

# Transport Central



Summer 1983



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#### cover photo

*Scarcely a day goes by without a comparison being drawn between the transit service offered by the Chicago Surface Lines streetcar fleet in the "good old days" and that of its successor CTA today. It has been 25 years since rail operation existed on Chicago streets, and one almost cannot comprehend the vast differences in service standards even over the past quarter-century. In the heyday of the trolley in Chicago, there was literally "always a streetcar in sight", and millions of transfers were issued each year to enable the CSL's riders to reach their destinations swiftly and surely. This is our tribute to the CSL, some 25 years after its demise: a typical scene on State Street, nerve center of the system, in 1940. — George Krambles Collection.*

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Published monthly by Transport Central,  
5701 Marina City, Chicago, Illinois 60610.  
312/828-0991. Annual subscription: \$20.

## INTERFACE

### Commuter Rails Are Unfair

*[Continuing our dialogue on public transit, this time from the Op-Ed page of the Chicago Tribune.]*

In 1965, the McCone Commission on the Watts riots discovered that many people in Los Angeles were being socially and financially deprived by costly and inadequate public transportation. The commission, headed by a former chief of the Central Intelligence Agency, concluded that human needs were denied to large segments of the city's population by a service created to benefit the public.

Similarly, many residents of Chicago do not own an automobile and the suburban commuter railroads are the fastest and often only means of transportation between the city and suburbs for them. Today, the suburban commuter railroads appear to be a major factor in helping to segregate Chicago from the rest of northeastern Illinois and in keeping untold numbers of Chicagoans from obtaining jobs in the suburbs.

The trend in Chicago area employment is clear; jobs are leaving the city, and suburban sites are experiencing tremendous gains. According to a recent study done by Pierre deVise, Chicago lost 123,000 private sector jobs between 1972 and 1981 while the suburbs gained 286,000. The suburbs showing the greatest increase of jobs are Schaumburg, Northbrook and Naperville. The deVise report indicates that the biggest losers are the black and biracial communities in and around Chicago.

A large number of suburban jobs begin at 7 a.m. or 7:30. A check of the current railroad schedules reveals that the first commuter trains from Chicago arrive in Schaumburg, Northbrook and Naperville between 7:17 and 7:22 a.m. Other suburbs with large job gains like Deerfield, Arlington Heights and Palatine show similar arrival times. Commuters to the suburbs might have to add another 15 to 30 minutes for rain delays, travel on suburban buses or walking to the place of employment.

Unless the jobs start at 8 a.m. or automobile transportation is available, it is apparent that thousands of suburban jobs are inaccessible to Chicagoans by the suburban commuter railroads.

With discrimination in scheduling and transit planning, few workers from Chicago can use the newly constructed railroad station at Schaumburg or the new, sheltered passenger walkway and extension at Naperville's station. Few will benefit from the \$3.6 million bus garage under construction in Joliet or the \$1.388 million bus/rail facility being planned for Elgin. Once the rapid transit extension is completed to O'Hare, airline passengers will be able to travel on one means of public transportation between Chicago and the air-

port. Many workers from O'Hare surrounding industrial districts will have to transfer to additional buses if they ride on the rapid transit.

Suburbanites can live in well-trimmed neighborhoods and catch morning trains to their jobs in Chicago with little or no difficulty. Furthermore, the ritual of suburbanites working in Chicago is promoted by governmental subsidies. Those suburbanites who travel the longest distances also receive the highest subsidization. Chicagoans who have no reason to use the commuter railroads don't receive that subsidy.

The segregation of Chicago extends to social areas as well. Suburbanites can attend Chicago's finer restaurants, the theater or Chicago-Fest and travel home on trains leaving Chicago around midnight. Chicagoans must leave the suburbs several hours earlier in order to catch the last train from suburban shopping centers, festivals or restaurants. When Chicago residents attend a concert at an entertainment center like Poplar Creek, they find that they cannot catch a train afterwards from a nearby suburb because the trains don't run back to Chicago that late.

Some public transit officials maintain that more rail service during off-peak hours is not provided between Chicago and the suburbs because the demand for it isn't that great.

First, it is impossible to determine the actual demand if that service is not in operation now. Second, it is impossible to determine how much new demand such service could generate. If more service is provided, perhaps more Chicagoans will consider future employment in the suburbs.

Some may argue that more rail service will be very expensive for the RTA, but again, the argument falls short.

Greater productivity could be obtained from the suburban railroad crews that now work only a few hours each day. Greater efficiency could be achieved by using those trains that now deadhead. If more morning service originated in Chicago, the second trips could carry suburban commuters to Chicago jobs that begin at later morning hours.

Thousands of suburbanites ride the suburban commuter railroads and CTA buses each day. It is time to correct one of those injustices and give Chicagoans equal opportunity on public transportation to the suburbs.

—Gene Haschak  
(Public transportation writer, *Taxnews*,  
National Taxpayers United of Illinois)





## Dallas/Houston: 1 Up, 1 Down

● On August 13, voters in Dallas and 13 of its 20 suburbs approved the creation of a mass-transit system and a sales tax to pay for it. Only seven communities tallied a response against the plan; the final count was 101,986 in favor to 73,161 against.

The new light rail and bus network, to be tabbed DART (Dallas Area Rapid Transit), will be Texas' first large-scale rail mass transit network, with 160 miles of line to be constructed over the next 27 years. DART will also double existing bus service in an effort to ease freeway congestion in the area.

Dallas-area taxpayers were asked to approve a 1-cent sales tax to help pay for the \$8,750,000,000 rail network, and will return to the polls later to vote up or down a bond package backed by the levy.

Significantly, no federal funds will be used for the system, resulting in a faster construction timetable and the elimination of a great deal of red tape (San Diego also constructed the first phase of its light-rail system without UMTA funds—and came in under budget and on time.)

DART plans to negotiate for the use of existing rail rights-of-way for the system. Construction will begin in about 18 months, and the first line is expected to be in service by 1987; other segments will follow (including three miles of subway construction). Cost of the new DART system will average out at about \$18,000,000 per mile, considerably less than heavy rail in other cities.

● Elsewhere in the Lone Star State, despite a high-voltage concerted campaign replete with big names, Houston's plans for rapid transit were dealt a mortal blow June 11 in a special election to authorize a \$2,350,000,000 bond issue. Two former mayors, the legendary Louie Welch and Jim McConn, joined the present occupant of City Hall, Kathy Whitmire, to hype the project, aimed at freeing Houston from the chronic freeway congestion that results in a 7½-hour rush hour each day.

They were in turn helped by Dr. Denton Cooley, the local medical hero who performed the first heart transplant in the U.S. 17 years ago and founded the Texas Heart Institute, and a coalition of other civic leaders, but to no avail. Final election results indicated that the measure failed by a 7-to-4 margin: 69,534 for vs. 41,931 against.

Transit has historically played a minor role in moving Houstonians about, particularly with the population boom resulting from the explosive growth of the oil industry. The city and its suburbs have a population of about 3,000,000; the Metropolitan Transit Authority only fields about

400 buses to deal with what amounts to a miniscule share of the traveling public each day.

The MTA, lineal descendant of the last large National City Lines property (and of a somewhat scandal-plagued company owned by erstwhile transit "magnate" Bernard Calkins before that), had planned to double the size of that fleet and build an 18.5-mile first-stage heavy rapid transit line as well; 130 cars from Hitachi were being contracted for; board chairman Alan Kiepper (formerly general manager of Atlanta's MARTA—which has an expanding comprehensive rapid transit system already in operation) is presently attempting to negotiate a settlement of that pact to save the MTA the estimated \$7,000,000 cancellation cost.

Following the unsuccessful referendum (which had been expected to pass by a 2 to 1 margin), the U.S. House Appropriations Committee voted to cancel Houston's \$104,500,000 federal transit grant. The local share was to be raised by borrowing against future sales tax revenues to help finance a program worth \$5,200,000,000; in addition to the rail line and new bus equipment, the MTA planned to add extensive new support facilities for the expanded system as well.

Opponents of the bond issue cited a number of reasons for voting it down. One vocal City Council member said the plans were sloppy, costs underestimated and future ridership inflated. Homeowners near the proposed rapid stations feared a lowering of their property values (in the face of widespread evidence to the contrary from many cities having new facilities), and downtown merchants expressed the common fear that their businesses would suffer during construction. The most telling criticism of the plan, however, came from one of the principal opposition leaders, who noted that the rapid transit system would only benefit "the one person out of 10 who works downtown". Houston, like many of the country's "new" cities, has an insignificant downtown; most of the area's employed work elsewhere, some in large business concentrations remote from the center city.

