

Transport Central


Vol I

July 1, 1967

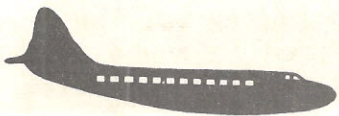
No 1



The GO Train — a pioneering effort of the Ontario provincial government in cooperation with the Canadian National Railway. Operating out of Toronto, the project represents a new concept in suburban transport. (RIO)



CHICAGO--Monon Railroad official Samuel T. Brown revealed June 12 that his road has petitioned the Interstate Commerce Commission for permission to drop its Chicago-Louisville passenger trains. The Monon operates one train in each direction daily between the two cities, and runs have been averaging 63 riders per trip. Wage increases totalling 5 per cent could cause the line to lose up to \$250,000, hence the petition. Cited also was the intermittent character of riding; a large part of the line's patronage comes from college students during holiday and semester-break periods....Cook County Board president Richard Ogilvie says he is "interested" in possible board purchase of the right-of-way portion of the Chicago Aurora & Elgin Railway that lies within the county. Neighboring DuPage County owns most of the remainder of the defunct strip, and plans to reserve it for future mass transit usage. Ogilvie reportedly has similar intentions for Cook County's portion....The Illinois Central now has a passenger services department, with responsibility for sales, pricing and operations of dining service, commuter service, and mail, baggage and express services. Head of the new section is Paul H. Riestrup, formerly in a similar position with the Baltimore & Ohio-Chesapeake & Ohio system....IC President William B. Johnson is advocating indirect federal subsidies for commuter roads. Johnson proposed a south suburban transportation authority to purchase new equipment for lease to the railroad. The president also noted that the IC is planning to study the economic feasibility of extending the main commuter line southward from its present terminal at Richton Park....The Milwaukee, Wisconsin and Galena Divisions of the Chicago and North Western Railway are now the North, Northwest and West Lines; no commuter trains run to the destinations of the former divisional titles....Chicago White Sox owner Arthur C. Allyn has proposed construction of a \$50 million sports complex on air rights over Chicago's Dearborn Station and its approaches. Hopefully to house all of Chicago's professional teams, the complex has the blessing of station owner Chicago & Western Indiana Railroad....Additional construction planned for the south edge of the Loop involves the long-planned Franklin Street Connector, joining the Dan Ryan Expressway with the Eisenhower-Wacker Junction complex adjacent to Grand Central Station. Owner B&O-C&O is moving its offices out of the terminal building, and reportedly is looking around for another station to house its few remaining trains.



CHICAGO--Fast-growing Commuter Airlines, based in Marshalltown, Iowa received Illinois Commerce Commission authorization June 6 to begin service to Peoria, Springfield and Rockford. Commuter now provides runs from O'Hare to Ames and Marshalltown, Iowa; from O'Hare to Sheboygan; and from Meigs to Detroit. The new services are Meigs-Peoria-Springfield and O'Hare-Rockford, as well as Meigs-Rockford. Scheduled equipment: nine-passenger Beechcraft Queen planes, carrying a crew of two....The now charter-only Chicago Helicopter Airways has asked the CAB for permission to defer re-establishment of scheduled helicopter service until April 30, 1968. Service on the Midway-O'Hare-Meigs triangle was suspended in December, 1965. Midway is scheduled to be re-activated to a large extent late this year and CHA plans full restoration of its service for next April. Its temporary suspension authority expires June 30....On June 15, Delta's first Super DC-8-61 reached O'Hare from Miami. The 161 passenger coach/34 passenger first class plane exceeds standard DC-8 length by 37 feet. In temporary Chicago-Miami service until June 28, the new units will go into permanent service August 15....O'Hare itself is expanding again. June 19 saw awarding of a \$5 million contract to the Arcole-Midwest corporation of Evanston for construction of a 10,500 foot runway. To be constructed immediately to the south of the terminal area, the new runway will be in an east-west orientation, crossing the southern end of the main northwest-to-southeast runway, busiest at the field. Completion is scheduled for late fall.

