the railbound service, Seattle Metro is the only transport undertaking in a municipality anywhere in the world to operate streetcars, motor buses, trolley buses—and a monorail.

99 to Pier 70

via Madison St, University St, Pike St, Bell St, Vine St & Broad St streetcar stops

NOTE: Ride takes about 15 minutes from Main St to Broad St (Pier 70).

Streetcar leaves Main St at:

MONDAY thru FRIDAY

Mornings

7:15	8:45	9:45	10:45
7:45	9:15	10:15	11:20
8:15			

Afternoons & Evenings

12:00	2:00	4:00	5:20
12:40	2:40	4:40	6:00
1:20	3:20		

SATURDAY

Mornings

10:15 11:20

Afternoons & Evenings

12:00	2:00	4:00	5:15
12:40	2:40	4:40	5:45
1:20	3:20		

SUNDAY

Mornings

11:45

Afternoons & Evenings

12:15	2:00	4:00	5:15
12:45	2:40	4:40	5:45
1:20	3:20		

On holidays, the streetcars will run their regular schedule for that day.

99 to Pioneer Square

via Vine St, Bell St, Pike St, University St, Madison St & Main St streetcar stops

NOTE: Ride takes about 15 minutes from Broad St (Pier 70) to Main St.

Streetcar leaves Broad St at:

MONDAY thru FRIDAY

Mornings

7:00	8:30	10:00	11:00
7:30	9:00	10:30	11:40
8:00	9:30		

Afternoons & Evenings

12:20	1:40	3:00	5:00
1:00	2:20	4:20	5:40

SATURDAY

Mornings

10:30 11:00 11:40

Afternoons & Evenings

12:20	2:20	3:40	5:00
1:00	3:00	4:20	5:30
1:40			

SUNDAY

Mornings

11:30

Afternoons & Evenings

12:00	1:40	3:40	5:00
12:30	2:20	4:20	5:30
1:00	3:00		

"A Ride to Remember"

The Waterfront Streetcar provides a vital link between Pioneer Square, the Pike Place Market and all of the many waterfront attractions up to Pier 70.

Streetcars were the backbone of Seattle's transit system in the early 1900s. They eventually were replaced with rubber-tired vehicles to gain greater flexibility in routing. They left many memories, as did the changes on the waterfront itself.

You can take a "Ride to Remember" seven days a week on one of three 1927 Australian streetcars and relive the memories forged in the past, or create new ones for tomorrow.

The streetcars are fully accessible for riders in wheelchairs. There are ramps up to each platform and each car has tie-downs for two wheelchairs. No lifts are used.

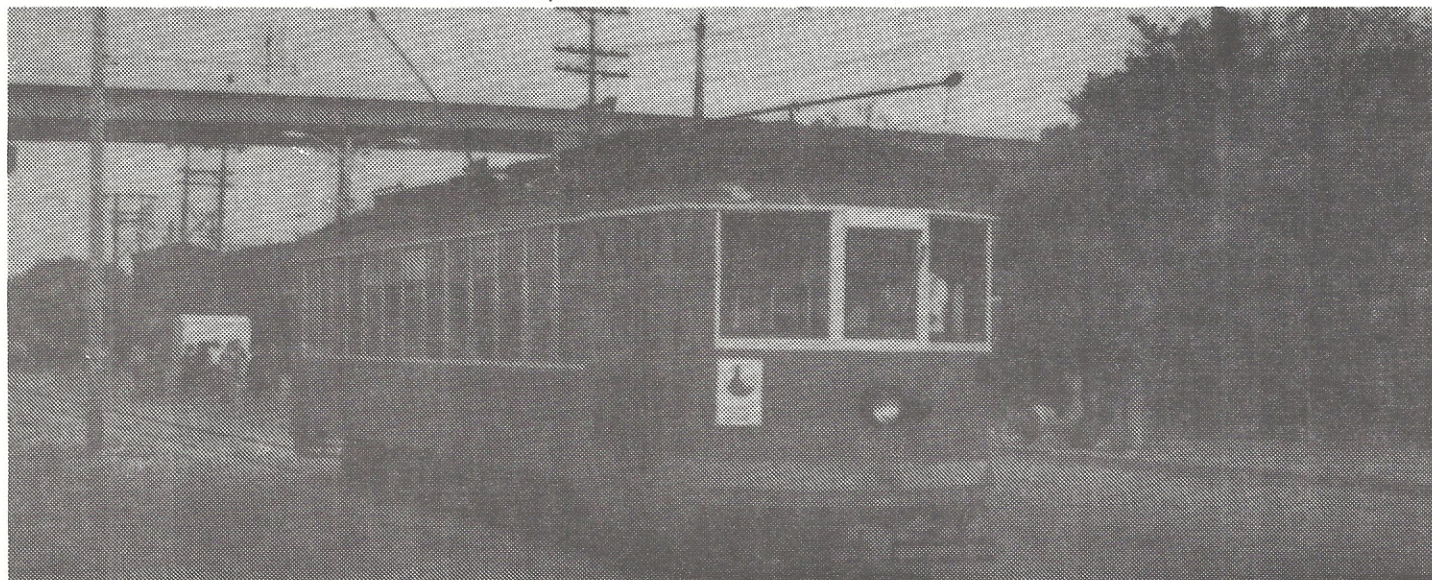
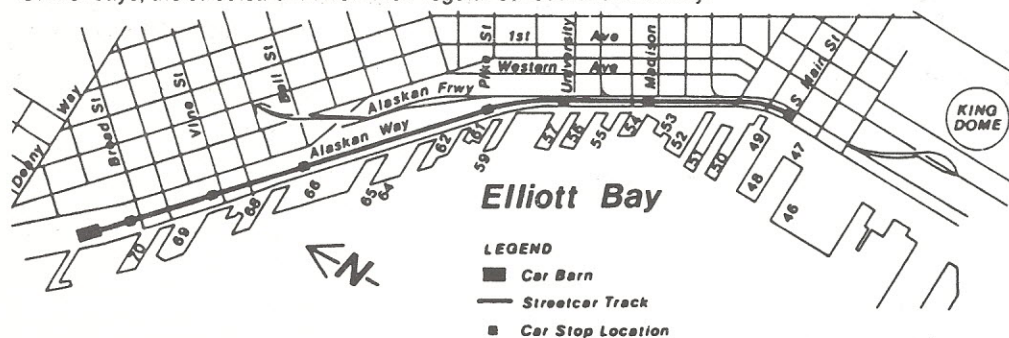
The streetcars are owned by the City of Seattle and operated and maintained by Metro under contract with the City.