Nonetheless, the city and the MTA vowed to press on, planning to draft new proposals designed to overcome some of the more vocal opposition to the project. (A local promoter of monorails, Monty Levine, offered to construct a one-mile demonstration line at no cost to the city to prove the concept can "help solve the city's transit problems". Light rail advocates have also seized the initiative to press their case before the MTA for a network of routes in

the region that could be built at less cost than the Authority's heavy-rail system.)

Given the clout of the city itself within the region (Houston down through the years has pursued a vigorous policy of annexation, resulting in the lack of significant, factionated suburban growth so endemic to most other metropolitan areas), it might be possible to utilize that political muscle in a fashion sufficient to put together some sort of rapid transit program, however watered down from the plan that Houston voters rejected.

### Manitoba Memo

● Winnipeg has determined that the trolley coach appears to be the answer to its transit problems (its original twin-wire system ran its last miles in 1970. In the spring of 1981 the City of Winnipeg, with Federal and Provincial cooperation, decided to undertake a study of converting all or part of its transit system to non-petroleum power sources. The Province of Manitoba has a large untapped reserve of hydraulic resources which can be used to generate electric power, and a program of construction of major hydroelectric power projects has been developed. It was therefore natural to emphasize electric operation in the examination of options to the standard diesel bus.

A wide range of transit technologies was studied, some of which would continue to use diesel fuel at reduced rates by virtue of the use of energy storage devices or through the use of alternative fuels as additives. Electric propulsion alternatives included the standard trolley coach, trolley coaches with regenerative braking or with auxiliary diesel engines, batteries or flywheels; 100% battery-powered buses, and buses using hydrogen fuel cells. Finally, conventional light rail transit and LRT using linear induction motors were examined. All of the alternative fuel technologies, with one exception, were ruled out at an early stage of the study because of the conclusion that they were unlikely to be available on an operationally proven basis within the next ten years. Propane was dismissed as a non-renewable resource which may ultimately be subject to the same supply and pricing problems as diesel fuel or gasoline. The age-old problems with all-battery operation (great weight and limited range) are compounded in Winnipeg by a still further reduced range under conditions of low temperature. Next to be dismissed was light rail transit on the basis that rail operation would be less economic than trolley coaches given the ridership levels anticipated over the next 20 years.



After the other technologies had been ruled out, what remained were three trolley coach alternatives: 1) a coach with regenerative braking; 2) one with an auxiliary diesel engine; and 3) one with flywheel energy storage, together with a non-electric vehicle in the form of an alcohol-powered bus. The study recognizes that trolley coach operation compares favorably on economic terms with diesel buses only when headways are no wider than five minutes. The report projects, however, that diesel fuel prices will rise by about 36% by the turn of the century, while the price of electric power in Winnipeg is expected to remain constant, based on Manitoba Hydro projections of electrical energy costs and the current Provincial policy of freezing consumer prices for electric power. Alcohol is the dark horse, with its cost expected to decrease as the technology of production improves, as it is derived from renewable resources such as grain, forest products or municipal waste.

Cost comparisons between trolley coaches and diesel buses reveal that, at current energy prices, the standard trolley coach (or one with regenerative braking) becomes marginally cheaper to operate at route frequencies greater than 22 vehicles per hour (or something less than a 3-minute headway). At future energy prices, the breakeven point occurs at about 18 vehicles per hour (at a peak headway of about 3½-minutes). The trolley/battery and trolley/diesel hybrids remain more expensive than diesel buses under all conditions. The trolley/flywheel alternative is cheaper than all of the other trolley coach alternatives and comes out better than the diesel bus at vehicle frequencies of greater than 10 per hour (at current prices) and greater than six per hour at future prices. [Its theoretical lower cost is based on the use of overhead only on the inner sections of routes, with flywheel operation in outer areas.] Nevertheless, the report notes that the flywheel trolley coach is the least developed of the hybrid options in terms of actual operating and costing experience, and does not recommend it.

The lengthy report goes on to propose a list of nine routes for trolley coach conversion by 1999, with diesel bus feeder services. Four technologies were tested with respect to cost on this nine-route system: diesel bus, trolley coach with regenerative braking, trolley coach with diesel engine, and trolley coach with flywheel. The regenerative-equipped coach came out best, with diesel second. Four alternatives for an initial trolley coach system were then examined in greater detail, and three lines (CORYDON/NORTH MAIN, EAST KILDONAN/PORTAGE, and OSBORNE/SELKIRK) were chosen to inaugurate the system, based on certain assumptions relative to ridership increases, the level of diesel fuel prices by 1987, and ease of expansion.

With this network in place, four additional routes would enter service: SW CORRIDOR/KING'S PARK, ST. MARY'S ELLICE, ACADEMY/ STAFFORD/McGREGOR and MOUNTAIN/ SARGENT.

The estimated cost of implementing the initial trolley coach system is \$40,000,000, including \$25,000,000 for vehicles and \$15,000,000 for physical plant. Construction is expected to begin in 1985, with completion two years later. The vehicle capital costs would be offset by \$17,000,000 worth of diesel buses which would not have to be purchased. The estimated life of trolley coaches and overhead is fixed at 25 years; that of diesel buses at 15 years.

Finally, the report recommends that the city of Winnipeg explore sources of capital subsidy for trolley coach conversion, which would tip the economic balance much more sharply in favor of electric operation; most likely Ottawa and the Province of Manitoba. It is further recommended that the city begin to reserve sites for substations, and to adopt standards for light and utility poles that would be suitable for the new overhead. Discussions with Winnipeg Hydro and its Manitoba counterpart for the establishment of favorable rate structures for the purchase of electrical power are also advocated.

[Editor's Note: Especial thanks to the Upper Canada Railway Society, from whose excellent **Newsletter** the above material on Winnipeg was taken. Subscription information may be had from the Society at Box 122, Terminal A, Toronto, Ontario M5W 1A2.]

## Equipment Eclectica

● New buses are in the works for: Honolulu (8 60-foot articulateds); Rochester [NY] (17 60-foot articulateds); Boston (20 60-foot articulateds, with an option for ten more—after successful testing of a 58-foot Scania demonstrator); WMATA [DC] (75 Neoplans); New Jersey Transit (165 Grumman 870s); San Francisco Muni (110 special double-front and -rear door Flyer diesels); New York's MTA (325 RTS 04s); Los Angeles' SCRTD (410 40-foot Neoplans, and 35 35-foot RTS units); Kentucky's TANK (10 35-foot Gilligs); Phoenix (67 Grumman ADBs); Baltimore's MTA (80 Flexible ADBs); Waukesha [WI] Metro Transit (11 35-foot Orions); Michigan's DOT (70 new small coaches, 41 equipped with wheelchair lifts, to be used in various services all over the state); and Chicago's Regional Transportation Authority (2 vans, in a pilot program designed to encourage van-pooling in suburban areas without rail or fixed-route bus service).

More on the currently trendy "trolley" bus program: Ridership has fallen off on Fort Worth's mini-system; only three "trolleys" are operational, and they average but three passengers per trip. Local Jaycees

are concerned, and plan an ad campaign to boost their usage (and to erase the \$7,500 monthly deficit); one of the TV commercials features comedian Bob Hope... Undaunted by the spotty record of the "nostalgic" hybrids, Duluth is the latest city to jump on the bandwagon, soliciting bids for two diesel-powered units.

With the departure of Harold Geissenheimer to San Francisco's Municipal Railway, the Chicago Transit Authority has changed its policy on articulated buses, in favor of the more conventional 40-foot coach. The CTA cites higher maintenance costs for its 55-foot M-A-N units, which it says negate any savings in platform costs. The Authority operates 20 units built in 1979 (cost: \$172,000 each), and 125 newer articulateds (cost: \$250,000 each), the last of which just entered service. Engine overhauls must be performed about twice as often on the older coaches than on a U.S.-built power plant.

Ikarus, the Hungarian manufacturer of an articulated bus rivalling the M-A-N in U.S. sales (Portland, Louisville and Milwaukee among others), is planning an Ontario factory to produce the units for sale in Canada. Ikarus buses are built in the U.S. under license by Crown on the West Coast.

Very shortly, the first LRV built for the new Buffalo system will undergo testing at the new carhouse facility. NFTA 101 was completed and tested at the Tokyu Car Corporation in Yokohama, Japan early this year, then shipped to Pueblo, Colorado for UMTA testing. It will join mate 102 (consigned directly to Buffalo) at the NFTA facility soon. Actual LRV revenue operation will begin in April 1985, but underwire testing is scheduled to begin this summer, some 33 years after the last International Railways streetcar service in the area was discontinued.

