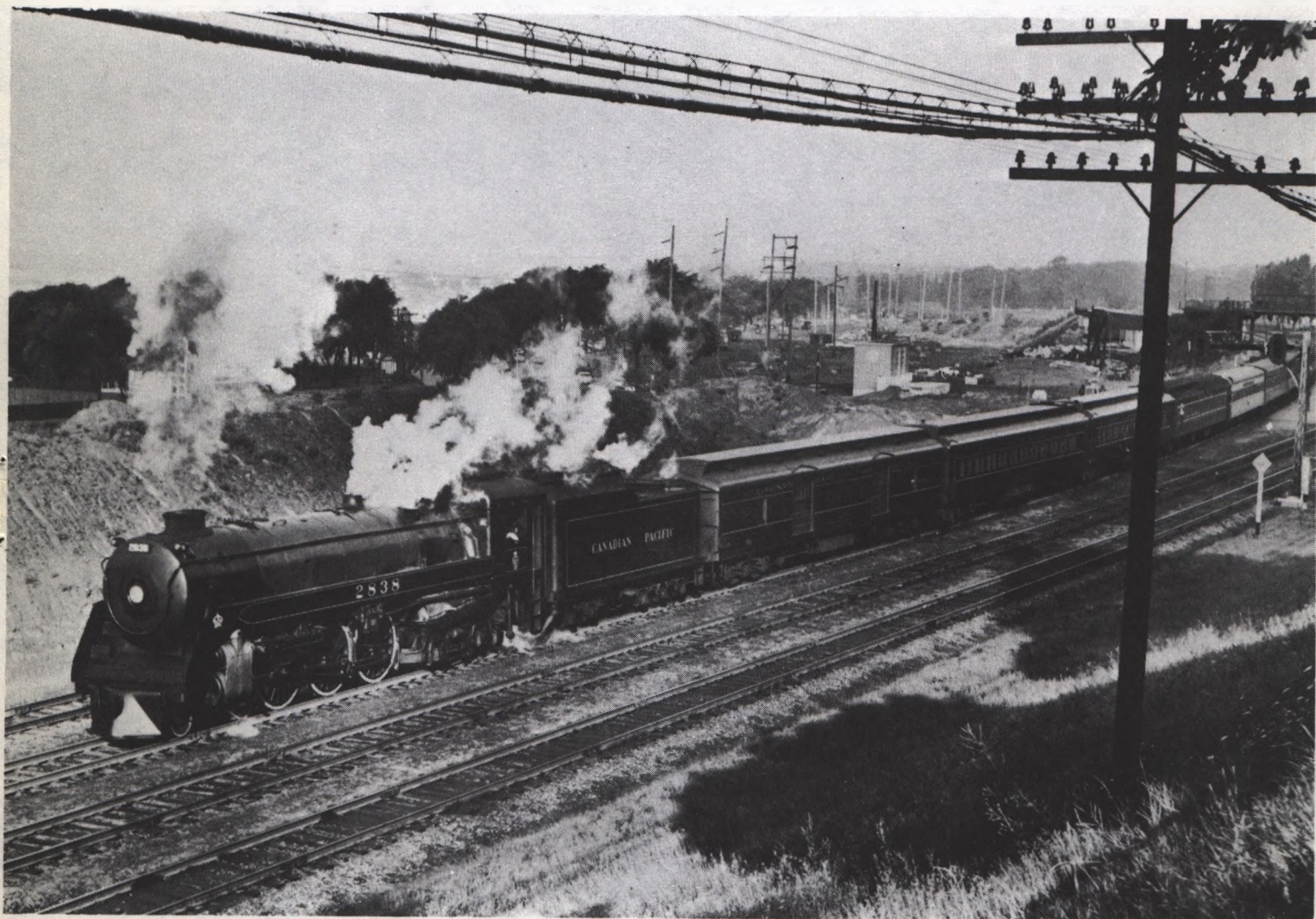


Twentieth Century Unlimited (7)



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TWENTIETH CENTURY UNLIMITED (7): FAPA 142/February 1973, is edited and published by
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GREAT CHANGES HAVE OCCURRED since the last issue of this noble fanzine came out. The
greatest changes have occurred in the last week, though.
Briefly put, the magazines on which I've done production, the QUICK FROZEN FOODS group
(a monthly, a quarterly, two directories) have been sold by Channers Publishing Com-
pany to Harcourt Brace Jovanovich, which company, it seems, has been busily accumul-
ating any magazine "which wasn't tied down," to quote a friendly publisher. The pro-
duction facilities for the HBJ publishing enterprises (books, consumer magazines, 42
trade magazines) are all in Duluth, Minnesota, which means that either I get another
job within the Channers organization or I'm out on my ass in the cold.

