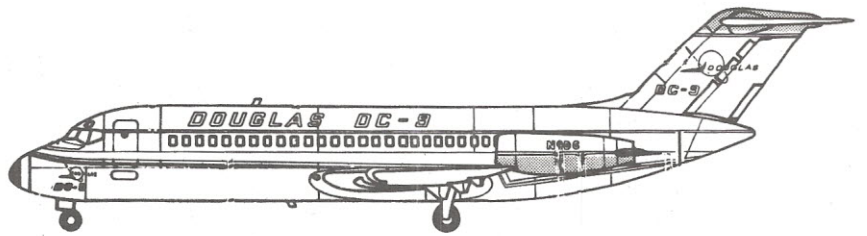
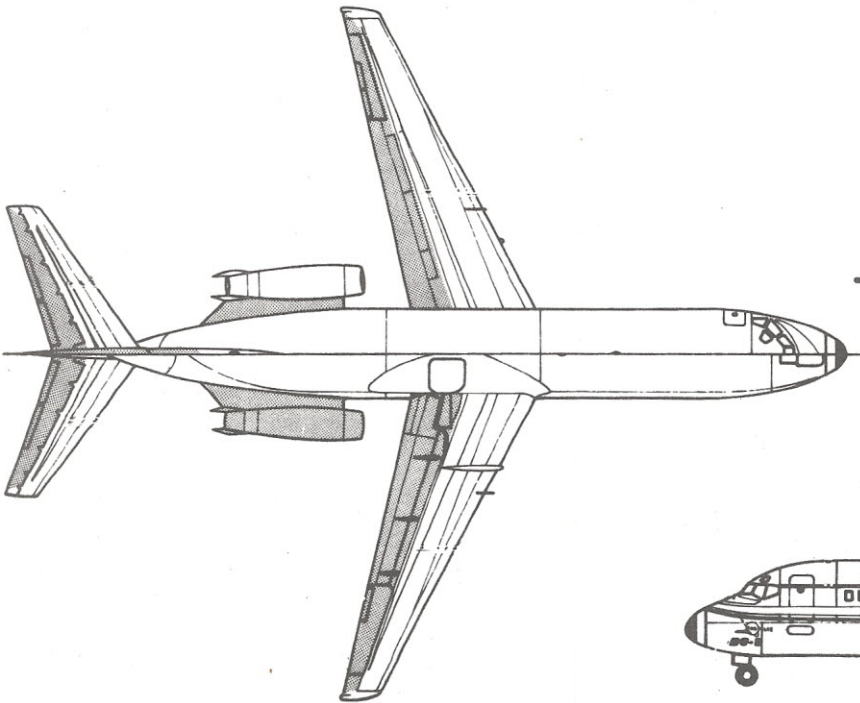
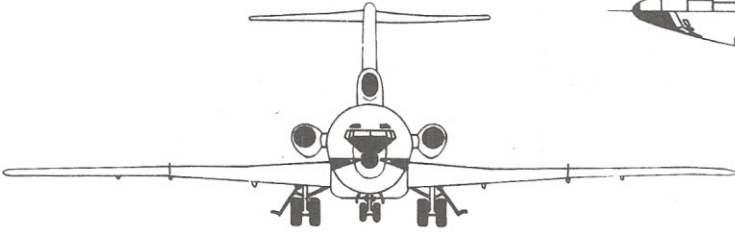
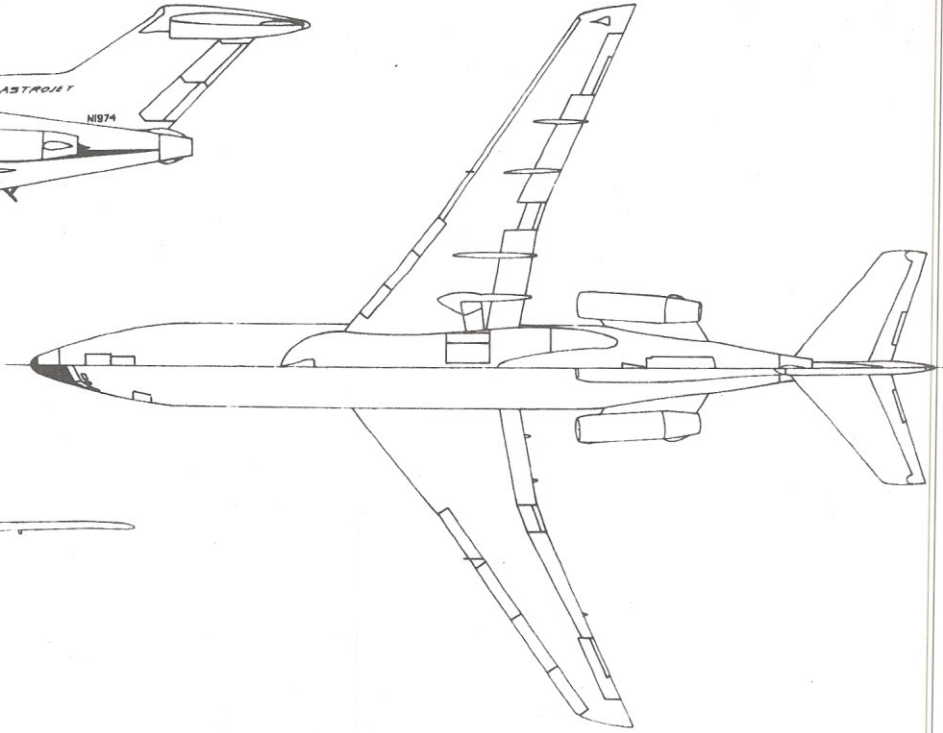
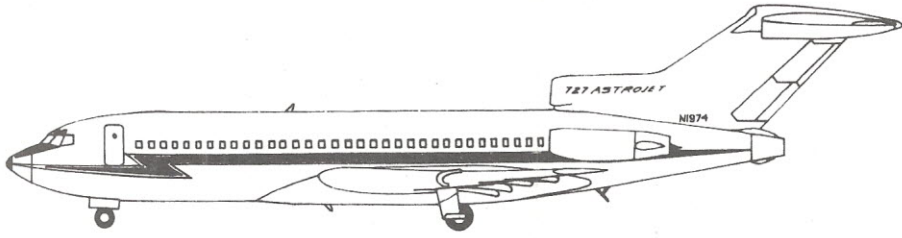


