

Transport/Central

31 MAY 1968

Interurban

FAMOUS LAST WORDS -- During Interstate Commerce Commission hearings on the adequacy of Southern Pacific passenger service between New Orleans and Los Angeles, SP's rebuttal to accusations that service was downgraded prior to the railroad's petition for its discontinuance was to the effect that it (SP's service) was only being tailored to the existing clientele and not reduced for purposes of hastening its disappearance. If SP has its way, it would end the famed Sunset Limited (#1-2), New Orleans-Los Angeles, effective June 24. The railroad claims that the train only carries 72 passengers per trip and that it sustained "above the rail" (direct operating) losses of \$980,000 in the first three months of 1968.

DROPOUTS -- The New Haven dropped out of the Pullman pool effective May 12....Last runs of Seaboard Coast Line #9-10, the Palmland (Columbia, S. C.-Miami) were made May 31....The Union Pacific must run the Butte Special, #35-36 (Salt Lake City-Butte) for another year, but may reduce the train's frequency to tri-weekly....Penn-Central has petitioned the westbound former Twilight Limited, #357 (Detroit-Chicago) effective June 18.

TRY AGAIN -- It seems that the Central of New Jersey hasn't taken off their Newark-Hampton service (#5703, -07, -08, -12) as reported by T/C (and presumably by the Railway Guide) as the railroad's April 28 schedule shows them as still running....Eight Illinois and Indiana towns (Chicago, Milford, Watseka, Hoopston and Danville in Illinois and Terre Haute and Vincennes in Indiana; Nashville, Tennessee and the Brotherhood of Railroad Trainmen also joined in the petition) have filed suit in Federal District Court to force the Chicago & Eastern Illinois and the Louisville & Nashville railroads to reinstate the Georgian between Chicago and Atlanta.

CHESSIE LIKES (COACH) PASSENGERS -- The Chesapeake & Ohio/Baltimore & Ohio new (May 26) timetable introduces "Blue and Yellow" fares (T/C - 4/26/68), which eliminate round trip discounts, increase all fares (including new first class rates slightly higher than those on the Penn-Central), 20% discounts to two or more passengers travelling together (first class or coach); a new "Chessie Pass" (a 28 day unlimited-ride \$185 system pass); and 10-ride long distance tickets at 25% off. At the same time, the Washington-Detroit, Washington-St. Louis, Chicago-Washington (#7-10) and Detroit-Charlottesville Pullmans were discontinued, as well as the remaining tavern-lounge service Detroit-Grand Rapids. Special Pullman service to White Sulphur Springs and Hot Springs from New York and Cincinnati has been instituted in place of the former FFV/Sportsman service.

RAIL WRAPUP -- Congratulations to the Santa Fe on its 100th anniversary May 29. May one of America's most progressive railroads have an equally prosperous second hundred years....The Interstate Commerce Commission will reopen hearings on the Chicago & North Western/Milwaukee Road merger to investigate the possible need for a more equitable stock exchange ratio since a new holding company, Northwest Industries, has now become C&NW's parent....The Burlington's new June 9 timetable will show the Morning Twin Zephyr leaving at 8:15 AM from Chicago instead of the former 9:15 AM departure; other minor time changes will also be made....Delaware & Hudson stockholders have approved merger into the Norfolk & Western effective July 1 (barring any last minute moves by former president Frederick C. Dumaine)....Birthday greetings also to CERA on its 30th anniversary as a respected hobbyist's organization. The group was formed as a result of a successful charter tour over lines of Gary Railways in 1938, and has chronicled events on interurban and local electric railways since then....A quotable quote from Interstate Commerce Commission member George M. Stafford: "There is no difference in principle in the subsidization of metropolitan transit lines and subways as against subsidies to railroads"....The Electro-Motive division of General Motors has produced its 4,000th diesel-electric locomotive for export. The 4,000th unit is one of 29 being shipped from the LaGrange plant to Ferrocarriles Nacionales de Mexico (the Mexican National Railways).

TIME FLIES -- Do you realize that it has been 14 years since Boeing's first 707 jet rolled off the production line in Seattle? Indeed it has, and by way of celebration, Boeing delivered its 707th 707 to Northwest Airlines last week....Piedmont, the southeastern regional carrier, has received the first of 10 Japanese-built YS-11 turbo-prop units. The line has an option on 10 more....At midweek, Pan American World Airways officially previewed its hands-off landing system (T/C - 5/24/68) for the press in a series of approaches and touchdowns at Milwaukee's Billy Mitchell Field. The Boeing 707-320 jet is one of seven so equipped, at a cost of about \$125,000 per plane. All will go into regular service soon where airport control systems permit, and all of Pan Am's planes will soon receive the automatic landing equipment. British Overseas Airways Corporation has a Super VC-10 with similar equipment, which made a regular service landing at London's Heathrow Airport May 16....Though a plane by any other name would no doubt fly as well, American Airlines seems to appeal most to image-conscious presidential candidates. Former Vice-President Nixon, Governor Reagan and Senators McCarthy and Kennedy all chartered their campaign jets from American....Chicago's Midway Airport has received a \$110,000 grant from the FAA to "groove" its two longest runways. The furrowing process allows the draining off of rain-slick runways, adding a margin of safety for braking during landing.