As this is written, I've been guaranteed a job, on Boating Industry magazine. Because
the girl now doing production on BI will be fired, I'm officially in limbo until she
is fired. We'll be doing production of the March monthly, plus perhaps the April
quarterly, so I'm in the dark as to when I assume my new duties.

My telling you this may cause problems. Sam Moskowitz, as some of you know, was
editor of QFF. As of the day before last year's SFWA Banquet he was no longer editor.
He's now editor of another trade magazine, and for a long time was spreading the rumor
that his firm was going to buy QFF. The rumor had been denied by so many people and
for so long that it came as a great shock when the magazines actually were sold, al-
though not to his new bosses. I trust Sam sufficiently to hope that word of my new
job won't get back to my old company before I take over the production of Boating
Industry. Arnie Katz and Ross Chamberlain, incidentally, will go to HBJ, breaking
up the fannish troika that had held sway at QFF for the last several years.

Meanwhile, work on ALGOL is continuing. As of the next issue all the contents will be
typeset, and I'm now working on two issues: the May issue, #20, and the November, #21,
which is the tenth anniversary issue. The May issue will feature a reprint of the Cord-
wainer Smith material from ASFR, plus new material supplied by Smith's widow and
others. Also an article by Brian Aldiss, and the usual gang of idiots. Response has
been less than optimum, although I did get a nice letter today from James Blish com-
menting on Ted White's column in the current issue. Meanwhile subscriptions keep com-
ing in; I sold \$100 worth of subs and back issues at Philcon, and another \$70.00
worth at the recent InfinityCon. I've picked up Waldemar Kunming
as a German agent and Mervyn Binns, replacing John Bangsund (the Lindsay Porter Bang-
sund Co-Prosperity Sphere is no more, alas; dissolved after nearly 6 years), in Aus-
tralia. Subscriptions have just passed the 400 mark, and I've begun running ads in
every issue of F&SF, GALAXY and IF. A long delayed ad will be in the May issue of
AMAZING. Bookstore sales are increasing, to about 170 copies this issue. Next issue
the pressrun will go up to 1500 copies (it's only 2 months since the issue came out,
and out of 1100 copies only 200 are left), and with the mailings to bookstores I plan,
I expect to sell at least 300 copies through retail outlets. One book distributor,
in fact, has taken 50 copies of each of the last two issues. Next issue he wants 100
copies. He has a chain of 17 porno book stores, and sales have been brisk...and payment
prompt, a quality Jack Chalker can appreciate.

ALGOL 21 will have an article by John Brunner, an article and story by Ursula K. Le
Guin, and other goodies. The lack of good articles is really cramping my style, so to
speak, and I've often wondered how Geis ever got the articles he did. Perhaps Richard

the Geis will explain his powers of mastery over fen to us. Or maybe not... Also coming up in the next ALGOL will be a centerspread of fandom's favorite all around girl, Astrid Anderson. Astrid's pose is that which graced the first page of the LACON report in THE STAFF. I'm not too sure how this is going ~~to~~ to be received by fandom, or for that matter by the subscribers, but if Mike Glicksohn can publish daisy chains by Alicia Austin, and Gale Burnick can publish a fanzine called PAUNCH, surely sex and science fiction can mix...

I've been indulging myself since I came back from LACON. After Los Angeles I spent six days in San Francisco, ~~grooving~~ on the city and doing all the touristy things: taking the bus out to the beach, ~~seeing~~ seeing the harbor and Sausalito, getting a scenic tour with fanartist Lee Healy, calling up Jerry Jacks and discovering why he's so rollypolly: he knows about some really good restaurants... Unfortunately, looking in the papers in San Francisco brought on a severe case of Berry's Disease: a beautiful place to live but nary a job in sight. But the scenery was nice, and I'm resting a little easier now that SF's withdrawn from the 75 worldcon bidding. After all, Australia has John Bangsund and Shayne McCormack, but San Francisco's got Grant Canfield and Astrid...

One of the best things about San Francisco was the SF Maritime Museum, which opened my eyes to all those things they don't bother to mention in American History courses, among them the long and epic life of steam in coastwise shipping, the life and times of the lumber boats (mentioned nowhere previously in my experiences) and the long and ~~a~~ fascinating history of the San Francisco and environs maritime experience.

