

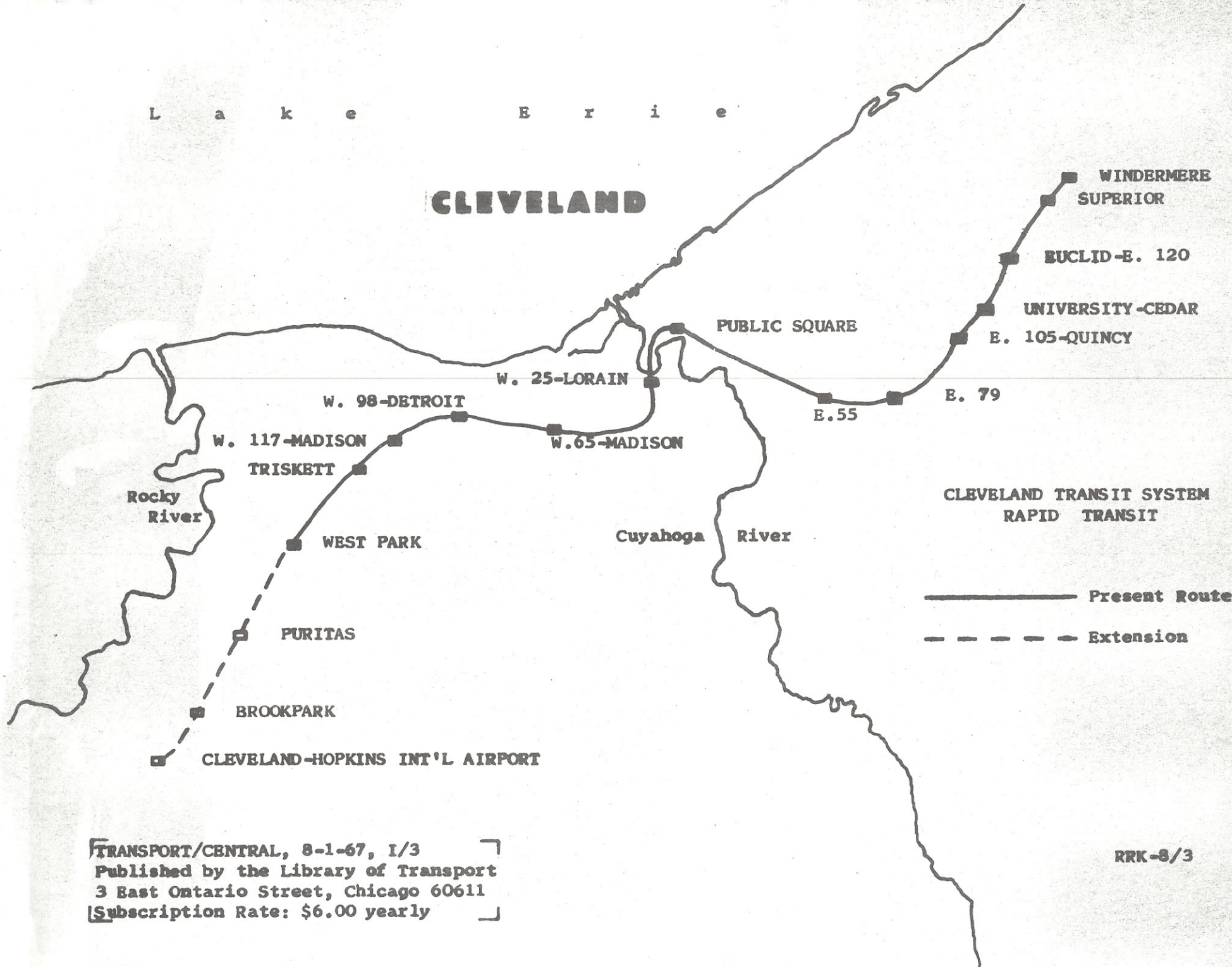
Transport/Central

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L a k e E r i e

CLEVELAND



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Transit

Just thirteen months ago, ground was broken for the extension of Cleveland's Rapid from West Park terminal to Cleveland-Hopkins International Airport. When the line is completed some months hence, it will provide the first direct rail rapid transit service between a metropolitan center and its airport in North America. Work is progressing rapidly (no pun intended) on the pioneering extension, and a late July look at the project finds work begun on the pedestrian tunnel at Puritas Station (one of three on the line), and engineering plans for the parking lots at that location and also at Brookpark having been finalized. The New York Central is in the final stages of relocating its industrial track between West 150th and Puritas, and the contracts for construction of the stations themselves are expected to be awarded shortly. At the Airport itself, work on relocation of the parking lot is almost finished.

The equipment for the new line, specially designed by CTS and Pullman-Standard, is also nearing completion, and by October will be in service on the present Windermere-West Park route. Twenty new 70-foot cars (see cover) are in the last stages of construction at Pullman-Standard's Chicago plant. Seating eighty, as opposed to CTS' present 52 seat cars, the new coaches will each have two floor to ceiling baggage racks for passengers' suitcases.

Air-conditioned in summer, the cars will use recovered heat (generated by the accelerating-braking resistors) in colder months. The A/C unit is located under the car and provided with resilient mounts to isolate vibration. Wider-spaced than in present equipment, the moderately-bucketed two-passenger seats will be of the fixed transverse type. Rounding out the passenger-attracting features of the new cars are picture-windows, fluorescent lighting up-to-date interior styling.