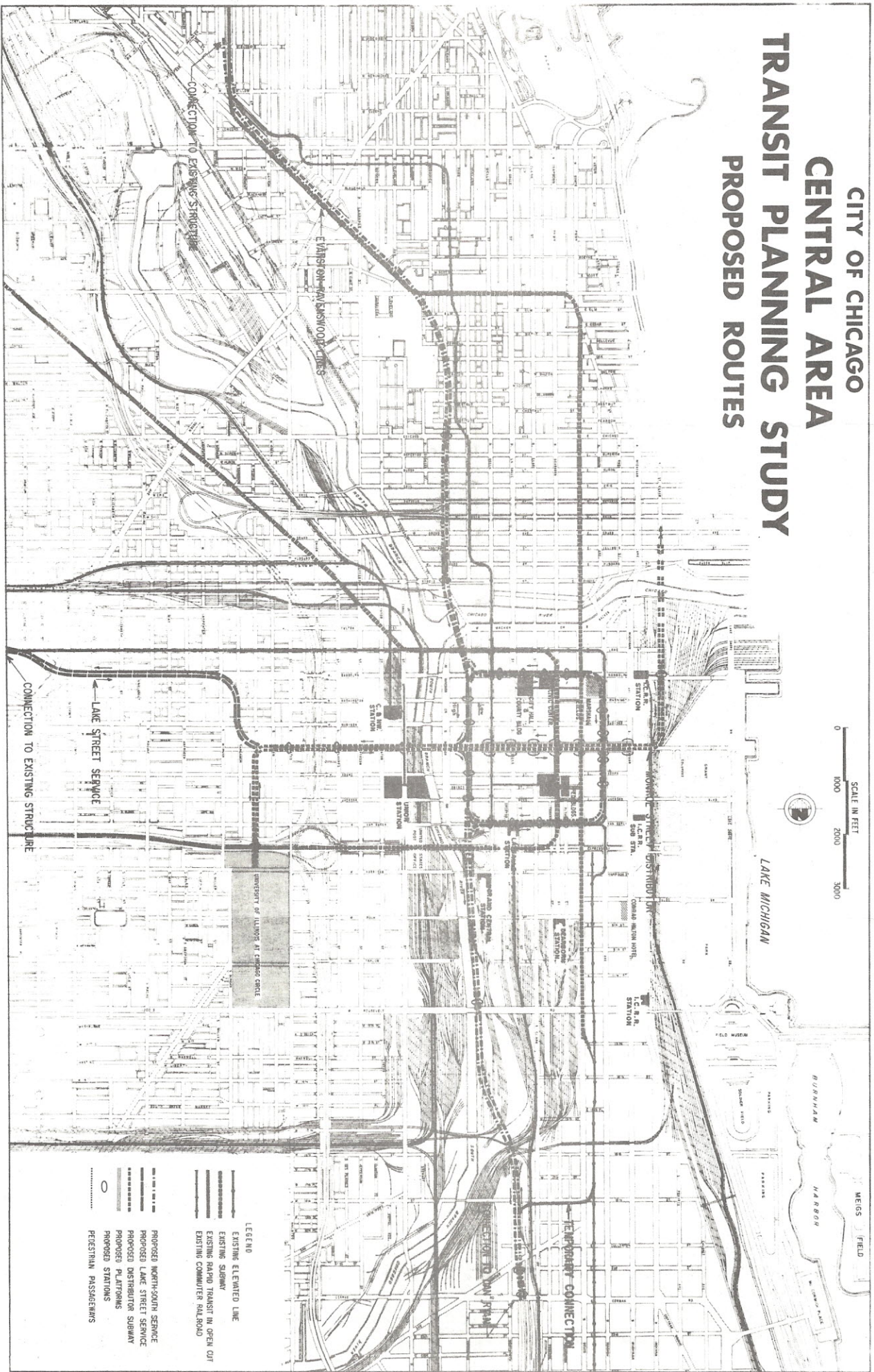
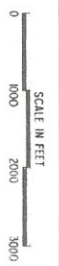
CHICAGO -- Late 1969 or early 1970 will see the opening of a brand-spanking-new terminal at Jackson-Wacker to replace Greyhound's 1953 facility at Randolph-Clark. Plans for the \$25-30 million project, to include a 25 story office building, were announced June 19 by Greyhound Lines president Raymond Shaffer. The present terminal, used by the 'Hound, Indian Trails, Indiana Motor Bus and several suburban carriers, was constructed with foundations sufficient to support a 20 story office building over its five present levels and will be sold. The new facility is to be constructed in the presently-vacant block bounded by Jackson, Wacker, Quincy and Franklin. Continued access to the lower level of Wacker was a factor in the decision to relocate, as well as the adjacency to other transportation terminals and the proposed subway beneath Franklin.