I think I've told before in these pages of my sudden discovery of the Monitors in the Smithsonian, and the realization that this was an entire class of naval ship which rose during the Civil War and died after world war I when they were replaced by the submarine. No history book I know of mentions that rather than one Monitor and one Merrimac, there were several dozen varieties of monitor, river and open sea, constructed during the great rebellion, and that the evolution of the monitors took place over the next 60 years. Monitors served in the 1898 war, one sailing from San Francisco to Manila under her own power, and several visiting Europe after the war. Likewise, Monitors were used by the British as late as 1938, at the opening of WW2. And the Merrimac also became the basis for a standardized ship design, which culminated in the battleships of world wars one and two... The book I bought ~~back~~ after my return from SF was SAN FRANCISCO BAY: A Pictorial Maritime History, which provides a fascinating look at San Francisco itself, the towns and ports around it, and things I'd known little of before, such as the filling in of vast areas of the shoreline (Yerba Buena cove, a major anchorage, disappeared; it occupied the area now bounded by Harrison, First, Montgomery, and Broadway) and the gradual extension of San Francisco out into the Bay, much as New York advanced through the years until Manhattan island is almost a third as large as it was 300 years ago.

It's a fascinating book, published by Bonanza Books. I got my copy from Publishers Central Bureau, which seems to be some sort of vast republishing conglomerate dedicated to bringing out books at prices their publishers would have thought impossible. No price is indicated anywhere on the book, but I think I paid about \$4.00 for it...

Our cover this issue shows Canadian Pacific train #6 pulling the Toronto, Hamilton and Buffalo train westbound, leaving Sunnyside station, Toronto, on August 16th, 1957. The engine is a Hudson, for those interested. Photo supplied by RAILROAD magazine, one of the last remnants of the former Popular Publications magazine empire.

These ramblings will continue after the mailing comments, which, if my wits don't fail me completely (no comments, ~~you~~) start on the next page.

SYWANSE/SPEER: The Australian dollar was revalued upward to 1.275 US\$\$ on December 22nd.

So much for the sovereign state of the American currency system...The "It can't happen here" syndrome seems to be becoming more and more out of date. The stfual fuel and power shortages given much display space in novels of 1990 is happening right now, as our midwestern members can attest. Meanwhile, the Quebec government is busy displacing 10,000 eskimaux and indians and flooding 50,000 square miles of upper Quebec, in the interest of selling power to the U.S. If the Quebec government is dumb enough to sell themselves down the river to benefit the U.S., perhaps they deserve to do so...Actually, I don't hate Hellen Wesson, as I explained to her when I talked to her last month. Incidentally, Helen, I had to pay a New York artist \$30.00 for that lettering...

DYER/IRON/TACKETT: Speaking George Senda and the 75¢ he owes me/\$200+ he owes Bubonicon, hast thou noticed he's on the FAPA waitinglist? Blackballing one off the fapa waitinglist for moral crimes/fugheadedness/bad breath is one thing, but getting rid of someone who's passed bad checks, used out of date credit cards, and ripped off western union of company money orders (and even swindled the TAFF race, I believe...) is Something Else. I've talked to several fans and they agree we should dump this creature. What sayest the rest of Fapa? And, Judge Speer, can't he be extradited to sunny New Mexico for crimes against humanity (or fandom, or something)?

PAITHOLOGY 64/TERRY CARR: Sensawonder times are here: a hulking middle aged woman I was introduced to this weekend at InfinityCon (I won't waste time telling about this convention; poorly organized, poorly run: it lost several thousand \$\$, I understand) was Ricky Slavin. Certainly is a wonderful thing... I remember Mike Domina and his INTROSPECTION; used some of the techniques in ALGOL, in fact. Ted White's contribution is Funny: I've been reading the F&SF slush for almost seven years now (an incredibly long time, now that I think of it) and the mss. come in now at about 90-125 a week; I reject better than 95% of them. There are the occasional good stories, though, ~~xxx~~ that make up for the incredible amount of junk. I bought the first story that Vonda McIntyre had published. The first story that Suzette Haden Elgin ever published, I discovered. You reprinted it in WORLD'S BEST SF. I picked out Don Thompson's first published story; and a dozen or two more. One coming up that I picked out, PSYMED, is really fine; I think it may be Hugo material, in fact...

QUEBECON ONSHOT/CLARKES, STRAW, ET. AL.: Portents of fannish matters to come have been made clear in the fannish welcome that Will Straw got to Ottawa. Unfortunately, the mundane welcome was a little less gentle: Will was hit by a car while riding his bicycle and spent several weeks in the hospital. Reports that the car was dodging a stampede of maddened penguins are exaggerated...I hope to be through that area, with John Berry, on the way to the Torcon, but events of a mundane nature (more somewhere else about that) may preclude it, and even stop me in my tracks.

