

# Transport/Central

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## Urban/Suburban

**BIG AND GETTING BIGGER** -- Toronto always seems to do things in a big way. Not content with minor changes when the two Bloor-Danforth subway extensions open on May 11, the TTC is effecting a major overhauling of its surface routes in the areas tributary to the new subway stations. No less than 46 Toronto Transit lines will be extended, added, subtracted, consolidated or otherwise changed. Some of the more significant service adjustments include the partial abandonment of the Dundas car line, the section north of Bloor to be replaced by a brand-spanking-new trolley coach route, #40 JUNCTION. Also to be removed from service are the two remaining sections of the BLOOR-DANFORTH streetcar line, at each present end of the subway route, both without direct replacement on the surface. Most of the other changes involve extensions both into new areas in northeast and northwest Toronto, and to the nearest subway station. Only one route, #38 GERRARD, which was an experimental rush hour operation, is to be discontinued as a result of the wholesale pattern of service adjustments.

**TRANSIT TALK** -- The laying of track in the median strip of the Dan Ryan Expressway began in earnest April 22 at 63rd Street on Chicago's South Side. Similar work in the median of the John F. Kennedy Expressway is to begin in the near future....The Chicago Transit Authority has been approached to sell the land under its Lawndale bus garage on the city's West Side to an urban renewal group, which plans to develop a commercial center there. A private group is projecting the development, which could be constructed without having to level any dwellings, but the Authority has not yet agreed to the proposal, citing the necessity of advertising for bids from any and all comers if and when it felt the garage property could be considered surplus. Lawndale garage is at Cermak and Ogden, just west of the ghetto area involved in the civil disorders of two weeks ago....Music fans among our readers will no doubt be happy to learn that there is now a rock and roll group that calls itself The CTA.

**MORE MISCELLANY** -- The Milwaukee Road plans to shut down its freight and passenger agency in Spring Grove May 3. The small Illinois town is five miles north of Fox Lake and is served by one commuter train each way each day. Only 84 passenger tickets were sold there last year and just 200 carloads of freight handled in the same period. The railroad determined that the agent at the Spring Grove station averaged just 3.4 minutes of work each day, and that the total time spent on clerical work for the depot was just 14 hours and 20 minutes for the entire year. The Illinois commission ordered that a small shelter be retained for those few riders waiting there to board trains....Georgia Governor Lester Maddox has vetoed a bill designed to permit the Metropolitan Atlanta Rapid Transit Authority to present its financing plan for rapid transit to Atlanta area voters in a referendum....Westinghouse Electric is to provide 50 electric vehicles for transportation at this summer's HemisFair in San Antonio....The Columbus Transit Company has presented a GMC TDH-5105 to the Columbus Police Department for use as a mobile communications center. The seats were removed and the interior refurnished to make way for the installation of telephone, radio and electronic equipment....The Central Oklahoma Transit and Parking Authority is now using a computer to keep a weather eye on ridership. COTPA also reported riding is up about 3% over 1966 figures.

## Interurban

**MERGER MATTERS** -- The Interstate Commerce Commission has again voted in favor of the Northern Lines merger following a modification of its original order, allowing the Milwaukee Road to more favorably compete for Northwest traffic, and rejecting all other protests. The new Burlington Northern will be a fact effective May 11....The Missouri Pacific has withdrawn a complaint against the Union Pacific, questioning their interest in the Illinois Central, following UP's voluntary action placing their stock in trust, as the UP-Rock Island merger action nears a decision....And, the management of the Delaware & Hudson has recommended that their stockholders vote in favor of selling out to the Norfolk & Western. The vote will be May 22. Another Eastern road, Erie-Lackawanna, joined the "Greater" N&W family April 1.

**THERE'S GOOD NEWS TONIGHT** -- An Interstate Commerce Commission examiner has recommended that minimum standards for passenger trains be set. In an investigation of the Southern Pacific's Sunset Limited service, the examiner recommended that all equipment be air-conditioned, that meal service be provided on runs of over 250 miles, that diner-lounges be operated on runs lasting more than 12 hours, that sleeping cars be operated on all overnight runs, and that speeds of passenger trains be no slower than that of the railroad's fastest freight train. These recommendations, hopefully to be applied to all train services, will be come effective May 6 on the Sunset Limited unless SP appeals, which is expected. In a similar

move, Illinois Attorney General William Clark (a Democratic candidate for the U. S. Senate) has asked the ICC to investigate the passenger service of three major Chicago railroads. The roads that Clark wants probed are the Santa Fe, the Burlington and the Milwaukee, all of whom have made the pages of Transport/Central these past weeks with discontinuance petitions. His major points of investigation would be: 1) Whether passenger service between Chicago and the West and Southwest is adequate, 2) Whether the railroads should be required to upgrade service found to be inadequate, and 3) Whether the railroads are engaging in activities specifically designed to discourage passenger travel. The ICC in the past has made it clear that a carrier will not be relieved of its passenger service when the carrier has deliberately attempted to make it unprofitable. This is the major point at issue in the above-mentioned SP case.

