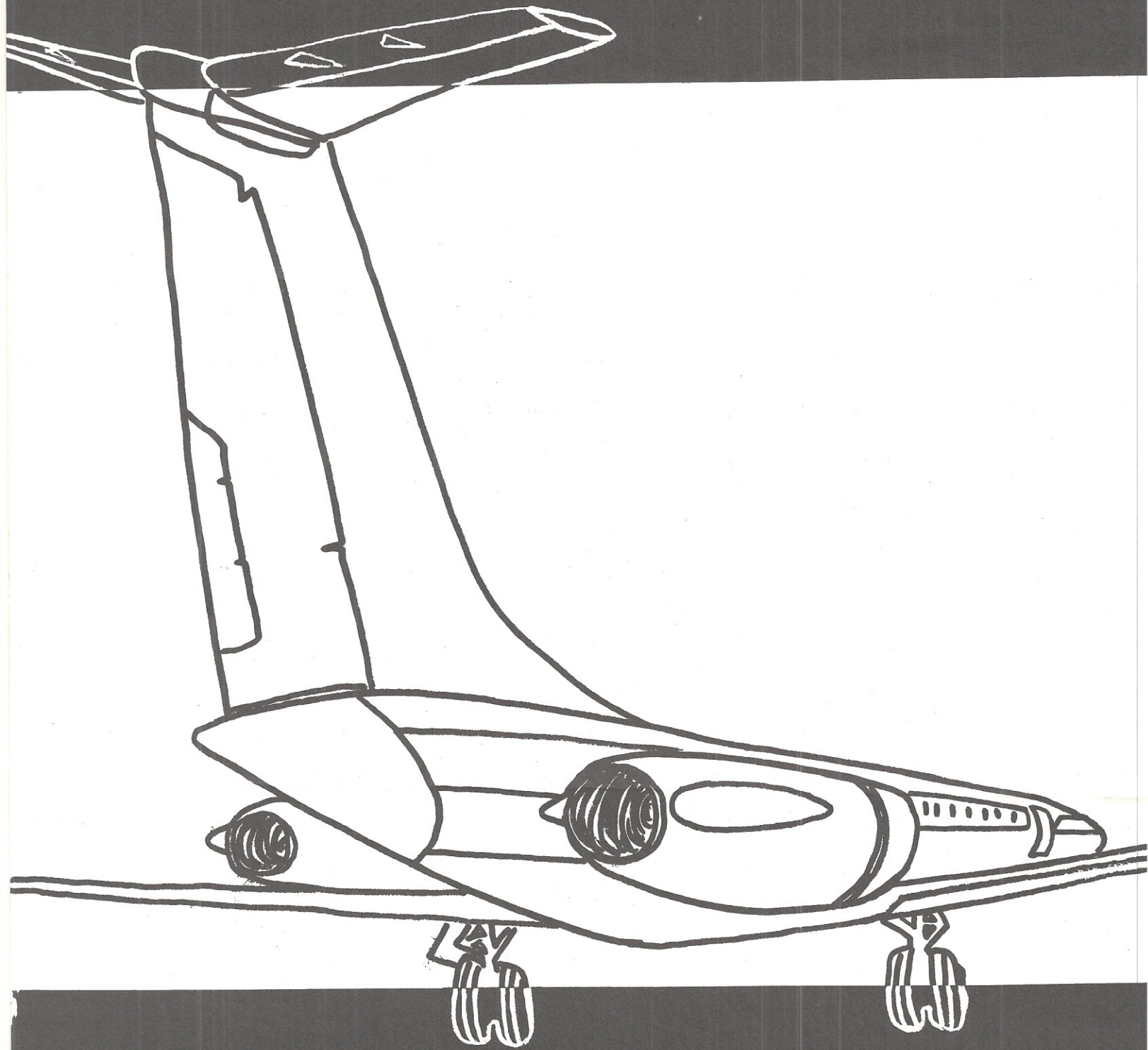


# Transport/Central



November 15, 1967

# CTA PRINCIPAL RATES OF FARE

Effective 4:00 A.M., November 5, 1967

	ADULT		CHILD* (7 to 12) or STUDENT**	
	Without Transfer	With Transfer	Without Transfer	With Transfer
<b>BASIC FARE</b>	30¢	35¢	12¢	17¢
<b>Exceptions - -</b> Rides originating or terminating at: <u>Lake Rapid Transit Stations</u> Ridgeland Oak Park Harlem <u>Congress Rapid Transit Stations</u> Oak Park Harlem Desplaines <u>Douglas Rapid Transit Stations</u> 50th Laramie 54th	40¢	45¢	12¢	17¢
	Eastbound - Fare to be paid when entering stations or on trains  Westbound - Adult fare differential (10¢) to be paid on board train as follows: Lake (Austin station) Congress (Austin station) Douglas (Cicero station)			
Douglas Extension Bus (21B)	40¢	45¢	12¢	17¢
Evanston Rapid Transit Westchester Bus Skokie Bus (North of Howard Street, Chicago) Vincennes-111th Express Bus (Northbound-Entire Route) (Southbound-North of 75th Street)	45¢	50¢	24¢	29¢
	These fares also apply to Evanston Express service at Howard, Morse and Loyola stations			
Skokie Swift	50¢	50¢	29¢	29¢
Shuttle Buses	20¢	35¢	12¢	17¢

\*Child under seven years of age accompanied by an adult may ride free.