BALLAST/DON THOMPSON: Irwin Ross is being/has been prosecuted by GALAXY for mail fraud, in that the story he submitted to IF was plagiarized, and sent through the mails -- a federal offense. He tried the same thing with F&SF, and wa told him where to go. He's evidently done much the same thing with the men's magazines, but they don't have the amount of inter-magazine communication that our field does. And when's the next issue of COMIC ART coming out?

FAPAZEEN/EARL EVERS: No, I didn't "put out the Fancy Expensive program book for LAcon." I sold advertising for it, so that it wouldn't drain any more money than necessary from the convention funds. I didn't arrange for the printer; I wish I had. I could have saved a thousand dollars off the price they got. But that's

the problem with working across country with a convention committee. The bigger question is whether we want big, fancy program books that cost a lot of money to print, and are a big pain to work on (and that drain valuable time -- more valuable than money to an overworked convention committee -- which can't be spared). I strongly suspect that we'll see a radical turn-around in the next few years. Before now the important thing about the Program Book was that it represented something that non-attending members of the convention could treasure after the convention was over. BayCon's plans for a proceedings -- for which money was collected! -- never materialized. Same for NYCon, though no money was collected, nor were Proceedings ever formally announced. Noreascon has announced a proceedings, though it hasn't appeared yet. Fred Patten tells me that the IACon committee "fell apart" after the convention. They're still active, but the post convention slump has fragmented them. So a proceedings is a doubtful ~~option~~ item at this time.

We're rethinking a lot of things to do with the worldcon. Obviously we don't want the three ring circus, with lots of TV and radio and newspaper coverage that some members of the SFWA would like, with its attendant 10,000 member attendance. Exactly what we do want will have to be thrashed out in fanzines, at conventions, in the next year or so.

This master was bought in 1964; repro may be very poor.

BETE NOIRE/REDD BOGGS: Frodo Baggins: Establishment Pig is certainly a wonderful thing; have you sent a copy to Tolkien?

RICHARD E. GEIS/RICHARD E. GEIS: Your novelette is spotty and in some ways inconsistent.

You would have us believe the hero has managed to secrete sophisticated, large and bulky technological equipment in his estate, without the knowledge of others. Surely the effort to bring it from some other, unspecified and presumably long undiscovered site would not have gone unnoticed, especially since your hero's influence would have been considerably less when the equipment was first moved in. Other than that, your hero is made of high quality cardboard: two sides and a great deal of interior stuffing but, like most cardboard, having a good deal of air nonetheless.

Have you thought, perhaps, of seeing a good psychiatrist? Admittedly the magazine is a tremendous input to your ego, but it is also a tremendous output to our senses, and much of what you output is very Strange...

HORIZONS/HARRY WARNER, JR.: I had thought of franking another non-self-produced publication through this mailing. Since last mailing I've joined COSMEP: The Committee of Small Editors and Publishers. The only other fanzine that's a member is RIVERSIDE QUARTERLY. The purpose of COSMEP is to provide information on better ways to circulate, produce, promote, and cetera your small press publication, or little magazine. Dues are fairly high: \$15.00 a year, but the immediate benefits have been immense, already. There is a non-profit printing center, operated under a grant from the New York State Council On The Arts, which provides offset and letterpress printing, IBM Composer Typesetting, folding collating and stapling, for costs far under most commercial printing and offset firms. For anyone interested, it's: THE PRINT CENTER, 194 State Street, Brooklyn NY 11201, Phone (212) TR5-4482, for those who'd like to write for further information. I've also gotten extensive lists of bookstores that handle small press books and little magazines, and I'll be doing a mailing with MIRAGE Press to these in the Spring. If anyone would like further information on COSMEP, the address is: COSMEP, INC., P.O.Box 703, San Francisco CAL 94101.

Bill Bowers reported that OUTWORLDS, like ALGOL, drew little response in FAPA, and that the effort of sending it through may not soon be repeated.

That record store you always fondly talk about visiting, in the west 40's in New York, has closed. The lease expired, and the owners failed to renew it. It did make the CBS local news. No word on what will happen to the 50-100,000 old 78's in the store. Perhaps you might write, and have them sent to you...//When astrology freaks ask me what my sign is, I tell them I'm a 'Slan'...//Re: your query to Richard E. Geis, copyright is in contents, not in titles. The only way the name could be copyrighted would be to have a specific way of writing it registered as a trademark, as GALAXY has; but the act of changing that specific logotype would invalidate the registration. What did I say?...//I must admit this was the first Martin column I've read in several years.

