

# Transport/Central

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## Interurban

**AIRLINE ADVANCES** -- Route award activity has been intense these past weeks. Northeast has won Boston/New York/Newark to Bahamas authority....Eastern also won rights to the Bahamas, from Philadelphia and Baltimore....A CAB examiner has recommended that North Central be authorized to fly a new route between Sioux Falls, Rochester (Minn.) and Chicago....President Johnson has approved a merger between Northern Consolidated and Wien Air Alaska....Eastern has begun Baltimore-San Antonio service....For Bonanza Airlines a small bonanza: an extension of its route system from Phoenix to Tucson, with nonstop authority from Tucson to San Diego, Los Angeles, Las Vegas and Salt Lake City; an international route from Phoenix and Tucson to Puerto Vallarta (Mexico) via Guaymas, La Paz and Mazatlan and recommendation of Salt Lake City-Los Angeles rights, San Diego-Palm Springs-Las Vegas rights and Palm Springs-Los Angeles turnaround authority....Finnair has applied for Helsinki-New York service via Sweden....Allegheny has proposed non-stop service between Pittsburgh and four cities: Boston, Hartford/Springfield, Buffalo and New York. The line also requested non-stop authority from Detroit or Cleveland to New Haven, New London/Groton, Bridgeport and Islip (New York). The same carrier, in what must have been a flurry of activity before the CAB, also asked for one-stop service from Detroit or Cleveland to Philadelphia, Baltimore or Washington; from Memphis, Nashville or Lexington to New York, Boston or Buffalo; from Washington to Toronto via Erie; and from New York to Huntington, West Virginia....The CAB has recommended that Mohawk be granted one-stop authority between Boston and Pittsburgh, and that Lake Central's Chicago-Pittsburgh route be extended to a new terminal at Baltimore.

**MORE EXPANSION NOTES** -- There exists a distinct possibility of a Prague-New York direct service, to be operated by the Czechoslovakian national airline....The Civil Aeronautics Board has instituted an investigation of the need for additional air service between North Carolina and New York/Newark, Chicago and Miami....British Eagle International Airlines has received CAB permission to operate United Kingdom-originated circle-tour flights, passenger charter flights between 22 Western European points and the U. S., split charters and 10 single-entity passenger charter trips per year between the U. S. and the U. K....Lake Central has inaugurated service between Cincinnati and Louisville on a subsidy-ineligible basis....United has asked the CAB for authority to operate non-stop turnaround service from New York/Newark and Chicago to three North Carolina terminals (see above). The removal of present route restrictions would enable the carrier to expand its present New York/Newark-North Carolina service, and to operate such service from Chicago for the first time....United is adding eight flights daily from O'Hare to New York's La Guardia field April 28, enabling it to offer hourly non-stop service from 7 AM through 9 PM between the two cities. Now, all three carriers on the route are offering expanded service in order to capture the lion's share of the increasing riding on the run....National Airlines, not now serving the Windy City, has applied for a route between Chicago and Salt Lake City....West Coast and Frontier Airlines have asked the CAB for routes between Chicago and Salt Lake City, and between Salt Lake City and San Francisco/Oakland/San Jose....Now ever-present-in-these-columns Commuter Airlines, which just Monday began Chicago-Milwaukee air taxi runs, has announced plans to operate Chicago-Cleveland and Milwaukee-Detroit schedules beginning in mid-May. Beechcraft model 99 prop-jets, capable of carrying 17 passengers, will be used on the runs. Commuter presently has a Chicago-Detroit service, among other routes....Chicago Helicopter Airways plans to resume service on its triangular Meigs-Midway-O'Hare route pattern later this year. CHA discontinued similar services when Midway closed down in 1965....Midway, by the way, got its third scheduled airline back April 1, when Mayor Daley gave his official blessing to Northwest's first of 14 daily departures for Minneapolis-St. Paul.

**JET JOTTINGS** -- The U. S. Post Office has inaugurated a mail transfer unit at Midway, sharing airline space until permanent facilities are constructed....Lockheed has made some sales of its 256 passenger L-1011 airbuses, scheduled to become operational in 1972. 172 of the three-engine units have been spoken for, 50 to Eastern, 44 to TWA, 50 to British Air Holdings, Ltd. (for eventual resale), 24 to Delta and 4 to Northeast. The planes cost \$15 million each....A "gold chip" will be your reward if you find anything to complain about after a trip on Mohawk Airlines. Given upon a passenger's report of a fault in any of five areas, the four ounce brass chip will be redeemable for either \$1 at a ticket counter or for a cocktail aboard a Mohawk flight. Braniff already gives passengers a "Fast Buck" if their flight is more than fifteen minutes late on arrival....Battle lines are being drawn between the scheduled carriers and private flying interests. The latter, represented by the Aircraft Owners and Pilots Association, have released a 24 page report titled "The Truth About General Aviation". Private planes have come under increasing fire after a rash of mid-air collisions with and delays to scheduled airline flights. AOPA wants the commercial air lines to build their own airports, while the major carriers are calling for alternate fields for private planes.