## Metro Memo

● Fares on the Port Authority Trans-Hudson New York-New Jersey rapid transit lines will go to 50 cents from 30 cents later this year, and be raised again to 75 cents some time in 1984... After 64 years in control of what is today one of the best-maintained and operated streetcar networks in the world, the Melbourne [Australia] and Metropolitan Tramways Board (M&MTB) has been succeeded by the new Metropolitan Transit Authority. The MTA will also have responsibility for the electric suburban rail network of the Victoria Railways.

■ The state of Vera Cruz [Mexico] has come up with sufficient funding to purchase the remaining eight trolleys in its capital, planning to restore the system as a tourist attraction. Regrettably (from a nostalgic point of view), the fleet's owner (the Sociedad Cooperativa de Transportes Urbanos de Vera Cruz) has refused the



state's offer, hoping for a better price from abroad. For its part, the state government plans to invoke a 1969 law prohibiting the sale of rail equipment to foreigners, and has asked for expressions of support for its proposal.

■ There was a final excursion on the Yakima trolley freight system (UP-owned) August 20; all regular service ended May 13 in favor of diesels . . . New Jersey Transit has leased six Chicago & North Western HEP-equipped F7s for use with new Bombardier coaches in commuter service on the former Lackawanna electric lines. The re-electrification project continues to suffer major delays, and the now-legendary DL&W multiple-unit cars are plagued by advanced age. Hence, to stem the ridership drop on the system, NJT made the decision to dieselize (temporarily) as much commuter service as possible to stabilize both schedules and ridership. A shortage of HEP-equipped locomotives (vs. a surplus of similarly-quipped cars) led to the decision to lease otherwise-idled C&NW power.

■ Extension of electrification from North White Plains to Brewster [NY] on the former New York Central commuter route is continuing, with completion of the 28-mile project set for the end of 1983 . . . Seattle's Waterfront Trolley now operates on a 15-minute headway during an extended lunch-hour period—the better to carry area office workers bound for shops and eateries along the route.

■ **USA Today**, reporting on the return to service after a complete renovation of the oldest of the nation's funiculars, the 113-year-old Monongahela Incline in Pittsburgh, also offered a complete list of the remaining examples of this unusual breed of transportation in the U.S. The list includes the neighboring Duquesne Incline, also in the Steel City; the Westmont Incline in Johnstown; the Lookout Mountain Incline in Chattanooga; a four-car funicular at Ghost Town in the Sky in Maggie, [NC]; the Royal Gorge Incline in Canyon City [CO]; the Mount Manitou incline in Colorado Springs; the 1882-vintage Fenelon Place Elevator in Dubuque; and the 1953-built Seven Cascades incline in Seven Falls [CO].

The Monongahela Incline's renovation cost \$3,000,000; it and the Duquesne Incline are the sole remaining survivors of a group of funiculars once totalling 15 in the Pittsburgh area.

■ Despite continuing economic hard times (or perhaps because of them), some transit properties are gaining rather than losing riders. A recent U.S. Census Bureau survey shows riding up in such cities as Los Angeles, San Francisco, Washington, Seattle, Portland [OR], and Minneapolis (but down in New York, Philadelphia, Chicago, Detroit, Newark and New Orleans). Chicago, despite an overall loss of riders, still ranks

second (to New York) in the number of workers using public transit to reach their jobs; 18 percent of Chicago area employees get to and from work via bus or rail service; New York's total is 2½ times that; 45 percent of Gotham's workers use public transit to get to their jobs. Countrywide, only six percent of U.S. workers commute by public transit.

One bright spot in that otherwise-dismal picture in the Chicago area has been the effect of the opening of the O'Hare extension of the Kennedy rapid transit line on activity in the area of the new line. Office leasing activity, particularly in the complex around the new Cumberland station, has nearly tripled, and developers are planning additional buildings to accommodate the growing demand for outlying office space handy to good transportation. Managers of rental and condominium residential buildings in the area also report increased activity. The consensus appears to be that when the final leg of the new line to the airport itself opens next year traffic demands upon the route will be considerably in excess of those anticipated in earlier projections. Interestingly enough (and perhaps surprisingly), traffic on the nearby and essentially paralleling North Western commuter rail route has not fallen as much as anticipated, and is in fact increasing on the line's outer end. Observers suggest that close-in riders have shifted to the rapid for cost and convenience reasons, but that their places will soon be taken by passengers from the further suburbs as a consequence of area growth and because of less crowding due to the change in riding habits of those living near to the new 'L' line.

According to "The Journey to Work in the United States", published by the federal government, the typical commuter takes 22.5 minutes over 11.1 miles to get to work each day. Some of the luckier travelers need but 10.8 minutes to walk to work, or use a cab (15 minutes) or a bicycle (17.3 minutes). And then there are the less-fortunate, who consume 60.1 minutes (commuter train) or 46.8 minutes (rapid transit) in their daily trek.

■ The Swedish firm of Saab-Scania plans to manufacture Scania transit buses in a new facility in Orange (CT) . . . Seattle Metro plans to expand its trolley bus system with 15 to 20 miles of new routes (largely in the busier, established corridors) . . . The same agency has been selected as the first U.S. carrier to research and test a guided-bus system, combining the high capacity of railbound vehicles with the flexibility of buses . . . The extension (from Zapata to Ciudad Universitaria) on Mexico City Metro line #3 is expected to open late in August. All new equipment for the Metro will henceforth be built within Mexico; the last trains of Canadian manufacture arrived on the property in July.

■ The Springfield (MO) city-owned bus system will again require a subsidy this fiscal year, some \$2,000,000, but the sum is less than projected because of "added efficiency", according to the company . . . Washington, D.C.'s Metro has found evidence of widespread fare cheating; a 30-day experiment showed almost half the system's bus and subway passengers used expired transfers . . . Bi-State Transit of St. Louis has in effect split off its Madison County (Alton, IL) services into a separate system with the help of funding from the local transit district. Buses on the new local routes are called Alton "Bustles" and sport a new livery and rabbit logo imparting the idea of speed for "short hops" about town. Transfers to regular Bi-State buses are still permitted, however.

■ Vancouver has opened a short demonstration line (later to become part of the permanent facility) to educate the public about the area's new rapid transit system. . . . Four new stations along CTA's O'Hare rapid transit extension will soon sport murals, sculpture and a computer-controlled high-tech multimedia "extravaganza", as the city's answer to similar art exhibits in the subway systems of London, Moscow and Paris . . . A parting comment on mass transit by Richard Page, former head of Washington's Metro, and now an executive in Washington State: "The rationale [regarding the rise of paratransit systems] ought to be: We need public transportation and whoever can offer it in the most efficient way ought to provide the service, whether it's a transit system, private firms, local governments or intercity bus lines. Transit's future may be a sort of broad, more diversified set of services than just a 40-foot bus operated by Metro."

■ Phase II of Dade County's MetroRail system calls for extending the rapid transit network from downtown Miami west to the Palmetto Expressway, with a link at the International Airport and north between Biscayne Boulevard and I-95 to NE 192nd Street. The first phase of the MetroRail system opens December 18 . . . Former (and controversial) Catholic priest James Groppi, long a Milwaukee bus driver, has been named head of the union local representing MCTS coach operators.

■ Streamers attached to the back of air conditioner units on Washington's Metro-buses will let passengers know whether or not the cooling system is working . . . That Milwaukee streetcar, #978, is not going to be part of San Francisco's trolley festival after all. The venerable Transport Company car has developed severe structural problems and has been returned to Wisconsin. Most of the other cars are already in service on Market Street . . . A Birmingham PCC car has been returned to the "Pittsburgh of the South" for display and eventual operation. Birmingham Electric 804 (latterly Toronto 4702) was



brought back from a quarter century's service in Canada by a local railbuffs' group. ... The South Shore will end more than half a century of service with its fleet of 1920's-vintage orange cars around Labor Day, as the last of the new units goes on line.

■ **Recommended Reading:** Jim Buckley's excellent book on the "Street Railways of St. Petersburg" (a well-run system which was a pioneer municipal operation, and which lasted until after World War II); \$7.00 from Harold Cox, 80 Virginia Terrace, Forty Fort, PA 18704. ... An environmental impact study has noted that a proposed subway stop at the La Brea Tar Pits in Los Angeles could destroy some of the world's most valuable fossil deposits. The station, some 50 feet underground, would be built in an area containing a large number of fossils.

