

# Transport/Central



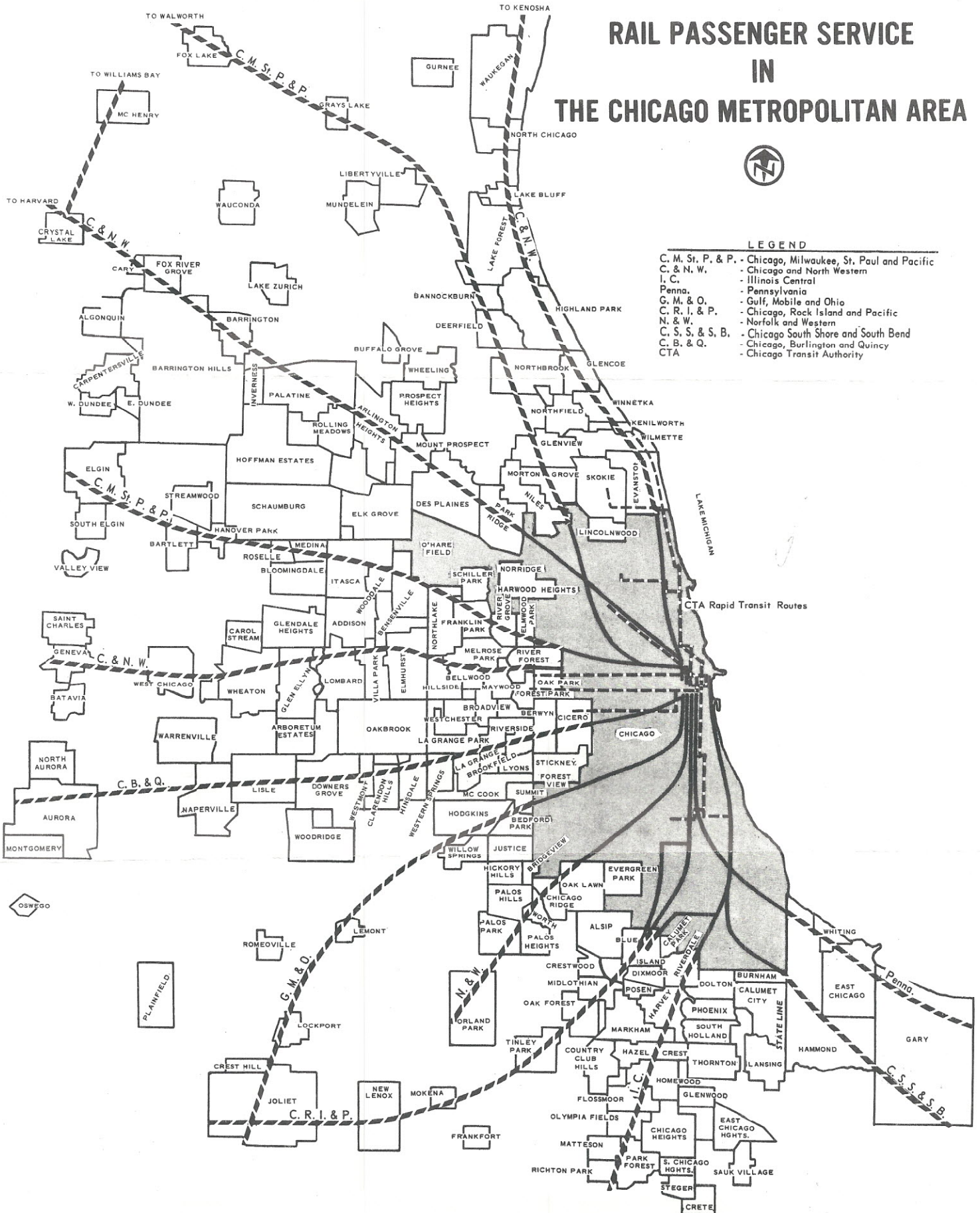
October 1, 1967

1967

# RAIL PASSENGER SERVICE IN THE CHICAGO METROPOLITAN AREA



- LEGEND**
- C. M. St. P. & P. - Chicago, Milwaukee, St. Paul and Pacific
  - C. & N. W. - Chicago and North Western
  - I. C. - Illinois Central
  - Penna. - Pennsylvania
  - G. M. & O. - Gulf, Mobile and Ohio
  - C. R. I. & P. - Chicago, Rock Island and Pacific
  - N. & W. - Norfolk and Western
  - C. S. S. & S. B. - Chicago South Shore and South Bend
  - C. B. & Q. - Chicago, Burlington and Quincy
  - CTA - Chicago Transit Authority



