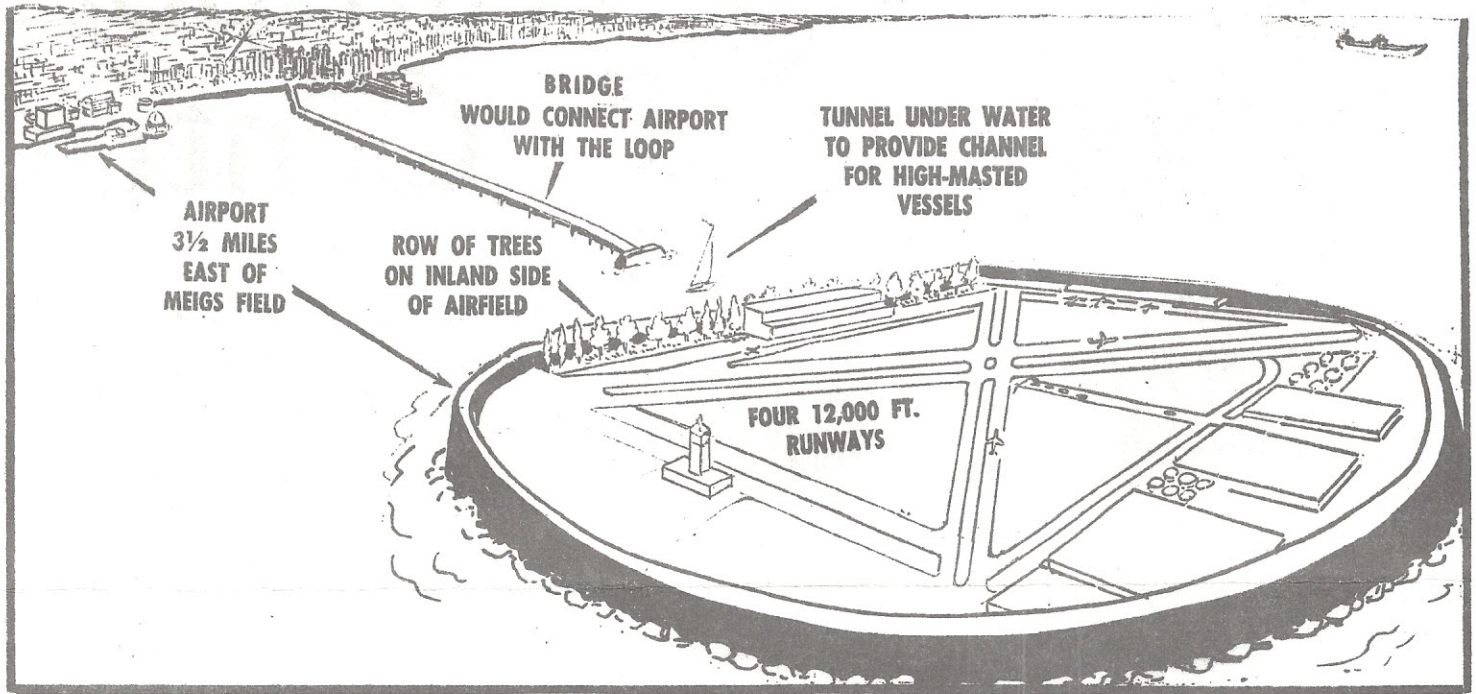


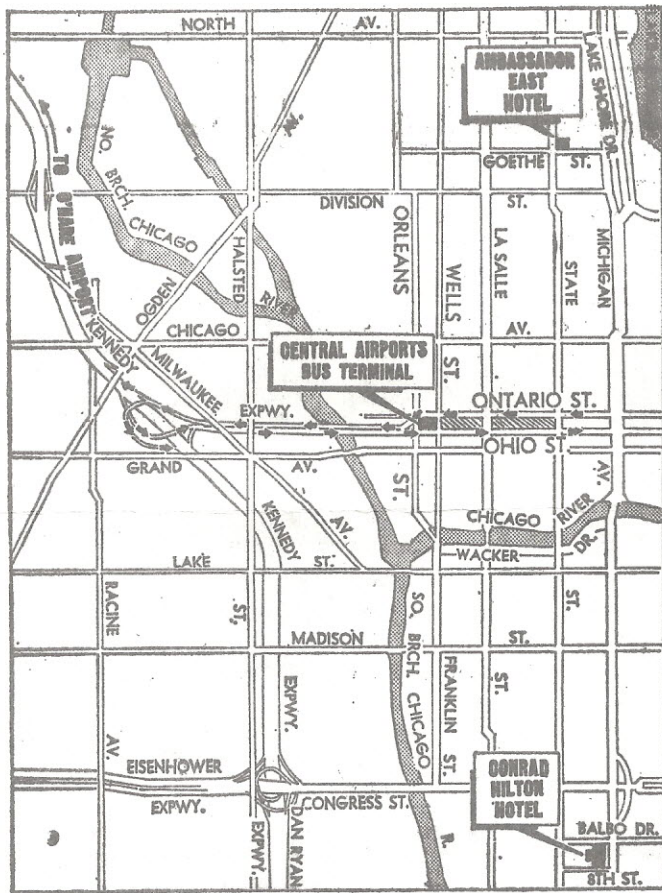
Transport Central

July 15, 1967





ABOVE -- Chicago's lakebottom airport, as visualized by Daily News artist Frank San Hamel. (Drawing courtesy Chicago Daily News).



LEFT -- The central airport bus terminal, as proposed by the Greater North Michigan Avenue Association. (Chicago Tribune map).

COVER -- Illinois Terminal 415 awaits the start of another roundtrip over the mile long Illinois Railway Museum line east of Union. IRM recently acquired C&NW's Marengo station, moving it to the museum site to serve as a terminal. (RRK)

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Air

The Federal Aviation Agency is looking favorably toward the idea of constructing Chicagoland's third airport on the floor of Lake Michigan, some 4 miles out from the Loop. The FAA would have to approve any such project, and the agency feels that noise would be minimized by the lake site, as opposed to construction somewhere in Cook or Du Page counties. Preliminary studies by the Harza Engineering Company have indicated the feasibility of a lake bottom field, and the city has gone on record as being in favor of such a jetport. The \$250-million field would have four 12,000 foot runways inside a four-mile in diameter circular coffer dam. Plans now in serious discussion stage call for connection to the mainland by a combination causeway-tunnel approach. An integral part of this approach would be a rapid transit line, quite possibly as an extension of the Loop Subway plan's Monroe Street shuttle-distributor route (T/C map 7-1-67). Other sites have been suggested for the new field, generally in outlying Cook County south or southwest of the city, but the lake proposal seems, at the very least, to have the most vocal supporters. The Harza report, which concerned itself solely with feasibility from an engineering standpoint, soft-pedaled any possibility of lake pollution or unaesthetic appearance. None of the major structures of the field would be above the waterline, and rainfall would be more of a potential danger than seepage from the lake, the report concluded.