• The first of 200 new Western Flyer non-air-conditioned 40-foot, 50-passenger buses for the Chicago Transit Authority

has gone into service ... Baltimore has a "super busway" in the Jones Falls Expressway on the drawing boards to complement its abuilding heavy rail rapid transit system ... The Alaska Railroad plans to offer a week of free rides next winter to determine the viability of a commuter service between Anchorage and the Matanuska-Susitna Valley. The corridor generates some 6,000 passenger-trips daily.

• General Motors, in a surprise move, is planning to reintroduce the "Fishbowl" New Look transit bus because of lagging sales of the none-too-successful RTS. That model will continue to be built, but the New Look coaches (still built in Canada) will keep the automaker's assembly line busy during slack periods. The shells of the buses will be built in Montreal and shipped to Pontiac for final assembly. Many U.S. properties have side-stepped the ADB RTS and have purchased Fishbowls from GM's Canadian subsidiary.

• The Lindenwold K-9 Corps is being re-activated in the face of increasing "anti-social behavior" along PATCO's High Speed Line. The trained dog unit was phased out in 1980 ... New York City Transit Authority president John Simpson has handed in his resignation—on the day of the 12th derailment of a TA subway train this year. Simpson took over the reins of the troubled system in 1981 with high hopes, but never escaped his critics ... Clare County joins the growing list of Michigan political subdivisions with public transit service this month as the five buses of the Clare County Transit Corporation take to the road. The operation is subsidized by the state as part of its continuing program to provide transit service wherever needed throughout Michigan. ... Connecticut Transit bus fares in Hartford, New Haven and Stamford went up 15¢ (to 75¢) August 20 to cover rising costs, affecting 110,000 daily riders.

## RAIL

# Amtrak to the Shore: AC Update

● [Once again, the pages of the excellent **RAILPACE** Newsmagazine come to the rescue of an Editor hard-pressed for details on a significant pending addition to the U.S. intercity rail network. This is Gerry Williams' A.C. Update:]

... It appears that all planning on the state level since January for the restoration of Atlantic City service has been done on the assumption that Amtrak would be the operator of the service. Indeed, later versions of the legislation which provides funding for the project requires that Amtrak be the operator, so it appears that the submission by the Atlantic City Railway group really had no chance of being accepted. The current plans calling for Amtrak operation evolved over the course of many meetings between state and Amtrak staff since the beginning of the year, and represent what NJDOT and NJ Transit feel is the best they can arrange under existing financial constraints.

The Atlantic City Railway proposal seems to have been dismissed by those who reviewed it on the state level as being more fantasy than practicality. The ACRY's elaborate scheme for financing its proposal seems to have stretched the concept of "creative financing" to the limit, and there is considerable doubt on the state level that much of the funding the ACRY anticipated would actually be obtained.

As the state's negotiations with Amtrak continued, the biggest stumbling block

proved to be the Atlantic City station situation. To put it quite simply, Amtrak refused to put its logo on the existing AC facility. The current solution calls for a new passenger train terminal to be included as part of a new casino-hotel development that Resorts International plans for the present station site. The Resorts project calls for a multi-level parking garage to be built on the western portion of the site, with direct ramp access to the Atlantic City Expressway; a hotel-casino building to be built to the east, with a rail facility to be built between them. Amtrak will not sign off on the operating plan for the line until plans for the terminal are finalized with Resorts. Resorts' involvement in the project will also require approval of final plans by the state Casino Control Commission. Since no work has yet started on the project, the target date for rail operations to resume by the fall of 1985 seems a bit hopeful at best, assuming no other problems or delays crop up.

The casino industry as a whole is willing to assist with plans for moving passengers from the new terminal site to other casinos, and will probably agree to provide train riders with fare subsidies and incentives similar to what is now offered bus passengers. It is very unlikely, however, that any assistance will be available from the industry as a whole to assist with the capital costs. There is also concern among the other casinos that Resorts will enjoy an unfair advantage with the station being

located literally at its door, so efforts are being made to ensure that all casinos have equal access to arriving passengers.

The final version of the Federal legislation requires a 60/40 match, with the state having to put up \$20,000,000 in order to receive the promised \$30,000,000 from the Feds. The legislation specifically prohibits the use of Interstate Replacement Funds, i.e., funds released by the dropping of proposed interstate highway projects, to meet the state match—something the state had been hoping to do—so it is now hoped that the use of interstate funds for other projects might free up most if not all of the required state match for the AC project. The Federal legislation also requires that the operation cover 80% of its direct costs the first year, and 100% thereafter, with the state picking up any loss.

Current plans call for 5 daily Philadelphia-Atlantic City round trips, plus a sixth trip on weekends, and one daily New York-Atlantic City round trip, which will operate via Amtrak's North Philadelphia station to change ends. Additional charter trains will also be operated. The state admits that any attempt to forecast ridership is iffy at best. Amtrak will serve only one intermediate station in New Jersey, probably Lindenwold, although this is still not certain. Amtrak has also made it quite clear that it will have nothing to do with the operation of any commuter service over the line. Current plans do call for a limited commuter service, likely to be



operated by NJ Transit Rail Operations, consisting of two morning and two afternoon round trips, serving commuter traffic to both Atlantic City and Lindenwold. Since commuting traffic to Atlantic City runs later than commuter traffic to Philadelphia, trains operating with a quick turnaround should be able to cover both markets. At present, it appears that no effort will be made by NJ Transit to cover commuter traffic into Atlantic City on other shifts or on weekends. NJ Transit also feels that any commuter service that may evolve will be dependent upon strict "use it or lose it" standards to be set in advance, with service to be dropped if these goals are not met within a preset period of time.

Of course, the biggest threat to the whole project is the growing local opposition to the plan, especially by residents living in upper Camden County, between Haddonfield and the Delair Bridge. These residents, who are organizing under the banner "RAGE" (Residents Against Gamblers' Expresses), see no value in the project to them. They object to the prospect of high-speed trains whizzing through their communities, disturbing the peace and posing a hazard to their children, who often play along the tracks. These protesters ignore the fact that, not too many years ago, more frequent, steam-powered trains operated over the route without any threat or danger to the area. Unfortunately, RAGE has attracted some notice from the politicians, especially U.S. Congressman Chris Smith, a strongly pro-Administration Republican; and also from a number of state legislators representing the area. At this point, NJ Transit planners are assuming these protesters will not succeed in blocking the project, but they admit that once an issue becomes hotly political, almost anything can happen.

While the state advances in its planning with Amtrak, another proposal for Atlantic City service has appeared, this time from the Delaware River Port Authority, covering a possible extension of the PATCO High-Speed Line to the shore. In a preface to the proposal, it is pointed out that the scope of the plan lies "beyond DRPA's jurisdiction, and beyond its financial capability". The report suggests that the best solution to Atlantic City traffic problems is to park as many cars as possible on the mainland and transport their passengers directly to their destinations in Atlantic City. Potentially, the AC market for PATCO could exceed its Philadelphia market.

The DRPA/PATCO proposal suggests a four-stage program, with a final cost of about half a billion dollars. Phase I would see a single-track, third-rail extension of the PATCO line at grade level from Lindenwold east to the vicinity of the existing PRSL Bacharach Blvd. station in Atlantic City, at a cost of about \$100,000,000. Phase II would include grade separation in

the Pomona-Atlantic City segment, construction of a large park-and-ride lot at the Garden State Parkway, double-tracking of the line east of Pomona, and construction of extensions to the Boardwalk, with a single track spur to the Marina area, for \$71,000,000. Phase III would see the PATCO line in Philadelphia extended westward to the Schuylkill River, and north along the B&O to a new station opposite Amtrak's 30th Street Station (\$75,000,000). The final Phase IV would see the line double-tracked between Lindenwold and Pomona, all remaining grade crossings eliminated, and a local distributor route built within Atlantic City, along either Pacific Avenue or the Boardwalk, at a total cost of over \$183,000,000. With an additional \$78,000,000 added on for "contingencies" the total cost will come to \$500,000,000. While the PATCO proposal seems far more fanciful than even what the Atlantic City Railway proposed, Congressman Smith has suggested that an electrified PATCO extension (which would not run through his constituents' back yards) would be preferable to the current Amtrak plan.

[RAILPACE Newsmagazine is available at \$27 per year from Railpace Company, Inc., P.O. Box 927, Piscataway, NJ 08854. -Ed.]

