

# Transport/Central

VOLUME TWO, NUMBER TWENTY-THREE

MAY 10, 1968

## Urban/Suburban

**ALLYN'S ALLEY** -- The much talked about new sports facilities on a central Chicago site appears to have become reality as Mr. Arthur C. Allyn, owner of the baseball Chicago White Sox and soccer Chicago Mustangs, announced that a \$46,000,000 baseball-football-soccer-indoor sports complex will be constructed on air rights over Chicago and Western Indiana's Dearborn Station south of Chicago's Loop. Construction is expected to begin in 1969 with a Spring 1972 opening. If passenger service continues to use the site, a single story terminal will also be a part of the construction. A possible catch to the deal hangs on Mr. Allyn's proposal to sell Comiskey Park, where his teams presently play, for industrial development.

**CTA DOINGS** -- Chicago's Richard J. Daley (also known as Mayor) has asked the City Council to request more federal funds to purchase up to 82 additional rapid transit cars for the two new lines, Kennedy and Ryan, now being constructed. The move was made following a survey made by the CTA indicating that ridership would be higher than original estimates....Also announced were new L routings to commence with the opening of the Ryan line as follows: Ryan-Lake, providing through service from 95th Street (Far South) to Harlem Avenue, Oak Park (Far West) via the Wabash and Lake only portions of the Loop; Evanston L rush hour service would operate clockwise on the inner track; Ravenswood L service would operate counterclockwise on the outer track at all times; and a Loop Shuttle (we've tried that before) would operate on the inner track at non-rush hour times on weekdays and all day Saturday. The last named service may be tied in with the Northwest Passage project connecting Northwestern Station with the Lake Street L at Clinton Street....CTA Board Chairman George L. DeMent revealed plans for a crosstown rapid transit line in conjunction with the planned crosstown expressway. The U.S. Bureau of Public Roads, though undecided on the final route the expressway will take through the west side of Chicago, has assured the CTA that provision for rapid transit will be made in the chosen route including the cost of acquiring the additional land....Two more rapid transit contracts have been awarded, one for construction of the Cermak, 47th St., Garfield Blvd., 63rd St., and 33rd-35th St. Stations on the Ryan line, and the other for demolition of part of the Englewood storage yard and construction of a new inspection shop in conjunction with the Ashland Ave. extension of the Howard-Englewood L-subway route. The Ryan stations will have escalators, enclosed in clear glass canopies, and the six-car length platforms will be covered with a non-slip material. Both projects are due to be completed by the end of this year....And the River Drive off-street bus terminal at Union Station has been closed for an indefinite period pending bridge repairs on Adams and during demolition work on Union Station for the new Gateway #3 office building and terminal project.

**ODDS AND ENDS DEPT.** -- "The idea that the city runs O'Hare Airport like a private business offends me," said Judge H. L. Will of the U.S. District Court acting on Tri-State Coach Lines petition to stop the City of Chicago from arresting its drivers for 'trespassing' on the Airport....Tomorrow's 6:00 AM opening of the Bloor-Danforth subway extensions (six miles total) in Toronto will cut travel times for many riders by as much as 30 minutes for a one-way trip, and offer a saving in fare in the new area as the entire route will be in Fare Zone 1 (25¢ cash or less with tickets)....Erie (Pa.) Metropolitan Transit Authority will build a 140 x 268 foot bus terminal on a 2½ acre site; the facility will be large enough to service and store 60 buses indoors....An Oklahoma legislator has proposed a state-wide high speed commuter rail network connecting outlying areas of the State to Oklahoma City and Tulsa....City Transit Co. of Dayton has purchased fifteen 43-passenger Flexibles for delivery in May; the first Flexibles ever to operate in Dayton, the coaches will be powered by 6V-71N Detroit diesels and will use the "FlxAir" air bellows-steel stabilizer combination suspension....Cleveland Transit System will have a complete two-way radio communication system operating by late summer following the award of a contract for construction of a transmitter and transmitter equipment to General Electric for \$30,800.00; most of the buses have already received radio sets....and St. Louis Car Division of General Steel Industries has received an order for eight Transit Expressway vehicles (like the Sky-Bus) from Westinghouse for the new air terminal complex at Tampa International Airport....Illinois Commerce Commission hearings have been completed on Milwaukee Road's petition to increase commuter fares 5% within 25 miles of Chicago and 10% beyond; no decision has been announced at this date.

**BEN GETS BACKING** -- CNW's Ben Heineman has received nods of approval from suburban community officials of his proposal to construct modern multi-level park-and-shop "commuter centers" (T/C, April 19, 1968). The plan involves building centers at existing station sites with federal funds applied for by the communities. Arlington Heights, Palatine, Lake Forest and Des Plaines officials are presently studying the proposal as a way of relieving the congestion around the out-moded stations in their communities. Arlington Heights alone contributes over 3,100 passengers each day.



# Interurban

**OFF THE BEATEN TRACK** -- Several more intercity passenger trains completed or will complete their final runs by this reading. Denver Rio Grande & Western No. 9-10, Yampa Valley, Denver-Craig, Colo., were discontinued sometime in late April (contrary to an earlier report in T/C). Kansas City Southern has been allowed to discontinue Nos. 9-10, Shreveport-New Orleans, and Nos. 15-16, Kansas City-Port Arthur, Texas, effective following runs of May 10, however Nos. 1-2, Southern Belle, Kansas City-New Orleans, must run until November 10. And Santa Fe has been given permission to discontinue Nos. 19-20, The Chief, an all-light-weight coach and Pullman streamliner between Chicago and Los Angeles effective May 13 (curiously, the ICC told Santa Fe to continue running The Grand Canyon, Nos. 23-24, a coach only run between the same cities, for another year). Finally, the Tennessee Central Railway has been allowed to abandon all operations effective May 30. Southern, IC and L&N have indicated an interest in purchasing all or part of the 295 mile line.

