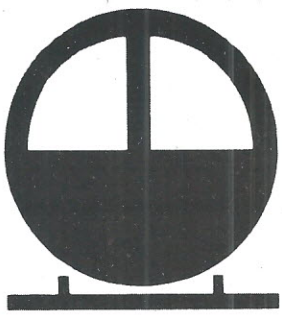


Transport / Central



November 1, 1967



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

333 NORTH MICHIGAN AVENUE • CHICAGO, ILLINOIS 60601
(312) DE 2-0786

Anthony Haswell
Executive Director

OUR STAND

Railroad passenger service - long distance, high speed and commuter - is an essential, useful, and valuable national asset which can and must be preserved, improved and expanded.

OUR PROGRAM

1. To obtain adequate legal controls over discontinuance of passenger trains, and to assure adequate consideration of the public interest factor in individual cases.

2. To work for fair and equal treatment for rail passenger service by government, in relation to other forms of transportation, in the following areas --

Defense transportation
Mail transportation
Taxation and "User" charges
Research and development expenditures

3. To work for the formation of a national transportation policy which includes rail passenger service as an essential element, including the establishment of a quasi-public corporation to acquire, rehabilitate, and maintain passenger cars for the use of the individual railroads wherever needed.

HOW WE WILL WORK FOR THESE OBJECTIVES

1. Maintain permanent representation for our Association in Washington to establish continuing liason with all branches of government, and to present our Association's position at legislative hearings.

2. Undertake a continuing educational program to acquaint the public with the advantages and benefits of good rail passenger service.

3. Oppose specific proposals for discontinuance of passenger trains when in our judgment, the over-all public interest consideration justifies such opposition.

4. Publicly commend railroads which are making a conscientious effort to maintain and improve passenger service, and to criticize railroads which are doing less than can be expected in relation to their financial resources and physical assets.

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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TRANSIT TALK -- Bus drivers began a strike against the Cincinnati Transit Company at midnight, October 31, halting all public transportation in the Ohio River city of half a million. The walkout, the first in the city's history, followed the rejection by rank and file Amalgamated Division 627 members of a contract hammered out the previous day by Cincinnati Transit and Amalgamated negotiators. On November 1, a Common Pleas Court justice granted a temporary injunction to halt the strike, but union officials could not say how soon service would be resumed for CTC's 95,000 daily riders....At the same time, a threatened strike by Teamsters Union drivers against the Metropolitan Transit Authority of Wichita (Kansas) was averted by the extension of a contract worked out last year, when the MTA took over the property from a strikebound Chromalloy American (ATC) subsidiary.Elsewhere on the labor front, a walkout by Madison Bus Company drivers has now left Wisconsin's capitol city without bus service for seven weeks.

A satisfactory agreement with the Amalgamated Transit Workers Union has paved the way for the Cedar Rapids (Iowa) Regional Transit Authority to qualify for a HUD grant to help run the RTA bus system. RTA has been operating local transit service in Cedar Rapids since earlier this year. The Authority will have to discontinue school and charter service, however, because Iowa law forbids municipalities from engaging in such operations. A state attorney general's opinion has held that the Iowa legislature never intended to provide authority for a municipal corporation to purchase equipment used solely to haul school children (or any other riders) on a contract basis. School runs may be operated over any specified routes, but such service must be made available to all the riding public, whether traveling to or from the school or not.

The Dayton City Transit Company has acquired six used GMC TDH-5105 units from New Orleans Public Service, Inc. The coaches will be used primarily in charter service. CTC is just about ready to place a new 1-1/2 mile extension of the 5 SALEM ROAD trolley coach line in service. This will be the second City Transit trolley coach network addition this year (T/C-8/15/67). CTC's twelfth ex-Columbus Transit Marmon-Herrington trolley coach has just gone into service; only one war-time Pullman-Standard unit is now regularly used.... Cleveland Transit System October 30 schedule changes find routes 46 SO. LAKEWOOD and 77 TRISKETT now operated separately at all times. The two lines were formerly combined during certain base hours. Also, minor weekday schedule adjustments were made on routes 23 CLARK, 25 MADISON, 46 SO. LAKEWOOD (WESTLAKE EXTENSION), 52 PURITAS-W.140, 55 CLIFTON EXPRESS, 65 HILLIARD-FRANKLIN EXPRESS, 76 AIRPORT, 78 W.98-BELLAIRE, 82 W.117-MEMPHIS, and weekday trips were added on routes 23, 25, 52 and 65. Trips were subtracted from routes 76, 55 and 83, and minor weekend run alterations were made on routes 52, 55 and 65.