CHICAGO -- If the federal government has its way, the proposed Crosstown Expressway, to contain provisions for mass transit facilities, will not turn east at about 75th to connect with the Dan Ryan freeway. The U. S. Bureau of Public Roads suggested that the new highway continue south on its planned alignment adjacent to Cicero Avenue from a junction with the Edens and JFK expressways to a connection with the Tri-State Tollway at 125th Street. What effect this route change will have on future rapid transit development is not known....Some minor changes have been made in plans for the new JFK rapid transit line. A station will be added at Addison, and the stop under Logan Square is to be moved to the north end of the square. The line is to run under Milwaukee Avenue from Logan Square to Kimball, rather than beneath the alley southwest of the street. This will involve detouring of traffic on Milwaukee, but it was done on the advice of property owners in the area. The other new Rapid line, that of the Dan Ryan, is to have an auxiliary entrance to the 35th Street station added at 33rd, to better serve the Illinois Institute of Technology....Stiffer penalties are in store for persons who attack bus and subway passengers and employes in Illinois. Governor Kerner is due to sign the bill shortly. It provides for a \$1000 fine, and a one to ten year prison sentence upon conviction....A 1946 London Transport double-decker is now the property of Chicago insurance broker N. Perry Luster. Luster promotes stock car races in Soldier Field on the side, and plans to (hopefully) use it to transport children around the field oval prior to the races. He purchased the coach from an Oklahoma TV executive who was required to buy a pair of the 14'6" high vehicles by London Transport, but who needed only one. Luster replied to a want ad in Chicago newspapers and the extra coach was his.

CLEVELAND -- The June 18 schedule change finds major service cuts put into effect by the Cleveland Transit System. Owl service was discontinued on the 7/7A - MONTICELLO EXPRESS, 11 - SCOVILL, 12/13 WOODLAND-BUCKEYE, the Euclid Beach portion of 30 - HAYDEN EXPRESS, 32B - HEIGHTS EXPRESS, 38 - HOUGH, 40 - LEE ROAD, 46/77 - S. LAKEWOOD-TRISKETT, 48 - SHAKER-E. 131. Sunday and holiday service was also discontinued on several other lines, and other major cuts affected still other CTS routes. Only one line bucked the trend: 28 EUCLID EXPRESS (via Green Road) saw owl service established for the first time....The 88 present CTS Rapid cars are to be modified for signalling changes (utilizing high-frequency track circuits) that will be put into effect in conjunction with the arrival of the 20 new Pullman cars for the Airport extension....Two way radio is in sight for all CTS buses.

AT DEADLINE -- Legislation aimed at the creation of two new Illinois transit authorities is near final passage in Springfield. One would finalize plans of the Illinois Central and 15 suburbs toward creating a south suburban district (see opposite page), while the second would set up a similar agency in DuPage County west of Chicago....A consulting firm has recommended construction of Chicago's third major airport on pumped-out land in Lake Michigan. The engineers found that pollution and noise problems would be held to a minimum on such a site, which would be linked to the mainland by a causeway/tunnel roadway....TTC has commissioned assembly of two new trolley coaches for Toronto lines. The project will involve use of electrical equipment from conventional units and is to cost \$66,000.

