

# Transport/Central



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## Publications

### TECHNICAL MANUALS

#### POST-WAR RAPID TRANSIT CARS - DATA BOOK ONE

A detailed tabulation of all rapid transit cars ordered from 1950 thru 1957, with the exception of the New York City Transit Authority.

\$2.00

#### POST-WAR RAPID TRANSIT CARS - DATA BOOK TWO

Similar to Data Book One, but covering the period between 1958 and 1964, and including supplement sheets on cars ordered since 1964.

\$2.00

#### RAIL PASSENGER SERVICE IN THE CHICAGO METROPOLITAN AREA (DECEMBER 1965)

A 27-page description, with three maps, summarizing all suburban railroad and rapid transit passenger service in the Chicago area.

\$2.00

#### RAIL PASSENGER SERVICE IN THE PHILADELPHIA METROPOLITAN AREA (MARCH 1963)

A 29-page description, with two maps, summarizing all suburban railroad, rapid transit and streetcar-subway passenger service in the Philadelphia area.

\$1.00

#### RAPID TRANSIT REFERENCE MANUAL

A 77-page, six chapter compendium of varied information on the urban transportation industry. Includes a rapid transit glossary, statistical and system news, economic data, bibliography, etc.

\$5.00

--The above items are available from the Institute For Rapid Transit, Room 7-142, Merchandise Mart Plaza, Chicago, Illinois 60654

### NEWSLETTERS

#### THE BOOSTER

A monthly digest of transit news from the western states, with special emphasis on Southern California.

Annual Subscription \$3.00

--The United Transit Boosters, 1002 Doreen Place, Venice, California 90291

#### MOTOR COACH AGE

A monthly journal of motor coach news and features, with special emphasis on the eastern seaboard area.

Annual Subscription \$5.00

--The Motor Bus Society, 767 Valley Road, Upper Montclair, New Jersey 07043

### COVER PHOTO

Shaker Heights Pullman #54, photographed at Green Road on a quiet Sunday evening in January 1967. The Shaker Boulevard division is to be extended eastward from this point to the village of Beechwood within the next several years. --RRK



(In these pages last issue we spoke of the continuing pattern of violence on Chicago's rapid transit system, and quoted a Chicago Sun-Times series of articles somewhat critical of the Transit Authority's methods of insuring passenger safety. Just after T/C went to press, CTA replied to the charges leveled by the newspaper, and their comments follow:)

The main criticisms directed against CTA center around the 104 man force charged with the responsibility of protecting both Authority property and patrons. Critics charge the security patrol is undermanned, that its top men lack proper police experience, and that its communications system is outmoded.

In rebuttal, CTA views the question of additional manpower as one having to be answered by the Chicago Police Department, which the Authority believes to have prime responsibility for protecting Chicagoans everywhere within the city, whether in a CTA vehicle or on the street. The CTA force is meant to be a supplement to city police, and not a replacement for it. The Authority also heatedly disputed the contention that any of its security personnel are unqualified for their duties.

CTA officials also took pains to deny that emergency calls were not given priority on the Authority's two-way radio system, altho KSA-977 (CTA's VHF station) must also handle bus breakdown reports and other routine radio traffic. And, to the charge that passengers were viewed as "just so many parcels", Board Chairman George DeMent said the CTA is "seriously concerned with the safety of all of its patrons."

Once it became clear that the level of crime was not going to decrease through the application of conventional methods, the CTA and the city jointly worked out a program of attack. On September 6, Mayor Daley, after a conference with DeMent and Deputy Police Supt. James M. Rochford, announced that he had ordered a policeman assigned to every CTA train and station on a 24 hour basis.

The mayor pointed out that direct, over-all command would be in the Chicago Police Department, rather than CTA. He said that 500 additional policemen had been requested in the 1968 budget (a figure later increased to 700), and that a portion of this increase would be allotted to the Authority patrols (which are temporarily made up of the highly-respected Task Force). He left the question of a fare increase to pay for the additional protection up to the CTA, tho

the Authority will incur no appreciable extra expense if city forces are used on patrols.