Fares

The fare is 60¢ for all riders five years of age or older, and 15¢ for riders with a Reduced Fare Permit. Transfers can be used from any Metro bus, and all Metro Passes are honored.

You can pay your fare on the streetcar and get a streetcar transfer to use on Metro buses, or for a return ride on the streetcar.

Remember, you don't pay anything to ride Metro buses in downtown Seattle's Ride Free Area.



Former Milwaukee streetcar 978, now the property of the temporarily-shuttered East Troy Trolley Museum, carried over 10,000 riders at the Festival of Light in Appleton early in October.

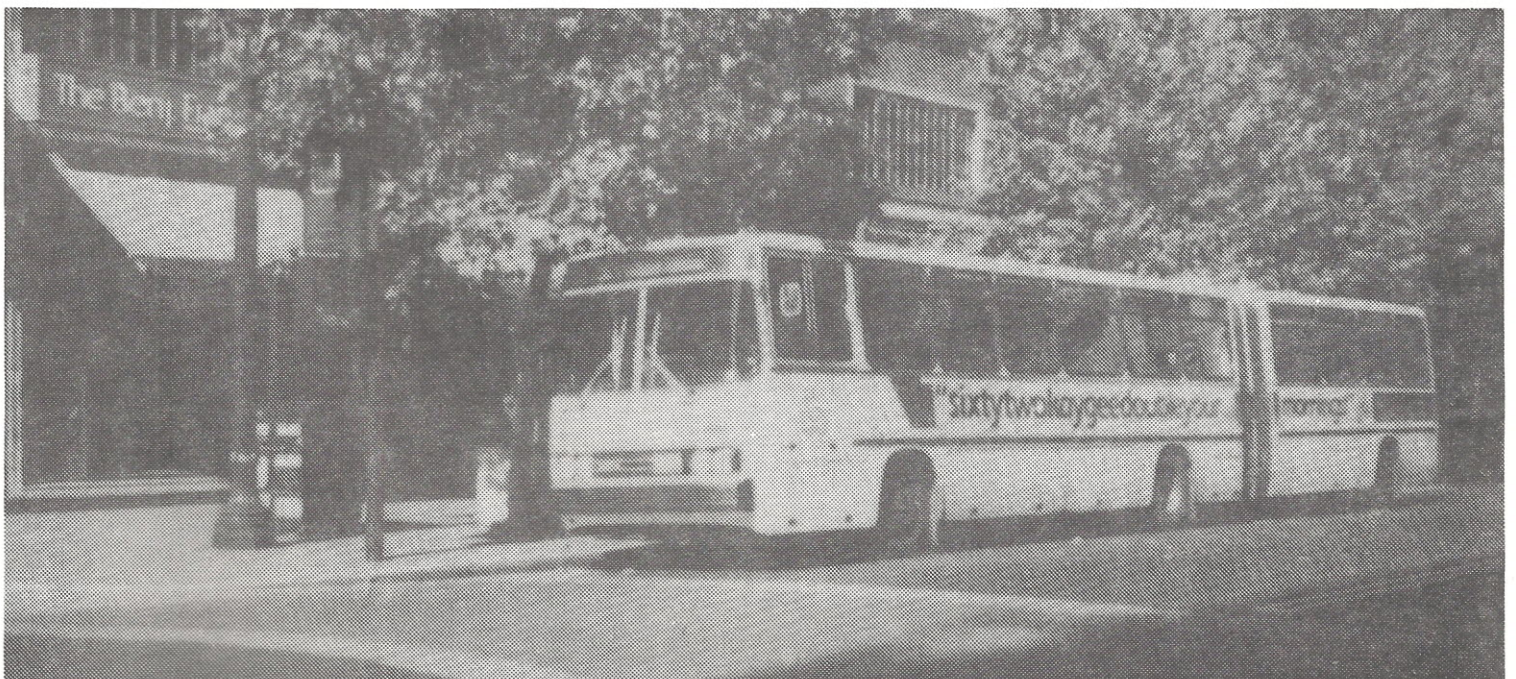
— TRANSPORT CAMERA

THE LAST PAGE

□ **AT DEADLINE:** In a surprise move, Braniff International Corporation has signed a letter of intent with Pacific Southwest Airways for a joint operating venture that conceivably would get Braniff's planes back into the air once again. Braniff, in bankruptcy since last May, would supply as many as 30 planes and 1,500 crew members, a substantial portion of the grounded airline's 411 flight slots and fuel and ticketing facilities at various domestic airports as early as next spring. The agreement would enable PSA, based in San Diego, to expand eastward at least as far as Texas without having to buy new planes.

The venture would offer single-class service, with PSA having control of marketing and pricing. The venture, planned to last for eight years, would be separate from PSA, although the former Braniff jets would be reliveried into PSA colors. Many obstacles remain to be overcome before the new venture could become airborne, not the least of which are many concessions by the various unions involved, and approval from various agencies, including the bankruptcy court now supervising Braniff's affairs. PSA, one of several carriers Braniff contacted in hopes of getting airborne once again—and the only one to talk terms—hopes to get the service started quickly, even before the end of this year if possible.

□ **CTA Operations Manager** Harold Geissenheimer, who came to the Authority from Pittsburgh, leaves Chicago November 1 to become the General Manager of the San Francisco Municipal Railway under a new organizational form that will result in the Muni's gaining some autonomy from the city . . . Across the Bay, BART is buying 150 rapid transit cars from Alsthom-Atlantique, S.A., the French consortium, for a total of \$184,000,000 . . . At the same time, New York's MTA also crossed