--Map courtesy of  
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Rapid Transit

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The Post Office Department's trimming of RPO services is having its effects in the Midwest. Norfolk & Western's Banner Blue and Monon's Thoroughbreds have already departed (with the latter really going out in style, according to an excellent Chicago Sun-Times article in that paper's October 1 issue), and many other passenger trains are on the way out. The Milwaukee's Chicago - Omaha Arrow trains bowed out October 5, for example, and officially up for abandonment are a score of crack trains, not only from T/C's coverage area, but from the remainder of the country as well. (A full list of petitioned trains appears in a special T/C supplement with this issue).

But perhaps the biggest shocker in train-off requests was the total of 15 mail and passenger cuts that Santa Fe announced October 4. No less than 27 runs are involved, and when (and if) the discontinuances are allowed, AT&SF will be left with just four name trains on its entire system (plus some connecting service between Los Angeles and San Diego). Santa Fe president John S. Reed said the railway plans to retain only the Super Chief and El Capitan (Chicago - Los Angeles), the San Francisco Chief (Chicago - San Francisco), and the Texas Chief (Chicago - Dallas and Houston). The most prestigious train to be dropped would be the Chicago - Los Angeles Chief, which went into service November 14, 1926. Santa Fe has been a leader in providing fast, comfortable and dependable rail service, and has spent more than \$136,000,000 for new equipment since 1946, in what has become, with the sudden loss of mail contracts, a losing financial battle.

In a joint announcement made October 2, the Illinois Central and Gulf, Mobile & Ohio Railroads indicated they have reached agreement on basic terms of a merger. William B. Johnson, president of the Chicago-based IC, and Glen Brock of the GM&O, headquartered in Mobile, Alabama, reported that their respective executive committees had approved of the merger plan, which is to be submitted to IC and GM&O directors and stockholders immediately. The Interstate Commerce Commission will then rule on the marriage, if both boards and their shareholders consent to the merger terms.

Merger of the two lines, first proposed in 1962, would create a rail system of more than 9,000 miles, as IC operates over some 6500 miles of track while GM&O totals about 2750. The roads largely parallel each other between Chicago and the Gulf Coast and have common freight connections at 29 points. The IC, which would be the surviving road, would thus gain access to Mobile and Kansas City, neither of which it now serves. Illinois Central Industries, the parent company of the Illinois Central Railroad currently holds 18% of GM&O voting stock and is in turn about 24% owned by Union Pacific. Both IC and GM&O have each totalled more than a hundred years in railroading; and are themselves the products of mergers; GM&O, for example, gained its present name thru a consolidation of the former Gulf, Mobile and Northern and the B & O - controlled Chicago and Alton in 1947.

RAIL ROUNDUP -- The merger of the Chicago Great Western into the Chicago & North Western has again been approved by the Interstate Commerce Commission, but the actual marriage may take awhile. The Soo Line is protesting the ICC action....The ex-MoPac domes on the IC are soon to go into service, some by Thanksgiving, the rest by Christmas.

THE COVER: Monon's now-departed Thoroughbred approaches the railway's namesake town with a heavy load in tow during the Firemen's strike in 1966. Flags indicate that the South Wind is following, having been diverted from the strikebound Pennsy enroute to Chicago. --RIO



The federal government has approved plans for a 2 $\frac{1}{2}$  mile segment of the Crosstown Expressway, running from a connection with the Stevenson freeway to Midway Airport at 59th Street in Chicago. The crosstown route has been the center of much controversy, largely as the result of its partial "stiltway" design, but a recent shift in government policy apparently is to do much to alleviate criticism of the super-road. Late in September, the federal Department of Transportation authorized \$2,400,000 in tax dollars to plan community improvements along the initial stretch as a forerunner of a new plan designed to completely integrate the roadway with the communities through which it passes, rather than the previous method of merely bulldozing a right-of-way. The new policy of making an expressway a part of a planned community, as opposed to a barrier between neighborhoods will include a median strip rail or bus rapid transit line. HUD has offered to pay two-thirds of the cost of rapid transit.

TRANSIT TRENDS -- The CTA - City of Chicago policing program which put between 300 and 400 uniformed men on CTA rapid transit trains and in subway and elevated stations (T/C - 9/15/67) has proven most successful. Since the beefed-up patrols were added, robberies went down 75% and assault figures were cut in half. The police details are to continue indefinitely.... According to an official survey, CTA vehicles account for 4 $\frac{1}{2}$ % of the city's air pollution.. ....HUD has urged city transit systems to provide better service between ghetto areas and industrial concentrations so that low-income groups can have easier access to places of employment. Several private transportation companies already provide such service in the Chicago area, connecting south side Negro residential areas with industrial complexes such as Elk Grove Village. HUD has offered to pay a portion of such service costs.