Cleveland Transit's new Airport Rapid cars (T/C-10/15/67) saw their first service on Friday, October 20. Ten of the twenty units have now been delivered. When the Airport line is completed next year, the new Pullman-Standard cars will provide a 60 mph, 20 minute ride from Public Square to Cleveland-Hopkins field....The Twin Cities of Minneapolis-St. Paul are the latest candidates for rapid transit. Two consulting firms have presented proposals for different types of high-speed systems to the Metropolitan Transit Commission.In a surprise move, the Chicago Transit Authority announced November 2 that it would raise all fares by 5¢, effective Sunday, November 5. In this, the first general increase since 1957 (tho a 5¢ transfer charge was instituted in 1961), west suburbanites commuting via CTA Rapid Transit lines who now enjoy transportation at city rates will have to pay a dime extra as they cross the city limits. The adult base fare will rise to 30¢ from a quarter and the 5¢ transfer charge will be retained. The suburban rate will rise to 45¢.

GOING, GOING, GONE -- SP wants to drop #21-22 (Oakland-Ogden)...NYC wants to do the same with #312-341 (Union City, Ind.-St. Louis), and #57-96 (Chicago-Kendallville, Ind.). ...CB&Q effected consolidation of Twin Zephyrs #22 (southbound AM) and 23 (northbound PM) with the North Coast Limited-Empire Builder (at this writing, a state Representative from northeast Iowa has requested the ICC to investigate, though Division 3 originally refused to do so)...IC #205-208 (Meridian-Vicksburg) are reported off....Santa Fe has applied #115-116 (the Gainesville-Dallas section of the Texas Chief), requesting bus transfer from Fort Worth in lieu)...The Interstate Commerce Commission's Division 3, already under a heavy burden of train-off petitions, has announced that it will not investigate RI #21-22 (Memphis-Tucumcari), and Santa Fe's #3-4 (Kansas City-Gallup, N.M.), and #7-8 (Chicago-Los Angeles mail trains). All six trains will be off by November 10.

RAIL ROUNDUP -- Reprieve for Southern Industrial Railway? The Interstate Commerce Commission will review the decision allowing the former electric line to abandon 12 miles of "main line" between Moravia and Centerville Junction, Iowa. Three on-line shippers and the Iowa Commerce Commission petitioned for reconsideration....Davis A. Watts Jr., successor to Paul Reistrup as B&O-C&O's Director of Passenger Services, has announced plans for a reduction in main line service between Chicago, Pittsburgh and Washington. Though the Capitol Limited is not affected, Watts wants to drop one of the remaining two round trips, probably the Chicago-Washington Expresses. The Diplomat will be rescheduled east-bound, and renamed the Gateway.

The Chicago South Shore & South Bend announced November 1 that it will seek a fare increase of about 10 per cent, to become effective before the end of the year. The electric line has lost more than \$1.6 million on passenger service since its last hike, in 1962. The road also plans to drop 44 ride monthly tickets in favor of unlimited "flash" cards. Nearly 85% of the South Shore's 7,000 daily riders come from the Calumet area in southeastern Chicago and Lake County, Indiana, and a commonly-used 25-ride ticket sold for travel between Hammond and Chicago, for example, would thus sell for \$19.65, as opposed to the current \$17.85 tariff. The railroad also estimated that its 30 new cars, to be financed jointly by HUD and local governmental sources, might be available for service by 1970, if the recently-organized Lake-Porter Regional Transportation and Planning Commission can arrange for the necessary funds.

A brief wildcat strike tied up service on the Chicago & Eastern Illinois Railroad Wednesday, November 1. Both the Danville Flyer and the C&EI-L&N Georgian-Hummingbird were halted that day, but both services resumed on Thursday...The Santa Fe, following the lead of the Illinois Central and other railroads, will form a holding firm, Santa Fe Industries, to enable it to diversify...The New York Central will combine the westbound 20th Century Limited and the New England States from Buffalo to Chicago, effective Sunday, November 5, Major fall schedule changes will be detailed in T/C next issue.

