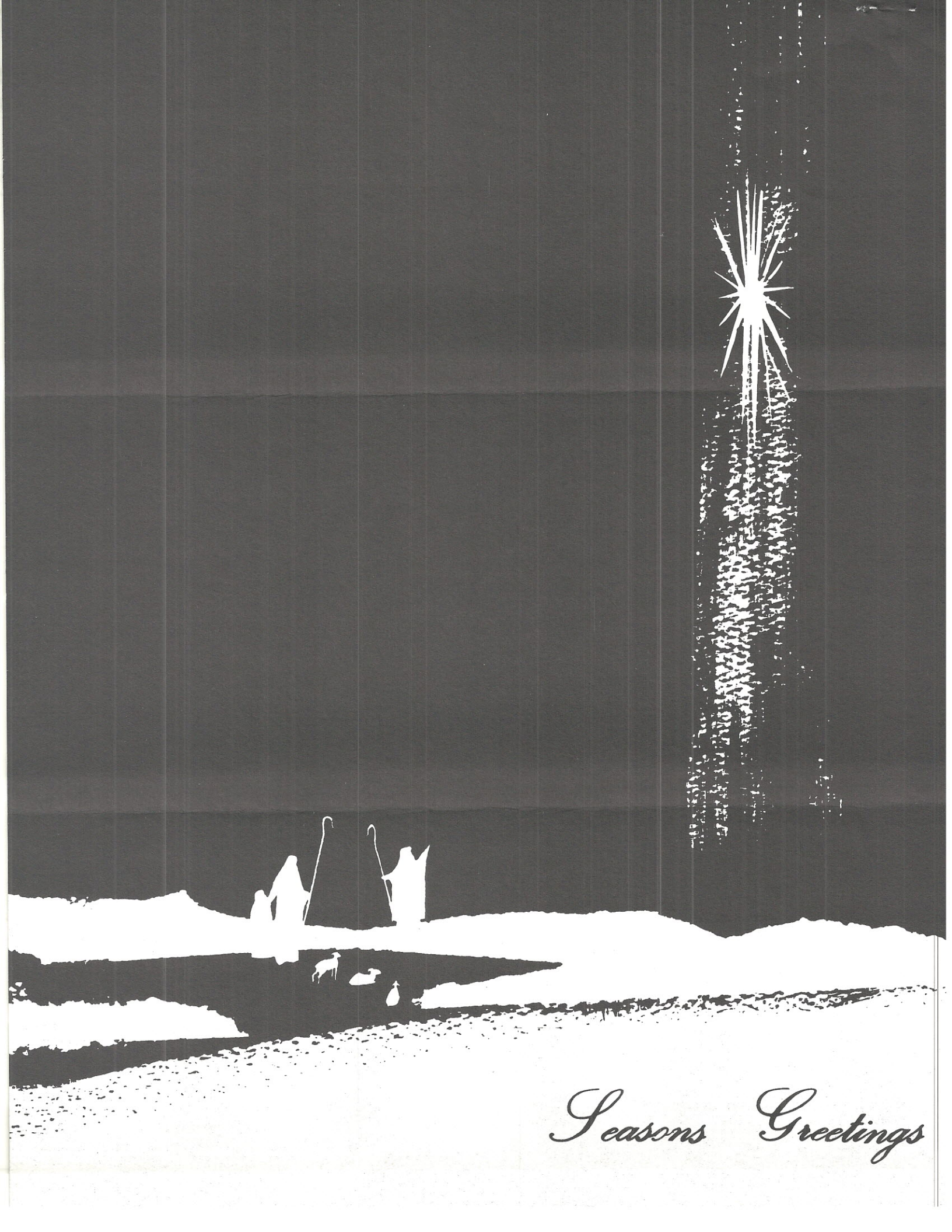


Transport/Central



December 15, 1967



Seasons Greetings

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Interurban

SHORT CENTURY -- 33 years too soon, the New York Central closed another chapter in the colorful history of American railroads as the Twentieth Century Limited rolled into LaSalle Street Station in Chicago December 3 for the last time. The Century was nearly nine hours late due to a freight train derailment in Ohio, but the great train ran late often in her last years as the present management felt that freight trains were more important (and perhaps rightfully so).

Thus, 65 years of luxury travel between America's two largest cities has ended. A nameless combination of sleepers, coaches and meal facilities is the replacement, making stops the Century only eased the throttle for, now leaving Chicago at 4:00 PM and arriving in New York City at 10:10 AM. Soon her owner's name will pass into history too, as the Penn-Central merger becomes more and more imminent.