Lakeshore Transit, operating three separate bus systems in southeastern Wisconsin (local service in Racine and in Kenosha, and an intercity route connecting both cities) would like to go out of business. Losses are mounting and a new wage contract is yet to be negotiated. LT president John Holcomb said service could continue to be maintained if HUD or the municipalities were to purchase new coaches for the system (LT's newest date from 1952) and subsidize the company's unprofitable runs. Racine and Kenosha have agreed to consider the problem. ....Elgin City Lines, incorrectly buried here last issue, has resumed operations following a short strike. The company has petitioned to abandon all service, however, and an Illinois Commerce Commission decision is pending.

The city of Chicago has taken a major step toward encouraging the growth of air taxi service. Until October 1 the scheduled air taxis (or, as they prefer to call themselves, Level III carriers) operating out of O'Hare Field were considered on the same basis as any private aircraft and were handled through the fixed base operator, Butler Aviation. As of that date they joined the ranks of the trunk (United, American, etc.) and regional (Ozark, North Central, etc.) lines in enjoying regular tenant status. Practically speaking, it means they will now be paying rent directly to the city's Department of Aviation, and that landing fees will be assessed at the same 37.1¢/1000 lbs. rate as the major carriers. Also, the terminal area used by the three carriers operating out of O'Hare (Midstate Air Commuter, Air Wisconsin and Commuter Air Lines), the A-1 Concourse, is now considered a city building rather than a Butler structure. The city has thus officially "recognized" the three third-level airlines.

AIRLINE ACTION -- One of the faster-growing of the third-level air carriers (see above) was profiled in Chicago's American October 2. The new Chicago-based Commuter Airlines has grown to be the largest level III line in the country, with operations out of both Chicago airports (and Midway later this year) to cities in Michigan, Wisconsin, Iowa and Illinois. ....On October 3rd, the Chicago city council approved financial agreements with the 11 major airlines that will serve Midway beginning later this year. A landing fee of 25¢/1000 lbs. was set for the use of the south side field....The number of aircraft operations at O'Hare Field is expected to pass the half-million mark in October, two months earlier than in 1966.