# Transport/Central



October 15, 1967



Published twice-monthly by the Library of Transport, 3 East Ontario Street, Chicago, Illinois 60611. Telephone (312) 337-7189. Annual subscription rate (24 issues): \$6.00, postpaid.

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In a full-page newspaper advertisement appearing October 17, and headlined "The World of Tomorrow Caught Up With Us Today", United Air Lines speaks hopefully of teamwork as an important ingredient in solving the massive problems that have overtaken the major air lines almost overnight. Citing delayed landings, outmoded facilities, too-small airports, inadequate ground transport and parking, tardy baggage and similar perplexities, United's ad echoes Chicago's renowned planner Daniel Burnham, in urging that all concerned "Make No Little Plans" for aviation's growing future.

The editorial came on the heels of a report issued early in October by Landrum-Brown Associates of Cincinnati, official design consultants to the city of Chicago's Department of Aviation. The report outlines a \$280 million expansion plan for O'Hare International Airport, one of the fields plagued by the perplexities of which United so eloquently spoke. Based on an anticipated increase to 40 million passengers by 1970, the proposal recommends an effective doubling in capacity of the present terminal complex.

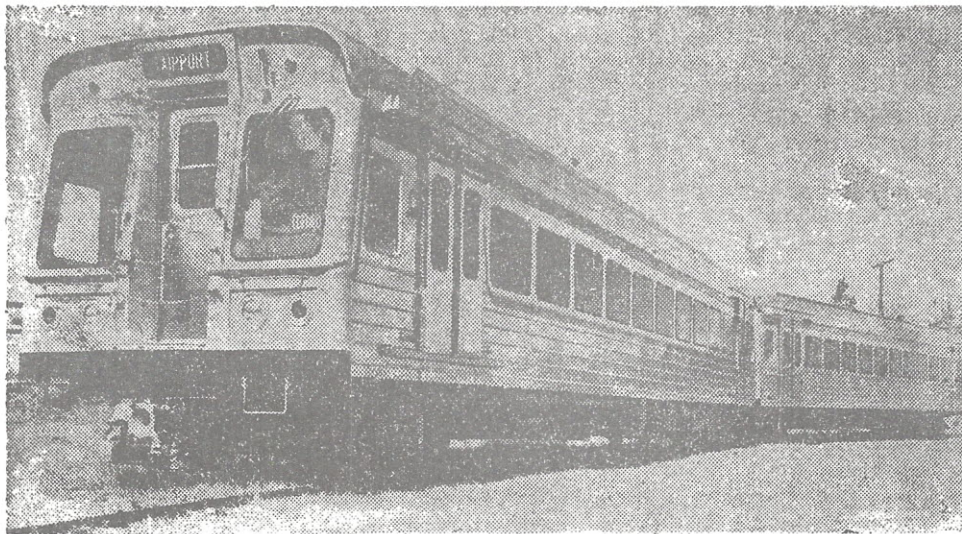
The main features of the expansion plan call for:

