

# Transport/Central

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## Urban/Suburban

**JET-AGE JURISPRUDENCE** -- A proposal for new federal and state solutions to ease the plight of urban dwellers suffering from aircraft noise has been made by Charles M. Haar, Assistant Secretary of the Department of Housing and Urban Development. Mr. Haar spelled out the heavy damages suffered by home owners living near metropolitan airports and noted that in most cases they were obliged to bear the full cost of their losses. The aircraft industry, he said, has usually managed to escape liability for damage directly traceable to its activities. The proposed solution would require the nation's airports to lease noise rights from affected owners for specified periods of time. Compensation for proved damages would be paid by the airports directly to the property owners. According to Mr. Haar, "The transient nature of airport noise levels suggest that some system for leasing would be a more equitable means of recognizing accurately the extent of damage suffered for a given time. The airport would lease the right to make noise for a period of perhaps two or three years. At the expiration of the period, the property owner would be required to prove loss in value suffered due to noise. By settling claims at the expiration of the period, it would be easier to determine accurately the amount of damage taking into account changes in noise level that might have occurred."

**SKYSCRAPER CITY** -- Chicago's Mayor Daley yesterday disclosed the long-awaited details of a billion dollar development of Illinois Central air rights east of the downtown area. The plan calls for \$133,000,000 in public improvements to accompany housing for 35,000 people and office space for 45,000. Developers would largely be given a free hand in working out details of the project within the framework laid out by the city. About 22 skyscrapers, some as high as 90 stories, are planned for the enormously valuable site bounded by the Chicago River, the lake, Randolph and Michigan. About 140 acres of parkland and open space is projected. It would include a six-acre park, a 3½ acre esplanade along the south bank of the river and decking over of both the present open-air Monroe Street parking lot and the IC tracks. All of the buildings would rise from a platform over the tracks, with three levels of traffic beneath. The plan also calls for a shuttle subway in the area to connect with Illinois Central commuter facilities. Public hearings must now be held on the proposal, and it must be approved by the City Council.

**SHORT HAULS** -- The Metropolitan Corporation of Winnipeg's Transit Department may soon be in line for a fare increase. A deficit of \$1 million is forecast for 1968....Institute for Rapid Transit president George DeMent has urged that Detroit seriously consider rapid transit. In a speech in the Motor City, DeMent (also CTA's board chairman) pointed out that Detroit has a metropolitan area population greater than four such areas with existing rapid transit systems....Pittsburgh's Westinghouse Electric Corporation has been awarded a contract for the propulsion equipment for the 76 new rapid transit cars currently under construction for the Massachusetts Bay Transportation Authority by Pullman-Standard in Chicago....A recent successful rail-bus demonstration has provided the impetus for a four-month technical survey on the possible utilization of Florida East Coast Railroad tracks for such equipment in the Miami area....New San Antonio Transit route maps, issued in conjunction with the opening of HemisFair '68 in that city are now available from the system....The Institute for Rapid Transit's Urban Transportation Conference in Toronto June 12 and 13 will feature a special inspection trip over TTC's new subway extensions (T/C - 5/17/68).

## Interurban

**OF SHIPS AND THE SEA** -- Secretary of Transportation Alan Boyd has revealed a new merchant marine policy which calls for the phasing out of the 13 existing ocean-going passenger liners. Subsidies of \$50 million per year (or \$275 per passenger carried last year) would be saved by the phase-out policy which calls for a cargo-only merchant marine operation....On the Great Lakes scene, the Greyhound Corporation is negotiating with Georgian Bay Line Travel Advisors, the successor to the boatless Chicago, Duluth and Georgian Bay Transit Company, to purchase its Great Lakes operating rights and lease a cruise ship for summer operations.

**ROACHES IN THE COACHES** -- Much of the complaint testimony during discontinuance hearings on C&O 3-4, 43-46 (the FFV/Sportsman), off May 11, covered the use of dirty equipment. The ICC rejected this complaint, noting that most protests were during extremely heavy travel periods. The commission also noted that though the trains were well patronized compared to other petitioned trains, patronage was down 14% in 1967 over 1966 despite advertising.

**COAXING EXECS** -- Canadian National has added a 7-compartment buffet-lounge observation to both afternoon Rapido consists between Toronto and Montreal. The accommodations, which include

full seven-course dinners, are designed for businessmen travelling together. The fare for single occupancy is "just" \$45.

**MERGER MATTERS** -- The Chicago Great Western expects the ICC to approve their merger into the Chicago and North Western with an effective date of July 1....Ex Delaware & Hudson president Frederick Dumaine now has until July 1 to find a way to keep the railroad from merging into the Norfolk & Western....and the Missouri Pacific, which has a proposal before the Interstate Commerce now to take over the Santa Fe, is talking merger to two other unnamed lines, both possibly Eastern roads.