## Amtrak Addenda

■ Amtrak's storied but rundown Tampa station is set to be restored as a multi-modal transportation center. The Corporation is constructing a temporary, \$280,500 modular terminal to serve its Florida trains until the renovated facility is ready in late 1985. . . . At the same time, Amtrak is seriously considering dropping the St. Petersburg leg of its Florida service in favor of a bus replacement. The old ACL line linking the two cities is a roundabout single-track route that crosses the northern portion of Tampa Bay on a causeway, then takes to city streets in Clearwater for some distance before heading for the St. Petersburg station (which itself is considerably removed from the center of the city). Connecting bus service to and from St. Petersburg uses the Frankland Bridge-causeway over the bay, shaving almost an hour off the rail timing and serves a much greater area of the city.

■ Inauguration of Amtrak's Auto-Ferry service between Washington and Florida is now set for October of this year. . . . The "California Zephyr" was finally rerouted via the Denver & Rio Grande Western on July 15, when the first of two tunnels replacing the flooded D&RGW right-of-way at Thistle (UT) was approved for service. Wyoming is now without passenger rail service for the first time in well over 100 years, although a local group has plans for operating a Denver-Ogden train via the former UP route to restore operation to that state.

■ Amtrak's board has approved the expen-

diture of \$805,000 for land acquisition (from the Burlington Northern) and construction of a new passenger station in Omaha, to replace the present trailer-based facility. Construction is set to begin later this year, with occupancy set for next May. The new facility is designed to accommodate as many as 50 people, and will provide 2,925 square feet for ticket office, rest rooms, baggage room and waiting area. In addition, improvements are in store for present parking facilities and canopy and platform areas. The new station facility will be in full conformance with all federal regulations for the disabled.

■ The All Aboard America fares are still in effect, having been extended through September 30 - with some restrictions. A five-day advance purchase is now necessary, and the discount cannot be used in conjunction with sleeper travel through August 21. However, a total of 30 days of travel, one stopover in each direction and return by an alternate route are still permitted. The one-zone pass is now \$175; two-zone \$225 and three-zone \$299.

■ The Oakland-Bakersfield (CA) "San Joaquins" will continue to run until at least July 1, 1984, courtesy of a change of heart of auto-oriented governor George Deukmejian. To run after that date they must earn no less than 55 per cent of their operating costs from revenue; the present figure is 47.5%. . . . Amtrak raised most of its fares an average of 3% June 1, reflecting the agency's policy of boosting tariffs periodically to cover increased costs and to cover more expenses from revenues. . . . Ground has been broken on a \$134,000,000 project to renovate St. Louis' historic Union Station into a luxury hotel and entertainment center by 1985. . . . Latest renovation plans for its counterpart in Indianapolis call for a 300-room hotel, swimming pool and railroad museum. The downtown landmark's \$30,000,000 facelift will include the addition of 20 Pullmans as on-site lodging. . . . Merrill Lynch has begun conducting free investment seminars aboard the "Bankers", between Springfield (MA) and New York, in an 84-seat coach on the rear of the train.

■ The New York-Boston "New England MetroLiners" now have improved menus that will rotate on a twice-monthly schedule. Some of the delicacies: Apple blintzes and potato pancakes; the "Club Car Omelet", served with corn fritters and apple raisin compote; Belgian waffles with strawberry topping; Roast chicken with wild rice stuffing; Baked filet of scrod and Chicken Cordon Bleu. The old favorites, the New England Omelet breakfast and the Atlantic Seafood Platter will remain on the menu. In addition, complimentary continental breakfasts and evening hors d'oeuvres will be available for passengers preferring to remain in their seats and be served from the rolling cart.



■ Changes are expected in the operation of the "Southwest Limited", which probably will move to Santa Fe's busier southern main line (via Wichita and Amarillo). The state of Oklahoma is also interested in the revival of the "Lone Star", restoring rail passenger service to points in the Panhandle State . . . An agreement has been reached with Conrail to keep the now-rederelict Indianapolis-Cincinnati via Shelbyville line in operation for future use by Amtrak as a Chicago-Cincinnati corridor. The Chicago-Champaign-Decatur "Illini" is gone, a victim of no funding by the Illinois legislature . . . The "International Limited", begun just last year, has generated ridership well beyond early expectations. The end of the fiscal year September 30 is expected to show a total ridership of more than 120,000. Weekend riding is particularly heavy, and Amtrak presently operates an Amdinette and an Amcafe to satisfy the demand for food and snacks as the joint Amtrak-VIA Rail Canada train wends its way between Chicago and Toronto. Revenue this year is expected to be over \$2,500,000, with a corresponding decrease in the subsidy paid the train by the Michigan DOT.

### Along the Right-of-way

● As everyone must know by now, the Georgia mixed trains ran their last (in style,

thanks to Seaboard) early in May . . . In attempt to counter Grand Trunk's plans to make significant inroads into the midwest, the North Western is planning a competing bid for the Milwaukee Road. Ironically, almost three decades ago, the shoe was on the other foot, as the then-chronically weak North Western was the object of a merger bid from the then-strong Milwaukee . . . Yet another high-speed rail proposal is in the wings, this time to link Dallas and Houston over the right-of-way of the old Rock Island line, the product of the new Texas Railroad Transportation Company. The line is still operated for freight by the Burlington Northern, which owns a half-interest in it.

■ The Mount Washington Cog Railway has added a new steam engine, the first since 1969 for the 117-year-old line. Its new owners also plan a new observation building halfway up the 6,288-foot mountain . . . There's a new railroad board game called "Empire Builder", which features rail growth and operations and which is "surprisingly rich in opportunities for meaningful decision-making". It is available at \$20 from Mayfair Games, Box 5987, Chicago IL 60680 . . . South Korea is planning a high-speed rail system from Seoul to Pusan; travel time would be cut from five to four hours between the two cities.

■ More passenger proposals: The engineering firm of Parsons Brinckerhoff/Gannett Fleming has been selected to con-

duct a \$2,300,000 feasibility study of a high-speed passenger rail system between Philadelphia and Pittsburgh . . . Noting that People Express' airline service between Boston and Portland shows a healthy market for travel between the two cities, B&M/MeC Chairman David Fink has suggested the operation of rail passenger trains over a route linking the two cities . . . New Mexico governor Anaya is exploring the idea of a high-speed rail system linking Los Alamos, Santa Fe, Albuquerque and Las Cruces, which might cost up to \$2,500,000,000.

■ Some visitors to the Indiana State Fair were able to get there by special passenger train from Carmel during the fair's late August run. The Indiana Transportation Museum arranged a consist including a refurbished L&N diner operating via the old Monon line from a park-and-ride facility at Carmel direct to the fair. The train was powered by F-units in traditional Monon dress . . . The now-abandoned Erie Lackawanna right-of-way between Decatur and Hammond, Indiana has been given to the state for recreational purposes . . . British Railways plans a five-year plan for boosting productivity and cutting subsidies that involves the elimination of 17,000 jobs by 1988 . . . Don Redmond has asked the Gallatin County (Montana) Commission to permit him to live in an Amtrak dome car, one of nine pieces of equipment he has placed on his property outside Bozeman.

## Air Wisconsin: A New Bird

● Air Wisconsin, based in Appleton, is the first U.S. carrier to buy the BAe-146; the airline has ordered four of the jets, at a total cost of \$67,000,000.

The 146, which will replace the airline's 50-seat DeHaviland Dash-7 turboprops on Air Wisconsin's heaviest routes, is the first new commercial jet produced by the British aviation industry since the 1960s (although British Aerospace is a partner in Airbus Industrie, the consortium building A-300 and A-310 Airbus jets). The craft recently received its airworthiness certificate from the British government, but must yet undergo some 100 hours of proving flights by Air Wisconsin in order to satisfy FAA requirements; the airline has already taken delivery of the prototype and the flights are currently underway. The four-engine, 38-ton jet is designed to be able to use runways as short as 3,000 feet, and has a maximum range of about 1,300 miles. (See the ad reproduced on this issue's back cover.)

### Equipment Eclectica

● Boeing's recent orders include a 747-200B for Cathay Pacific of Hong Kong, two 737-200s for Indian Airlines of New Delhi, two more of the same for Piedmont, and a 767-200 for Britannia Airways of Luton, England.

