

Transport/Central

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Interurban

GETTING AWAY FROM IT ALL IN STYLE -- United Air Lines on April 25 took a giant step toward making its friendly skies even friendlier, for soon you'll literally be able to take all of your friends with you on the same plane. The Chicago-based carrier on that day ordered 30 (and okayed an option on 30 more) McDonnell-Douglas DC-10, 266 seat airbuses, for a total outlay of \$465 million. The order will literally keep McDonnell-Douglas flying, as the firm said earlier this month that it could not build the giant plane unless UAL joined American in ordering the DC-10 (American is to buy 25 of the tri-jets). United's will be equipped with GE CF-36 39,500 pound thrust engines, and American is expected to follow suit. Each DC-10 will carry a price tag of better than \$15 million, and will be capable of flying from airports with 6,000 foot runways with light fuel loadings. Deliveries of the craft, constructed to compete with Lockheed's L-1011 (more than a hundred are already on order) will begin in 1971.

AIRLINE ADDENDA -- A 50th anniversary party for air mail service last week was delayed by engine trouble that befell an ancient DeHavilland DH-4 which was to have stopped at Midway Airport Tuesday en route to its final home at the Smithsonian Institution. The craft was downed in Elko, Nevada, and the sponsoring Airmail Pioneers hoped to hold the affair as soon as the DeHavilland can be made airworthy and arrive in the Windy City....The Federal Aviation Administration last week awarded the city of Chicago \$1,000,000 to help finance runway construction and road relocation at O'Hare Airport. The funds, part of over \$4 million allocated to Illinois fields, will be used to build a new 8600 foot runway, extend an existing one, and to relocate Irving Park Road south of the field. In addition, the grant will provide for the construction of taxiways on O'Hare's oldest runway. Midway Airport also figured in the allocation program; \$80,000 was provided for the installation of standby power generators....Paul Delman's air taxi operation (referred to here last week—among others) is further expanding its services. Later this month, the 2½ year old line will begin Chicago-Cleveland runs, terminating in the Ohio city at Burke Lakefront Airport; Chicago-Muncie service; Chicago-Quad Cities (Rock Island-Davenport-Moline-East Moline) operations; and add Milwaukee-Detroit schedules to its present route pattern....April 28 saw the beginnings of a strong attempt by each of three airlines (American, United and TWA) to capture the lion's share of the lucrative Chicago-New York market. Between the three carriers there are better than 70 flights each way, providing 16,000 seats for the present 6,000 Chicago-New York travelers.

MORE MISCELLANY -- Since 1965, Tri-State Coach Lines has been operating limousine service for airlines passengers from Hammond and Gary to O'Hare Field. Late in April Continental Air Transport, angling for a monopoly on transportation to and from the field, received permission to operate a similar service. Charging "harrassment" of its drivers in the two Indiana cities, Continental invoked the clause in its controversial contract with the city of Chicago calling for it to "pass" on the operations of all other carriers entering the field, resulting in Tri-State drivers and vehicles being denied access to O'Hare. Two TSCL operators, attempting to test the "blockade", were promptly arrested April 30, one being held in custody for a period of four hours and the other for eight. Accordingly, William D. McCreary, owner of the Tri-State firm, ordered his attorneys to request a restraining order against Continental in U. S. District Court, and the matter is currently under advisement. Continental, as reported here March 29, has expanded its services with the assistance of the city's corporation counsel to directly compete with other carriers offering similar airport services to and from various suburbs, effectively forcing the competing firms out of business. Tri-State's suit challenges the constitutionality of the city ordinance giving it the right to determine which carriers can operate into O'Hare, as well as the legality of its contract with Continental....On a somber note, fatalities on U. S. flag airlines rose for 1967 to 0.23 per 100 million passenger miles; for the previous three years the figure stood at 0.20....Eastern, in addition to inaugurating service from Midway April 28, also began three new runs from O'Hare—a third non-stop flight to Charlotte; a new southbound run to Louisville; and a third non-stop flight to Miami.

CROCODILE TEARS -- The Rock Island merger case has brought out another interesting case of locker room shenanigans on the part of railroad management. Last Monday's hearings disclosed that C&NW chairman Ben Heineman offered the UP a chance to take over a merged CNW-CGW-MILW-RI system if the Union Pacific would allow the North Western to take over the Rock Island. A later offer made by Heineman involved the purchase of the UP by the North Western. All of these behind the scenes maneuvers, Heineman said, were in the interests of creating a strong Midwest rail system, something he felt would be impossible if the UP got the Rock Island. Thus, it appears that if either C&NW or UP is to get the Rock Island, the decision will set a pattern (or end it) for Western railroad merger proposals.

RDC REMOVALS REJECTED -- In the first two petitions filed under Canada's new train-off procedure (TRANSPORT, May 1968), the Northern Alberta Railway has been ordered to continue running RDC bi-weekly runs #1-2, Edmonton-Dawson Creek, B. C., pending investigation; while CN has been told to keep running, also pending hearings, five trains between Montreal and Sherbrooke, Que. (RDC's, #620-623-624-625-626); #621 and 622 would remain under the proposal.

