

Transport/Central

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Urban/Suburban

ON TO O'HARE -- Confirming at least in part our prediction in January, Chicago Public Works director Milton Pikarsky said a study of the feasibility of extension of the John F. Kennedy Expressway rapid transit line (currently under construction as an extension itself of the Logan Square "L") to O'Hare International Airport will probably be made next year. Originally, city planners thought such an extension would not be necessary until at least 1975, but burgeoning air traffic and the 300 to 400 passenger jumbo jets are going to require vastly improved ground transportation facilities. Pikarsky said a study also would be made on extending the also a-building new line in the Dan Ryan Expressway from its currently projected terminal at 95th Street. Planning on both extensions would have to wait until work is underway on the Central Area subway (T/C-7/1/67, et seq.). No definite date was set for the JFK extension, but the Chicago Area Transportation Study (an agency of the Illinois Division of Highways) was asked to make traffic studies. The same agency is to petition HUD for a grant for a pilot research study on surface and rail commuter transportation in the area south of 63rd Street in Chicago and its suburbs, and also including two Indiana counties (Lake and Porter). The operations in the area of the Chicago Transit Authority, Suburban Transit System, South Suburban SafeWay Lines, Chicago & Calumet District Transit Company, Gary Transit, Norfolk & Western Railway (Wabash), Rock Island Lines, Illinois Central, Penn-Central (PRR) and Chicago South Shore & South Bend will be studied, with a view toward establishing coordination of their services with one another.

THE OCTOPUS GROWS ANOTHER LEG -- Back at O'Hare, Continental Air Transport, the limousine service with the controversial exclusive contract with the city for transportation to and from the world's busiest airport, has just about added yet another line to the busy airport, this one wrested from another carrier. Three years ago, the Waukegan-North Chicago Transit Company, which operates local transit services in and around the two cities of its corporate title, won a temporary certificate to link those municipalities with O'Hare in a limousine-type service using suburban and intercity equipment. In addition the route serves two busy military installations, Great Lakes Naval Training Center and Fort Sheridan, the latter now Fifth Army headquarters. For a maximum fare of \$3 (\$5.50 round trip) between Waukegan and O'Hare, the local company hauled thousands of riders over the route, and built up the service into a profitable one. In fact, WNCT has stated that the loss of the airport revenue could well mean the end of local transit services in the two cities. Continental Air Transport took the case to the Illinois Supreme Court, which ruled that, inasmuch as CATCo was the prior carrier in the field (and possessed the exclusive contract with the city for the service of O'Hare Field) it and not WNCT was entitled to serve the area along the North Shore as far as Great Lakes. (Apparently WNCT has prior rights to the area between Great Lakes and Waukegan; it has provided a local service there for many years, dating back to the local streetcar runs of the North Shore Line, whose successor Susquehanna Corporation still owns the company. CATCo, however, has pending before the Illinois commission a request for an extension of its about-to-be-acquired line from the Naval Station to Waukegan, and the entire service will probably begin on April 7.) CATCo, by the way, will raise the maximum fare to \$3.50 and do away with round trip tickets. The limousine company is also very interested in assuming operations in several other areas in which independent operators have begun and built up to the point of financial success airport services and in fact has already done so in at least one instance. It might also be pointed out that O'Hare is the largest airport in the country not to have any appreciable degree of local transit service (as opposed to taxicab/limousine services) to the field.

SENTRIES AND STUDIES -- The Illinois Central Railroad has announced that it will install closed-circuit television equipment at two of its suburban stations this spring. The cameras and a two-way communications system, part of a "passenger assistance link", are to be placed in the Homewood and Flossmoor stations on the electrified suburban main line, and will be controlled by an operator in a central location. The IC has been automating its suburban fare collection system with computer-controlled gates (automatic ticket vending machines are to be installed at the two stops some time in the future), and this project is to be the pilot in a plan to further automate the heavily-traveled system....The Twin Cities Area Metropolitan Transit Commission, which serves the Minneapolis-St. Paul urban complex, has been awarded a \$396,266 technical study grant by HUD. The grant will help fund a \$594,000 two-phase transit study of the Twin Cities area, with the remaining monies to come from the commission. Phase I of the study will deal with immediate needs for improving the existing bus transit system, while Phase II will deal with the longer range transportation problem....Omaha is one of the first six cities to receive grants from HUD for technical studies of the public transportation needs of low-income neighborhoods. The city will use

its \$15,000 grant to study the possibility of providing improved bus service to the predominantly low-income minority residents of its Near North Side. A developing major industrial complex in the newly-annexed Southwest sector of Omaha offers high employment potential, but it is located 18 miles from the Near North Side.