Each of the 20 cars, altho designed for multiple-unit service, is self-contained, and equipped with four 100-horsepower high-performance motors, capable of rapid acceleration and deceleration, and a 60 mph top speed. Mounting on a new design four-wheel transit type truck with air springs will insure a smooth and comfortable ride.

B R I E F S

The new "ceiling" of 30¢ as a base fare rate was reached in Cleveland July 9, but discount tickets were restored. While the local rate went up from a quarter to 30¢, the Rapid and Express fare rose to 35¢ from its former 30¢ level. Local tickets now sell at 5 for \$1.40, and Express tickets retail at 5 for \$1.65. The downtown loop rate is now 15¢, up from a dime, while the transfer rate went from 3¢ to a nickel. Weekly passes sell for \$4.25 now, as opposed to the former rate of \$3.75. Other special tariffs were also increased. The hikes were necessitated by an \$8 million, three year wage boost.

Bi-State Transit in St. Louis also hiked most of its fares recently. Generally, only the 30¢ base rate remains unaffected....South Bend is seriously considering municipalizing Northern Indiana Transit and purchasing 55 new buses for the NCL firm, while nearby Fort Wayne Transit speaks of continuing red inks soon forcing it to close its doors...New contracts have been signed providing for wage boosts to Peoria City Lines and Omaha Transit drivers. The Peoria pact is retroactive to January 1, while the Omaha agreement calls for hikes dating from July 1.

Dayton's City Transit Company presented the suburb of Shiloh with a brand-new extension of CTC's route 7 trolley coach line July 9. A former Columbus Transit Marmon-Herrington unit (now CTC 541)

served as the special "inauguration coach" in mid-morning. The extension was spurred thru the efforts of the Shiloh Congregational Church, which donated a piece of property used as a part of the terminal loop. T/C will devote next issue's cover to a photo of the new extension, and also offer a comprehensive map of CTC services. The company has sold one of its 1942 Pullmans, #376, to the Seashore Trolley Museum in Maine. CTC also reports the pending arrival of six TDH-5105 units from New Orleans.