AIRLINE ACTION -- A Civil Aeronautics Board examiner has found the proposed merger between Ling-Temco-Vought and Braniff International to be in the public interest...Commuter Airlines has added two more round trips between Meigs Field in Chicago and Springfield, Illinois, making a total of 12 daily flights between the two cities...On December 17, Northwest Airlines will inaugurate one-plane service between Chicago and Hilo, Hawaii...October 29 saw TWA add a fourth daily flight to Phoenix from Chicago...The 100th Fan Jet Falcon was turned over to Ralston-Purina (the Checkerboard Square firm) by Pan American.

Ozark Airlines' last Martinliner was at the company's Chicago hangar recently for wing structural repairs before being sold to Fairchild Aviation...Most of the major airlines have agreed on Chicago's basic proposal to expand facilities at O'Hare Airport, but balk at the idea of helping to pay for extension of CTA Rapid Transit service to the field...Midwest Commuter Airlines, an Indianapolis-based level III carrier, began service between Meigs Field and its home city's Weir-Cook Municipal Airport on October 23.

**CURRENTLY OPERATING STREETCAR, TROLLEY COACH, RAPID TRANSIT
AND SUBURBAN RAILROAD SERVICES IN NORTH AMERICA**

STREETCAR (Low-platform equipment)

BOSTON	Massachusetts Bay Transit Authority
CLEVELAND	City of Shaker Heights Department of Transportation
EL PASO	El Paso City Lines (Note A)
NEW ORLEANS	New Orleans Public Service, Inc.
NEWARK	Public Service Coordinated Transport
PHILADELPHIA	Philadelphia Transportation Company
PITTSBURGH	Port Authority of Allegheny County
SAN FRANCISCO	Municipal Railway of San Francisco
TORONTO	Toronto Transit Commission
MEXICO CITY	Servicio Transportes Electricos del Distrito Federal
TAMPICO	Sociedad Cooperativa de Transportes Electricos de Tampico
VERA CRUZ	Transportes Urbanos y Suburbanos S. C. L.

TROLLEY COACH

BOSTON	Massachusetts Bay Transit Authority
CHICAGO	Chicago Transit Authority
DAYTON	City Transit Company
JOHNSTOWN	Johnstown Traction Company (Note B)
PHILADELPHIA	Philadelphia Transportation Company
SAN FRANCISCO	Municipal Railway of San Francisco
SEATTLE	Seattle Transit System
CALGARY	Calgary Transit System
CORNWALL	Cornwall Street Railway Light & Power Company
EDMONTON	Edmonton Transportation System
FORT WILLIAM	Fort William Transit
HALIFAX	Nova Scotia Light & Power Company
HAMILTON	Hamilton Street Railway
KITCHENER	Kitchener Public Utilities Commission
PORT ARTHUR	Port Arthur Public Utilities Commission
SASKATOON	Saskatoon Transit System
TORONTO	Toronto Transit Commission
VANCOUVER	British Columbia Hydro & Power Authority
WINNIPEG	Transit Department, Metropolitan Corporation of Greater Winnipeg
MEXICO CITY	Servicio Transportes Electricos del Distrito Federal

RAPID TRANSIT (High-platform equipment)

BOSTON	Massachusetts Bay Transit Authority
CHICAGO	Chicago Transit Authority
CLEVELAND	Cleveland Transit System
FORT WORTH	Leonard's Subway (Note C)
NEW YORK CITY	New York City Transit Authority/Port Authority Trans-Hudson Corp.
PHILADELPHIA	Philadelphia Transportation Company
MONTREAL	Montreal Transportation Commission
TORONTO	Toronto Transit Commission

SUBURBAN RAILROAD (Operating trains exclusively for commuter transportation)

BALTIMORE	B&O, PRR	MILWAUKEE	GMSP&P
BOSTON	B&A, B&M, NYNH&H	PHILADELPHIA	PRR, PRSL, RDG
CHICAGO	CB&Q, CMSP&P, C&NW, CRI&P,	PITTSBURGH	B&O, P&LE
	CSS&SB, GM&O, IC, N&W, PRR	SAN FRANCISCO	SP
CLEVELAND	E-L	WASHINGTON	B&O, PRR
DETROIT	GTW	MONTREAL	CN, CPR
NEW YORK CITY	CNJ, E-L, LIRR, NJ&NY, NYC,	TORONTO	CN, GO
	NY&LB, NYNH&H, PRR		

NOTES: (A) International line to Juarez, Mexico. (B) Scheduled to convert to bus operation in November 1967. (C) Free service, run primarily for department store patrons, but also operated for the general public during certain non-store hours.