■ People Express, one of the most successful of the "budget" carriers, is planning to purchase 14 used 727-200s from Delta for \$91,000,000 to meet increasing demand for its services . . . Bar Harbor Airlines of Bangor (ME) has purchased 10 twin-engine, 19-passenger Beechcraft 1900 propjet airliners for its New England route network . . . To assist in persuading British Airways to purchase its new short-haul A-320, Airbus Industrie has offered the carrier the opportunity to lease 25 used Boeing-built jets until the new craft are ready . . . Ozark has ordered four new

MD-80 jets (formerly known as the DC9-Super 80) from McDonnell Douglas. The order, bringing to 263 the number of '80's sold by the builder, will top out Ozark's all DC9 fleet at 49 aircraft . . . The same builder will also construct up to 13 similar units for American Airlines, at a price tag of about \$25,000,000 each . . . El Al, coming out of an economic tailspin precipitated by labor difficulties that almost closed down the Israeli flag carrier, is taking delivery of four 767s that will be of great assistance in the revitalization of the airline . . . Boeing has delivered its first 727-200F freighter to Federal Express. When the last of the 15 jets is delivered to the cargo carrier in about a year, the 727 will be officially phased out, to be replaced in the builder's catalog by the 757. The last passenger 727 was delivered to U.S. Air in April. All but about 50 of the 1817 727s rolling off the Seattle lines in the past two decades are still taking to the skies regularly, a remarkable record



for longevity, despite some early problems. The 727 found favor far and wide, and one airline historian dubbed it the world's "fastest mass-transit vehicle, an aluminum bus with wings." The most popular commercial airliner of all time, the 727 finally saw advancing technology catch up with a design now considered "inefficient".

■ Down the Pacific Coast, the competition is also phasing out one of its models—but on a far less-happy note. Long Beach-based McDonnell Douglas has announced that production of the DC10 jetliner—plagued by financial losses, tragedy and, finally, a virtual collapse of orders—is essentially over. The company says its is no longer marketing or building DC10s, and it does not expect any new orders that might revive production.

Instead, McDonnell Douglas is betting its future on the MD-100, a new three-engine jet configured for either 270 or 333 seats that company officials contend will cost up to 18 per cent less to operate than the DC10s it will replace.

■ U.S. Air has exercised options to purchase 10 new 737-300 jets, and has ordered five new 737-200s, for a total cash outlay of about \$330,000,000. The carrier's order will bring to 1,084 the number of 737s sold by Boeing thus far . . . China Airlines, the Taiwanese-flag carrier, has taken delivery on its second 767.

## Fare Facts

● American International Airways, the charter carrier that found its deregulation niche in providing regular discount air service to Atlantic City from New York, has begun a similar low-cost operation from Chicago's O'Hare International Airport to the new casino capital. AIA charges just \$57.11 each way for the flight; the carrier's operations are "subsidized" by the AC casinos in hopes of attracting the high rollers that pay the freight for the gambling operations. In addition to the low-cost one-way and round trip service (open to all comers), AIA offers special packages that include overnight accommodations at a hotel-casino, plus \$10 in chips per person to induce visitors to try their luck . . . August 1 saw a general increase in most airline fares (as usual, varying by carrier); SuperSaver tariffs went both up and down, depending on the day of the week. More changes are in the offing as carriers try to divine their competitors' marketing strategies.

## Route Report

● Transwestern Airlines, based in Logan (UT), is dropping its Salt Lake-Jackson (WY) commuter service, but will add a fourth trip to its Salt Lake-Grand Junction schedule soon . . . More flights to Atlantic

City from New York: Daily non-stop runs bankrolled by the Claridge Hotel and Casino, and using Israeli-built airplanes, began August 1 . . . TWA will begin non-stop New York-Cairo service on a tri-weekly basis October 31. On the remaining four days, a stop enroute at Athens will be made . . . Provincetown-Boston Airlines plans to expand its commuter service to include Vermont points . . . Midway Airlines will begin service from Chicago to Newark September 12, and convert its Chicago-Washington runs to its business-class "MetroLink" service on the same day. The same carrier will also drop its runs to Omaha and Lincoln at the same time, since the FAA will not permit the Midway Airport-based carrier any additional slots at the South Side field.

■ British Airways is considering Concorde service to Miami next year, as an extension of its London-Washington route . . . British Midland Airways Ltd., an independent U.K. carrier, has applied to the Civil Aviation Authority for permission to link London and Aberdeen, Scotland, and London and Jersey. Taking a leaf from the U.S. budget carriers' book, it plans to undercut British Airways in fares on the routes. BMA already challenges British Airways in similar form on runs between London and Edinburgh and Glasgow, and has taken about one-third of the passengers on those routes from British Airways. Needless to say, BA is opposing the new applications.

■ Frontier plans to add Midland/Odessa and Abilene to its route system November 18, both points to be served from Denver.

■ A Canadian regulatory agency has rejected applications by Empire Airlines concerning routes between upstate New York and Canada, reiterating Canadian objections to additional competition in air service between the two countries. Empire had planned to begin new service between Syracuse and Ottawa, and to increase frequency on an existing route between Syracuse and Montreal. The Canadian Transport Commission, in rejecting Empire's bid, said it contravened the terms of an agreement between the U.S. and Canada on transborder service. The CTC contends that passengers using such services would be doing so to take advantage of U.S. airline deregulation and lower tariffs from the States. Fares from Canadian points to U.S. destinations on Air Canada are generally much higher than via U.S. carriers between the same two points. In retaliation, Empire has urged the CAB to deny applications of two Canadian carriers for similar services, Air Ontario (London-Cleveland) and Austin Airways (Minneapolis-Thunder Bay).

■ Frontier Airlines plans its own budget carrier, Frontier Horizon, to compete it markets its parent does not serve. The new carrier is expected to begin operations by the end of December, flying between Denver and LaGuardia, Dulles, O'Hare and San Francisco International Airports. The new

spinoff would avoid the high labor cost and union strife currently plaguing Frontier; employees of the new carrier will be hired at "relatively low base-pay rates", although they will be covered by a profit-sharing agreement.

■ An era returns: Crescent Helicopters, based in Bellwood (IL), has asked the CAB for authority to operate regularly scheduled flights between O'Hare, Meigs, Midway, Du Page and Gary Municipal Airports, restoring a pattern of service given up by Chicago Helicopter Airways two decades ago when the majors exited Midway in favor of O'Hare. If the CAB approves, Crescent plans hourly flights between 8 a.m. and 6 p.m. The company presently offers on-call charter shuttle service to the fields, as well as to the Marriott Hotel in Schaumburg. It is also seeking a downtown heliport location to better serve the businessmen expected to be the principal users of the new airport operations.

## Braniff Update

● All of Braniff's creditor groups have approved its reorganization plan, under which the Hyatt Corporation would invest as much as \$75,000,000 in return for an 80% stake in the revitalized carrier.

Federal Judge John Flowers, overseeing Braniff's Byzantine reorganization saga, affirmed the vote August 30, and is expected to approve the plan this week. Then, the tortured trail of the airline most thought was dead will begin a new turning, as the carrier's 30 remaining 727s take to the air under the parentage of Hyatt. The airline ceased operations abruptly in May 1982, after failing to secure the financial support necessary to remain airborne. Since that time, a number of plans have been advanced to get the carrier back in the air (including several ventures with San Diego-based PSA), but all were shot down by various combinations of creditors and government agencies. Some months ago, Jay Pritzker of the Hyatt Hotel chain took a flyer on becoming an airline magnate and against all odds has apparently succeeded. No date has been advanced for the resumption of operations (on a much-scaled-down basis from Braniff's earlier days), but flights might be a reality by year's end.

## The Crowded Skies

● Republic, in the throes of economic hardship, has persuaded most of its employees to take pay cuts; its pilots' union just voted to accept a 15% decrease in compensation and a freeze on scheduled pay increases for nine months beginning September 1 in an effort to keep the carrier airborne . . . Attorneys for the liquidators of Laker Airways have filed documents in federal court



in Washington charging that an airline-led conspiracy succeeded in putting the maverick carrier out of business. Laker's lawyers contend that some of the competing carriers on the North Atlantic route first conspired to set below-cost fares that matched Laker's until Laker could not survive without additional financing. The same documents also illustrate how airline pressure then helped kill the refinancing effort.

In the U.S. court action, Laker's liquidators seek more than \$1,000,000,000 in triple damages from McDonnell Douglas, its financing subsidiary and eight airlines: Pan Am, TWA, British Airways, British Caledonian, Lufthansa, KLM, Sabena and Swissair, as well as co-conspirators Midland Bank (U.K.), and UTA French Airlines.