Public transportation systems in Detroit and Milwaukee both figured in the riots that plagued both cities in July and early August. While no DSR coaches were fired upon or damaged in the riot areas, a number were severely vandalized by prisoners held in them temporarily due to a lack of space in city and county jails severely taxed by the overflow of rioters arrested by the authorities. Detroit's municipally-owned vehicles were also used for the transport of guardsmen and prisoners, and some DSR units were dispatched as far as the state capitol in Lansing. In Milwaukee, Mayor Maier's strict curfew found Transport Company buses all in their respective stations on Monday, July 31. The owl runs were pulled into the garages shortly after midnight on Monday morning, and remained there until Tuesday morning, when the curfew was temporarily lifted. A further curfew halted evening service on Tuesday, Wednesday and Thursday. No M & ST coaches were reported damaged during the rioting.

The Northwest Suburban Transportation Committee, a body working toward the establishment of public transportation service in the northwestern suburbs, has expanded its area boundaries again. Added to the roster of suburbs involved are Wheeling, Prospect Heights and Buffalo Grove. The survey area is now composed of the territory northwest of the city bounded by the North Western's West Line (Galena Division), Illinois 53, the Cook-Lake county line, Milwaukee Avenue and the Chicago city limits. Even as the committee plans for improved bus service, an area carrier, the United Motor Coach Company, discontinued night and Sunday local operations in Des Plaines, where UMC has four village routes. The curtailment, which also saw some thru runs cut, was effective July 23.

In Kansas City, K. C. Transit has requested permission to eliminate the 18th Street bus route, an interstate line operating largely in Missouri, but crossing the 23rd Street Viaduct into Kansas. A long-standing dispute over responsibility for paving the viaduct, as well as declining riding, are factors in the petition before the Missouri commission. The Kansas Corporation Commission has already acted favorably on the request. Meanwhile, Mayor Ilus W. Davis of the Missouri metropolis urged the Kansas City Area Transportation Authority to "think big" in outlining plans to better serve the area under public ownership. He discussed the possibility of a rail rapid transit link between the Mid-Continent Airport and downtown. HUD is partially financing a study of such a link in cooperation with KCATA.... Printer's Ink in its July 28 issue features a well-written and thoughtful article on the renaissance in urban rail transportation.

Bus

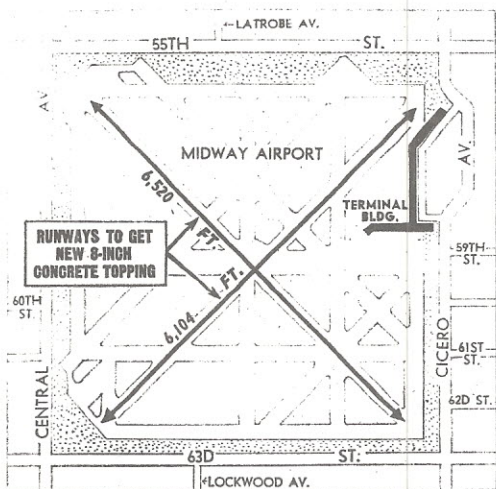
A jinx might've been hovering over two secondhand TDM-5108 coaches acquired from Schenck Transportation of Long Island by Wisconsin Coach Lines of Waukesha. About a week ago, WCL #75 crossed the freeway median strip in Milwaukee during a heavy rainstorm, running head-on into an automobile and killing its driver. This is the same coach that overturned near the Illinois-Wisconsin state line some time ago, killing several people while on a

charter move. Mate #76 burned out completely, not too long ago, and had to be junked.

In the wake of the Milwaukee rioting (see above, Greyhound cancelled all of its service into shut-down Milwaukee, and diverted through runs around the stricken city. The 'Hound also announced that its brand-new pilot model MC-6X would be on display in front of Chicago's La Salle Hotel August 9. The controversial wide coach ("as big as a locomotive", said one reporter) was constructed by Greyhound subsidiary Motor Coach Industries of Pembina, N. D.