With the current emphasis on alleviating potential airplane crowding by providing a third field has come a renewed interest in solving some of the difficulties faced by an airline passenger once his plane has landed. Over the past several years—in fact since long before O'Hare Field was opened—a continuing crusade has been carried on by business and civic groups for a downtown area airport bus terminal. The Continental Air Transport Company has had a monopoly on the carriage of passengers to and from O'Hare Field and Midway Airport under the terms of a much-protested "sweetheart contract" with the city for many years, but its buses load and unload on the street in front of various hotels and motels downtown and in several outlying areas. Perennially, there are before the Illinois Commerce Commission requests for additional stops to be added to the various CATCo routes, in an effort to better serve the growing number of airline riders.

Just as often, the Greater North Michigan Avenue Association has proposed a consolidated airlines terminal, at various locations on the Near North Side. In the first week of July, the Association renewed its request for such a terminal in a letter to Chicago's Mayor Daley. This time, a location in the vicinity of the bridge approach to the Kennedy Expressway at Ohio-Orleans was proposed. The chairman of the association's transportation committee, W. W. Huggett, called the downtown terminal an obvious need, especially in view of the scheduled expansion of the South Side Midway Airport this fall. The GNMAA also called for the addition of more stops on the Near North routes, and additional service by CATCo to Midway. Only United Airlines serves the South Side field at present, tho all but one of the major lines operating into Chicago are to activate facilities there beginning later this year.

