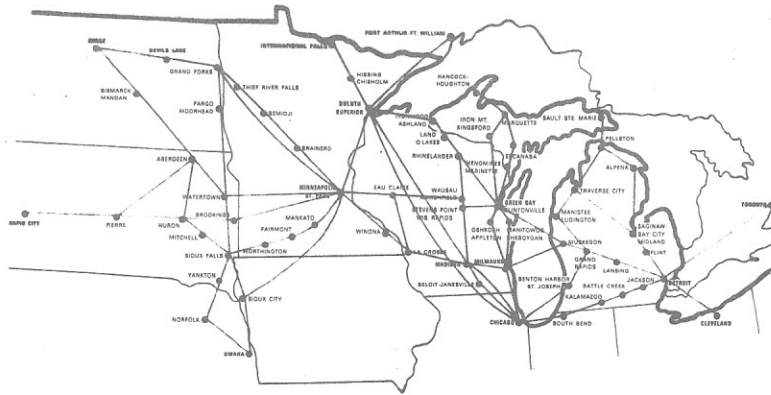


# Transport



# Central





## NORTH CENTRAL AIRLINES

North Central Airlines, the Minneapolis-based Midwest regional carrier, is joining the ranks of the DC-9ers on September 8. On that date the new Douglas intermediate-range jet goes into service in the North Central fleet. With the entry of the twin fan-jet liner onto the roster, North Central joins such carriers as Delta and Ozark in flying the deluxe DC-9.

All first-class service is to be offered on the fan-jet, with two stewardesses in attendance. The DC-9 features "big jet" roominess, climate control comfort and a smooth ride. Seating facilities in the spacious cabin provide generous head, shoulder and leg room.

North Central's new look will be apparent as the sleek fan jet appears at airports across the NCA system, for in addition to the distinctive T-tail and the two rear-mounted engines, the DC-9 will have a new aqua, blue and gold exterior color scheme. The interior will feature alternating aqua and gold seats, with beige walls and ceilings.

New equipment is also in store for travelers on Air Canada, Continental and Braniff. Air Canada has ordered seven more jets from McDonnell-Douglas while Braniff is placing five new Super DC-8-62 series long-range jets in service September 4. The "stretch-outs", longer than the 61 series reported on here last issue, are the first of their type in service on an American carrier (SAS has three) and are the longest range passenger aircraft in the world, with a range of just under 6500 miles fully loaded. Seating 24 first class and 132 coach (in a cabin built for 189 passengers), they are to be used on Braniff's South American routes.

On August 31, Continental Airlines passed one of the most significant milestones in its 33-year history with the retirement of its last propeller aircraft. Continental thus became the first domestic carrier to go all-jet, and the second major world airline to do so. 46 new Golden jets, purchased in the last 2½ years, accounted for the conversion, which cost more than 360 million dollars. Continental's last piston-powered flight arrived in Denver from Colorado Springs August 31.

In August, United Air Lines became the first commercial air carrier ever to exceed two billion revenue passenger miles in a single month, as the Chicago-based company totalled 2,017,336,000 for August's 31 days. The new record increased by 8½% the previous high set in July. UAL also bettered two company records by carrying almost 2.4 million revenue passengers and lifting nearly 41 million revenue ton-miles of freight in the same period. The weekend of August 18-20, setting records in itself for passengers and freight, accounted for the bulk of the increase.

UAL said late in August that it plans no changes in operation in its 100,000 Mile Club, which, along with other similar establishments had been under fire by the CAB as being discriminatory, as such groups provided certain exclusive benefits denied to other passengers. United stated, however, that, inasmuch as any 100,000 mile airline traveler, regardless of race, creed or color can become a member, it felt the club's practices not to be discriminatory.

United has also announced plans to construct a 10 million dollar hangar at O'Hare capable of housing two Boeing SSTs or two Boeing 747s. To be constructed on a 52 acre site adjacent to United's present hangar, the building will measure 320 by 585 feet, and will be 110 feet high. An SST is to be 306 feet long, while a 400 passenger 747 jetliner measures out at 230 feet in length, with a 65 foot high tail. In comparison, the airline could park eight Boeing 727 jets in the same new hangar. Completion is scheduled for spring 1969. United now has ordered thirteen 747s, and six SSTs, along with six Concorde.

