

Transport/Central

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Interurban

GOLDEN STATE GETS THE GATE -- Following their arrivals on February 21st, Rock Island/Southern Pacific's last transcontinental trains died. Never the really top train to Los Angeles, the Golden State Limited (born November 2, 1902) did offer the best service to the Phoenix-Tucson resort area (which is now no longer accessible by rail from Chicago). In recent years, SP's anti-passenger policy and RI's poor overall financial condition (the major factor in the ICC's favorable decision on the petition) put the train on hard times and its disappearance was expected.

MERGER MATTER -- While the Great Northern Pacific & Burlington Lines merger grows further from reality (T/C - 2/16/68), the Chicago & North Western took a big step closer to marriage with financially-poor neighbor Chicago Great Western. On Monday (February 19), C&NW agreed to allow the Soo Line access to a Twin City industrial park and direct interchange with C&NW/CGW at Chicago and the Twin Cities. Soo's opposition to the merger now has little meaning in the view of North Western's concessions.

TRAIN TERMINATIONS -- The North Carolina Utilities Commission has allowed the Southern Railway to consolidate trains 15-16 and 21-22 between Greensboro and Asheville, N. C....The Great Northern has been given the okay by the ICC to discontinue #11-14, the Red River, between St. Paul and Fargo and reroute #28, the Western Star, via Willmar instead of St. Cloud to cover stations previously served by the discontinued trains....Seaboard Coast Line was allowed to discontinue #17-18, the Tidewater, between Portsmouth, Virginia and Raleigh, N. C....and L&N has dropped through Pullman service between Louisville and Atlanta (entirely on its own rails).

PROLIFERATING PETITIONS -- New requests for discontinuances include Southern Railway #1-2 (Cincinnati-Atlanta), and 1/28 and 27/2, Cincinnati (Oakdale, Tennessee) - Asheville, N. C. (ICC will investigate)....L&N wants off for #1-2, a coach-only Nashville-Atlanta pair of runs....Ditto for Seaboard #75-76, coach only overnight Jacksonville-Tampa....and MoPac-T&P #7/27 - 28/8 (St. Louis-Fort Worth), plus #23-24 (New Orleans-Marshall, Texas, connecting with 7/27 - 28/8), and also (we assume) #7-8 (Longview-San Antonio) will be petitioned to the Texas Railroad Commission.

INEVITABLE INVESTIGATIONS -- The Interstate Commerce Commission will hold hearings on the following petitions (with four-month extensions for all): WP 17-18 (the California Zephyr); N&W 302-303; UP 5-6, 17-18; SP 75-76, 101-102; CB&Q 22-23, 26-27; and Penn-Central (NYC) 404-405. All have been announced as having been petitioned in earlier issues of Transport/Central.

JUMPING JETPORTS -- Summing up (we hope) on that eternally in-the-news third Chicago airport: The Federal Aviation Agency has strongly recommended immediate development of the field, while two more sites have been suggested for it. One is south of the city adjacent to Interstate 57 (currently under construction) and could be annexed to the city proper by using the expressway as a corridor. Another is north of Joliet and would be leased to Chicago by that suburb. Some

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17 sites have now been proposed for the new airport, but the lake bottom location still appears to have the inside track. T/C will hopefully drop the matter of the controversial field at this point until such time as a definite commitment on its location has been made.

AIRLINE ADDENDA -- A Civil Air Transport Boeing 727 jet transport from the Crown Colony of Hong Kong attempting a foul weather landing in an emergency situation crashed into a house February 16, broke in two and caught fire as it was approaching Taipei, Formosa. The 727 carried 63 persons, and 41 are known to have survived. On the following day, CAT announced a suspension of all flights pending availability of additional equipment (the 727 was CAT's only jet liner). The accident bears mention here because CAT is the oldest regional air carrier in Asia, having been founded by the famed General Claire Chennault of the Flying Tigers on October 21, 1947. Observers said this unfortunate crash would mean the end of Civil Air Transport.

MORE MISCELLANY -- American Airlines has placed an order with McDonnell-Douglas for 50 new DC-10 jet liners at a cost of \$800 million. The contract is the largest for a single order in the history of commercial aviation. A firm order has been placed for 25 to be delivered in 1971, and an option has been taken on an additional 25 for 1973 delivery....The USSR has recently begun production of the Yak-40 short range jet liner. The tri-jet ship is similar to a Boeing 727, but is quite a bit shorter, having a capacity of 31, or 2½ tons of cargo. The craft has a short takeoff run of 1180 feet, a 373 mph cruising speed at a 19,500 foot altitude. The Soviets have two other jet liners which have just gone into service—the Il-62 186 passenger model, and the 70 passenger TU-134. In addition, work continues on the TU-144 SST.

Urban/Suburban

THE GOOD SHIP LORRY-PULP -- Normally, the transfer of passenger equipment into freight service is of scant importance and hardly merits mention here. When, however, the vehicle in question is a former Staten Island ferry, the item begins to approach man-bites-dog stature. One such ship has just gone into service on the Chattahoochee River at Mahart, Alabama, halfway between Phenix City and Eufaula. It carries only wood-pulp loaded trucks operating between Georgia forests and the Alabama Kraft mill at Mahart, as the nearest bridges are at Phenix City and Eufaula, though the company hopes it will only have to be a temporary measure until a bridge is built. Alabama Kraft expects about 30 trucks a day to use the transplanted ferry.

CHICAGO COMMENT -- The controversial anti-war car cards that the Chicago Transit Authority felt obliged to accept after a legal battle have been up and are coming down without any comment from CTA riders. Instead, reaction was received opposed to the placement of ads urging fair housing....19 CTA policemen have resigned from the force since the outbreak of increased violence last September. The high turnover rate was blamed on poor morale within the force, centering on the uncertain status of the bureau itself, as most patrol duties have been assigned to city police (T/C - 9/16/67). No replacements have been hired for the men who have resigned.

ONCE OVER QUICKLY -- Bus service resumed in Kenosha February 19 after a 10 day strike by Lake Shore Transit-Kenosha drivers....Toronto is considering the use of bus-only lanes in rush hours....The CTA is to spend some \$22,000 to upgrade to "space-age" status the State-Lake "L" station, built in 1894....As the Columbus & Southern Ohio Electric Company, which owns Columbus Transit, wants to divest itself of non-utility holdings, a transit authority has been proposed for that Ohio city....Lorain-Elyria Transit company buses are back in operation after a 34 day strike in that Ohio metropolitan area....Another labor development finds Knoxville (Tennessee) drivers returning to work after a 79 day walkout....Riding increased 4.36% in 1967 over 1966 in Kitchener, Ont.

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