ES/TOM COLLINS: On close inspection the pasteups for the issue are carelessly done; lines don't line up, the art is carelessly placed and, on the whole, the attempt at a professional appearance is not achieved. It's the little things like this that impress me with the quality of production. If you're going to have typeset contents, you might as well do a good job of pasting them up.

THE RAMBLING FAP/GREGG CALKINS: You can't declare Gina Clarke Null and Void; aren't those Ted White's fanzines? Besides Amazing and Fantastic, of course...//Your comment to Chuck Hansen forgets the point that FAPA thrives on mailing comments. This issue ~~is~~ of your fapazine is 17 pages, of which 13 are MC's. As such you're one of the best reasons for staying in FAPA; without feedback we're no better off than the non-stfnal apa's, with their 500+ members...//I was talking with Don Wollheim recently about THE LORD OF THE RINGS. Fandom is pretty liberal and anti-censorship, and yet publishing history has been rewritten to omit any mention that Ace Books originally published LOTR in paperback, sparking the immense Tolkien boom which continues unto this generation. Seems that for no reason anyone can see, Ballantine Books decided to publish LOTR one fine day, with no prompting from anyone -- according to the way history has been rewritten [shades of post-Stalin!] by the historians of the Tolkien revival. Don said that he expected fandom would thank Ace, rather than castigating his judgement in publishing the Tolkien books. When the Sol Cohen/reprint affair came up, Cohen was on an even firmer legal base, but he was denounced too. And it's been common knowledge in publishing circles (and in fannish circles, too, since the publication of MOUNT TO THE STARS) that DUNE is technically in public domain because Chilton fucked up the copyright when it published the hardcover edition. If someone saw fit to reprint it, there might be a legal battle, or Herbert might say the hell with it all. But my attitude was never that militant, and in my somewhat older age I can see the right in what Wollheim did. This comes from being the Big Time Publisher of a photo offset fanzine (Next Issue: The dance of the Naked Astrid!!!) and growing cynical in my [fannish] old age.

THE PASSING PARADE/MILT STEVENS: This is obviously the best thing in the mailing. (Obvious, that is, if you're into conventions and convention reports). Your report of George Senda's activities is only another reason to make sure that this creep doesn't get into FAPA. Let's kick him out now, before he gets in ~~his way for Treasurers~~... Ament your comments about press credentials, I do know that the Voice of America did a half hour program on the NYCon, so they're a legitimate press/media source. I had my instant PUBLISHERS WEEKLY badge, which I wore when I ~~felt~~ felt like it, which was on and off. The resulting article was completely re-written by PW, as I didn't know exactly what they wanted, and the article, tastefully headlined "SCI-FI DEMANDS DETACHMENT" appeared in the October 16th issue. Mistakes written into the article included "people surged into the banquet room to vote on the Hugo awards" and other goodies. I took their money (\$50 for the article, \$60 for the photos) and ran. They wanted pictures of publishers, but didn't use the pictures of Dave Hartwell, Piglet, and Ian Ballantine, Don Wollheim, etc. that I took. But the money was nice...it seems that the executive editor of PW reads SF. Remind me to cover

the Torcon for them. Now that I know what the hell they want, maybe they won't rewrite so many mistakes into my copy...//There is one incredible convention story I've heard recently. Seems that when Al Schuster went to Detroit for the recent Triple Fan Fair he found they only had a small function room scheduled in which to show a Star Trek blooper reel. The grand ball room was standing empty, so they paid the night watchman \$20.00 to look the other way, used the grand ballroom for the films, and paid several hotel employees another \$40.00 to clean the place up the next morning. Total cost for use of the Grand Ballroom: \$60.00. Normal rental cost: something like \$2,000.00....// I distinctly remember standing up after the NYCon 3 banquet and announcing a bid for 1974; later I remember Al Schuster stealing my letterhead for his bid. The obvious solution to such youthful enthusiasms, I've discovered, it to mentally slam my head against the wall a few times. Whenever I have thoughts of reviving SFWEEKLY or starting the news fanzine I've had the title of for the last 5 years (S.F.CHRONICLE: sort of a news and analysis monthly fanzine, analyzing trends and recent events in SF, with columns by Harry Warner and others, and a hell of a lot of work) I reform that brick wall in my mind and hit my head against it.

