

# Transport/Central

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## Urban/Suburban

**ONE DOWN --** One of Lakeshore Transit's three properties, the local operation in Racine, Wisconsin, is just about out of the bus business, and with the blessing of the city council. After the company petitioned the Wisconsin Public Service Commission for authority to discontinue all service, the Racine council requested the regulatory body revoke LT's franchise and give it to the Racine Flash Cab Company. A hearing will be held on the requests March 19, and it is expected that they will be granted. Flash Cab has proposed a minibus system that would provide service on a 5:30 AM - 6:30 PM Monday - Saturday schedule for a 30¢ fare. Passengers would be able to hail the 16 passenger units just as they summoned cabs, and the new system could go into operation upon delivery of the minibuses, about six months hence. LT has also filed for discontinuance of its other properties' operations, after requests for subsidies from Kenosha and Racine towards continued service met with no success (T/C-1/1968).

**PITTSBURGH PROGRESSES --** The Beechview-Dormont Port Authority Transit trolley line appeared to be favored as the most likely route for a proposed daily commuter test of the "Skybus" rapid transit concept. This was indicated in a survey of city, county and planning officials contacted by the rapid transit technical advisory subcommittee of the Port Authority of Allegheny County. Also still under consideration is the possibility of using PAT's Castle Shannon-Drake prw line for the test, but no definite route will be selected until the authority's rapid transit committee makes its recommendation. An application by PAT for \$300,000 in planning funds is pending with HUD for testing the feasibility of the South Hills plan.

**MORE PAT PLANS --** The construction of a new bus garage on the far north side site of the old Keating Car House is nearing completion, and when the new facility opens, PAT will abandon south side streetcar routes 48 ARLINGTON and 53 CARRICK. The long and narrow Brownsville Road street trackage will continue to be served, however, as the present rush-hour-only route 47 CARRICK VIA TUNNEL will become a full-time rail service. With this change, all remaining streetcar lines operating to the south side except route 49 BELTZHOVER (retained primarily as an alternate emergency connecting service) will reach the area via private right-of-way on the Smithfield Street Bridge and the Mount Washington Tunnel. Only one motor bus route currently uses the roadway half of the bridge (which was rebuilt in 1967), 26C INGRAM-SHERADEN. All existing roads to the South Hills area are extremely crowded in rush hours. (MCA)

**TRANSIT TALK --** Kansas City Transit has petitioned the Missouri Public Service Commission for a fare increase. KCT wants to raise the adult base fare by 5¢, and the transfer charge by 2¢. Standing by when the company disclosed certain financial data concerning its net return on investment for 1968 was the Kansas City Area Transportation Authority. KCATA wants to purchase Kansas City Transit and nine other small lines operating in the metropolitan area and it is currently negotiating with the various properties and HUD in its efforts to form a publicly-operated area-wide transit system. In its preliminary application to HUD, KCATA indicated it would be able to purchase all ten companies and 30 new 45-passenger coaches for a total of \$6,407,000. KCT has set its current replacement cost at over \$14 million. The Department of Street Railways of the city of Detroit, also plagued by a rash of driver holdups, has offered a \$500 reward for information leading to the arrest and conviction of anyone robbing a DSR employe on duty. Holdups increased almost five-fold in 1967 over 1966, and two-way radios have been installed on DSR buses in an effort to stem the rising tide of robberies.

**FAST FACTS --** Cleveland's mayor Carl Stokes assisted in placing the last tile in the Hopkins Airport station of CTS' Airport Rapid extension on February 28. The facility is now 95% complete and requires only the installation of an escalator. Track construction is expected to begin April 1, following substation work started in early March. The extension will open for business in September....West Suburban Transit Lines, based in the Chicago suburb of Lombard, has acquired two new GMC model T6H-5306 units, and thus becomes the first carrier in the area to operate coaches from all three "generations" of GMC "New Look" manufacture. The same company also just took delivery on three GMC model TDH-5105 air-conditioned coaches from the Memphis Transit Authority. Details on these and other acquisitions will be featured in Transport magazine's April issue....HUD Urban Transit Design Award winners in the T/C coverage area include the Port Authority of Allegheny County, for its rapid transit distributor system concept, which features high track elevation, with supports spaced to keep store fronts unencumbered, and a vehicle which provides maximum visibility for passengers. PAT also won an additional merit award for the transit vehicle, a bright, light-weight, rubber-tired, fully automated, relatively noiseless car. The generous aisle space and wide doors permit easy access and maximum passenger comfort. (PAT was cited for its work on the Skybus concept).