# THE RAILWAY REPORT

NUMBER 1 OF A SERIES

OCTOBER 1, 1967

## U. S. PASSENGER TRAIN DISCONTINUANCE PETITIONS -- JULY 1 - SEPTEMBER 30, 1967

| <u>Road</u> | <u>Trains</u> | <u>Between</u>   | <u>Action</u> |
|-------------|---------------|--|---------------|
| AT&SF       | 25-26         | Clovis, N. M. - Carlsbad, N. M.  | OFF           |
| B&O         | 57-58         | Toledo - Cincinnati  | OFF           |
| CB&Q        | 33-34         | Brush, Colo. - Alliance, Nebr.   | OFF           |
|             | 42-43         | Alliance, Nebr. - Billings, Mont.  | ONE YEAR      |
|             | 8             | Combined with #30, Omaha - Chicago   | OK'd          |
| C&S/CB&Q    | 29-30         | Denver - Billings, Mont.   | OFF           |
| C&S/FW&D    | 2-7           | Denver - Dallas  | OFF           |
| C&EI        | 3-4           | Danville, Ill. - Chicago   | WAITING       |
|             | 54-94         | Evansville, Ind. - Chicago   | WAITING       |
| C&O         | 3-4           | Detroit and Cincinnati   |               |
|             | 43-46         | to   |               |
|             | 46-47         | Washington and Newport News, Va.   | 6 MONTHS      |
|             | 48            | Detroit-Toledo   | WAITING       |
| CRI&P       | 3-4           | Chicago - Tucumcari, N. M.   | WAITING       |
|             | 15-16         | Minneapolis - Kansas City  | WAITING       |
| D&RGW       | 1-2           | Denver - Salida, Colo.   | OFF           |
| FEC         | 1-2           | Jacksonville - North Miami   | DENIED        |
| GN          | 11-14         | St. Paul - Fargo   | WAITING       |
|             | 28            | Rerouted via Willmar in lieu of St. Cloud  | WAITING       |
| IC          | 3-8           | Memphis - New Orleans  | WAITING       |
|             | 13-14         | Waterloo, Iowa - Chicago   | OFF           |
| L&N         | 53-92         | St. Louis - Evansville   | WAITING       |
| MILW        | 19-20         | Chicago - Omaha  | OK'd          |
| MONON       | 5-6           | Chicago - Louisville   | OFF           |
| MP          | 31-32         | Little Rock - Alexandria, La.  | WAITING       |
| NP          | 1-2           | Fargo - Seattle  | WAITING       |
|             | 3-4           | St. Paul - Jamestown, N. D.  | WAITING       |
|             | 11-12         | Little Falls, Minn. - International Falls, Minn.   | WAITING       |
| N&W         | 111-124       | Chicago - St. Louis  | OFF           |
|             | 301-304       | St. Louis - Detroit  | ONE YEAR      |
| NYC         | 17-57         | Combine, Buffalo - New York City   | DENIED        |
|             | 8-16          | Combine, Buffalo - New York City   | DENIED        |
|             | 980           | State Hospital - Brewster  | OFF           |
|             | 306-327       | Cleveland - Cincinnati   | OFF           |
| NYNH&H      | ---           | Approx. 50% of all intercity schedules   | WITHDRAWN     |
| P&LE        | ---           | All remaining service  | DENIED        |
| PRR         | 570-571       | Buffalo - Baltimore  | OFF           |
|             | 453-456       | Chicago - Valparaiso   | WAITING       |
| PRSL        | ---           | All weekend service, Philadelphia - Atlantic City  | WAITING       |
|             | 756-758       | All remaining service,   |               |
|             | 769-773       | Camden - Millville   | WAITING       |
| SCL         | 42-49         | <del>All service, Philadelphia - Atlantic City</del><br>Rocky Mount, N. C. - Wilmington, N. C. | WAITING       |
| SOU         | 3-4           | Atlanta - Valdosta, Ga.  | OFF           |
|             | 34-35         | Salisbury, N. C. - Washington  | WAITING       |
| SP          | 3-4           | Tucumcari, N. M. - El Paso   | WAITING       |
|             | 39-40         | Tucumcari, N. M. - Los Angeles   | OFF           |
| MILW        | 55-58         | Chicago - Milwaukee  | WAITING       |

(Time given in Action column indicates period commission ordered train to run in future)