- A. A doubling in size of the present domestic terminal. (The International Terminal is also to be enlarged).
- B. Two or three additional runways to be constructed. (A current project, runway 9-27 (T/C--7/1/67), to be 150' wide and 10,000' long, is now 86% complete).
- C. A multilevel parking building, with access by pedestrian tunnel to the passenger concourses, to be built on the site of the present parking lot.
- D. Addition of gate facilities (for larger craft) and flight pavilions (for smaller craft) to be constructed as extensions of the present "finger" ramps.
- E. New, automated baggage handling facilities.
- F. A CTA Rapid Transit rail line from downtown Chicago to the airport.
- G. A "Transfer Railway" to accommodate passengers changing planes.
- H. The addition of moving sidewalks to the "finger" ramps.

AIRLINE ACTION -- The Chicago City Council has okayed a seven year agreement with 11 major airlines for the use of Midway Airport, which is to be reactivated later this year. Landing fees are set at 25¢ per 1000 pounds, and building rental rates at \$6 per square foot, with the contract to be renewable for five additional years at the same rate....A new look has arrived on Continental Airlines. The airline with its own country now features orange, red and gold stripes on its planes, and the traditional Thunderbird tail symbol has given way to an oval with flaring contrails.

Mayor Daley said October 9 that the proposed airport in Lake Michigan can be in operation by 1971. The lake site is one of 15 suggested for Chicago's third field, and has the city's unofficial blessing. All others would be outside the city's corporate limits, and the increased business generated by the field would thus go to suburban communities. The mayor also made it clear that construction of the lake field would not hamper expansion plans for O'Hare. (see above). That expansion is to be financed at least partially by the airlines themselves thru increased landing and rental fees....Commuter Airlines' new slogan is "We Fly Harder". The third-level Chicago-based carrier has been garnering quite a substantial amount of press coverage lately....Indianapolis-based Lake Central Airlines has agreed to merge with Allegheny Airlines, headquartered in Pittsburgh. Both are level II (regional) carriers; Lake Central serves nine states, Allegheny twelve.





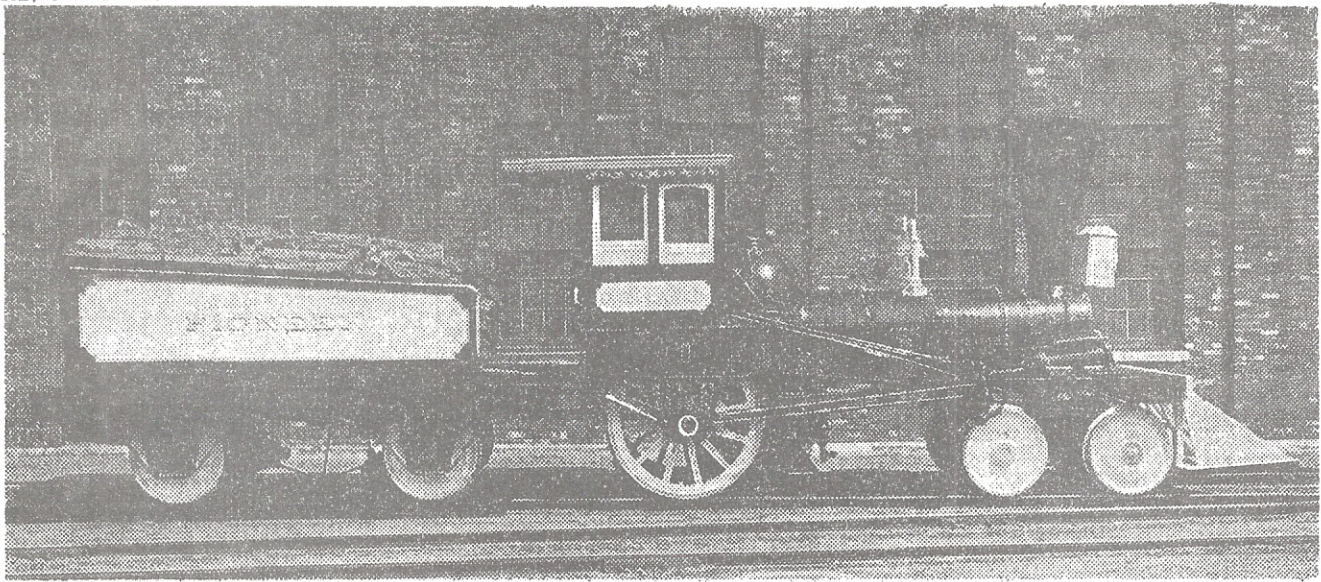
TRANSIT TALK -- Cleveland's Airport rapid transit extension will cost about \$18 million instead of the previously-announced \$14 million figure. The increase was due to an actual price of about \$1 million more than anticipated for the 20 new cars just finished by Pullman in Chicago. HUD will be asked to pick up the additional \$4 million tab.... Cincinnati Transit is now a partner with the city's Board of Education in a historical tour of the Ohio River metropolis. Fourth and fifth grade students read about the colorful history of their city in class, then board a chartered CTC bus for a 90 minute "location" tour.