# Interurban

THE BIG GET BIGGER -- In compliance with an Interstate Commerce Commission order regarding the control of the Chicago & Eastern Illinois by the Missouri Pacific, the Louisville & Nashville has agreed to purchase C&EI's Evansville-Woodland Junction (Watseka) Ill. branch outright; a half-interest in the Woodland Junction-Dolton, Ill. mainline, and a 50% interest in C&EI's part ownership of the Chicago & Western Indiana and Belt Railway of Chicago switching roads. The cost: \$10 million in C&EI equipment debts (including 50% of its locomotives, 37½% of its freight cars and 86% of its passenger units); \$6½ million in cash; \$18 million in bonds and debentures; plus the surrender of 368,860 shares of C&EI stock owned by the L&N. This action paves the way for the takeover of the remainder of the C&EI by the MoPac....In a related matter, seven Illinois and Indiana communities, including Chicago, have petitioned the ICC for a reconsideration of its decision allowing the C&EI to discontinue its portion of the Georgian-Hummingbird (#54/93) between Chicago and Evansville. The petition states that "this train is one of the best-patronized long-distance trains in the United States;", that the C&EI "deliberately petitioned the train as a prelude to takeover by the L&N and the MoPac, and that the ICC had stated in the merger decision that benefits would accrue to L&N and ex-C&EI riders by the merger."...In another marriage, IC shareholders will vote on merger with GM&O May 15.

AND THE BEAT GOES ON -- L&N batted 1,000 on its last three petitions as #1/2, Nashville-Atlanta, overnight coach locals, made their last runs March 14, also without hearings....The first decisions on those Santa Fe trains have come down: #47/48, the Oil Flyer, Kansas City-Tulsa, made their last runs March 9; however, #211/212, the Tulsan, Kansas City-Tulsa, must run for another year....Milwaukee Road #55/58, Chicago-Minneapolis locals (usually with a solitary coach in their consists) must run for another year. ICC found the trains profitable on an "above the rail" basis, carrying 46,000 passengers (!) last year....The Southern Railway wants off for #45/46, the Tennessean, Chattanooga-Memphis, effective March 31....and Penn-Central wants to discontinue #302/305 Chicago-Indianapolis....P-C, by the way, along with the Rock Island, wants to close their joint Englewood (63rd Street) station in Chicago. Both carriers were rebuffed in earlier attempts to drop the aging facility.

PLANE FACTS -- Lockheed's giant C-5A Galaxy was displayed last week. The plane is as long as a 21 story building and is six stories high. Testing of the craft is to begin this summer; all Galaxies are to go the U. S. Air Force....Delta Air Lines has started non-stop jet service between Chicago and West Palm Beach using Convair 880's....Eastern Air Lines began Chicago to San Juan service recently with a conventional DC-8 of 139 passenger capacity, but service demands soon required its replacement with a 199 seat DC-8-61. (After this winter, who wouldn't want a "Second Summer" in Puerto Rico?)....Continental Airlines is offering night-time aerial tours of Chicago on Saturdays. For just \$15, you and your date can have a 45 minute skyborne look at the nocturnal beauty of the Windy City.

JETPORT JOTTINGS -- As Chicago's O'Hare International Airport takes the lead with a \$270 million expansion program, other airport construction continues apace...At Dallas' Love Field, the two year expansion program continues with Braniff's \$8 million terminal construction, a \$2 million monorail (also to be built by Braniff); \$7 million worth of terminal work for American; a \$2 million hangar for the same airline and other sprucing-up work....The Port Authority of New York has \$66 million budgeted for work on its three major airports....The Port of Oakland was granted permission to fill 75 acres of San Francisco Bay for a 2500' extension of the present 10,000' runway at Oakland Metropolitan International Airport....Even foreign countries are getting into the act: Nationalist China will spend \$2.5 million (of our money?) to expand the runways at Taipei International Airport.

ROUTE REPORT -- The CAB has awarded Frontier Airlines the Denver-Las Vegas non-stop route.... Braniff International has received temporary permission for Austin-New York and Austin to Washington schedules....Pakistan International has dropped plans to resume North Atlantic service in April....Belgian negotiators are busy with their U. S. counterparts to add Chicago on Sabena's transatlantic route....The CAB has proposed a route extension for Allegheny Airlines beyond Louisville to Pittsburgh....The same agency has authorized Piedmont to serve Memphis....Northwest and Pan American have asked permission to operate interchange service between Minneapolis-St. Paul and Europe via Detroit and Boston. Authority in the Twin Cities-Detroit sector is held by Northwest, and between Detroit and Europe by Pan Am....Continental Airlines has requested Chicago-Colorado Springs non-stop service....Now Commuter Airlines is beginning Chicago to Milwaukee service, effective April 1. The third-level carrier will have six flights daily between the two cities (Meigs in Chicago to Mitchell in Milwaukee). CAL will also begin Milwaukee-Detroit service in mid-May....Northwest Orient on April 1 will offer seven flights daily between Midway in Chicago and Minneapolis-St. Paul. NWAL has not served the south side field since 1962. A full complement of 16 daily flights will also be operated between O'Hare and the Twin Cities.... American Airlines is increasing its hourly Chicago-New York jet flights to a 30 minute headway effective May 1. Under the new schedule, AA will have 20 O'Hare-La Guardia trips, four round trips between O'Hare and Newark and three such sets between O'Hare and JFK International. The increase in flights was prompted by the enormous success of the hourly service, begun last year.

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