A I R B R I E F S

The rent is to go up for the thirteen major air lines using O'Hare, as the City Council approved an overall increase of \$367,000 annually. Part of the

additional funds will go toward the construction of the new east-west runway noted here last issue.... United Air Lines is readying a new building at its Elk Grove headquarters to house its consolidated computer operations. The new general-purpose system will speed up reservations even more....Dallas-based Central and Denver-based Frontier Airlines are talking seriously about merger. Better local service to their combined 100 city, 13 state operation would result from the marriage....The protector of the long-eared set, Hugh Hefner, has ordered a deluxe DC-9 jet which he claims will house "the most plush custom interiors ever designed in an airplane for both living quarters and office." A Douglas DC-9 normally seats 105, but Playboy's plush model will accommodate only 55. Costing \$4½ million, the new Bunny-Plane will be available for charter when not in use by the cotton-tailed entourage. Rabbit transit, anyone?

Rail

The long-standing gulf between labor and management of the nation's railroads existing since "robber baron" and "sweatshop" days grew wider over the weekend of July 15-16, as the eighth major railroad strike in the nation's history took shape. A walkout of six rail shopcraft unions began at 12:01 AM on Sunday when a no-strike pledge given Congress expired. As is common in such disputes, each side blamed the other for the walkout, and both vented displeasure at Congress for not acting in time to stave off the strike. At issue are wages, again a common sore point, and looming in the background is the long-standing work rules dispute.

In the Midwest, Monday's picture was pretty grim as hundreds of thousands of commuters battled to get to work by alternative means. The Chicago commuter business is the second largest in the country, and the morning rush saw major commuter roads shut down: the North Western, Milwaukee, Burlington, Rock Island and Illinois Central. The C & O-owned Chicago South Shore & South Bend was continuing to run on an hour-by-hour basis, using supervisory personnel to man facilities of Chicago landlord IC. Most of the other mainline roads, some of which have a minimal commuter business, were also shut down.

The scramble for transportation to and from the city reached epic proportions, as the strike came at a time when three of the city's expressways were partially closed for repairs, and the time-worn old cliches about freeways resembling gigantic parking lots were never more appropriate, as buses, trucks and cars literally fought for the few available inches of pavement. The Chicago Transit Authority, as well as the suburban carriers, added extra equipment where it was possible to do so, but there was little left from normal requirements to go around, and most of the suburban lines are feeling a severe manpower pinch. Being the rail hub of the country, the Windy City was particularly hard hit, as most other metropolitan areas in the Midwest have little or no rail commuter service.

Although about 80-90% of all nationwide rail service was affected, some of the smaller roads escaped immediate involvement in the walkout. The CN-owned Grand Trunk was in business as usual to Michigan and Canada Sunday, and Monon and Erie-Lackawanna runs also departed according to schedule. The Chicago and Eastern Illinois was untouched by pickets, but the Chicago-Atlanta Georgian-Hummingbird was canceled because partner L & N was not operating. The GM & O itself was not affected immediately, but its

three Chicago - St. Louis trains had to be canceled because of picketing at St. Louis Union Station. Further changes are expected in the railroad picture according to the speed at which a settlement is reached—with or without the help of Congress and President Johnson.

G O I N G S O F F

Chesapeake & Ohio Railway's twin trains 3/43 (WB FFV) and 4/46 (EB Sportsman) will run another six months, says ICC, then may disappear...Louisville & Nashville has asked off for the coach-only Hummingbird (St. Louis - Evansville); Post Office claims it can adequately serve the area without the train... The Illinois Central has petitioned the remainder of the Creole and Louisiane (formerly Chicago - New Orleans, now Memphis - New Orleans). Both are coach only; this will leave the mainline with all-coach City of New Orleans and all-Pullman Panama Limited. Chicago, Burlington & Quincy has merged #7 with the Ak-Sar-Ben from Chicago to Omaha...The Baltimore & Ohio has dropped the Pullman on #9, the Chicago Express, Pittsburgh to Chicago only; the change drops one sleeper from the #7-8-9-10 pool...Rock Island 15/16, the overnight coach train between the Twin Cities and Kansas City is also up for bye-byes... Northern Pacific is fighting to take off #3/4, the St. Paul - Jamestown (N.D.) train.