Air

As the first step in the rehabilitation of Chicago's Midway Airport preparatory to the return in early winter of ten airlines (T/C 7-15-67), United Air Lines has switched its three daily flights to Washington National Airport from the south side airfield to other terminals. Two were diverted to operate out of Minneapolis-St. Paul, while the third now runs out of Chicago's O'Hare Field. United was asked to temporarily suspend Midway service for two or three months in order to give contractors a clear field in reconstruction efforts. UAL has been the sole Midway tenant since it returned a few flights there from O'Hare three years ago. Since then, the city has been trying to persuade other airlines to resume using Midway, but until O'Hare crowding grew to the saturation point, this was an impossibility. Nine million dollars is to be spent for Midway rehabilitation, and partial reactivation is expected by October, with a full complement of 200 flights each day by January. United accordingly closed its Midway facilities August 1, and will probably be the first carrier to return.



--Chicago Tribune map

BRIEFS

Two Chicago congressmen served notice late in July that they would fight CAB plans to suspend service between Washington National Airport and Chicago, by diverting such flights to the more inconvenient Dulles Airport in the nation's capitol. A CAB plan to divert all flights from further than 500 miles out of National has consistently met severe opposition from Chicago area congressmen Roman Pucinski and Daniel Ronan. The CAB is investigating overcrowded conditions at National.

The Federal Aviation Agency is now sidestepping the controversy over whether Chicago's proposed new third airport should be constructed in Lake Michigan. Contrary to earlier published reports that the FAA favored such a site, the agency now says it will only rule on such a proposal when it is officially submitted, either separately or as one of several alternatives....The city is considering restricting hours of operation of private planes at O'Hare, in the wake of July 19th's collision of a jet airliner and a private craft over North Carolina....As expected, an alternative location proposed for the third field, this time in the northeast corner of Will County, has met with vigorous opposition. Everyone apparently agrees with the need for the jetport, but everyone wants it built in someone else's backyard.

Purdue University has agreed to sell the controlling interest in its supplemental airline, Purdue Airlines, Inc., to the Little Rock investment banking firm of Stephens, Inc. The successor to Purdue Aeronautics Corp., Purdue Airlines is presently entirely owned by the university. Significant equipment purchases are planned by the new owners, after the requisite CAB approval of the transfer of control is received....The CAB has approved the merger of Frontier and Central Airlines into the nation's largest local-service airline. Central now serves points in Texas, Oklahoma, Arkansas, Missouri, Kansas and Colorado. Frontier has routes in Montana, North and South Dakota, Wyoming, Utah, Colorado, Nebraska, Kansas, Arizona and New Mexico.

Rail

A two-part article in the Chicago Sun-Times July 23 and 24 more than adequately pointed up the problems facing passenger-carrying railroads in this final half of the twentieth century. Taking as its central theme the pending disappearance of the Monon Thoroughbreds, the articles point up the deficits faced by carriers in passenger service, and the rails' current plans for discontinuance of the more unprofitable runs. Counterpointing the grim statistics are the few rays of hope that technology in the form of new equipment and methods are providing with both private and public funds. The formation of the National Association of Railroad Passengers was also discussed, NARP being an organization based in Chicago advocating closer government control over passenger service, perhaps thru a public corporation owning equipment and leasing it to the various railroads as needed. Close on the heels of this announcement came the Post Office's decision to further cut back on RPO service, which action is expected to increase the number of abandonment petitions.

BRIEFS

The South Shore has reported a loss of over sixty thousand dollars for the first half of 1967, as compared with a \$250,000 profit for the equivalent period last year....The Illinois Central has discontinued the sale of 10 and 25 ride tickets, effective August 1. Single ride, 12 ride weekly and 50 ride monthly tickets will remain in use on the electrified Chicago commuter services....The IC has added six ex-Missouri Pacific dome cars to its main line fleet....Open-platform buffs can find the City of Lafayette in regular service on the Norfolk & Western Banner Blue these days. The City is the only such car in service west of the Hudson River.

COVER -- The first of the Cleveland Transit System's twenty new Rapid cars.