CITY OF CHICAGO CENTRAL AREA TRANSIT PLANNING STUDY PROPOSED ROUTES



- LEGEND**
- EXISTING ELEVATED LINE
 - EXISTING SUBWAY
 - EXISTING RAPID TRANSIT IN OPEN CUT
 - EXISTING COMMUTER RAIL ROAD
 - PROPOSED NORTH-SOUTH SERVICE
 - PROPOSED LAKE STREET SERVICE
 - PROPOSED DISTRIBUTION SUBWAY
 - PROPOSED PLATFORMS
 - PROPOSED STATIONS
 - PEDESTRIAN PASSAGEWAYS

A WORD FROM THE STAFF

So you have it—our first issue; the result of weeks and months of planning and replanning, frustration and worry, compromise and hope. Born of necessity, Transport/Central represents another stage in the evolution of the hobbyist/industry publication whose origins are lost in antiquity.

None of the staff is new to this sort of thing. We all cut our teeth on the Omnibus Society's late and much-lamented Transit, born with the Society in 1961 and prematurely laid to rest just two short years later. When Transit was first conceived, we envisioned it as a journal that would go beyond the confines of a house organ and report on transit at large.

We soon realized the folly of that concept. The pitifully small budget of an organization whose members numbered scarcely half a hundred was obviously insufficient to support a publication that saw itself as being national in scope, and we found ourselves simply rehashing that which had already appeared in print elsewhere. The lack of time, money and staff necessary to do a proper job gave us no alternative but to fold our tent and steal away into the night.

Nor were we alone in our plight, as the Transit Promotion Association's The Transit Traveler also found it necessary to suspend publication. In California, the United Transit Boosters' The Booster was attempting to cover the national scene and concentrate in detail on local happenings, while the Motor Bus Society journal Motor Coach Age looked at the rubber-tired side of things on a country-wide basis. Both publications devoted some space to Midwest news, but the coverage could at best be only perfunctory.

The lack of in-depth coverage of news primarily of interest to Midwest readers was disturbing to those of us who avidly follow such events. Thus, in mid-1963 a series of discussions began between the various publications' staffs that led to a 1967 agreement providing for a coordination and pooling of news coverage on a level far superior to that of the past. Transport/Central is one of the results of that agreement.