The defendants have gone on record as stating that Laker was not done in by a conspiracy but through a mixture of bad management and demands by the British Civil Aviation Authority for additional credit to cover declining ridership. The carriers further note that they objected to a refinancing plan that would have given their vendor (McDonnell Douglas) in essence a substantial equity interest in Laker, a competitor of theirs.

Laker collapsed in February 1982, after providing low-cost transatlantic air service for hundreds of passengers (many of whom might not otherwise have been able to afford the round-trip) for almost five years, always in the face of strong opposition from the IATA carriers also flying the Atlantic. Charges and countercharges flung by Laker and his competitors seem certain to occupy courts on both sides of the Atlantic for some time to come. [A complete account of the last days of Laker Airways' SkyTrain appears in the 28 February 1982 issue of this publication - Ed.]

■ The Civil Aeronautics Board will examine the controversy over the airline industry's computerized reservation systems. Many carriers have complained that United and American, whose systems together provide some 80% of the industry's domestic computer reservations service, stack the systems to favor themselves.

■ 41 Delta executives are giving up some of their financial compensation for a year in order to help their employer stay afloat. Delta, probably the strongest of the majors, lost \$86,000,000 in the fiscal year ended June 30 - its first yearly loss since 1947. The airline's employees typify a close-knit corporate "family", despite the size of the carrier's operations, and have pitched in before to assist Delta. Last December, for example, the airline's workers chipped in to buy the company a new 767, and this summer, Delta's pilots agreed to work under their old contract for another year. The savings generated under the pact let Delta expand service to four new cities.

■ CP Air is offering portable video-game

sets to passengers on an experimental basis on flights between Vancouver and Montreal. Sets rent for \$3.50 (Cdn) for the flight; the games include Black Jack, baseball, boxing, Donkey Kong, tennis, Snoopy and Mickey Mouse. If the experiment proves successful, the sets would be installed on a permanent basis, and offer flight and safety information as well as games.

■ Muse Air passengers traveling between Dallas and Lubbock can now buy seven tickets for the price of five. The discount tariff rate is \$250 for weekday peak travel, and \$150 for off-peak riding. The regular one-way fare between the two cities is \$50 (peak) and \$30 (off-peak). The special discount tickets are good for one year from date of sale.

■ Two San Antonio businessmen, mindful of the disaster at Lakehurst (NJ) in 1937 that destroyed the giant zeppelin "Hindenburg", but believing nonetheless in the future of lighter-than-air travel, have proposed a revival of airship transportation. Gordon Hahn and David Evans, principals of The Balloon Group, have contracted with LTA Systems of Canada for two SkyShip 600s. Each will be fitted with luxury passenger areas (and computer-generated graphics equipment for advertising messages), and each airship will cost about \$4,000,000.

Hahn and Evans predict profitability within five years. The flagship of the fleet will be based at Los Angeles, while the second ship (and the company's corporate headquarters) will remain in San Antonio. The partners also have an option on a third ship, to be stable on the East Coast.

■ The "Mess at LAX" eases up: Airline passengers inconvenienced by the continuing disorder at Los Angeles International Airport since a \$700,000,000 expansion program began two years ago should be pleased to note that the work is set to be finished well in advance of the 1984 Olympics; expansion is now more than half completed, as work has continued day and night during normal airport operations. Passenger terminal space will double the 1,300,000 square feet there now.

At least one airline has benefitted from the "mess at LAX", as it has tabbed the construction - Jet America Airlines, a new (1981) product of deregulation, carved a successful niche in bypassing the congested field in favor of Long Beach Municipal Airport, which it serves from Dallas-Ft. Worth, St. Louis and Chicago. Jet America's trio of DC9 Super 80's have achieved good load factors using the alternative field - and have shrewdly exploited that advantage in their advertising ("Sorry, all you other airlines...").

■ With the proliferation of discount fares, keeping track of all applicable tariffs is indeed a chore - even for the largest travel agencies. Comes now a new firm, Traveltron, of Irvine (CA), which guarantees to tell

callers the least-expensive fares on flights between U.S. cities as of that day. In fact, if anyone can come up with a cheaper fare than Traveltron quotes, he can collect a \$25 bounty from the agency.

Traveltron has a computerized clearinghouse in Washington, where all the widely varied fares are checked and reported daily; only People Express is not listed. Fare data is free for the asking (at 800/221-7041); the firm makes its money by issuing tickets by mail to customers (and receiving the customary sales commission).

■ Some of the U.S. airports least-liked by pilots (according to testimony offered by the Airline Pilots Association at a congressional hearing) are: Los Angeles, San Francisco and Portland (strict noise-abatement rules, requiring faster climbs and steeper turns); Anchorage and St. Thomas [V.I.] (runway locations requiring taking off in tricky crosswinds); and Washington National (tall buildings along its northern approach, requiring precise navigation).

Further, many domestic fields pose safety hazards of other sorts. For example, inadequate control of birds, deer and animals, some drawn to airports by nearby garbage landfills. Birds are a particular problem at LaGuardia in New York, and at Boston's Logan Airport. Also, lack of standards for construction, placement and handling of fuel storage facilities, as well as flight patterns that bring planes too close to high buildings and densely populated areas (again, Washington National tops the list).

■ Continuing financial losses and pressure from a major creditor have forced Rich International Airways of Miami into bankruptcy; the line will continue to operate during reorganization. Rich operates charter flights between New York and Hawaii, and between Boston and Aruba, as well as cargo service from Miami to various Caribbean islands and other points.

■ In four cities, business travelers can get free or discounted helicopter service from the airport to other locations. Delta, TWA, United and Western offer their first-class passengers helicopter service between LAX and Fullerton in Orange County for just \$3; the normal tariff is \$40. Northwest and Republic offer similar discounts. In Atlanta, Republic and Northwest offer their full-fare travelers a free helicopter ride between Hartsfield Airport and three points north of the city; the regular cost is up to \$45.

In addition, no less than 57 airlines offer discounts of up to 50 per cent on helicopter rides between the three New York area fields and Manhattan, a savings of up to \$25.

■ Pan Am will end all operations in Puerto Rico effective October 1, after 54 years of service to the Caribbean island. Pan Am is revising its marketing strategy, concentrating on bringing passengers from domestic cities to various departure points



for long-haul international flights, and the airline believes Pan Am's routes between Miami and San Juan, and between San Juan and Caracas do not fit in with that approach. In addition, the San Juan service, originally begun in 1929, was producing passenger revenue of about seven cents per passenger mile, well below Pan Am's system average of 10 to 11 cents.

Eastern will remain in the San Juan market, with four daily non-stops from Miami; that carrier began its Puerto Rico service in 1946. Capitol International Airways, the former charter-only carrier also entering regular-route service as a result of deregulation, offers one round-trip daily between San Juan and Miami as well.

■ In the largest-ever single jet purchase by an Australian airline, Qantas plans to purchase nine new Boeing aircraft for about \$640,000,000. Six of the new jets would be the new 200-seat, extended-range 767s; Qantas is also to purchase three stretched upped deck 747s. The carrier plans to finance the purchase without government assistance, through borrowing and also the sale of part of its aging 747 fleet. Canberra must, however, still approve the purchase plan.

The first of the B747 jets is expected to be delivered in November 1984; all three are set to enter service by the following April. The first pair of 767s will join the Qantas fleet in October 1985, with the remainder on the property by March 1986. Boeing won the order after the Australian flag carrier rejected a final offer from Airbus Industrie for its A310 jetliner.

■ British Airways has decided to lease a group of 14 new 737-200s through a group of banks led by the Chemical Bank of New York. The carrier also has options to lease 17 additional 737-200s. British Airways was expected to lease, rather than purchase, new jets to replace its aging Tridents, but McDonnell Douglas was expected to be the vendor, rather than Boeing.

The new 737s will be delivered in late 1984 and early 1985, and are to be used for flights within Britain and to the Continent. They will be sold directly to the consortium of banks, which will lease them (under a contract renewable annually) to the carrier. (Boeing completed a similar lease deal a few years ago with Delta, which leased 737s through the General Electric Credit Corporation.)

British Air's Tridents will have to be retired by 1986, as they cannot meet new, more stringent noise regulations. BA had considered a number of candidates to replace its Tridents, among them the 737-200, the DC9 Super 80, and Airbus Industrie's A-320. The latter craft is still on the drawing board, not to be airborne until 1988; the timetable for fleet renewal apparently mitigated against that option. Perhaps one of the principal factors weighing in favor of Boeing was British Air's track

record with the 737-200; the carrier already has 28 in its fleet, and it considers the jet "very reliable".