FOUR DOTS -- The North Western and the Missouri Pacific have been given authority to purchase the Alton & Southern, a St. Louis switching line....Last runs of Seaboard Coast Line #3-4 (Richmond-Atlanta), were made on April 30....Jefferson Lines is the new name for the former Jefferson Transportation of Minneapolis and Crown Coach Company of Joplin, Missouri, following Interstate Commerce Commission authority for JL to purchase; Greyhound owns 40% of the new JL company....and the 'Hound has been ordered to reinstate through service and connections with Pacific Trailways between San Francisco and Spokane via Klamath Falls and the Dalles, Oregon. Failure to comply could result in Greyhound's losing Interstate Transit Lines, purchased in 1952, after agreement with Pacific Trailways ended their opposition to the purchase. So now it's Greenhound? The omnipresent 'Hound has expanded its operations into the Emerald Isle with the formation of Shannon-Greyhound Coaches, Ltd., owned half by Greyhound and half by Dublin's Shannon Travel, Ltd. S-G Coaches will be primarily in the tour business, handling American Express "Grand Series" tours of Ireland this year. Greyhound already has a foothold in bus service in the Netherlands through VAVO-Greyhound, NV.

Urban/Suburban

GATEWAY TO RENEWAL -- A 33-story office building over the Union Station passenger concourse at the southwest corner of Chicago's downtown area is being planned by the Tishman Realty and Construction Company. The \$50 million building will be constructed in the block bounded by Adams, Canal, Jackson and the Chicago River. It will be a part of the Gateway Center Project of the Tishman firm in which two office buildings have already been constructed on air rights over the Milwaukee Road's tracks north of the station. Plans are quite advanced for Gateway #3, as the new unit will be called, and construction should begin this summer. Two additional structures also figure in future Tishman-Union Station Company talks; one will be to the south of the passenger concourse, on air rights over the Penn-Central/GM&Q/CB&Q tracks, and the fifth will be over the main Union Station building across Canal Street from the concourse. Union Station was opened in 1925 at a cost of over \$60 million, and currently serves commuter and long-haul runs of the four railroads.

RIDER'S READER -- An all new \$7 million maintenance and operations base for Greater Winnipeg Metro Transit is now under construction. It will occupy a 26 acre site that formerly housed the Canadian National's Fort Rouge Yards. Metro Transit's present Main Street facility is to be conveyed to the CN for expansion of its adjacent Fort Garry Hotel....The Twin Cities Area Metropolitan Transit Commission is preparing an application for funds for a proposed demonstration project involving transit to the Minneapolis-St. Paul Airport....The Omaha Transit Company has presented a 45-S Twin Coach to a local, federally-supported job counseling agency, the Omaha Opportunities Industrialization Center. The vehicle will be used as a mobile recruiter....A Chicago consulting firm has recommended a \$21 million rapid transit bus system for Indianapolis. The new bus system would utilize railroad rights-of-way and part of the Indianapolis Water Company canal right-of-way for exclusive bus lanes....The Missouri Public Service Commission has granted Kansas City Transit's request for a 35¢ base fare....City Transit of Dayton has also asked for a fare increase, with the adult base rate to go to 30¢ January 1, 1969...Rail grinder RT-5 was the first car over the Bloor-Danforth subway extensions in Toronto April 15th. The car first entered service as a passenger unit in 1916. Both extensions will open May 11.

SHORT HAULS -- San Francisco, where several proposals to modernize the Muni have been aired, has now suggested the purchase of sixty 96-foot long articulated streetcars, possibly of German manufacture. The cars would have a 390 passenger capacity, and would be for conventional street-running operation with low-level loading....The Chicago Transit Authority received all of two phone calls about the curious roof-level illuminated sign racks on two of its buses (1966 Flixibles 3500 and 3501). They say such things as Ride A Bike, Sweep a Sidewalk, Feed A Squirrel and similar admonitions, and were installed to test public reaction to such signs.... Two more streets are to be closed early in May to permit construction of the subway linking the Logan Square "L" with the median strip of the John F. Kennedy Expressway. Milwaukee Avenue northwest of Logan Square to Diversey will be torn up for five months, and Kedzie Avenue leading northward from the same location will be closed for about ten days. Both are important feeders to the "L" at Logan Square and their closing is certain to cause considerable delays to Loop-bound CTA riders....Sun-Times reporter Fletcher Wilson was one on three staff members honored for the series of articles last summer on subway violence in Chicago. T/C offers its heartiest congratulations to one of its most valued readers.

T/C NOTES -- Many thanks to the Texas ERA's Short Circuit Bulletin for the kind words offered this publication; a deep bow to Rod Varney from the staff....With these words, this editor folds his typewriter and steals away to Europe for a month. Sitting in this chair while I'm sunning myself on the French Riviera will be Associate Editor Bob Oliphant—go easy on him, eh? I'll see you in June, with some detailed reports on the state of transport over there.

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