A compilation of major incidents revealed that one-fifth took place at seven CTA Rapid Transit stations: Howard, 63-Loomis, Cermak Road, 63-Stony Island, Dearborn-Jackson, Clark-Division and Grand-State. A murder that took place at the last station late in August sparked the current efforts to stem the rising crime rate, and in his press conference the mayor reported that special attention would be given these and other major trouble spots on the CTA network.

As the new, beefed-up protection settled into a routine, a pattern began to emerge. City police were very much in evidence, as about 400 were detailed to trains, stations and various other points on the CTA system. Certain bus lines known to be crime-prone were under constant surveillance by city and CTA police, now under city command. Two additional emergency telephone lines were installed for the CTA men, bypassing regular company circuits to provide for direct communication with dispatchers.

A City Council subcommittee heard from various witnesses on the increased security plans, among which were placing the CTA riding detectives in uniform, rather than in plainclothes, and equipping them with walkie-talkies for better communication with CTA dispatchers and city police. Chairman DeMent cited recent advances in solid-state mobile communications that might also make it possible to equip all of the system's 3300 buses with two-way radio at a reasonable cost. At present, only Rapid Transit trainmen are in constant communication with their Line Supervisor through trainphones.

And, in Springfield, emergency legislation was introduced in the special session to further stiffen penalties against those persons who attack CTA patrons. Governor Kerner has just signed into law a bill increasing the penalty for attacking a CTA rider or employe on board a train or bus, and the new bill extends coverage to patrons elsewhere on Authority property.

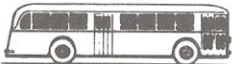
Now, several weeks since the furor erupted, an air of relative calm prevails along the subway and "L" and on the surface system, while the incidence of crime has dropped by a sharp margin. In fact, even with the temporary "reign of terror", CTA is faring well in terms of riding. Figures recently released show that 5 million more riders used the rapid transit system thus far this year than for a similar period in 1966.





Hugh Hefner's private jet (T/C-7/15/67) will have custom-measured seats for all top Playboy executives....Add promotions: Commuter Airlines now advertises that "The Fair Sex Becomes The Half-Fare Sex to Commuter's Nine Cities"....Not only traffic jams in and around large airports plague passengers. O'Hare Airport is now faced with a baggage jam that shows no sign of receding. Plans are now being drawn for improved luggage facilities needed to handle the jumbo jets. A 747, for example, will carry three times as many passengers as a current jetliner—and three times as much baggage.

Busy Tri-State Coach Lines, an airport limousine service whose main route extends from Gary and Hammond to O'Hare, has expanded its runs again, and plans further extensions. Service to Racine and Kenosha began in May, and a Gary-O'Hare line via the Tri-State Tollway (a similar route is being asked by Continental Air Transport, the pioneer in the field) is now partially in operation. TSCCL also has asked for a route linking Kankakee and O'Hare.



The Chicago Transit Authority can claim George Romney as a passenger. The Michigan governor was photographed aboard a Jackson Park Rapid Transit train September 20, en route to the South Side from a meeting at Police Headquarters at 11th-State with Supt. James Conlisk. Reporters and photographers were conveniently on hand for the ride, and the train was stopped at 61st Street for 3 minutes to allow the governor to chat with a man on the platform. Romney was en route to a community organization meeting, and was traveling over the route marked by violence only days before (see overleaf).

Transit in Illinois' Fox River Valley is disappearing quickly. The Aurora-Elgin Bus Line ran its last trips between the two cities of its corporate title September 2, while Elgin City Lines discontinued its service effective September 11. The remaining firm in the trio of former NCL companies, Aurora City Lines, is to go out of business at the end of the year.

Toledo has joined the list of American

cities for which a rapid transit system has been proposed. The local chamber of commerce, after a five month study, recommended a loop line on existing rail rights-of-way, plus county ownership of the Community Traction Company and its suburban subsidiaries as the solution to the declining fortunes of the private companies.

CTS schedule changes effective over the Labor Day weekend found route 16-EAST 55 service extended northward for four weekday trips from the present terminal at St. Clair to So. Marginal Road. Major Sunday and holiday cuts were instituted on route 44-EAST 152-BEACH, while the former AM thru PM rush only route 60-NOBLE ROAD via Rapid had a trip in both directions added on late store closing nights. Other Cleveland lines were also affected by the schedule changes, in varying minor degrees.