Paducah (Kentucky) Transit made local history recently by operating a special radio-equipped bus. In a joint venture with station WDXR, the red-carpeted bus of the American Transit (Chromalloy American Corporation) subsidiary ran around the city offering free rides and a chance to be heard "live" on the air. The company recently lost a lucrative school business, and the promotion was cooked up by Paducah's mayor in an effort to recruit new riders and preserve vital transit services.... The St. Louis area's Bi-State Transit System has just ended a HUD demonstration program that saw the establishment of seven radial express bus routes linking suburban areas on both sides of the Mississippi River with downtown, as well as a suburban crosstown service. One of the important conclusions drawn from the study was that riders willingly paid an extra dime for express service, and that most used it to get to and from work, rather than for shopping trips.

A "mall" along Nicollet Avenue, Minneapolis' major retail shopping street, is in the final stages of construction, with the narrow roadway limited to buses, some taxis and emergency vehicles. Minibuses, at a 10¢ fare, have been proposed for the "Transitway".... Passenger Transport noted that Kitchener, Ontario had a similar arrangement last summer, with KPUC's trolley coaches gliding silently thru the mall.... Oklahoma City's mechanics' strike is over. While it lasted, COTPA (Central Oklahoma Transit and Parking Authority) buses had to be maintained elsewhere than at the City Bus Company garage, as the Authority's drivers would not cross picket lines. City Bus, the former operator, leases and maintains the 56 bus fleet for COTPA.... Youngstown now has a "Park 'N' Ride" plan. Motorists can park at Youngstown Transit's headquarters lot and ride downtown on a YTC coach.

Six new TDH- 5303 air-conditioned coaches have been added to the "FrostyLiner" fleet of South Suburban Safe Way Lines. The Harvey, Illinois firm now has eighteen such units for service on its Dan Ryan Flyer line to downtown Chicago.... Harvey itself is one of 11 southern suburbs that has officially formed the Chicago South Suburban Mass Transit District. The group will file for a \$24 million HUD grant to purchase 130 new double-deck electric commuter cars for the Illinois Central Railroad (T/C-7/1/67 et seq.).... The northern suburb of Skokie is pondering the formation of its own transit district. A public hearing on the creation of such a body awaits a ruling on whether the Chicago Transit Authority actually "serves" the village within the meaning of the recently-passed legislation permitting the formation of local districts without a referendum.





Chicago's first engine, the Pioneer, still operable at a sprightly 131. (CT)

MORE GOINGS-OFF -- Perhaps we should have titled The Railway Report (T/C - 10/1/67) The Raven's Report, for all of its bad tidings. Omissions from the listing include UP #27-28 (Omaha to Laramie, Wyoming); UP #11-12 (Portland-Huntington, Oregon), both "head end" and coach locals; NYC #312-341 (Cleveland-Union City, Indiana) and NYC #57 (Cleveland to Kendallville, Indiana). The last-mentioned axing cuts the Cleveland Limited into two sections (with full amenities) between New York and Cleveland, but with a rider coach from Kendallville to Chicago. In a similar move, the Knickerbocker (westbound), and the South-Western (eastbound) become local coach trains St. Louis to Union City only.