**RAIL ROSTER REPORTS** -- Those B&O sleeper-domes, leased to the Canadian National for the past two years, were sighted returning to their owners in Chicago....Slumbercoach service has been discontinued on CB&Q's American Royal Zephyr (#55/56), Kansas City-Chicago (now coach only);

the equipment has been assigned to the Blackhawk (#47/48), Chicago-Twin Cities, replacing regular Pullman equipment...and the Q has removed meal service from #3/30, the Ak-Sar-Ben Zephyr, Chicago to Omaha-Lincoln; one of the cars will operate on #23, the afternoon Twin Zephyr, Chicago to the Twin Cities Friday and Sunday only. The train was originally coach only.

ONE-LINERS -- Southern Railway #1/2, the Ponce de Leon, Oakdale, Tenn. - Atlanta, off March 27....Georgia Railroad #3/4, night coach Augusta-Atlanta, off March 31....The IC wants off for the Mid-American, #3/4, Chicago-Memphis effective April 26....Denver & Rio Grande Western #9-10, Denver-Craig (the Yampa Valley) had its discontinuance petition denied....Southern Pacific's Lark will make its last runs April 8....The Burlington has been given permission to discontinue the Kansas City Zephyr, #35/36, West Quincy (Ill.)-Kansas City. The Chicago-Quincy portion must run for at least another year. This was the train whose discontinuance petition raised a storm of protest from several on-line colleges....The Erie-Lackawanna became a part of the Norfolk & Western system on April 1. Inclusion of the line was a condition imposed by the ICC when the "Greater" N&W was itself formed through merger in 1964....Chicago is continuing to pursue the goal of a consolidated railroad passenger station south of the Loop, according to the city's commissioner of development and planning. The proposal has been periodically raised for many years, and at the rate abandonments are proceeding might soon be nothing more than academic.

## Urban/Suburban

RAPID ROUNDUP -- The construction of the rapid transit extension in the median strip of the John F. Kennedy Expressway officially began on April 2, as Mayor Daley participated in assisting to place a 33-foot reinforcing beam at Kimball and Woodard on Chicago's northwest side. The H-beam will help form the framework for the shoring-up of the street in preparation for excavation work on the 1.1 mile subway connecting the present elevated structure at Logan Square terminal with the median strip. Made possible by a HUD grant and a 28 million dollar bond issue approved last June, the new line is expected to carry 70,000 passengers daily after it begins operation early next year. Construction is also proceeding on the Dan Ryan extension in that expressway's median strip. That line is expected to be in service by the end of this year. New cars for both lines are currently undergoing design work at the Budd Company, and it was announced last week that General Electric has received a contract for electric propulsion and braking system equipment for the 150 units. The SCM control equipment is identical to that used on the CTA's 2000 series cars ordered in 1963 and currently operated on the Lake and West-Northwest routes. Rapid transit design is the subject of an entire issue of the publication Design Quarterly, available from the Walker Art Center, 1710 Lyndale Avenue South, Minneapolis, Minnesota 55403. The publication presents an excellent critique of modern equipment and physical plant design, and our companion Transport magazine will devote a major portion of its April issue (to be distributed with the April 12 Transport/Central) to a review of of the Design Quarterly 71 issue.

TRANSPORT TOPICS -- The Chicago Transit Authority has announced the awarding of a contract for the construction of 176 50-passenger buses to the Flixible Company of Loudonville, Ohio. The order will cost \$45,343,738, and will be delivered over the period between September and December of this year. In a break with precedent (except for portions of an earlier order and several units so-equipped by the Authority) the new coaches will have fiberglass seats, but will otherwise be similar to CTA's newest equipment, series 3500-3699, just over a year old.... The Bi-State Transit System has again won the top award for bus maintenance efficiency in the transit industry. This is the twenty-first consecutive year that Bi-State and its principal predecessor, the former St. Louis Public Service Company have won the coveted Fleet Owner award, given for attaining a high level of maintenance at a cost in keeping with the demands of passenger service....The Chromalloy American Corporation-owned subsidiary Birmingham Transit Corporation was faced with a strike April 3 as drivers and mechanics walked out. Both are seeking a 48¢ hourly hike over the present \$2.62 scale for drivers, and the union has also demanded that the issues be submitted to binding arbitration. BTCorp has refused to accede to the union's demands, and no further talks are scheduled.

RIDER'S READER -- The NOTRE DAME-LOGAN trolley coach route in Winnipeg is to be converted to motor bus operation on April 7, 1968 (T/C - 3/29/68)....Continental Air Transport has asked to add several stops on its Evanston-O'Hare route, and to discontinue one at the Dempster terminal of the Skokie Swift, claiming that the Swift station did not have a "reasonable" amount of traffic....The Keating Garage of Port Authority Transit in Pittsburgh has opened (T/C - 3/15/68). 175 coaches are to be based there, and three more new garages are hoped to be under construction this year....Cincinnati Transit will institute a 5% cut in its services April 14, and the company plans to ask for a 5¢ fare increase to be effective July 1. Riding has fallen off 19% since the strike in 1967 (T/C - 11/1/67)....A transit authority is on the horizon for Chattanooga, Tennessee. Southern Coach Lines' riding has been steadily declining.

A NOTE TO OUR READERS -- By now, all T/C subscribers should have gotten their March issue of Transport magazine, along with the March 15 edition of Transport/Central. If you have not received this mailing at this late date, please contact us immediately for a replacement.

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