The "urban squeeze" may put private airports out of business, even though traffic is increasing, a Northeastern Illinois Planning Commission conference was told....T/C staffer Mike McGowen is conducting the regular safety survey of O'Hare Field for the Factory Insurance Association....O'Hare, by the way, was nosed out of the "World's Busiest" title by Miami's suburban Opa-Locka field, which had more traffic, tho it is a non-scheduled field.

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COVER: One of a fast-vanishing breed of North Central Convair 440s awaits its next assignment at Chicago's O'Hare Field. North Central is now adding DC-9s to its Northliner fleet. Photo: MMM



An increasing wave of terror and violence has swept the Chicago Transit Authority's subway and elevated system and overflowed to certain portions of the surface system. Late in August, a series of strong-arm robberies began along the Near North portion of the North-South line that culminated in a fatal stabbing at the Grand-State stop, and which left several persons injured.

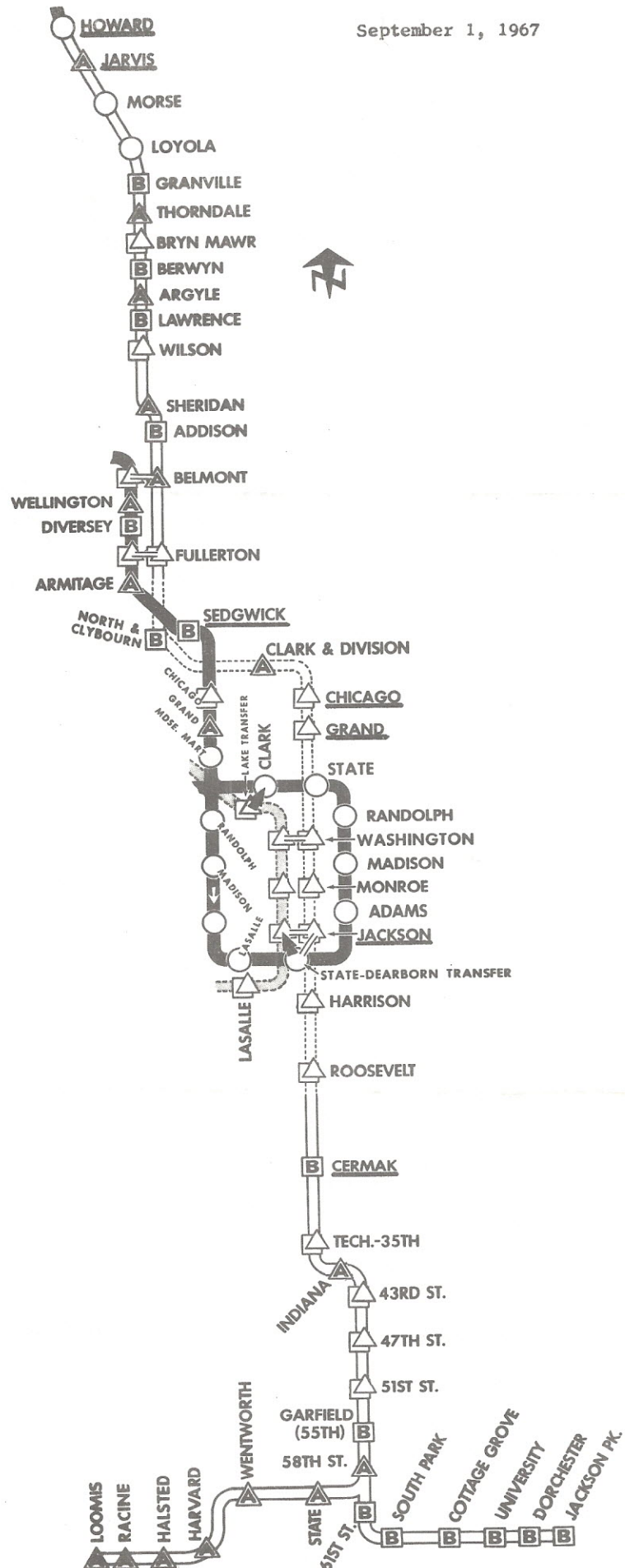
The accompanying map of the North-Goute Route and connecting lines shows the stops where major incidents occurred underlined, although similar acts of violence have been reported on trains and at several other isolated locations on other branches of the system. Robberies were reported at all of the indicated stops, a fatal stabbing at Grand-State, and at the Sedgwick stop on the Ravenswood line a young secretary was hurled onto the tracks (narrowly missing the third rail) after her purse was snatched.