ONCE OVER QUICKLY -- Take ten (and twenty): The Chicago & North Western Railway has announced that effective April 1, a 10 ride commutation ticket, good for six months, will be available to its occasional riders. The "new" multi-ride ticket (tested for two years at three outlying stations) is based on five round trips and avoids the inconvenience of having to pay on board the train. C&NW has also announced it will receive 20 more bi-level commuter coaches this fall....Elsewhere on the fare front, the Illinois Commerce Commission granted the Burlington a 10% commuter fare increase March 27, effective on one day's notice to the commission....The Penn Central said March 27 that it would face a passenger deficit of about \$100 million if it had to carry the burden of commuter operations without public financial aid....President Charles F. Avila of the Edison Electric Institute (an organization of utility companies) announced yesterday (March 28) the formation of a special Electric Vehicle council to coordinate research into and promote the use of electric vehicles in industry, business and by the general public. One of the special interests of the council will be the electric bus, the successful development of which will "give impetus to the establishment of a new urban transportation system"....The Chicago Zoological Park (popularly referred to as Brookfield Zoo) is nearing completion of a half million dollar railway system that will encircle the zoo with 2½ miles of track. Operating on two-foot gauge tracks, two trains with open coaches will be in operation by June; one set will be pulled by a simulated diesel switcher painted in Burlington colors. The new line will replace an older 20-inch gauge operation that only operated in one area of the park, and will cross adjacent Salt Creek twice over newly-constructed wooden trestles....CTS is installing two-way UHF radios on all of its buses. About half the fleet will be so equipped by mid-May; the remainder of the system's 975 buses will have had the units installed and ready for service by September 1....The Toronto Transit Commission is to acquire 89 new buses by the end of 1968....One more trolley coach line using 25 coaches is to be dieselized in Winnipeg April 7. Only 125 electric coaches will then remain in the Transit Department's fleet.

Interurban

THE LAST ROUNDUP -- The ICC (as well as state commissions) were busy last week issuing train-off okays. The ICC will not hear the following (final run dates in parentheses): B&O #37/40, Cumberland-Washington (March 25); IC #205/208, Vicksburg-Shreveport (March 30); SOU #45/46, Chattanooga-Memphis (March 31)....The California PUC, in a 3-2 decision, has given the Southern Pacific the okay to discontinue #75/76 (the Lark). The decision is effective April 1, but must be preceded by a 7 day notice of intent (the decision was made March 13).The Missouri PUC has denied the MoPac's petition to discontinue #14/15, 16/17, St. Louis to Kansas City....Penn-Central has reapplied the Kentuckian (T/C - 3/15/68), as #74/94-95/75 Chicago (Logansport, Ind.) - Louisville, effective April 21....And those unique UP dome-diners have been taken off of the City of Portland (they continue on the City of Los Angeles)....Oh Yeah? Right on the heels of its purchase of portions of the C&EI (Evansville-Chicago), the L&N and Monon have agreed in principle on a stock swap providing for the purchase of the 573 mile "Hoosier Line". What say you, Southern?

UNITED WE FLY: ALPA, ALPA -- United Air Lines will, on April 28, inaugurate flights with its new fleet of Boeing 737 light twin jets. To get the new plane operational this year, UAL and the Air Line Pilots Association agreed to a contract which will enable the company to man half the 737 flights with two man crews, while the other half will carry three man crews. United, in its 17 months of negotiation with ALPA, had been holding that two pilots were a full and safe crew, as on TWA's DC-9s, Delta's DC-9s and American's BAC-111s, and UAL was supported in its position by Boeing and the FAA. ALPA demanded three-man crews, hence the unusual compromise. There remains one hooker, however. All UAL 737's with a two-man crew will carry a third pilot, who "has no duties", according to the agreement. A review of operational findings of the compromise plan will be conducted by the end of the year, and a final crew agreement will go into effect January 1, 1969. 40 of the new 737s will be delivered to United this year, with an additional 35 to come in 1969, when UAL goes all jet.

AIRLINE ADDENDA -- The International Civil Aviation Organization reported March 24 that aircraft passenger fatalities dropped 27% in 1967 for the 116 member nations of ICAO. The announcement came on the heels of an Aer Lingus crash into the Irish Sea off Cork. Other crashes within a very short period included a Delta Convair 340 at Evansville and a United DC-8C freighter on takeoff at O'Hare....The Federal Aviation Administration's air traffic control center in Aurora will begin tests Monday (April 1) of a computer system designed to lessen man-made air safety hazards. The computer, to be tested for a two-year period, will instantly supply controllers with information about airplanes operating in an eight-state area. DOT is financing the project, covering parts of Illinois, Wisconsin, Indiana, Iowa, Nebraska, Missouri, Minnesota and Michigan.

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