I do have one complaint about the LACon. After the convention, the billing for advertising was mostly left until "later." At this date I'm still receiving notices (the most recent from Doubleday's agency) asking for checking copies and invoices for ads. My several conversations with Fred Patten have netted few results. Obviously a time of rest is required after the convention. But laxity in billing of ads is going to cause trouble when the time rolls around for next year's worldcon to solicit advertising. That's the partial theme of a guest editorial I've got in the current LUNA: hotels and other companies will go along with our ways of doing business only as long as we follow their methods. Screw up the systems once and it's going to take several years to repair the damage.

And in the days of the continuing reign of the evil King Richard a Star was cast down and where the King Trudeau met the Bay of York a great tower, 970 feet from pedestal to tip, was raised. And from the top of this tower words went out far and wide of the seeming indifference to certain important matters, and all fandom was confounded and plunged into war.

Since the first two pages of this journal were written some few changes have occurred. I have resigned from the Torcon committee, so that the word of the law, as brought down from on high by Chairman and Barrister of Torcon 2, will be kept as they judge it. And doubt of the validity of the fanzine hugo rules has been raised. These rules, as rigidly proposed by the Torcon, hold that a fanzine which published one issue in 1972 and three issues in 1973, is eligible for the fanzine hugo for 1972. To wit, THE ALIEN CRITIC, which published three issues in 1972 and one in 1973, has been judged eligible for the Hugo, a decision which I protest. And the decisions that the decisions of previous Worldcon business sessions are invalid because they did not exactly follow Roberts' Rules is also an act which I disagree with.

To run the worldcon as a business or as the focal point of the annual affairs of fandom is the decision we have to make, as I've said before elsewhere and in this fanzine. To run the worldcon's business arrangements in accordance with the accented business practices of the mundane world is one thing; but to run the worldcon as a businessman runs a business, competing in a world of capitalism against other capitalists, is another. I think the worldcons should be run for fandom, rather than with the coldly calculating eye of the businessman. Let us run the worldcons for ourselves, for the benefit of fandom, for the joy of doing, rather than as outcroppings into fandom of the business practices that the mundane world practices. Think about it.

STEAM AND TRANSIT STUFF

The South Shore Extension on the MBTA was opened September 2nd, using 6 miles of re-built line formerly operated by the New Haven Railroad. The line uses 76 high-speed railcars built by Pullman Standard.///Rohr Corporation apparently under-estimated the cost of building rapid transit cars for the BART system. The result is a delay in opening of the system into May 1972.///MBTA authorized purchase of 2 articulated surface/subway cars made in Germany. MBTA wants to replace its fleet of old cars and is looking into purchase of the same cars now used in the Hanover and Frankfurt, Germany, streetcar lines.///Automatic fare collection bids have been placed by Control Data, IBM, Litton Industries, and Generale d'Automatisme for the fare systems on the MBTA -- Washington Metro Area Transit Authority -- which will operate like the systems now in use on the Lindenwood-Philadelphia system.///St. Louis plans for rapid transit call for an 86-mile, \$1.5 billion system. The bond issue proposal would go for vote in August 1972. The line calls for 7 lines with 59 stations, augmented by a bus system. Lines would go from the city core to Bridgeton; to Clayton; and to Crestwood. Other lines would go from Hazelwood through Clayton to Afton; and from I-270 to Garveys and Morgenford Roads on the south.///Design contract for \$1,680,000 was awarded for preliminary engineering on the Baltimore region rapid transit system.///D.O.T. and the USSR are swapping transit and people moving information.///October 11 RAILWAY AGE ran a special report on the Boston MTA. ///Result of putting in mass transit is always real estate boom, investigators have shown. Market street in downtown SF is going through \$1 billion in building; Dilligham Construction is erecting 2 10 story office buildings in Walnut Creek; other building because of BART includes developments at Milpitas and Union City. Total cost of the three developments is over \$110 million. New south shore line in MBTA has resulted in new \$100 million + complex in Quincy, Mass. State Street South complex will house State Street Bank & Trust Co. computer center, department stores, office space and apartment towers. In Washington \$1 billion complex will be developed in Rockville, Md., will be served by a Metro line and will house tenants including Humble Oil & Neimann-Marcus. Other developers including Uris Construction and Tishman Realty are rushing in wherever transit is being built.///The January 10th RAILWAY AGE was devoted to passenger trains. Statistics, obviously too long to be quoted in full, noted railcar deliveries amounting to several thousand cars for several dozen rail systems, including BART, Chicago Transit Authority, MBTA, New York Transit Authority, Toronto Transit Commission, Staten Island Rapid Transit, Montreal Transit Commission, Washington Metro, Philadelphia Transit Commission, San Francisco Municipal Railway, to name some.///Chicago and the CTA are opposed by Chicago & North Western in connection with a proposed \$70 million rail transit extension to O'Hare airport. C&NW says a 1967 agreement rules out CTA expansion; CTA thinks not.///An 3-car set of R-44's, built by St. Louis Car, set a new speed record of 83 mph over a six mile stretch of the Long Island RR on January 31st. It's a speed record for any NY Transit Authority equipment. For now governors will still limit car speeds to 45-50 mph; speeds may reach higher on the 2nd avenue and other new lines.///The Lindenwood-Philadelphia line was 3 years old on January 4th, and hauled its 25-millionth passenger on January 25th. System now hauls more than 36,000 passengers a day.///An 18-mile line running from Pearl Harbor to the airport has been proposed for the City of Honolulu. Cost: \$600 million.///Southern California Rapid Transit District plans to get its 1/3 local share of expenses by using gasoline taxes, scheduled to begin in July 1972 when the state sales tax is extended to sale of gasoline. Planned route starts at the terminal of the proposed El Monte-Los Angeles Express Busway, tunnels

