

Transport/Central

VOLUME TWO, NUMBER SEVEN

Interurban

LOCAL FIRM MAKES GOOD -- United Air Lines expects to take delivery of 101 jet aircraft in 1968, representing an investment of over half a billion dollars. The aircraft delivery is the largest in the aviation industry and is to bring United's total jet fleet to 339. The present United fleet contains 358 aircraft: 238 jets and 120 propeller/piston airplanes. The 1968 delivery schedule calls for some \$266 million in DC-8 equipment, including 19 Super DC-8s, 6 DC-8Fs, and 7 standard DC-8s; and \$170 million in Boeing 727 equipment, consisting of 8 727-QCs and 21 727-200s. A \$140 million order for 40 Boeing 737s fills out UAL's 1968 commitment. United expects to go all-jet in the autumn of 1969.

AIRLINE ACTION -- Speaking of jets, now Continental claims the distinction of being the first U. S. based carrier to operate an all fan-jet fleet. The Continental States of America are served by 10 707-320Cs, 8 720Bs, 5 727-100s and 18 DC-9s....Last Thursday (February 1) saw the last Delta DC-7 retired. The "Douglas 7s" were replaced with DC-9-32s on the airline's Cincinnati and Louisville runs....With recent added tensions in the Far East three domestic carriers have made jet cargo planes available to the government. American, TWA and United have each assigned two cargo freighters for government duty, while American has two additional 707s in Asian service.

PISTON PEREGRINATIONS -- Two more cities now have one-plane direct service to and from Chicago. Level III carrier Ong flies Cessnas 5 days a week to Carbondale, Illinois (home of Southern Illinois University), while Delta has added one southbound and two northbound trips between the Windy City and the South Carolina seaport of Charleston....Another oft-quoted level III air taxi now boasts a large pattern of contract air freight service. Yes, Commuter makes the pages of T/C again....Super DC-8-61s will go into service on Eastern's Chicago-Miami runs February 15. Eastern's version of the stretchout seats 199, and carries a crew of 10, including 7 stewardesses.

JETPORT JOTTINGS -- Oh yes, Chicago's third airport is in the news again. Now Gary officials have announced that they have been offered a \$261,000 federal grant for improvements of their municipal field, to be matched with local funds. Indiana is trying to land the big field for the area, and this might be an opening wedge in alerting federal officials to Lake County's interest in aviation improvements....Meanwhile, in the city itself, the battle rages on over that lake location. The Federation for an Open Lakefront has gone on record as being definitely opposed to such a site, arguing that an undesirable precedent would be set in filling in the lake, and also that insurmountable technical problems would preclude such construction. The city's aviation commissioner immediately discounted such objections, and added that the field definitely would not pollute lake waters or produce objectionable noise. FOL has protested any such project on both grounds.

February 9, 1968

TALES OF THE (EX) TROLLEYS -- Pardon us for a minor blooper in last week's T/C, regarding Piedmont & Northern. Although we were correct in stating that Seaboard Coast Line wants to take in P&N, this was not news since this fact has been public knowledge for some time, and P&N management has indicated a desire to join SCL. We should have stated that the Southern has asked permission to purchase P&N's operations in South Carolina only....Again, pardon us for not reporting an ICC examiner's OK for C&NW to purchase former interurbans Ft. Dodge, Des Moines & Southern, and Des Moines & Central Iowa. The okay was given in the middle of January but no formal action has been taken.And, finally, Washington & Old Dominion's okay to abandon (T/C-2/2/68) has been held up pending a shipper's group appeal which contends ICC did not give sufficient consideration to the area's future transportation needs nor allow the shippers to purchase the line.

RAIL ROUNDUP -- A train off was missed in T/C: Seaboard #36-37, Chatahoochee-Jacksonville, Fla., sometime in early January. Although we think we've done a pretty good job in keeping up with the many petitions and discontinuances since July, we do fall behind on intrastate train-offs because of the lack of nationwide dissemination of such decisions. The Railway Guide is usually the best source for intrastate train-off information, however, many railroads have become unreliable in showing certain schedules, and SCL is specifically at fault in the above instance....Now there's yet another rail strike. Trainmen went out on MoPac/T&P and SCL, and passenger train service between Chicago and Florida (via both Penn-Central and IC) has been curtailed. Arms shipments destined for Vietnam are also periled.

BUS BRIEFS -- One of Illinois' busier carriers, Crown Transit of Springfield (no relation to Crown Coach of Kansas City), is to receive two new PD-4107 units for its charter and line services. The new two-level coaches are to join Crown's fleet of PD 4106s, PD 4104s, PD 4102s, PDA 3704s and PDA-3702s. Crown also has three ex-Leyden Motor Coach TDH-3610s for school service; one has been retired....The suburban carrier that now resides in Leyden's former Lombard (Illinois) garage, West Suburban Transit Lines, has sold its three PDA-4101 parlor coaches to Deluxe Motor Stage Lines of Detroit. The parlors began life for Pacific Electric in 1950.

Urban/Suburban

FARE FACTS -- Tariffs are rising all around us. On February 3, Twin City Lines of Minneapolis was permitted to raise some of its rates, and February 18 will see corresponding cuts in service. The base adult fare of 25¢ remains unchanged, but student rates go up to 20¢ from 15¢. The city to suburb charge was also raised, from 5¢ to 10¢....Omaha Transit upped its base rate from 25¢ to 30¢, and its downtown zone fare to 15¢, up from a dime.... Grand Rapids' base fare went up to 35¢ from 30¢ February 1, by order of the Grand Rapids Transit Authority, which controls privately-owned Grand Rapids City Coach Lines. Tickets now sell at 10 for \$3.25....In a related move, a strike of bus drivers has begun in Kenosha because of money, but not wages desired by operators. Lake Shore Transit-Kenosha drivers walked out because of the refusal of Kenosha officials to grant the company a subsidy (which Racine also decided not to do; T/C-1/19/68, et seq.). Amalgamated local 998 president John Konrad said the strike, which began February 6, was directed not at LST-K, but rather toward both municipalities....The South Shore has been granted a hike for its Illinois riders of about 10%.

RIDER'S READER -- The ICC has told the Penn-Central to run its Chicago-Valparaiso commuter runs, #453-456, until February 2, 1969. The Commission noted that above the rail losses were only \$33,000 in 1966, while the other two trains (#454-455) actually made \$25,000 in the same year, thus the loss was no undue burden to the carrier. ICC also noted the daily reliance of P-C riders on the service, and held that the proposed rescheduling of the other two trains might seriously inconvenience their riders.