\*\*Elementary or High School student with CTA Identification Card.

CHICAGO TRANSIT AUTHORITY

# FARE PAYING PROCEDURE

The procedure for paying the new fare remains the same, with the exception of the following:

### Lake Rapid Transit

Eastbound--Adult rider boarding train at the Harlem, Oak Park, or Ridgeland station pays 40¢ (45¢ with transfer) to station agent or to train conductor.

Westbound--Adult rider to the Ridgeland, Oak Park, or Harlem station pays the basic fare of 30¢ (35¢ with transfer) when originating trip. Fare differential (10¢) will be hand-collected on train before leaving the Austin station.

### Congress Rapid Transit

Eastbound--Adult rider boarding train at the Desplaines, Harlem, or Oak Park station pays 40¢ (45¢ with transfer) to station agent or to train conductor.

Westbound--Adult rider to the Oak Park, Harlem, or Desplaines station pays the basic fare of 30¢ (35¢ with transfer) when originating trip. Fare differential (10¢) will be hand-collected on train before leaving the Austin station.

### Douglas Rapid Transit

Eastbound--Adult rider boarding train at the 54th, Laramie, or 50th station pays 40¢ (45¢ with transfer) to station agent or to train conductor.

Westbound--Adult rider to the 50th, Laramie, or 54th station pays the basic fare of 30¢ (35¢ with transfer) when originating trip. Fare differential (10¢) will be hand-collected on train before leaving the Cicero station.

### Douglas Extension Bus

Eastbound--Adult rider pays 40¢ (45¢ with transfer) when boarding bus.

Westbound--Adult rider without transfer pays 40¢ when boarding bus.

### Westchester Bus

Eastbound--Adult rider pays 45¢ (50¢ with transfer) when boarding bus.

Westbound--Adult rider with transfer pays 5¢ fare differential when boarding bus at Desplaines terminal.

NOTE: FARE AND FARE-PAYING PROCEDURE FOR CHILD AND STUDENT RATES REMAIN UNCHANGED.

An additional charge of 15¢ is to be paid for any combination of rides between:  
 Evanston Rapid Transit  
 Skokie Swift  
 Skokie Bus (north of Howard Street)  
 and  
 Westchester Bus  
 and  
 Vincennes-111th Express Bus  
 (Northbound - entire route)  
 (Southbound - north of 75th Street)

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## Interurban

THE FINAL ROLL CALL GOES ON -- The train/off list continues to grow; Rock Island #15-16 (Minneapolis - Kansas City) are off, as are C & O #47-48, ChessieLiner RDC runs between Richmond and Newport News. Southern Railway discontinued #34-35 (Washington-Salisbury), effective September 26, and #31-32 (Fort Mill-Warrenville, S. C.) were off effective with the October 29 schedule change.

The Missouri Pacific has applied to take off #14-17 (St. Louis-Kansas City); hearings are presently in progress....The Rio Grande wants to drop #9-10, the Yampa Valley, between Denver and Craig, again....UP would like to remove #34-35, the Butte Special, between Salt Lake City and Butte....Frisco wants to discontinue its last passenger trains, #101-102, the Southland, between Kansas City and Birmingham....The New York Central, denied relief by the Massachusetts PUC, has petitioned the Interstate Commerce Commission, under section 13a(2), to take off all commuter service between Boston and Framingham-Worcester (9 runs).

The Southern Railway would like to discontinue #36, the Peach Queen (Atlanta to Washington) and consolidate #37, the Crescent, and #47, the Southerner, Washington to Atlanta. ...Also up for bye-byes are Burlington #35-36 (Chicago-Kansas City), due off December 10, and Santa Fe #13-14, the Albuquerque-El Paso RDC trains. A trio of ATSF runs round out the list: #9 (Chicago-Kansas City), #11 (Kansas City-Dallas), and #12 (Dallas-Chicago).