under downtown L.A. and extends as a surface/aerial line to the proposed Century Pass way. Word has it that noisemen left over from old monster movies will be employed to begin tunnelling the first segment of the system. Cost of the initial project (in neat) has not been disclosed.///BART will use a plastic cover for its third rail, a departure from wood. Plastic covers should hold up 25 years, whereas wood lasts only 12 years and has a 10% replacement rate after only 90 days. Plastic is cheaper by nearly \$5/linear foot.///AMTRAK will now take Master Charge and American Express plus its own Rail Travel Card.///James Finn has been appointed director of transportation, San Francisco Public Utilities Commission. Finn will explore feasibility and creation of a San Francisco Transportation Commission.///Pittsburgh Area Transit has rehabilitated the Wabash tunnel which connects Pittsburgh with South Hills localities. Streetcars, which have been downgraded in recent years, have gone through major rehabilitation in recent months, including completely rebuilt cars (21 of 70); the 35-Library and 43 Beechview lines have had trackwork done extensively. A 4/5 mile busway will also now serve the South Hills area, sharing the Mt. Washington tunnel with streetcars.///Larry Bell, professor at University of Illinois has proposed a system much like Heinlein's "Roads Must Roll" system of people moving. Synchroveyor and Transveyor are names for the new systems.///10 mile long electrified, narrow gauge, double-tracked system will operate under the Continental Divide. The new subway railroad will operate at Empire, 50 miles west of Denver, Colorado, for the Henderson Mine of Climax Molybdenum. Opening now set for mid-70's. The entire system -- locomotives, tracks, controls, etc., will be built by a Swedish manufacturer.///Articulated streetcars (discussed above) manufactured by DuWag, Dusseldorf, will tour the US this spring. Cities which will view the cars include San Francisco's Muni, Boston's MBTA, Newark, NJ, El Paso, Texas and Shaker Heights, Ohio. The cars are 69 feet long and run on six axles with twin car units articulated on the center truck. Seating capacity is 60 with space for 120 standees. SF's Muni recently rejected bids by Rohr and Pullman-Standard for 78 articulated car pairs. Bids per car were approx. \$479,000 and \$506,000 respectively. Muni had expected costs to be about \$320,000 per car; DuWag cars cost \$260,000. ///Cost of the Atlanta transit system per ride will be only 15¢.///The AB Stockholm Lokaltrafik -- Stockholm Transit System -- was organized in 1964. In January 1971 the Greater Stockholm County Council took over transit affairs and integrated them with regional planning, hospitals, social welfare, and other matters. Swedish planning now features satellite cities built around rapid transit stations. Two new lines which cross Stockholm at Central station have bought 102 sets of two coach MU trains. Each car is 24000mm long and holds 98 passengers per car with additional room for 50 standees. Maximum speed is 120 km/hr.///Caracas, Venezuela system was designed by the same group that designed the BART. System proposed is 12 miles long. Final design for the first 4.5 miles has been completed.///Gene Autry has donated a former D&RGW narrow gauge steam locomotive to the town of Antonito, Colorado. It will be used on the scenic RR operating between Antonito and Chama, N.M. Autry bought the locomotive in 1935 prior to making a movie. A fire wiped out the sets and the movie was cancelled.///The February 1972 issue of MODERN RAILROADS is devoted to the BART system.///The annual meetings of the Institute For Rapid Transit will be held June 27-30 at the St. Francis Hotel, San Francisco.///DOT has awarded BART \$20 million to build an Embarcadero station, unforeseen when BART was first designed. BART will add \$10 million for platforms, ticket equipment, escalators, etc.///London Transport's 5.6 km extension of the Victoria Line to Brixton was opened July 24th, 1971. Construction started in 1967; tunnels pass 7.3 meters under the lowest part of the River Thames, the first tunnels under the river in more than 40 years. Eventual plans call for the line to be extended into Southwest London as far as Croydon -- but not before the 1980's.///In anticipation of a Channel Tunnel, Belgian National Railways plans a highspeed (300 km/hr) rail-link