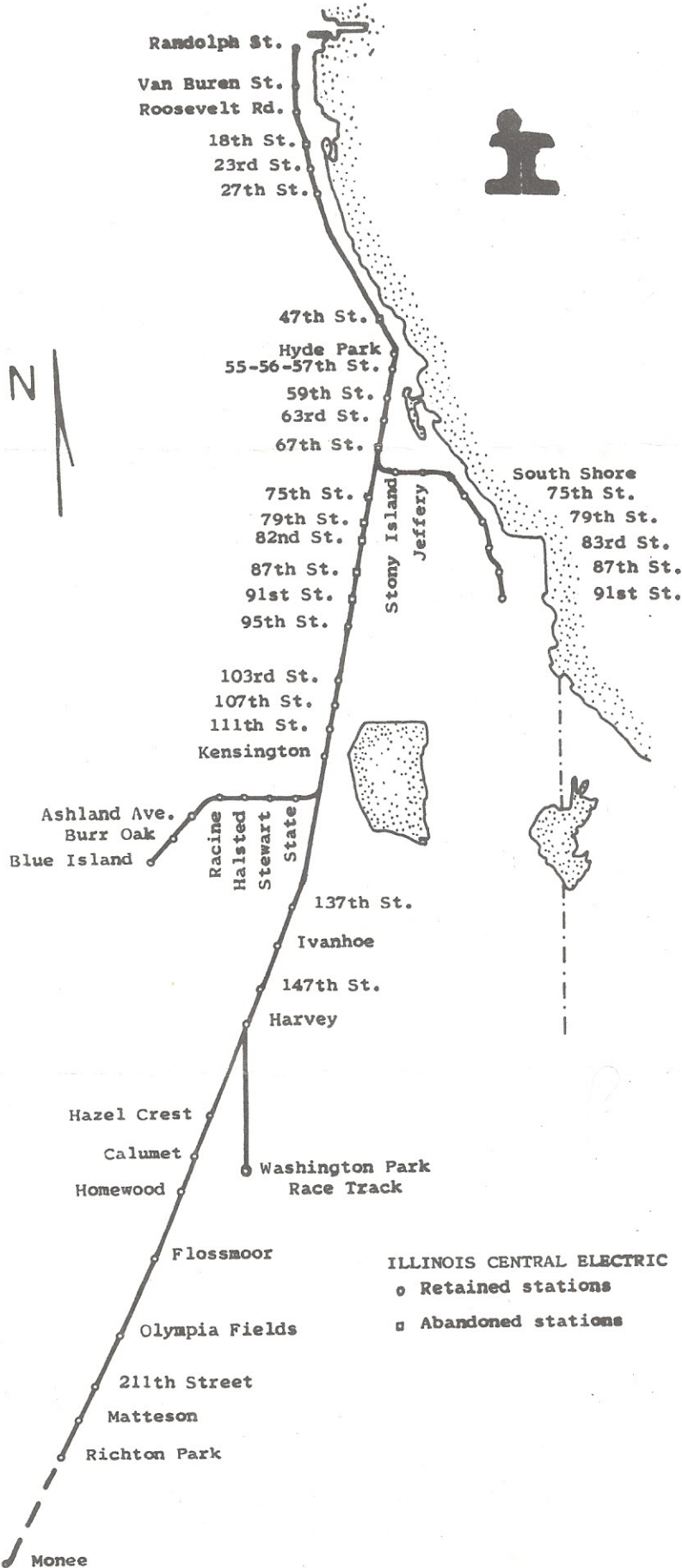
When it became apparent that crime had drastically increased on the subway, the city and the CTA announced beefed-up protection for rapid transit riders. Although the Authority has its own small—104 man—police force (as contrasted with 3000 on the New York City Transit Authority), it depends on the city police for support, and less than ten men are available to ride trains during late-evening and early-morning hours in an effort to stem the rising tide of violence. Accordingly, city Police Supt. James B. Conlisk Jr. ordered night-time patrols of the affected stations, complete with permanently assigned man and dog teams.