the Atlantic to purchase 225 subway cars from a new Westinghouse-Francorail joint venture. The TA's cars will be assembled in Brooklyn from components manufactured in France and the U.S. . . The Bus Regulatory Reform Act of 1982 was signed into law by the President late in September, and will go into effect on November 19, scaling down and simplifying an accumulation of government regulations dating back nearly fifty years. In essence, the new law gives companies increased freedom to get into the bus business or expand routes, drop money-losing service and raise or lower fares.



One of Portland Tri-Met's new Crown-Ikarus articulated coaches (the prototype was on display at the APTA conference in Chicago's McCormick Place a year ago), graces the downtown mall. — TRANSPORT CAMERA

WARNING: If you read this, you'll end up in Houston.

To kick off our new nonstops to Houston, we're offering such a terrific package of goodies at such a low price, you'll want to hop right on a plane. Even if you don't know anybody in Houston.

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Free helicopter.

Fly First Class and we'll also give you a free ride in a flying taxi. (Well, okay, a helicopter.)

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If you don't fly First Class, the Continental Cab is only \$25 each way. Which is a real bargain compared to those old-fashioned cabs with wheels.



Mexico, almost free. For only a few extra bucks, we'll throw in Mexico.

To be precise: Mexico City, Guadalajara or Monterrey for only \$25 extra each way from Houston with a round trip purchase.

The resorts Cancun, Cozumel, Merida, Ixtapa, Puerto Vallarta or Manzanillo are only \$50 extra each way with a round trip ticket. All travel must begin by October 31, 1982. And tickets must be purchased prior to departure from Chicago.

In most cities, we've even wangled some terrific deals for you at the luxurious Camino Real/Westin Hotels. Rooms are as low as \$22.50 per person, double occupancy.



Nonstop to Houston only \$139.

If you can plan about two weeks in advance, the fare to Houston, or anywhere else in Texas that Continental or Texas International flies, is only \$139 each way with a round trip purchase. You can't find a lower fare. There are some restrictions. And travel must begin by October 31, 1982.

Houston. A hotel. A helicopter. And Mexico. Why are you still reading this? You should be packing.

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