which will link Brussels-Midi and the French border and London. Running time from Brussels to London will be 2.5 hours and 1.5 hours from Brussels to Paris.///Calcutta is undergoing design work on a subway system for the city.///Prague Metro has decided to buy Soviet rolling stock for the new subway, scheduled to begin operation in mid 1974.///Stuttgart: work began last summer on the subway; preliminary work is aimed at clearing the area around the main train station prior to excavation.///Tokyo Transit has discovered that a new device cuts heat production on rapid transit cars by more than 40%. New York CTA will use a flywheel device to store power used in braking, then feed the stored power back to the motor on start-up. This will reduce the amount of heat generated in transit stations by more than 30%.///Madrid Metro is to be expanded from 54 km to 130 km, and the Barcelona system is to be enlarged from 46 km to 109 km. Plans will be worked on during Spain's 1972 - 1976 Development Plan.///Hong Kong Transit calls for construction of an underground system beginning now with initial completion by 1978 of 20 km. Original plans fell through because yield of investment was only 4%. The new scheme calls for a 10% investment yield. Cut and cover will be used for much of the system; seating per car will be 50, with standing room for 120. 47 stations will be built underground. Currently, buses carry 2.5 million persons daily; ferries 1 million; minibuses .5 million, and streetcars .5 million. By 1985, more than 8 million rides per day are projected. Final cost will be 1.1 billion \$US.///Leningrad Railway Engineering Institute has built a model train to operate on aluminum alloy plate tracks, operated by a linear induction motor. Such trains could one day operate at 1000 km/hr, the designers state.///Moscow Metro racks up more than 4.7 million journeys per day, despite only 130 kms. in system. Lengthening of the system in the future may reduce profitability of the system, but plans also call for complete elimination of fares, which are only 5 kopecks at present.///In a 3-page article in the March 6th issue of RAILWAY AGE, Montreal Metro system details its enlargement plans for the next several years, including more than doubling its size from the current 13.7 miles and 26 stations. Projects include a 4/4 miles 7 station extension of line 1; total plans call for 35 more miles and 50 more stations, plus 279 new cars in Phase I and 81 new cars in Phase II.///On February 17th, MARTA (Metro Atlanta Regional Transport Authority) purchased the Atlanta Transit System as first step to integrating it with the under-construction rail transit/subway system. Immediate result was reduction of fares from 40¢ to 15¢ per busride on March 1st.///4.5 miles of Washington's Metro system will open July 4th, 1974 (in time for the DC Worldcon) with the complete 98 mile system open by the end of 1979.///First 12 km of Munich's subway are now open.///First 24 km of the Peking subway, with 13 stations, have been completed.///Latest city to plan for a subway system is Bangkok, Thailand, with an 18 km circle line, 15 km north-south line and 14.5 east west line. Completion is now scheduled for 1986.///Italian Govt reports that by thend of next year steam locomotives will have been completely withdrawn from service, though about 300 steamers will still be held in reserve for emergency operation.///Sites for the Melbourne Museum and Flagstaff stations have been approved. All of the southern frontage of Latrobe Street between Swanston and Elizabeth Sts. will be used for the Museum Station. Flagstaff location will be at the southwest corner of William and Latrobe Streets.///Stockholm subway now handles 62% of all public transport in the city.///Argentina Railways plans to close existing Steam locomotive repair facilities and retire all steamers.///Entire fleet of steam locomotives in Ecuador is down to 12 -- 9 on the Duran-Riomba and 3 on the Southern lines.///Incredibly, an 0-4-0 steam locomotive will replace a diesel in daily operations in Indonesia. The diesel is used to haul logs from the forest to a saw mill; rather than import costly diesel fuel the new steamer will burn waste wood.///The Old Street Underground Station on London Transport's subway has received a new escalator (just for Ethel Lindsay).///Tashkent, Tel Aviv and Winnipeg will all have subway soon (Winnipeg's to be completed in 20 years; others sooner). Thanks to RAILWAY AGE, MODERN RAILROADS, INTL RAILWAY JOURNAL, & REDD BOGGS.

Twentieth Century Unlimited (7)