At the same time, Illinois Governor Kerner expedited the approval of a bill designed to provide increased penalties for persons convicted of crimes committed against CTA riders or crewmen. A 1 to 5 year prison term and a \$1000 fine now apply. Next week, a city council committee will hold hearings on the soaring crime rate, which totals 1700 reported incidents thus far this year, as compared with 1200 during the same period last year. About a hundred persons have been arrested in the current crime wave.

Though the beefed-up patrols and police dogs initially stemmed the tide, violence flared anew during the Labor Day weekend, and the Chicago Sun-Times was moved to write an excellent article surveying the situation which appeared September 5. The newspaper interviewed passengers and personnel and felt that it uncovered serious communications and organizational shortcomings in the methods used to insure protection to CTA riders. At press time the Authority had not replied to the criticism, but a full report will be carried in these pages next issue. For the moment, at least, fear continues to ride the subways.

Bi-State Transit of St. Louis has inaugurated a Gateway Arch shuttle bus service from downtown to the famed arch. The gold-and-blue coach used on the line is complete with imitation silver arch replicas on either side....Toronto Transit has purchased 1200 tons of streetcar rail from Bethlehem Steel of Canada....The Detroit riots cost DSR some \$300,000 in lost riding....Houston's Rapid Transit Lines (NCL) has purchased the Pioneer Bus Lines, a suburban carrier....85 trolley coaches from Milwaukee and New Orleans have made their way to Mexico City. STE now has trolley coaches that formerly operated on more than a dozen systems.





The Illinois Central has announced a bold new plan for complete revamping of its Chicago commuter services. The plans call for a South Suburban Transit Authority to be formed that would purchase new equipment and lease it to the railroad for operation.

The IC would also:

- A. Replace the present complicated fare system with a zone fare structure, dividing the service area into five zones.
- B. Reduce the number of little-used in-city stations considered by the railroad to be a hindrance to speedy Chicago-suburban service.
- C. Negotiate with the Chicago Transit Authority for a joint IC/CTA transfer system.
- D. Explore the possibility of extending the main line from its present south terminus at Richton Park to Monee.

The estimated cost of the improvements, not including the extension, would be \$36 million. Two-thirds of the funds required would come to the SSTA from HUD, while revenue bond sales would account for the remaining \$12 million.

The proposal calls for five fare zones to be established:

- A. Randolph to 95th
- B. 103rd to Kensington
- C. 119th to Harvey
- D. Hazel Crest to Flossmoor
- E. Olympia Fields to Richton Park

All zones would include mainline and branch-line trackage within their boundaries. Fares would range from 55¢ for zone A to \$1.40 for zone E on a one-way ticket, and from \$16.40 to \$26.50 for monthly tickets.

Eight little-used stations (see map) are to be abandoned under the terms of the plan, at 18th, 47th, 67th, 75th, 79th, 82nd, 87th, and 91st Streets. The IC feels that such station elimination would help it concentrate on its long-haul traffic, leaving short-haul riding to the CTA, which could do a better job of it.

The transfer plan, oft-proposed by both the railroad and the CTA, has yet to be worked out but both parties are optimistic about its possibilities.

The Illinois Central carries 78,000 riders each day, with a commuter traffic second only in the U. S. to the Long Island, in motor and trailer 1500V DC trains. The railroad's newest cars were built in 1926.

An Interstate Commerce Commission examiner has recommended approval of the purchase of the Des Moines and Central Iowa Railway and its subsidiary Fort Dodge, Des Moines & Southern by the Chicago and North Western for \$5 million. DM&CI and FtDDM&S are diesel remnants of two of the hardier Iowa electric interurbans....The Pennsylvania Railroad has pulled out of the Pullman pool as of August 1. The action is in preparation for the oft-postponed Penn-Central merger. New York Central has not been a Pullman pool member for some years.... The Northern Pacific has petitioned the Main-Streeter from Fargo to Seattle; Twin Cities to Fargo service is to remain....C&EI wants out for the Georgian-Hummingbird, its last surviving passenger run...Look for the Golden State to be petitioned soon.