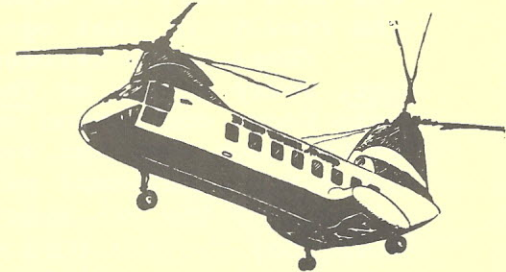
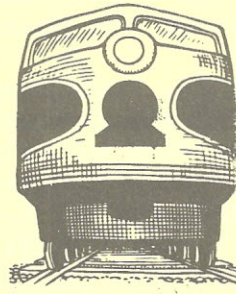
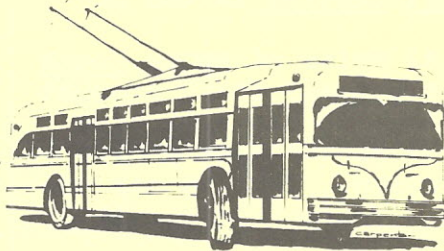
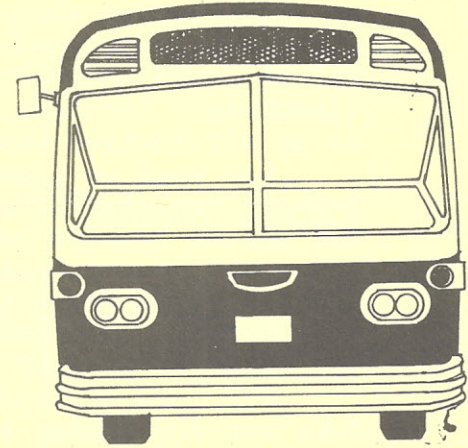
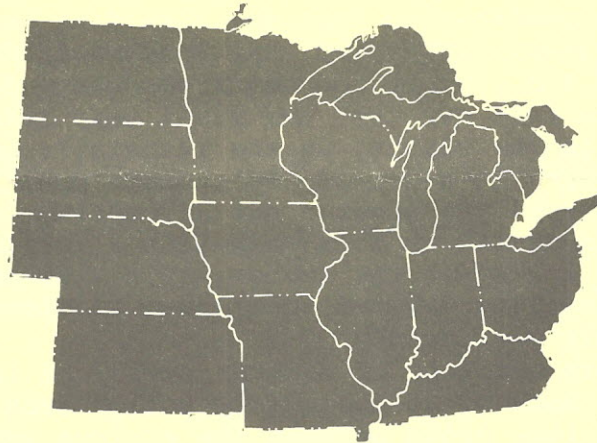
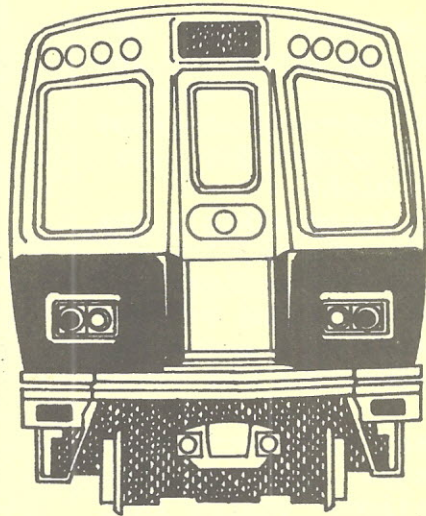
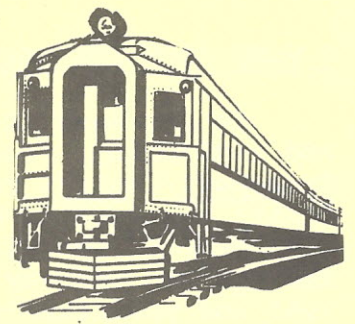
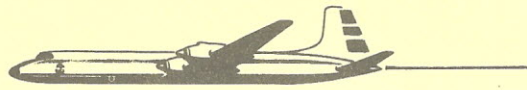
Those talks between John Hoschek, Luke Bonagura and Al Meier of Motor Coach Age, Jerry Squier of The Booster and the present Transport/Central staff brought into focus our common problem—spreading ourselves too thin. At the same time we realized that our own particular eccentricities of style and outlook precluded a truly national publication produced at a single location. Thus it was decided that the two existing journals would continue, with a third (and possibly a fourth) to join them when circumstances permitted.

The Booster will cover Western news, and continue to provide its excellent detailed California news columns. Motor Coach Age will have the Eastern states as its primary coverage area, and serve as the outlet for feature articles from all over the country. Transport/Central is to concentrate on the thirteen state Midwest area, while a fourth publication covering the South will make its appearance when sufficient interest is generated in and about that part of the country. All publications will be free to "lift" such items of interest from one another that their editors feel will be of value to their readers.

Though loosely coordinated in coverage, the three journals will retain independent control of their publications, and be free to concentrate on whatever aspects of the industry their editors feel would attract the maximum possible readership. The Booster, for example, looks at things from a local transit viewpoint, while Motor Coach Age concentrates on rubber-tired vehicles. Transport/Central, on the other hand, plans twice-monthly coverage of rail, bus and airline news, from the passenger side. And, though The Booster is the official journal of the United Transit Boosters, and Motor Coach Age performs a similar function for the Motor Bus Society, Transport/Central is to remain independent from the Omnibus Society.

So there you have it. We'd be pleased to have you with us.

--THE STAFF



Transport/Central

The Midwest Transportation Journal

The Library of Transport
3 East Ontario Street
Chicago, Illinois 60611

I'd like to subscribe to Transport/Central. I'm interested in receiving

- 12 issues for the balance of 1967 at \$3.00
- 24 issues for 1968 (twice monthly) at \$6.00
- 36 issues for the remainder of 1967, plus all 1968 issues at \$9.00