TICKET TALK -- Chesapeake & Ohio/Baltimore & Ohio is at it again. In a petition to the Interstate Commerce Commission, they want to install "Blue and Yellow" fares, a la Canadian National. The "Yellow" economy days, approximately 315 per year, will be 10% below present coach fares, while "Blue" standard rates will be increased 5% on 50 peak travel days per year. First class fare will also be raised to the Penn-Central level. All round trip discounts would be discontinued, however a 10-ride ticket at a 25% discount from "Blue" fares would be good for six months and a 28 day "system pass" at \$128.00 would be made available. The new rates are to be effective May 19 unless appealed or rejected.

ROADBED RUMBLINGS -- The Western Pacific and the Southern Pacific have agreed to keep their San Francisco trains running at least until July 20, so that hearings can be completed. WP wants out of the joint Burlington/Rio Grande/Western Pacific California Zephyr (the train some want preserved as a National Scenic Attraction), while SP would dearly love to discontinue its portion of the joint Milwaukee Road/Union Pacific/Southern Pacific City of San Francisco.... The Santa Fe has filed a request with the ICC for the rescheduling of several of its trains to better serve certain areas where other runs have been discontinued. The runs involved are the Chicago-Houston Texas Chief, to be rerouted via Lawrence and Topeka; and the Chicago-San Francisco San Francisco Chief, which will be rescheduled to leave the Windy City at 10:00 AM instead of the current 3:00 PM departure. No effective date has been given for the change.

MORE MIDWAY MANEUVERINGS -- Three more airlines begin service at Chicago's Midway Airport on April 28, in addition to TWA (mentioned here last week). Eastern will fly Electras to Louisville, Atlanta and Mobile (switching to DC-9s May 15); Delta will operate DC-9s to and from Houston and New Orleans; and Ozark will have three daily round trips between Chicago and St. Louis via Decatur, Champaign, Springfield and Peoria. Ozark will use Fairchild turboprop units in its services. Braniff was also scheduled to begin service on that date, but equipment shortages forced a postponement. Lake Central, awaiting approval of its merger with Allegheny, and North Central are both also soon to return to the south side field. The city and federal agencies have spent 11 million dollars on rehabilitation of Midway; the airlines have added \$3 million for their terminal remodeling work. Midway was the world's busiest airport from 1945 thru 1958, and shortly after, O'Hare gained that title. It is crowding at the latter field that is responsible for the rebirth of Midway.

EQUIPMENT NOTES -- After 18 months of research and development, the Boeing 727 recently received FAA certification for gravel runway operation. FAA-required modifications to the 727 (the only jetliner certified for gravel runway operation) include installation of protective shields between the wheels of the nose and main landing gear of the aircraft....Air France took delivery of two more 707-320Cs....Sudan Airways took delivery recently of its second DeHavilland Twin Otter....Equipment for Air West (T/C-4/12/68) hinges on a mixture of Boeing 727 tri-jets and DC-9 twin-jets. Estimated requirements call for nine 727s and 16 DC-9-30s....Canadian carrier TransAir Limited has purchased two turboprop Nihon YS-11s.... Last month saw the first 727-200s go into service on Frontier Airlines. The Denver-based carrier put five of the stretched 727s into service in a configuration of 20 seats in first class and 114 in coach. By early 1969 Frontier expects to have the first of ten Boeing 737-200s it has ordered....National Airlines recently took delivery of four 727-200s. By July National will have added 21 more of the tri-jets and phased out the last of its 17 Electras. ....Delta Air Lines will exercise purchase options on two 195 passenger Super DC-8s; five 89 passenger DC-9s, and two 375 passenger Boeing 747s....Hawaiian Airlines has recently taken delivery of its first DC-9-30....Pacific Southwest Airways has placed a \$69 million order with Boeing for nine 727-200s and six 737-200s....Air Canada has ordered three Boeing 747s....Musing from Mike: It would be interesting to see how much the American railroads have spent on new equipment in 1968. With railroads as they are, there is hardly enough space in this publication to print all of the train-offs; on the other hand there is an equal shortage of space for data on new airline routes (and new equipment deliveries).

FINAL FACTS -- One of the local level III air taxi operators—you know the one; it seems eternally in these pages—soon will fly its 100,000th passenger. What was the name of that airline again?...TWA has joined the Discover Chicago club. It also offers flights over the Windy City; \$5 will get you a half hour in the air....Brookfield Zoo's general curator says air transport is the best way for zoo residents to travel (We want everyone to fly).

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