FLYING HIGH -- Continental Airlines will inaugurate daily non-stop DC-9 jet service from Chicago to Colorado Springs soon. In addition, a new one-stop jet flight will be offered to Colorado Springs....May 26th saw the start of British Overseas Airways Corporation VC-10 service to Belfast, Northern Ireland from John F. Kennedy Airport in New York City. The flights will leave every Monday and Thursday....Trans World Airlines is soon to begin the first direct thru-plane jet service from Chicago to Madrid. The new flight will depart from O'Hare International Airport daily at 3:00 PM with a brief stopover in New York City before continuing on to Madrid.

AIR TAXI TOPICS -- Henson Aviation, the fixed base air taxi operator that contracted to fly Allegheny Airlines' Commuter Service between Hagerstown (Maryland) and Baltimore's Friendship Airport is doing well. The company is using nine-passenger Beech Queen 80 airlines, but expects to introduce the 15-passenger turbo-prop Beech 99 in June....Sun Airlines Corporation, based at Rolla, Missouri (near Fort Leonard Wood) was granted a three year exemption to use Lear Jet Model 24 and 25 aircraft in air charter operations....Florida Airlines has Civil Aeronautics Board permission to use a DC-3 in scheduled and non-scheduled flights between Tampa and Fort Myers, and between Tampa and Jacksonville....TAG Airlines has stepped up service between downtown Detroit and downtown Cleveland. TAG is now permitted to use two F-27 turboprops, replacing seven DeHavilland Doves and four Piper Aztecs....Cable Commuter Airlines (Southern California) has ordered 10 DeHavilland DH-C6 turboprop aircraft....Mac-Aire Aviation (Islip, Long Island) recently doubled its service from Islip to Kennedy International, LaGuardia, Bridgeport (Connecticut) and New Haven....Midstate Air Commuter is awaiting June delivery of its first two 17-passenger Beechcraft 99 AirLiners....Executive Airlines has expanded its service in New England to include four round trips daily between Portland and Boston, new service into Augusta and Waterville, Maine; Lebanon, New Hampshire; and Barre/Montpelier, Vermont.

FLIGHT FACTS -- Chicago is set to begin the fight for more airline service to the Pacific and the Orient. A legal brief has been filed with the CAB asking that more airlines be allowed to give service from Chicago directly to the Orient than were recommended by CAB examiner Park in April (T/C - 4/19/68). Park's recommendations were that the Windy City have direct access to Tokyo and Southeast Asia via TWA, to the entire South Pacific via Eastern, to Hawaii via Northwest and United, and improved cargo service to all points. The city would like service to these points by at least two airlines, which would give Chicago the status of a major gateway such as New York. At the same time, American Airlines urged that the CAB give it rights to serve Hawaii from Chicago. The CAB's Bureau of Operating Rights had recommended that four to six additional carriers be authorized to serve the 50th State, rather than the two (Eastern and Western) that Examiner Park proposed. These are the first counter-moves in an attempt to share in the lucrative transpacific traffic since Park's report was made public. (It is interesting to note here that at least six of President Johnson's aides have undertaken work for domestic carriers since the transpacific case was reopened in mid-1965. The President must make the final decision relative to new route awards, affirming or denying the examiner's recommendations, and he is expected to rule on them before he leaves office next January)....Braniff International has announced the formation of Hotel Associates SA, an international corporation aimed at promoting tourism development in South America. Associated with the airline in the new venture will be Western International Hotel Corporation and two investment and banking concerns. one of their first steps will be to get new hotel construction underway in South America. This move will parallel TWA's recent purchase of the international division of Hilton Hotels Corporation....Pan American is aiming toward winning 30-year leases to operate Teterboro Airport in New Jersey and Republic Airport on Long Island. Butler Aviation is opposing Pan Am's petition to operate the two private fields as the carrier is seeking to prevent private planes from using the New York area's three airports (JFK, LaGuardia and Newark), and Butler feels giant Pan Am will not "look out for the little fellow" at the two private ports. Butler operates 12 aircraft service bases around the country.

Urban/Suburban

FLIP FLOP -- 22 persons were injured May 26 when a careening Continental Air Transport bus skidded up an embankment beside the Kennedy Expressway and slammed back down to the pavement on its side. The coach was the second of the new (1967) Flexible HiLevel units to be severely damaged; another of the ten new coaches was gutted in a flash fire recently. The driver was charged with driving too fast for conditions by the police, but will not be disciplined by the company, whose president in a formal statement stated an investigation had revealed he was "cut off" by another vehicle. As a quote without comment, we offer these words from Chicago's American columnist Jack Mabley: "A year and a half ago an American reporter trailed some of these buses as they raced between O'Hare and the Loop. He clocked them at 70 and 75 mph, and reported countless instances of their cutting off motorists and switching lanes with no signal. They slowed down briefly because of the publicity, but my impression is they're as bad as ever again. One of them killed a 5-year-old boy at Michigan and Delaware several months ago. At almost any hour of the day you can see a traffic policeman ticketing an automobile driver on the shoulder of the Kennedy. But I've never seen a policeman stop one of those Continental juggernauts." Transport Central offers these columns for comment by Continental Air Transport.

A SHOWMAN PASSES -- Maj. Lenox Lohr, president of Chicago's Museum of Science and Industry, died Tuesday at 76. He was responsible for many innovations at the famed museum, including the acquisition of CB&Q's Zephyr, NYC's 999 and a Santa Fe locomotive. He was also president of the Railroad Fair in 1948/49; a master showman whose talents will be sorely missed.

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