The Union Pacific, however, made several major changes to City trains with the removal of their local trains, including severing the consolidated City of Denver-City of Portland thru run at North Platte, Nebraska; the City of Denver with separate coach and sleeper plus a cafe-lounge tacked on at North Platte terminating at Denver, and the City of Portland running via Cheyenne instead of Denver and the Cut-Off (it also operates as a local between Omaha and Cheyenne, serving many small stations formerly stopped at only by #27-28). The City of St. Louis has also been rerouted via Denver-Cheyenne instead of the Cut-Off and now has a through coach and sleeper from Kansas City to Portland.

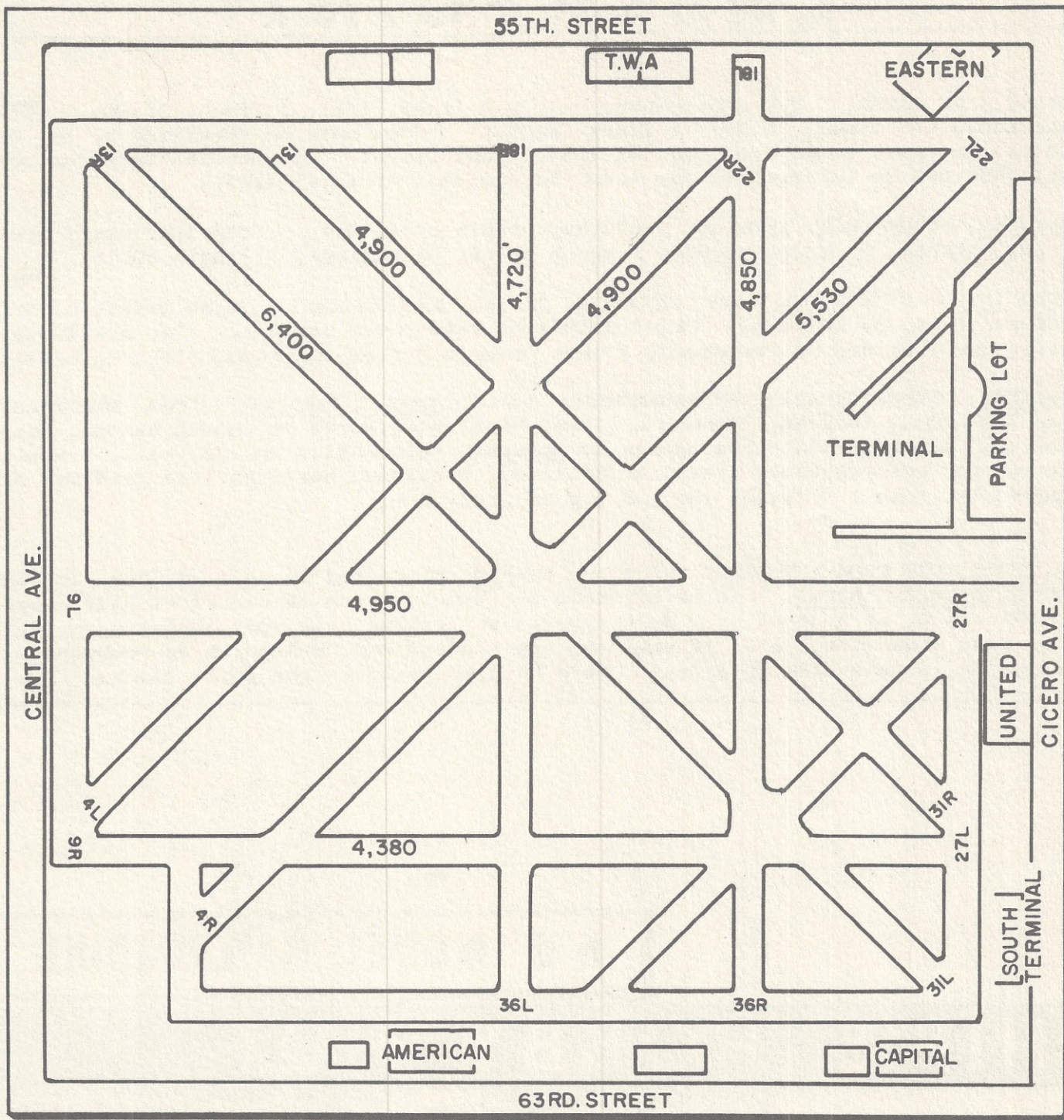
Since the "Blackbird" last reported, the Milwaukee Road and Soo Line jointly applied for #9 and 10-4, the Copper Country Limited, between Chicago and Calumet, Michigan. This train has the only tri-weekly Pullman operation in this country, although a few such services still exist in Canada....NP has received permission to discontinue #3-4 (St. Paul-Jamestown, N. D.)....Rock Island has petitioned the Peoria Rockets, #11-14 (Chicago to Peoria); #12-13 are much healthier and will remain for awhile. Also up are #21-22 (Memphis to Tucumcari, N. M.)....The Santa Fe has begun asking off for trains as promised in T/C last issue. First up are #47-48 and #211-212 (Kansas City-Tulsa), #3-4 (Kansas City-Gallup, N. M.) mail and coach, and all-mail #7-8 (Chicago-Los Angeles).