**MORE DEATH RATTLES** -- Seaboard Coast Line has petitioned to discontinue Nos. 9-10, The Palmland, Columbia, S.C.-Miami, effective May 31....Penn Central has again petitioned the Penn-Texas (No. 3), New York to St. Louis and the Spirit of St. Louis (No. 30), St. Louis to New York, effective May 29 (apparently P-C did not re-petition these trains when they withdrew their last petition as reported in T/C, Jan. 26, 1968)....SP discontinued the remaining Pullman and dining car service, El Paso-Los Angeles, on the Sunset Limited the day after ICC Examiner John Messer's recommendations concerning the quality of service on the extra-fare train (TRANSPORT will review Messer's report in detail in June)....L&N Nos. 6-7, The Hummingbird, Cincinnati-New Orleans, and Penn Central Nos. 65-66, Chicago-Cincinnati, must run until Sept. 8 and 12, respectively, pending ICC hearings....Penn Central has also petitioned No. 354, Detroit to Buffalo, for discontinuance effective May 25, and the first victims of the "Empire Service" are Nos. 91-92, Albany-Buffalo, also for May 25.

**AIR-BUS NEWS** -- A full-scale mockup of McDonnell Douglas Corporation's DC-10 was unveiled in Long Beach, California this week. The plane can carry up to 330 passengers in an all-coach configuration or 271 passengers in mixed class configuration as shown in the mock-up. The 600 mile an hour short and medium distance jet will help to reduce airport congestion by a reduction in schedules through increased loading per plane. Flying tests will begin in 1970 and begin carrying passengers in 1971.

**AIR-BUS NEWS CONTINUED** -- On the air side, Commuter Airlines, the weekly visitor to these pages, has announced introduction of prop-jet Beechcraft-99 service between Chicago's Meigs Field and Detroit; the 250 mile perhour, 15 passenger plane will soon serve all of Commuter's routes when the order for ten of them is completed....Eastern Air Lines has ordered four more DC-8-63 long range jets in anticipation of receiving new Pacific routes....Israel has entered the executive jet competition by purchasing Rockwell-Standard's Aero Jet Commander plant in Bethany, Oklahoma; by the end of this year manufacture will be transferred to Israel, although selling will remain aimed at the U.S. market....A DeHavilland DH-4 bi-plane, the only known remaining model of our first air mail service, has been delivered to the Smithsonian Institute in Washington; the 1918 built plane, which crashed on its maiden voyage fifty years ago, and was rebuilt following sighting recently, visited Chicago May 2nd last....and on the bus news side, Greyhound has been ordered to divest control of Oklahoma Transportation Company, Mid-Continent Coaches, Inc., and Southwest Coaches, Inc., which the ICC has decided were purchased unlawfully under the Clayton anti-trust act; the decision followed complaints made by Transcontinental Bus System and Missouri, Kansas and Oklahoma Coachlines, Inc.

**FINE PRINT** -- CAB Examiner Shapiro has recommended merger of Lake Central Airlines into Allegheny Airlines....Penn-Central Chairman Saunders said it, "We expect to consolidate our Chicago passenger facilities at Union Station by moving the former New York Central trains from its present location at La Salle Street." Rock Island has petitioned the Illinois Commerce Commission to allow them to consolidate part of their Quad City depot operation by closing the Moline, Illinois station....and Penn Central (again) has introduced eat-at-your-parlor-seat ala the airlines on its New York-Washington trains; an attendant (not in a mini-skirt, I'll bet) delivers hot meals to parlor car passengers on trays that pull out of the wall.

**TRAVEL(ing) EDITOR REPORT #1** -- Domestic rail travel, 1968-style: GTW Chicago-Detroit via Durand, The Maple Leaf, a pleasant and on-time journey....Detroit to Buffalo via Penn-Central No. 354, left 45 minutes late, arrived 35 minutes late, same surly crew....Buffalo to Albany via P-C's Empire Service, crews friendly in general, service underutilized, faster than the auto, but poor riding track and many flying meets....Albany to Montreal on D&H's Laurentian, ex-D&RGW coaches and diner-lounge and ex-Santa Fe Alco PA's brilliantly repainted in blue and yellow, line is easy-going with good service on the part of crews. (Incidentally, the Editor's air mail letter posted in Montreal on May 6, was received on May 9; probably on that DH-4.)

**AT PRESS TIME** -- The U.S. District Court has rejected a belated injunction request by the Justice Department concerning the Burlington Northern, Inc. merger which takes effect today. Two other injunction requests, one by the town of Auburn, Washington, and one by a dissident group of Northern Pacific stockholders have not been acted upon as we go to press.

TRANSPORT/CENTRAL IS PUBLISHED WEEKLY BY Transport Central, 416 North State Street, Chicago, Illinois 60610. Telephone (312) 828-0991. A subscription to T/C and its companion monthly TRANSPORT magazine is \$6.00 yearly. Sample copies of each are available on request.