■ Midway Airlines, pleased with the apparent success of its business-class Metro-Link service, has cancelled plans to sell two of its DC9-30s to McDonnell Douglas. The builder was to acquire three of Midway's DC9s as part of a package involving a long-term lease of two new DC9 Super 80s. A decision on the fate of the third DC9-30 will be reached in the near future.

Midway began its MetroLink service last June between Chicago's Midway Airport and New York's LaGuardia in an effort to move away from its original service concept of no-frills, budget operation. Metro-Link service features some frills (and a higher tariff), along with dedicated shuttle bus service to Chicago's Loop, and has proven successful. Pleased with MetroLink's track record, Midway expanded the concept to Washington National Airport September 12; in order to make maximum use of its available slots, Midway trimmed service to several of its cities.

■ People Express has struck a deal with Southwest Airlines that will enable the pioneering budget carrier to enter the potentially lucrative Texas market. In return for leasing two of its 727-200s to Southwest, People will gain use of certain space controlled by Southwest at Houston's Hobby Airport. The two jets will not be needed by People for several years; Southwest will add them to its Houston pool.

On October 1, People will begin service to and from Houston, linking the oil capital with its Northeast cities—Boston, Washington and Newark—with a total of five daily flights (a sixth will be added on October 27). In keeping with People's "budget" philosophy, a one-way ticket will cost from \$69 to \$99, depending on departure time, as compared to about three times that rate for a regular coach ticket. The new runs will benefit Southwest as well, tying that low-priced carrier into People's system at its Houston hub.

■ Eastern has cut its Unlimited Mileage fares for two months, beginning September 15. Its tariff for as many as 21 flights to 85 cities in the U.S., the Bahamas, Bermuda and Puerto Rico will be reduced to \$499 each for two people traveling together; some restrictions apply. The same carrier will also expand its Miami-San Juan service from three daily round-trips to five (to fill the gap occasioned by Pan Am's departure); a sixth will be added December 15.

■ American, which began service from Dallas/Fort Worth to Brazil just last December (using former Braniff authority), will drop that tri-weekly service September 19, citing poorer-than-anticipated loadings. When the service was inaugurated, American outlined plans to expand to other South American markets; despite the cancellation of service to Brazil, the carrier insists it is

continuing to evaluate other potential markets within that continent.

■ At deadline: That Korean Air Lines 747 shot down in early September had been purchased from Lufthansa. KAL's fleet includes 13 747s (plus three on order); seven 707s; seven 727s; five DC10s; eight Airbus A-300s; and two Fokker F27s . . . The Burlington Northern Foundation of Great Falls (MT) has approved the expenditure of \$25,000 for a mural at the Great Falls airport depicting Lewis and Clark . . . Mid South Airlines has been sold to Air Virginia. The carrier's three planes link Southern Pines (NC) to seven other cities . . . Sun West Airlines of Tucson has dropped service from that Arizona city to Phoenix and Albuquerque, citing poor load factors . . . To add

## ship

### Nautical Notes

■ Yet another era in transportation ended at 12:01 AM, July 1, 1983, when the Chesapeake & Ohio sold its last ferries, the "Badger", "City of Midland", and "Spartan", and the Kewaunee (WI)-Ludington (MI) cross-lake route to Michigan-Wisconsin Transportation, a new privately held Ludington common carrier. Carriage of rail cars, autos and passengers will continue on the Kewaunee-Ludington route; the company has revived the Milwaukee-Ludington route for autos and passengers only. Chessie has long wanted to exit the business; its Lake Michigan carferry service, dating from 1897, was the last on that body of water. The new owners have pledged to upgrade and expand the ferry service.

[Two excellent texts provide thorough historical coverage of the ferry operations, the lengthy "Great Lakes Car Ferries", by George W. Hilton (Howell-North, 1962), and the difficult-to-obtain "Pictorial History of the C&O Train and Auto Ferries, by Arthur & Lucy Frederickson (1965)]

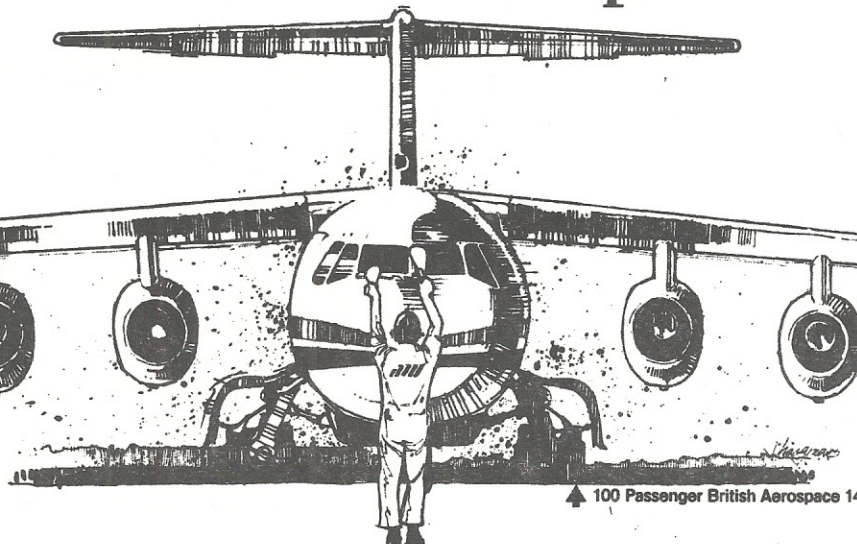
■ Congress is considering legislation that would return romantic cruise ships to the Great Lakes, by waiving a requirement that ships flying the American flag be U.S.-built. A Florida businessman wants to buy two Danish-built ships to revive the cruise business on the Great Lakes, along both coasts and in the Gulf of Mexico . . . The "Tahoe Queen", Lake Tahoe's second paddle-wheeler, has gone into service with cruises and shuttle service . . . Washington Boat Lines plans twice-daily commuter service from its Water Street SW pier to the city dock in Alexandria (VA) . . . The SS Catalina has begun San Pedro to Avalon runs . . . One cruiser is operating out of Chicago, albeit on short runs. The "Star of Chicago", a 150-footer with three decks, two restaurants, bars and a dance floor, departs from Navy Pier on afternoon and evening cruises.



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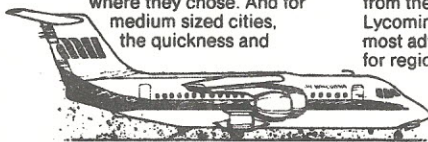
*This summer,  
 Air Wisconsin puts regional jet travel  
 back on the map.*



▲ 100 Passenger British Aerospace 146 Jet

## Introducing the 146 Jet by British Aerospace.

In 1978, Congress decided to let airlines fly pretty much where they chose. And for medium sized cities, the quickness and



convenience of jet travel to many major airports disappeared into the wild blue yonder.

Now, Air Wisconsin is bringing it back. With the 146 Jet — a revolutionary new aircraft.

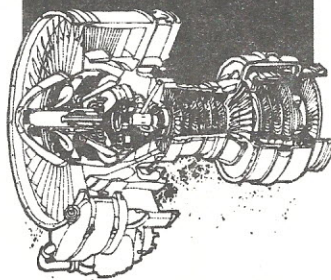
The 146 Jet is a marvel of deliberate planning, designed expressly for the needs of regional airlines. It features state-of-the-art technology from around the world,

including four powerful, fuel efficient ALF502 fanjet engines — from the United States' own Avco Lycoming. It is, quite simply, the most advanced jet ever designed for regional travel.

Its performance? Remarkable. Cruising at average speeds of 420 miles per hour, it handles typical regional flight segments both quickly and economically. With noise levels so



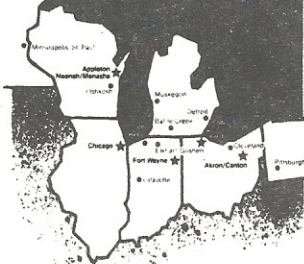
The ALF502 fanjet engine, from Avco Lycoming, Stratford, Connecticut



low that it's earned the title of "the quietest jet in the world"... making the communities we serve very happy. And the 146 Jet is a

This summer, the 146 Jet brings service to Chicago O'Hare from:

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good neighbor in another sense. Its emission levels are far below federal standards, for the 80's and beyond.

When your travels bring you to our expanding route system, come aboard. The 146 Jet will offer you the speed, quiet, and comfort you thought you'd never find again. And you'll notice more service and frequency than you've experienced for quite awhile.

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