Bus

The Pembina, N. D., based Motor Coach Industries has consistently been one of Greyhound's most lucrative sidelines. New Challengers have been appearing on the nation's highways in profusion, not only for the parent firm itself, but for other intercity and charter firms as well. In July, for example, Chicago's Gray Line is to take delivery of a new MC-5. The company's biggest coach, the 102" wide MC-6X, is in the final stages of construction, and should be appearing on the road soon.

Transit

In Toronto, an experiment has been set in motion which may lead to the complete modernization of the TTC fleet of 153 trolley buses. In the first step of the program, contracts have been awarded for the construction of 2 prototype renovated trolley buses.

The modernization program involves the use of existing trolley bus traction motors, control equipment and some other components which are in good condition. This equipment (from CCF coaches 9020 and 9144) will be overhauled by TTC men and installed in new, modern trolley bus bodies by the contractors. Preliminary indications are that this combination will provide a transit vehicle comparable to a new vehicle in appearance, passenger comfort and performance, and that with a full-scale modernization program the cost will be substantially lower than new vehicle costs. Total cost of the two prototypes is expected to be approximately \$66,000.

Chief factors influencing the decision to embark on a feasibility study of the renovation program:

1. Trolley buses cost about \$800 a year less to operate than diesel buses in Toronto.
2. Concern about the problem of diesel exhaust fumes and air pollution.
3. In Toronto, the expanding subway system will ensure the continuance of ample low cost electric power.

4. Some existing streetcar routes will have to be converted when subway extensions are opened and trolley bus operation on these routes may be more advantageous than bus operation.

The two prototypes will be built in time for test operations next winter.

T R A N S I T B R I E F S

Milwaukee & Suburban Transport claims a 5-7% loss in business since the 19 day strike in April, and has received a temporary fare increase for single rides from 25¢ to 30¢ cash. Other rates were upped accordingly...Elgin City Lines, now a non-NCL firm affiliated with Aurora, Champaign-Urbana and several other former Illinois NCL properties has petitioned the Illinois Commerce Commission to end all service, claiming a \$14,000 loss since January 1...A five man Chicago City Council committee was appointed on July 5 to find ways to adequately protect CTA riders and crews from assault and robbery. The action is on the heels of a new Illinois law providing stiffer penalties for persons convicted of such crimes (T/C 7-1-67). A Chicago alderman also proposed that the CTA seek federal aid to provide improved transportation to low income areas of the city...CTA's new shops at the end of the Lake Street L in Forest Park opened June 19. The "Northwest Passage" project providing a covered passageway from the Lake L to the C & NW station at Clinton received federal approval, and \$554,000 will soon be forthcoming from HUD as its share...Governor Kerner signed into law a bill providing for the formation of a mass transit district in Illinois by local ordinance rather than referendum. The new legislation would make it possible to form authorities in south Cook county and in DuPage county (T/C 7-1-67). In a related move, President Johnson signed a bill June 30 providing for a four-month extension of the government's program designed to aid cities in solving their mass transit problems.

At Deadline

Bending to the pressure of a hastily-enacted law providing for eventual compulsory, binding arbitration, the striking rail unions went back to work on July 18, after a two-day nationwide strike (see opposite page). As one pundit put it, it remains to be seen whether the cure is worse than the disease...The Illinois Central has hiked its holdings in the Gulf Mobile and Ohio to 18% of the total voting shares, and has announced merger negotiations with the GM&O...Commuter Airlines began flights between Meigs Field in Chicago and Springfield's Capital Airport July 12...Mayor Daley reported July 18 on the definite return of American, TWA, Northwest, Braniff, Lake Central, North Central, Ozark, Eastern, Delta and Continental to Midway Airport by the end of the year. Renovation of the south side field will cost about \$9,000,000...Continental Air Transport's drivers are continuing to work despite failure of company and union to agree on a new pact. The old one expired June 30...Cleveland is also planning a lakefront airport, to be built on fill in Lake Erie as a part of a development including a seven-mile freeway and a water retention basin. Contrasting with Chicago's proposed field some 3½ miles out, Cleveland's new jetport would be right on the lakefront, and would cost some \$385 million...The Institute for Rapid Transit will hold its 1968 annual meeting at Toronto's Park Plaza Hotel, beginning June 11.