•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 and directed to any specific regional or local area.)

WANTED -- Persons making trips on weekends. Will fly my four-place, reclining-seat 1966 Cessna Skyhawk for operating cost only. Contact Larry Plachno, 686-7408.

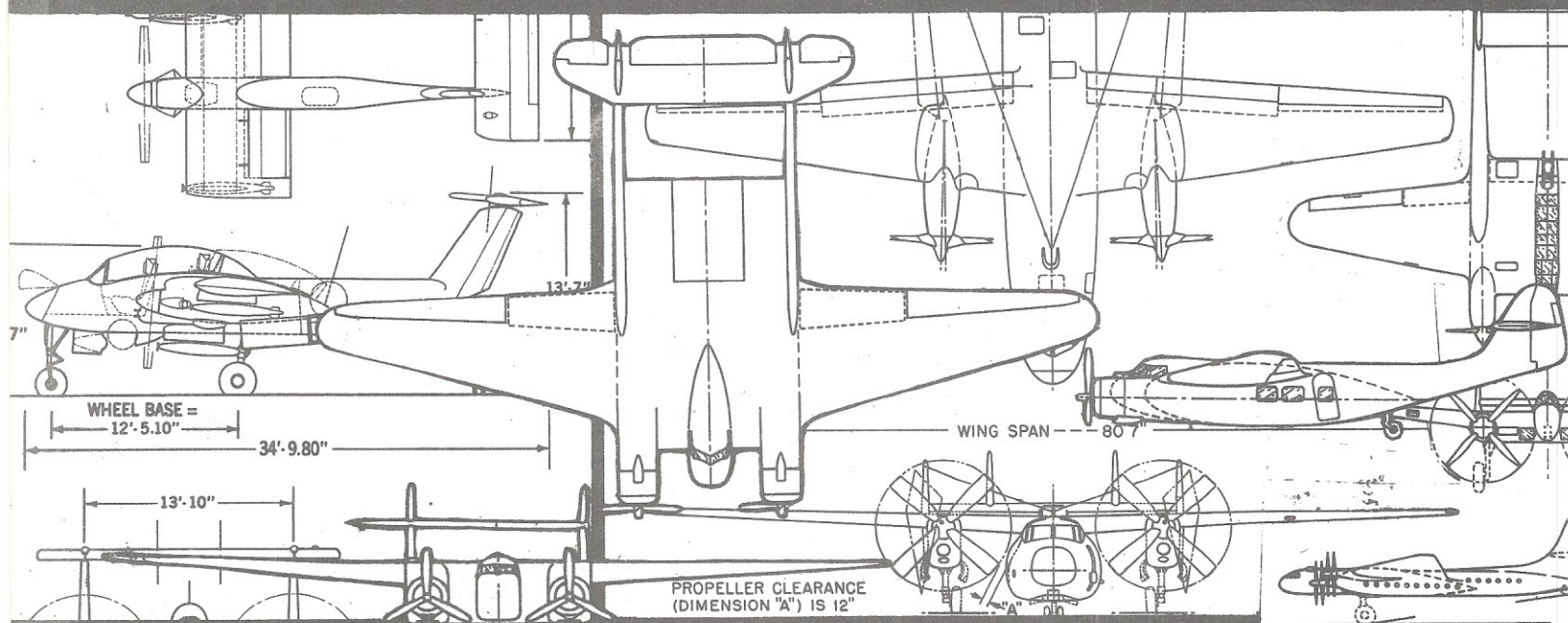
FOR SALE -- 8" x 10" glossy or matte finish professionally-made prints of T/C cover subjects, \$1.00 each. Color prints of some cover shots are also available. Write the Library of Transport, 3 East Ontario Street, Chicago, Illinois 60611.

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

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

ON THE COVER -- A moment in history is captured by the Yellow Coach photographer, as Chicago Motor Coach Company #525, just off the assembly line, poses on a wintry day in 1924. This was a type Z model, with semi-enclosed top, developed by A. E. Hutt. The photo is from General Motors, via the collection of Tom VanDegrift.

HIP'S HOBBY HUT



1367 SHERMER, NORTHBROOK

CR 2-5445

2.5 DEGREE