

Transport/Central

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Interurban

TO HELL IN A DAY COACH -- is the title of a new book by Peter Lyon. Published by Lippincott and released on Penn-Central's wedding day February 1, the manuscript rips the nation's railroads for "systematically wrecking passenger service by indifference and intent". (Sound familiar?) We will review Lyon's effort in a future magazine issue; the tome sounds as though it might be a worthy companion to Caskie Stinnett's opus on commuter service, "Will Not Run February 22nd".

MORE PETITIONS -- The Southern wants off for the Ponce de Leon, #1-2, Cincinnati-Atlanta, and #1/28 - 2/27 (the Carolina Special), Cincinnati-Asheville-Columbia, S. C....L&N has petitioned #14-19, Bowling Green-Memphis and #17-18, Cincinnati-Atlanta....SP, rebuffed by the California PUC in attempting (again) to remove the Lark, has gone to the ICC for permission under Section 13a(2)..Penn-Central (née NYC) wants to take off Budd RDC runs #404-405, Albany-Boston, which were ordered by the ICC to run for a year when the Commission found no schedules available to the public in 1967.

ADDED APPLICATIONS -- Seaboard Coast Line has been given the okay to drop #42-49, Rocky Mount-Wilmington, N.C....Pennsy's #3-30 are still running pending ICC hearings "in all fairness to the riding public", according to PRR officials (T/C-1/26/68)....The Burlington has removed its last operating Budd articulated trains, the 1936-built former Twin City Zephyrs. On the Nebraska Zephyr since 1947, they were replaced by pre-war ex-Texas Zephyr stainless equipment including "eat-at-your-seat" quick-cooked meals instead of a conventional diner.

RAIL ROUNDUP -- The city of Chicago has formally protested CB&Q's petition to discontinue the Kansas City Zephyrs. When pressed for a reason for the city's opposition by a TV reporter, an assistant corporation counsel proclaimed Chicago's importance as the rail hub of the country, and then stated that this proposed service cut (along with others) would undercut that prestigious position. He said nothing about any inconveniences suffered by patrons as a result of the train's discontinuance, but appeared more concerned about the blows to the city's prestige that such abandonments have provided....Yet another former interurban is about to be swallowed up by a steam road. Now Piedmont & Northern is a candidate for absorption into Seaboard Coast Line.

ROADBED RUMBLINGS -- The Central of Georgia's Nancy Hanks II has a dome coach now, no doubt from N&W's Wabash trains....C&EI got the OK January 31 to drop the Georgian-Hummingbird, and promptly did so the next day....One of B&O's oldest trains, the National Limited, now has a new name and terminal. The new West Virginian now only operates between Washington and Parkersburg. It formerly ran on to Cincinnati....Other train-offs are Mopac #18-19, St. Louis-Kansas City, and UP mail and express #11-12, Pocatello-Huntington, Ore....And, in case you didn't know, the Pennsy and NYC got married (finally) February 1.

February 2, 1968

SIMPLE STATISTICS -- Comparative costs and revenues of a jet plane and a passenger train operating between Chicago and Denver were disclosed recently by the Burlington, by comparing a Boeing 727 with the California Zephyr. The jet produced a profit of \$950, while the train lost \$350. The jet requires a crew of 6, the train 47. Wages cost \$391 for the jet run, and the train crew gets paid a total of \$2288; labor costs total 16% of jet expenses, versus 42% for the rail run. The total costs for the jet flight are \$2500; the train's expenses run to \$5400. The jet's 72 passengers produce a revenue of \$3400, against \$5000 for the train's 166 riders. Jet fuel runs to \$300 for the trip, while the train's diesels burn \$500 worth of fuel oil. The jet's hourly profit is \$470, while the train loses \$20 each 60 minutes. In summary, each jet passenger produces a profit of \$13.12, while each rail rider loses the Burlington \$2.07.

AIRLINE ACTION -- Two series 400 BAC 111's have been sold to Austral of Argentina by American Airlines....United has announced orders for five more Boeing 727-200's....Actor Richard Burton has purchased an \$822,400 Hawker Siddeley DH 125 named the Elizabeth. In honor of whom?...Jack Nicklaus, the golf pro, bought a Lear Jet Model 24; arch rival Arnold Palmer flies a Jet Commander...United will kick off a \$1 million advertising campaign on Hawaii this month. Emphasis will be on creating a "family travel agent" to complement each family's banker, doctor, lawyer and so on. United also has signed a \$2.5 million contract with General Precision Systems for a Boeing 747 simulator to train pilots for the jumbo jets of the Seventies....American begins service at Midway today (February 2).

Urban/Suburban

ANOTHER ERA ENDS -- A bus company that compiled a 48 year record of service in Ohio succumbed to municipalization late in January. The Cleveland Transit Board on January 26 accepted the offer of the Berea Bus Line Company to purchase its system for \$400,000. Included in the purchase are 23 transit buses, 27 school buses and a bus turnaround and parking lot in Berea. CTS will begin operation of the system in February, ending the saga of a firm that began service in March 1920. BBL operations will be integrated into the CTS system, and riders from the southwest suburb will soon be able to board the Airport Rapid extension for a 20 minute ride to Public Square.

TRANSIT TALK -- Kansas City Transit wants to increase its base fare from 30¢ to 35¢, and transfers from 3¢ to 5¢....Milwaukee County is the recipient of a HUD grant to develop an urban transportation system "tailored to user need". The study will cost a total of \$550,000, and will be completed within two years....HUD has also approved a grant for special factory express service to and from six GM plants in Flint, Michigan. The Flint Transportation Authority (successor to Flint City Coach Lines) will administer the service. Riding has declined severely in Flint, and this grant will assist in determining the feasibility of competing with the private automobile in home-to-factory express service.

RIDER'S READER -- The Burlington has petitioned the Illinois Commerce Commission for permission to increase commuter fares 10%; a loss in 1967 and increased labor costs were cited as reasons for the request....The City Transit Company of Dayton is planning yet another extension to its trolley coach system. The #4 WAYNE line will see a mile eastward added to its route in the spring....There is opposition to the Englewood L extension by a group of Chicago property owners in the affected area. Petitions have been circulated opposing the destruction of homes for the extension and Park'N'Ride lot. Demolition has already begun in the terminal area at W. 63rd and S. Ashland.

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