As mentioned in T/C (11/1/67), the Baltimore & Ohio's plans for reductions in train service were partially instituted November 5, with details as shown in the enclosed flyer. Thus far, #9-10 (Chicago - Pittsburgh) were removed without replacement, and #31-32 were combined with the Capitol Limited, between Baltimore-Washington and Cumberland, Maryland. #8 (Pittsburgh-Washington) has been renamed the Shenandoah.

EIGHT TIMES DAILY -- On December 3, 1967, the New York Central Railroad will institute train service changes in New York State that will have far-reaching effects on the entire NYC system. Every two hours each day, from 8:30 AM thru 10:30 PM, trains will leave from Grand Central Station in New York City enroute to Albany. Alternate trains will continue on to Buffalo, thus providing four hour service on the upstate main line.

The 6:30 PM departure from New York will be the Twentieth Century Limited, which, as reported in T/C last issue now picks up through cars from the New England States westbound at Albany. This practice will be continued, and through service to Cleveland and Toronto will also be provided by this train, including first class amenities. The 10:30 PM departure from Gotham will be a mail and coach train to Cleveland and Montreal, with a Buffet-Lounge car in its consist. The 4:30 PM train southbound from Albany will also feature a Buffet-Lounge, while all other trains are to have conventional food service cars.

MERGERS 'N' SUCH -- The Wall Street Journal has reported that the Interstate Commerce Commission is shortly to approve the huge "Northern Lines" marriage. When the Commission staff recommendation becomes official, a giant, 26,500 mile system would be created out of the Great Northern, Northern Pacific and Burlington railroads and their subsidiaries. Once put down by ICC, the wedding now has the blessing of the Milwaukee Road and its potential partner Chicago & North Western. Milwaukee objections killed the merger in 1965.

Two other mergers have come under strong fire from other carriers claiming adverse effects on their own operations. The wedding of the Chicago and North Western and Chicago Great Western railways has been postponed by a three-judge federal court in Minneapolis, at the behest of the Soo Line. It had previously been scheduled to take place on December 1. That complicated in-fighting over control of the Rock Island took another turn on November 13 as the president of the Frisco joined other disputants in urging that no one be permitted to absorb the line until all of the western roads get together on a blanket merger plan that would truly be in the public interest. Both the North Western and the Union Pacific have designs on the Chicago-based Rock Island.

**AIRLINE ACTION** -- On December 12, American Airlines will inaugurate hourly flights between Chicago and New York. The line hopes to capture at least 50% of the lucrative \$100 million market, and plans to use Boeing 727 jets for the 110 minute run...The CAB has given tentative approval for Ozark Airlines to begin serving Washington and New York City, perhaps as early as December 15. The midwest regional carrier will link the two cities directly with Peoria, opening up the Illinois city as an additional gateway from the west.

## Urban/Suburban

**PROBLEMS, PROBLEMS** -- At times, it borders on the amazing, how Chicagoans adjust to emergencies. Last January, Superstorm and its offspring dropped three feet of snow on the Windy City, and, after several days of digging out, Chicago got back on its feet and went along as though that "white stuff" had never arrived. Local transportation services were soon in operation again (carrying record loads), and the wheels of commerce scarcely slowed at all.

And so it was last weekend. A strike by Teamsters Union drivers of fuel trucks began on Thursday, and for a time it appeared that public transportation of the internal combustion variety would soon slow to a halt. The union refused to make emergency deliveries to CTA and the other area carriers, and all were soon faced with the prospect of rapidly-diminishing fuel supplies. Fearing urban strangulation on Monday without the services of its 2800 motor buses, the Chicago Transit Authority took the unusual step of slashing services to the bone over the weekend in an attempt to conserve precious fuel.

On Sunday, for example, less than half of CTA's 80-odd motor bus lines were in service, and those that did operate were at the very least on lengthened headways or shortened runs. Subway and "L" services (and trolley coach runs) were increased to help take up the slack. As the Monday morning rush approached, the Authority estimated it had sufficient fuel remaining in its tanks to provide a level of service about half that of a normal day. Certain routes normally running downtown were bobtailed at a convenient Rapid Transit connection, some express runs were completely annulled, and electrically operated subway, elevated and trolley coach services were again beefed up. Extra runs on some of the suburban railroads also helped to ease the squeeze.

And, when it was all over, the CTA was able to report only a 19% loss in riding over a comparable Monday last year. Revenue itself was down only 5% from 1966, with the recent fare increase accounting for the difference between patronage and fares. The strike was settled by Monday afternoon, the drivers were back on the road by late evening, and by Tuesday morning the walkout was just a memory--one of those things to be taken in stride.