**NEWS WEEK** -- The Southern Pacific has been granted another 15 day extension, to June 6, to appeal ICC Examiner Messer's passenger train recommendations....The ICC has rejected a petition for reconsideration of the discontinuance of Chicago & Eastern Illinois' Georgian-Hummingbird (T/C - 3/15/68)....May 20 was last run day for Illinois Central #21-22, Springfield-St. Louis, and #15-101-102-152; #16-105 must run for another year. GM&O's Gulf Transport will now provide alternative bus transportation on the same schedules as the departed trains....The Northern Pacific must run #1-2, the Mainstreeter, Fargo-Seattle, for another year also....Penn Central's third attempt to discontinue #3-30, St. Louis-New York, has been postponed to September 29, pending hearings....and Greyhound's newest highway coach, the GMC PD-4903, has been officially dubbed the "Supercruiser".

**AIRWAY ACTIVITIES** -- A British Overseas Airways Corporation Super VC-10 made a hands-off automatic landing at London's Heathrow Airport on May 16. None of the passengers aboard the Chicago to London flight knew of the experiment until the captain told them--afterwards. It was the first such landing by a BOAC aircraft carrying passengers on a regularly scheduled run, and the forerunner of a routine procedure on BOAC Super VC-10s flying the North Atlantic route. The automatic system will be used during the winter months and will help cut down delays caused by bad weather. By 1970, at least 17 Super VC-10s should be fitted with the system, for a total cost of \$4,800,000....It might be worth noting here that a Pan American World Airways Boeing 707 had accomplished the same feat several months earlier....BOAC, by the way, will boost its trans-Atlantic flights to 65 weekly each way soon. About half of the runs will use the Rolls-Royce powered Super VC-10 (a beautiful bird), with the rest utilizing Boeing 707s.

**EXTENSIONS** -- Air France (when and if it ever begins operating again) is to provide new service from New York to Nice (in the south of France) via Lisbon three times per week....May 19 saw the first flight of Air Micronesia between Guam and Saipan. The service is being operated by Continental Airlines, with the equipment in service consisting of a Boeing 727C fanjet, a Douglas DC-6B, and two Grumman SA-16 flying boats....Reading Aviation and Suburban Air Taxi have merged into Suburban Air Lines. SAL's services extend from Washington to New York, with about 2000 route miles in the combined system....SAS (the Scandinavian Airlines System) will soon begin weekly direct flights between Chicago and Bergen, Norway. This will be the first direct service to the land of the fjords from the Windy City.

**REGULATORY REPORT** -- The administration has proposed a new airport and airways modernization plan that would force users of aviation to pay more of their own way. The plan would end grants to airports serving major airlines, leaving it up to communities and the airlines themselves to finance the expansion that air travel growth is demanding, but it would make available up to a billion dollars for communities unable to find expansion funds in the private market. The plan also would make available to smaller airports that are served almost wholly by local service airlines (still receiving federal subsidies) certain grants in lieu of those subsidies. Domestic passenger ticket taxes would be raised from 5 to 8 per cent, and there would be a new 8 per cent air freight waybill tax. Taxes on gasoline for private craft users would also be increased.... Chicago area recipients of Federal Aviation Agency improvement grants were: O'Hare International, \$1,000,000; Midway Airport, \$80,000; and Aurora Airport, \$99,601.

**CARGO CLIPPINGS** -- Seaboard World Airlines has purchased four additional DC-8-63F air freighters, bringing to 12 the number the carrier has on order. The Seaboard jets are the first to use the improved Pratt & Whitney JTB-3D-7 engine which provides a 19,000 pound thrust....Airlift International has received CAB approval to operate one DC-8F aircraft in all-cargo service between New York and Tokyo for Japan Air Lines. Airlift also completed financing for two Boeing 707-320C aircraft....American Airlines recently opened its \$1.3 million air freight terminal at San Francisco International Airport....Frontier Airlines had a 51% gain in cargo ton-miles last year and is expected to do better this year due to increased cargo carrying capacity and greater use of its new Boeing 727-200 jet fleet....The International Air Transport Association shows that 1967 cargo traffic of its member airlines on the North Atlantic route increased 14.8% over 1966. Total freight carried was 253,311 tons.

**FLYING FRANKS** -- At O'Hare International Airport, the hot dog capital of the world (more than 2 million pounds are sold there each year) some of the dogs tried a few aeronautical maneuvers of their own Wednesday. Some newly delivered franks were of such irregular shapes (including a few air pockets) that they began catapulting into the air when sprung loose from the roller grill units, ricocheting off waitresses, customers and passersby alike, and littering the floors with pieces of America's national snack. They were soon grounded, however, and the supplier quickly agreed to replace 100 pounds of the flying franks. Dog-gone!