RAIL ROUNDUP -- The Interstate Commerce Commission has discontinued a study of division of revenue on the CB&Q-D&RGW-WP California Zephyr without making a decision. The one year reprieve on the CZ is up February 15, 1968....The ICC also will investigate the Golden State petition, assuring operation until February 20, 1968....Coaches On The Panama!! Paul Reistrup, IC's new VP-Passenger Operations, has announced that effective October 29, the Magnolia Star, a new, overnight deluxe coach, extra-fare service will be inaugurated. Actually a 46 seat lightweight coach and a 24 seat coach-cafe lounge will be on the front of the Panama's consist (a through St. Louis-New Orleans coach will be added), however, coach passengers will be unable to use the Pullman facilities, and a maximum \$5.00 extra fare will be assessed Star riders. To avoid local riders and save the parlor car business, no local passengers will be handled between Chicago and Memphis.

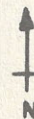


# AIR/LINES

OCTOBER 15, 1967



MIDWAY AIRPORT  
 EL. 618'  
 LAT. 41-47  
 LONG. 87-45  
 (CIRCA 1950)



**AIRLINES:**

AMERICAN  
 AIR FRANCE  
 BRANIFF  
 CAPITAL  
 CHICAGO & SOUTHERN

CONTINENTAL  
 CHICAGO HELICOPTER  
 DELTA  
 EASTERN  
 FLYING TIGER  
 LAKE CENTRAL

LUFTHANSA  
 MID-CONTINENT  
 NORTH CENTRAL  
 NORTHWEST  
 OZARK

R.E.A.L.  
 SLICK  
 TRANS CANADA  
 TRANS WORLD  
 UNITED



# •CHECKPOINT•

(ADVERTISING RATES: T/C subscribers only -- 3 lines, 75¢; 5 lines, \$1.00. Non-subscribers -- 3 lines, \$1.25; 5 lines, \$1.75. Copy must be submitted by 1st or 15th of the month to be accepted for the current issue. Commercial rates on request; ads can be tailored to any specific regional or local area.)

WANTED -- Commercial aircraft pictures; prints or slides. Propeller craft preferred. Michael M. McGowen, 8848 Kenneth Drive, Desplaines, Illinois 60016.

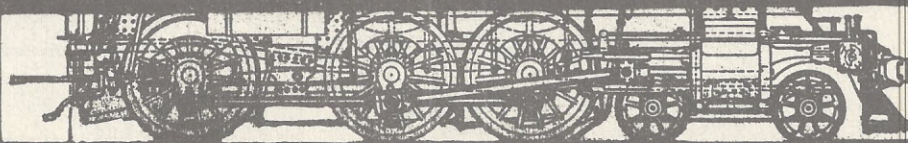
FOR SALE -- 8" x 10" glossy or matte finish professionally made prints of T/C cover subjects, \$1.00 each. Color prints of some cover shots are also available. Contact the Library of Transport, 3 East Ontario Street, Chicago, Illinois 60611.

WANTED -- Knowledgeable correspondents for Transport/Central, from Michigan, Ohio, Kentucky, Indiana, Missouri, Iowa, Minnesota, North and South Dakota, Nebraska and Kansas. Must have access to accurate information on air, rail, transit or intercity bus passenger travel activities. Published contributions paid for at standard T/C rates. Contact the Library of Transport.

A QUICK WORD FROM THE STAFF -- We are always interested in what you have to say about Transport/Central. As we approach the home stretch of our first half-year of publication, it becomes even more imperative that we hear your comments, so that we can plan ahead for 1968. If you have any suggestions, criticism or (hopefully) even praise, please drop us a line. We'd be glad to hear from you. Thanks.

H-O MODEL RAILROADING

HIP'S HOBBY HUT



1367 SHERMER, NORTHBROOK

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