10/5/67

COMPILED BY ROBERT I. OLIPHANT

# REPORT

# RAILWAY

1919

| Line | Station | Distance | Time  | Remarks    |
|------|---------|----------|-------|------------|
| 1    | London  | 0        | 0     | Start      |
| 1    | London  | 10       | 15    | 10 miles   |
| 1    | London  | 20       | 30    | 20 miles   |
| 1    | London  | 30       | 45    | 30 miles   |
| 1    | London  | 40       | 1:00  | 40 miles   |
| 1    | London  | 50       | 1:15  | 50 miles   |
| 1    | London  | 60       | 1:30  | 60 miles   |
| 1    | London  | 70       | 1:45  | 70 miles   |
| 1    | London  | 80       | 2:00  | 80 miles   |
| 1    | London  | 90       | 2:15  | 90 miles   |
| 1    | London  | 100      | 2:30  | 100 miles  |
| 1    | London  | 110      | 2:45  | 110 miles  |
| 1    | London  | 120      | 3:00  | 120 miles  |
| 1    | London  | 130      | 3:15  | 130 miles  |
| 1    | London  | 140      | 3:30  | 140 miles  |
| 1    | London  | 150      | 3:45  | 150 miles  |
| 1    | London  | 160      | 4:00  | 160 miles  |
| 1    | London  | 170      | 4:15  | 170 miles  |
| 1    | London  | 180      | 4:30  | 180 miles  |
| 1    | London  | 190      | 4:45  | 190 miles  |
| 1    | London  | 200      | 5:00  | 200 miles  |
| 1    | London  | 210      | 5:15  | 210 miles  |
| 1    | London  | 220      | 5:30  | 220 miles  |
| 1    | London  | 230      | 5:45  | 230 miles  |
| 1    | London  | 240      | 6:00  | 240 miles  |
| 1    | London  | 250      | 6:15  | 250 miles  |
| 1    | London  | 260      | 6:30  | 260 miles  |
| 1    | London  | 270      | 6:45  | 270 miles  |
| 1    | London  | 280      | 7:00  | 280 miles  |
| 1    | London  | 290      | 7:15  | 290 miles  |
| 1    | London  | 300      | 7:30  | 300 miles  |
| 1    | London  | 310      | 7:45  | 310 miles  |
| 1    | London  | 320      | 8:00  | 320 miles  |
| 1    | London  | 330      | 8:15  | 330 miles  |
| 1    | London  | 340      | 8:30  | 340 miles  |
| 1    | London  | 350      | 8:45  | 350 miles  |
| 1    | London  | 360      | 9:00  | 360 miles  |
| 1    | London  | 370      | 9:15  | 370 miles  |
| 1    | London  | 380      | 9:30  | 380 miles  |
| 1    | London  | 390      | 9:45  | 390 miles  |
| 1    | London  | 400      | 10:00 | 400 miles  |
| 1    | London  | 410      | 10:15 | 410 miles  |
| 1    | London  | 420      | 10:30 | 420 miles  |
| 1    | London  | 430      | 10:45 | 430 miles  |
| 1    | London  | 440      | 11:00 | 440 miles  |
| 1    | London  | 450      | 11:15 | 450 miles  |
| 1    | London  | 460      | 11:30 | 460 miles  |
| 1    | London  | 470      | 11:45 | 470 miles  |
| 1    | London  | 480      | 12:00 | 480 miles  |
| 1    | London  | 490      | 12:15 | 490 miles  |
| 1    | London  | 500      | 12:30 | 500 miles  |
| 1    | London  | 510      | 12:45 | 510 miles  |
| 1    | London  | 520      | 1:00  | 520 miles  |
| 1    | London  | 530      | 1:15  | 530 miles  |
| 1    | London  | 540      | 1:30  | 540 miles  |
| 1    | London  | 550      | 1:45  | 550 miles  |
| 1    | London  | 560      | 2:00  | 560 miles  |
| 1    | London  | 570      | 2:15  | 570 miles  |
| 1    | London  | 580      | 2:30  | 580 miles  |
| 1    | London  | 590      | 2:45  | 590 miles  |
| 1    | London  | 600      | 3:00  | 600 miles  |
| 1    | London  | 610      | 3:15  | 610 miles  |
| 1    | London  | 620      | 3:30  | 620 miles  |
| 1    | London  | 630      | 3:45  | 630 miles  |
| 1    | London  | 640      | 4:00  | 640 miles  |
| 1    | London  | 650      | 4:15  | 650 miles  |
| 1    | London  | 660      | 4:30  | 660 miles  |
| 1    | London  | 670      | 4:45  | 670 miles  |
| 1    | London  | 680      | 5:00  | 680 miles  |
| 1    | London  | 690      | 5:15  | 690 miles  |
| 1    | London  | 700      | 5:30  | 700 miles  |
| 1    | London  | 710      | 5:45  | 710 miles  |
| 1    | London  | 720      | 6:00  | 720 miles  |
| 1    | London  | 730      | 6:15  | 730 miles  |
| 1    | London  | 740      | 6:30  | 740 miles  |
| 1    | London  | 750      | 6:45  | 750 miles  |
| 1    | London  | 760      | 7:00  | 760 miles  |
| 1    | London  | 770      | 7:15  | 770 miles  |
| 1    | London  | 780      | 7:30  | 780 miles  |
| 1    | London  | 790      | 7:45  | 790 miles  |
| 1    | London  | 800      | 8:00  | 800 miles  |
| 1    | London  | 810      | 8:15  | 810 miles  |
| 1    | London  | 820      | 8:30  | 820 miles  |
| 1    | London  | 830      | 8:45  | 830 miles  |
| 1    | London  | 840      | 9:00  | 840 miles  |
| 1    | London  | 850      | 9:15  | 850 miles  |
| 1    | London  | 860      | 9:30  | 860 miles  |
| 1    | London  | 870      | 9:45  | 870 miles  |
| 1    | London  | 880      | 10:00 | 880 miles  |
| 1    | London  | 890      | 10:15 | 890 miles  |
| 1    | London  | 900      | 10:30 | 900 miles  |
| 1    | London  | 910      | 10:45 | 910 miles  |
| 1    | London  | 920      | 11:00 | 920 miles  |
| 1    | London  | 930      | 11:15 | 930 miles  |
| 1    | London  | 940      | 11:30 | 940 miles  |
| 1    | London  | 950      | 11:45 | 950 miles  |
| 1    | London  | 960      | 12:00 | 960 miles  |
| 1    | London  | 970      | 12:15 | 970 miles  |
| 1    | London  | 980      | 12:30 | 980 miles  |
| 1    | London  | 990      | 12:45 | 990 miles  |
| 1    | London  | 1000     | 1:00  | 1000 miles |