NAME DROPPING, TRAIN DROPPING -- In addition to the demise of the name Twentieth Century Limited, on December 3 NYC discontinued all other train names except the Big Four's James Whitcomb Riley as the new "Empire Service" (T/C-11/15/67) in New York State began.The Illinois Central has discontinued the names Louisiane and Creole with the last runs of #3-8 (Memphis - New Orleans) on December 2. North of Memphis the trains are now known as the Mid-American. IC also wants to drop #21-22 (the Green Diamond) between Springfield and St. Louis, renaming the remainder the Governor's Special....Santa Fe has completed its promised group of train petitions with the following: #66-77-75 and 76-78-65 (the California Special), Houston-Fort Worth and Clovis; #23-24 (the Grand Canyon) and #19-20 (the Chief), both Chicago-Los Angeles.

"LOOPHOLE" COVER -- Congressional reaction to Santa Fe's removal of mail trains #7-8 (Chicago-Los Angeles) and #3-4 (Kansas City-Gallup, N.M.) prior to their own 30 day notice has been quick. Senate Bill 2711 states (in essence) that removal of passenger trains in violation of Section 13a of the Interstate Commerce Act (1958 version) does not remove the ICC from jurisdiction even if they have already acted on the petition (as happened in the Santa Fe's case). The bill should become law by this printing as no opposition exists.

RAIL ROUNDUP -- Kansas City Southern's application for complete passenger train discontinuance is set for January 4....The MoPac now wants to drop all St. Louis to Kansas City service: 6 trains are involved....IC wants to discontinue all service between St. Louis and Carbondale (also 6 trains)....ATSF #7-8 Golden Gate (Barstow-Richmond) was off in November....The Northern Pacific has formally applied for discontinuance of #1-2 (the Mainstreeter) between Fargo and Seattle on January 10....Seaboard Coast Line wants off for #77-78 (the Palmetto) between Richmond and Florence, S. C., for December 31....The Western Pacific will request to discontinue the famed California Zephyr on its portion of the transcontinental run (Salt Lake City to San Francisco) effective February 13, as expected.

THE COVER -- A solitary passenger hurries toward the street and shelter as a departing train adds patterns of swirling snow to the wintry landscape. This is Chicago's Loop on a wintry December day, a storied structure that will soon echo no more the sounds of a passing train. (RRK)

The Pittsburgh & Lake Erie (NYC) discontinued 3 of their 5 Pittsburgh commuter trains November 30, including all service between College, Pennsylvania and Youngstown.UP has asked off January 8 for #5-6 (Omaha-Los Angeles)....ICC Division 3 will not investigate CB&Q #7-8 (Omaha-Denver). The trains will disappear December 17....The C&O has reapplied for discontinuance of the FFV and the Sportsman (#46-47 Ashland-Detroit; #3-4 Washington-Cincinnati and #43-46 Charlottesville-Newport News). Also included is the connecting bus service between Newport News and Portsmouth....The ICC, however, has ordered L&N to run the St. Louis-Evansville portion of the Georgian for another year.

The Pennsylvania Railroad received permission to combine the Broadway Limited (the last all-Pullman train in the U.S.) with the General from the Pennsylvania Public Utilities Commission (ICC approval was not required) and promptly did so effective December 13. The combined run (retaining the Broadway name) leaves Chicago at 4:20 PM, and arrives in New York at 9:30 AM....But it's not all bad news. The Delaware & Hudson has purchased some Rio Grande diner-lounges and the remaining two MoPac dome coaches to re-equip the daylight Laurentian between New York and Montreal.

The IC will have dome coaches running on the City of Miami in regular service beginning December 15; domes have already been seen on the City of New Orleans....The ex-Crusader Budd-built articulated train is now making a round trip between Sarnia and Toronto on Canadian National, and the leased B&O sleeper domes are running Montreal to Halifax along with the ex-Milwaukee Road sleeper Sky Tops....The Interstate Commerce Commission has given its approval to the Northern Lines merger....A disastrous fire on November 23 totally destroyed the Mason City car barn of the Iowa Terminal Railroad, and five cars of the former Mason City & Clear Lake. One of the fire casualties was Waterloo, Cedar Falls & Northern 100, the big interurban that spent many months in charter service on the Southern Iowa electric line. As the spare converter and the line's complete stock of spare parts were also destroyed in the blaze, a decision on continued electric operation versus dieselization is expected soon.