**TRANSIT TALK** -- Cleveland Transit System November 12 schedule changes find service adjustments and additions made on the WEST 25TH complex of routes (20, 20A, 20B and 21), and Saturday cuts on routes 70 and 70A (WEST 150). Route 79 (RIDGE EXPRESS) had trips added on weekdays, while routes 81/81A also saw minor weekday run adjustments...The Chicago and North Western Railway has applied for a 5% increase in commuter fares for 1968. ...Aurora (Illinois) City Lines has asked permission to discontinue all service: bus operations on neighboring Elgin City Lines are also soon to bow out...A strike has halted service on Twin City Lines in Minneapolis-St. Paul.

# the railway report:

GUIDE GLEANNINGS

The drastic reduction in RPO operations on U. S. lines and the closing of Expo 67 in Montreal has brought about many reductions in schedules and amenities on North American passenger trains. The November Railway Guide lists many of these reductions.

Topping the list is the Santa Fe, which has already removed four trains and petitioned at least six more. In addition, the California Special between Houston-Dallas and Los Angeles-Richmond (California) has lost all of its through equipment (a change at Clovis, N.M. is now required), plus all sleepers and the diner (a lounge remains). Through equipment on the Tulsa trains is also gone, including the sleeper and diner-lounge. The same is true of the Williams Junction-Phoenix amenities, but perhaps the biggest shocker is coaches only on the Grand Canyon between Chicago and Los Angeles—six meal stops each way replace the diner.

Second on the list is the New York Central, which has petitioned four trains, consolidated the Twentieth Century Limited and the New England States, "eliminated" the Ohio State Limited (a round trip Cleveland-Cincinnati remains, as well as the original schedule in New York State) and cut back the Cleveland Limited to Buffalo, forcing New York to Cleveland passengers to take the Chicagoan, which arrives in Cleveland at 11:59 AM! Enough said.

Baltimore & Ohio schedule changes are described elsewhere in this issue; however, the Capitol Limited received a "spartanizing", as the movies are off as well as one Pullman (leaving one 10 Roomette-6 DBR, one 5 DBR-Lounge and the Slumbercoach), and a "Chessie Tavern" replaces the twin-unit diner.

The Chesapeake & Ohio has also cut costs by instituting Food-Bar Coaches on the George Washington between Charlottesville and Newport News, Virginia. A snack-diner is now in use between Washington and Detroit on the FFV and Sportsman. The movies were also removed from the George Washington.

The Pennsylvania Railroad has discontinued sleeping cars between Chicago-Columbus and Cincinnati; Norfolk & Western has dropped the dome-parlor-lounge car from the Bluebird (Chicago-St. Louis); CB&Q Twin Zephyrs (T/C - 11/1/67) no longer have parlor cars (on the consolidated trains); and, though the GM&O has made no changes, their timetable is now nothing more than a mimeographed sheet.

In Canada, Canadian Pacific has dropped the Expo Limited as promised (the Canadian remains) between Vancouver and Montreal-Toronto. The dome cars borrowed from the Atlantic Limited (Montreal-St. Johns, N.B.) for the Expo Limited were not returned, however. Except for the two mentioned trains and some Montreal commuter runs, all remaining CPR passenger trains use RDC's.

The Canadian National has expectedly withdrawn many services to and from Montreal that were put on for Expo. However, convenient, though reduced schedules remain (even RDC's have snack counter service supplied by Cara, Ltd.). The Ocean Limited now operates via Edmundston (in place of the Cabot), and has through equipment (diners, lounges, sleepers and coaches) Montreal-Sydney, N.S., as well as Montreal-Halifax. The Chaleur now operates Montreal-Moncton with through sleepers, diners, lounges and coaches to Gaspé.

Transcontinental riding is still well served by the Super Continental, though in reduced consist, but the Panorama is no longer considered "transcon" because it lays over all day in each direction at Winnipeg. CN's big news is that subsidiary Grand Trunk Western has instituted a new, fast, afternoon departure-late evening arrival train between Chicago and Detroit called the Mohawk, which replaces an overnight run of the same name. The consist includes reclining-seat coaches, a cafe-coach and a lounge-diner-club car (11 seats in the new CN-style two-and-one configuration for parlor car passengers).

Perhaps summer 1967 will be best remembered as the last time American railroads operated passenger trains in the manner many of us have become accustomed to. The long list of train discontinuances, consolidations and petitions we are presently experiencing probably will not end until the long-haul passenger train is extinct.

-ROBERT I. OLIPHANT

# •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.)

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PHILADELPHIA Philadelphia Suburban Transportation Company

**RAPID TRANSIT** (High-platform equipment)

PHILADELPHIA Philadelphia Suburban Transportation Company  
NEW YORK CITY Staten Island Rapid Transit Company

**NOTES:** (A) El Paso City Lines; International line to Juarez, Mexico. Scheduled to be re-stored to service at the beginning of 1968; not in operation due to U. S.-Mexico border changes and bridge reconstruction.

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