A commuter is willing to pay four cents a minute to save time in getting to work and 12 cents a minute or 30 cents a block to avoid walking. These conclusions were reached by a graduate student in economics at the University of Chicago, who is now an employe of the Chicago Area Transportation Study. He based his researches on interviews with north suburban residents who had a clear choice between driving and riding public transit. Thus, the decision to use an auto for commuting is not irrational, but based on the time involved and an aversion to walking a long distance to and from public transportation.



Santa Fe's one-price "Breakaway" ticket is now permanent on all principal ATSF trains.... The Chicago Sun-Times had a nostalgic write-up on the Ohio Railway Museum's line at Worthington in its Critic At Large column on September 7. Music critic Robert C. Marsh spoke glowingly of a visit to ORM....A fight is brewing over the discontinuance of 10 and 25 ride commuter tickets by Illinois Central.

GOINGS OFF -- Monon's Thoroughbreds run their last September 30....The Golden State has been petitioned (T/C-9/1/67)....Pennsy has asked off for two Valparaiso (Ind.) to Chicago commuter trains....Great Northern 11 and 14 between St. Paul and Fargo have also been petitioned; the Western Star will be rerouted via Willmar to pick up the slack.

NEXT ISSUE: The Railway Report tabulates all July 1-October 1 passenger train-off petitions



# AIR/LINES

international



NUMBER 1 OF A SERIES

SEPTEMBER 15, 1967

(This supplement will appear with Transport/Central from time to time, and cover national and international air activities outside of the primary T/C coverage area. This issue will detail news highlights of the past several weeks).

**JUMBO JETS** -- On September 11, Lockheed Aircraft Corporation announced that it was re-entering the commercial transport aircraft field with a three-jet air liner capable of carrying 300 passengers more than 2000 miles. Known as the Air Bus, it will be able to use shorter runways than today's four-engine jets, and will be the first Lockheed transport since the firm phased out production of the prop-jet Electra in 1962, after 170 were built.

The plane would be deliverable in 1972, and would cost about \$500 million to develop. Major engine builders, among them Pratt-Whitney, General Electric and Rools Royce are competing for the engine contract. Each of the three engines is expected to cost \$700,000. Decision on to whom to award the contract will be announced in 30 to 60 days. Several airlines have already expressed interest in the new air bus, among them American.

**DOMESTIC DATA** -- Several thousand workers ended a brief, one-day strike against Pan American World Airways September 20. The strike apparently did little to slow the line's global operations, beginning in Honolulu, and spreading slowly and erratically to other Pan Am cities.

Pan American has asked the Civil Aeronautics Board for permission to extend its two routes to Australia on to Hong Kong and Bangkok. The new service would be operated via Darwin. Pan Am pointed out that there are currently no U. S. air line links between Australia and the Orient, altho foreign air services in that area have increased in frequency and number

West Coast Airlines has ordered 3 F-228 twin-engine jet airliners from Fairchild-Hiller. This is the first order for this new class of aircraft....The CAB has approved an International Air Transport Association agreement offering some reductions on North- and Central-Pacific fares. Tour fares are to worked out to a level comparable with transatlantic rates....TWA chief Charles C. Tillinghast has predicted no big change in the line's future--other than a strong hope that Trans World will be a winner in the current trans-pacific route case....President Johnson on September 20 ordered development of a long-range comprehensive plan to expand and improve the nation's air traffic control system. The action came in the wake of several recent plane crashes.

**FOREIGN FACTS** -- A new airline to serve 93,000 persons living on islands in the Micronesia air of the Pacific has been proposed by Pan American and others to the U. S. high commissioner for that trust area. Micronesian Air Pacific would link Guam with Micronesia and would be owned in part by Pan Am and Micronesian citizens. Headquarters would be on Saipan.

Swissair's transatlantic flights are 20 years old this year. The line's stock also went public this year, and Swissair directors voted to purchase two Boeing 747's, and order two more DC-8's....Avianca, the Colombian air line, is now offering service to Brazil for the first time....BOAC now can operate a route between London and California by way of Chicago....Air New Zealand also received authority to run between New Zealand and Los Angeles by way of the Cook and Society Islands....Air France is to buy more Boeing 727 and 747 jets.