AIRLINE ACTION -- December 15, 1967 will see the reactivation of Chicago's Midway Airport as United, last to leave, returns six daily 727 flights to the South Side field. In February, ten other carriers will resume Midway service, capping a \$9 million rehabilitation of the field, once the nation's busiest....On January 1, Air Wisconsin, the level III carrier presently linking Appleton and O'Hare expands its service, adding two cities in Wisconsin (Wausau and Milwaukee), as well as Kankakee, Illinois. All three AW planes will be kept "hopping" by the new runs....Commuter Airlines has increased its service to eight round trips daily on the busy Meigs (Chicago)-Springfield route.

Urban/Suburban

TRANSIT TRENDS -- Philadelphia's Budd Company was the low bidder on a 150 car order for the Chicago Transit Authority's a-building rapid transit lines in the median strips of the Kennedy and Dan Ryan expressways. Modern air-conditioned cars are expected to be ordered, at a cost of better than \$23 million. GSI (St. Louis Car) was next highest, while Pullman's bid topped the field. CTA also pointed up the need for a subsidy from the Illinois General Assembly to avoid a new fare boost. The last hike (T/C 11/1/67) has not brought in sufficient revenue as yet to assist in making up the deficit in the depreciation fund, now standing at over \$7 million.

CTA's general superintendent of engineering, Harold Anthon, died December 6. Mr. Anthon had responsibility for rapid transit planning and construction, and made many friends in and out of the industry, including this reporter. He will be sorely missed.That Cincinnati Transit bus strike is over, ending December 7 after 37 days....The North Western is planning to add 15 or 20 new bi-level coaches to its commuter fleet in 1968, pending favorable action on its 5% fare boost request....The voters of Elgin have approved a municipal takeover of deficit-plagued Elgin City Lines...The scheduled spring opening of Toronto's Bloor-Danforth subway extensions has been postponed until October.

A WORD FROM THE STAFF

So you have it, our twelfth issue. Somehow, with your support, we've reached the six-month mark, somewhat the worse for wear but nonetheless in far better shape than we dared hope back in July. Our subscription list is inching upward, your enthusiastic acceptance of Transport/Central has been most gratifying and we are prepared to go ahead with vigor into 1968 and beyond.

The staff has learned a lot in these past six months, and I as editor must take this opportunity to thank each and every one of them publicly for a job well done. It makes my job easier, much easier, to have a good group working with me that I can count on to help get out each issue. T/C would not be what it is without such strong support from such talented people.

We have come a long way together, and have gradually created format, content and image of what we sincerely hope will be a valued addition to your reading list. In the six months just past we've experimented and both blundered and been lucky in adding, subtracting and combining those things we felt would make a viable publication. We've discovered some weak spots, but hopefully some strong points as well, and we hope that we can profit by our continuing analysis of T/C and the comments our readers have offered us.

One of the things that has not worn well is our twice monthly format. Two weeks is too long to wait for current news, but too often in terms of available time to present a magazine format. This particular issue frequency represented a compromise between both that did not work out too well for a number of reasons. One, oddly enough, was the lack of available pictorial matter for our covers, and certain printing problems that interfered with our hope of achieving high reproduction standards.

And so, you might ask, what are we going to do about it? After considering the various alternatives, we have decided to try yet another compromise that we hope will better fulfill the announced objectives of Transport/Central, in covering the Midwest in currency and depth. Beginning with the next issue, to be dated January 5, 1968, T/C will become a weekly and monthly publication.

Before our readers form the conclusion that the two cannot co-exist, we hasten to explain what we mean by both weekly and monthly publication. First, once each week in 1968 (and future years, if we merit reader support), with the possible exception of a week in summer and one at the end of the year, Transport/Central subscribers will receive a two page newsletter, detailing the events of the past week. It will be dated on Friday, with the deadline for news material as of noon on that date, and will be mailed over the weekend, with most of our readers receiving it on Monday. The format will be exactly the same as the news pages of this issue, with the exception of the time-consuming justification of each line. (The pages will not have uniform right-hand margins, like those of this letter).

The initial issue of each month will be dated on the first Friday, will contain a two page newsletter similar to those of the other weeks, but will adhere more to a magazine format, and, including the two pages of news, will have at least eight pages. The current schedule for Transport/Central, by way of comparison, calls for six pages twice a month, for a total of twelve monthly pages. The new format will call for at least 14 pages each month, and 16 in those months which have five Fridays. The cover will have the customary photograph, and the content will be primarily feature material, such as the popular rail and air supplements of past issues, and the republication of the T. C. series on the history of the trolley coach in North America. We hope there will be a little something for everyone.

The proof of the pudding will be in the eating, so to speak, and you'll be able to judge for yourself about January 8. We hope you'll stay with us.

THE STAFF



*Merry Christmas
&
Happy New Year*

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