

# Transport/Central

21 JUNE 1968

## Urban/Suburban

**ONE MORE AUTHORITY --** The Fort Wayne (Indiana) Public Transportation Corporation has agreed to pay \$585,000 for the entire assets of Fort Wayne Transit. The agreement set the total cost for the city to assume operations of the all-bus system (which boasted an extensive network of trolley coach lines until 1960) at \$1,785,000, including the projected purchase of 40 new coaches. The Board is to apply to HUD for a two-thirds grant (\$1,131,800) to finance the takeover. FWT had announced plans to discontinue all services on June 15, and the Public Transportation Corporation had originally intended to subsidize the system, rather than purchase it outright. When the decision to assume control was reached, Board officials expedited action on the HUD grant application so as to receive preliminary approval from Federal officials for the grant in time to avert a total shut down of all operations.

**PRACTICING ONE'S PREACHING --** Declaring that "it is hardly fair for people who have never been aboard a subway car to make important decisions concerning subways", Colorado's senior Senator Gordon Allott told the Senate last week that the staff of the Urban Transit Administration should take field trips to ride operating transit systems "to become aware of their day-to-day problems." In a speech on the Senate floor, the Senator said he has been concerned by the "theoretician approach" taken to many of "our very urgent transportation problems" by the UTA over the past few years. Allott said his concern deepened when he "became aware of the fact that the majority of the staff at the Urban Transit Administration has had little or no experience in operating urban transit systems." He said UTA officials should follow the lead of Transportation Secretary Alan Boyd, who journeyed to Philadelphia and Chicago recently to ride commuter rail lines, subways and trolleys. He called on Boyd and UTA staffers (who will come under his control when UTA shifts from HUD to the Department of Transportation July 1) to visit and ride the systems of medium-sized cities as well. "I believe," said Allott, "as I have said repeatedly in the past, that it is time to end the talk and start the action in the field of urban transit. One way to make the action more realistic is to be sure that our federal government people who deal in transportation know exactly what they are talking about. I commend the Secretary for showing them the way to get the information....Ironically, at the recent Institute for Rapid Transit convention in Toronto, a reporter in attendance queried the 300 delegates as to their usual means of getting to their offices each day. About half sheepishly admitted they drove their automobiles.

**HEADLINE HOPPING --** The Toronto Transit Commission is to shut down the University leg of its subway system each day after 10:00 PM, and all day on Sundays and holidays. The move is expected to save about \$80,000 for the balance of the year. Yonge-University trains will thus revert to their former Union Station terminus (used from the line's 1954 opening until the new University extension went into service in 1963) during those hours of curtailed operation.... An electric locomotive and a self-propelled crane car were delivered to TTC recently for subway work. Both were built in Japan, along with two other non-motorized units....The highly successful GO Transit suburban rail service in Toronto may be extended sooner than planned. A study on possible extensions to the north will be ready by the end of the year....The base adult fare on the municipally-owned Springfield (Missouri) City Utilities bus system went from 15¢ to 20¢ on June 1....The Commonwealth of Pennsylvania has given the Erie Metropolitan Transit Authority a \$138,394 for service maintenance and improvement....Cleveland's Mayor Carl Stokes drove the first spike June 18 in laying rail for the Airport Rapid extension. The four-mile line is to go into service September 15....Cincinnati Transit has received a 15 year franchise extension from the City Council, running to 1992. The city is now empowered to purchase the company with only six months notice....Buses are running again on Spokane (Washington) City Lines, resuming service June 11 after a five month strike. The city has set up a commission to oversee SCL operations on a "cost of service" basis.

**ONCE OVER QUICKLY --** A State Senate committee voted June 19 to require the Chicago Transit Authority to charge uniform fares in city and suburban areas. CTA currently requires the payment of an extra fare for most suburban rides. Prospects for enactment by the full Senate are regarded as slim....A federal judge has dismissed a suit by South Suburban SafeWay Lines of Harvey (Illinois) seeking compensation for the alleged "irreparable damage" it would incur when CTA begins operation of its Dan Ryan expressway rapid transit service this winter. Four of the suburban company's lines currently use the expressway, and the firm claims 82% of its revenue is derived from those services....The new 52-story International Business Machines Corporation office building to be constructed starting this autumn at State-Kinzie (just across the Chicago River from the Loop and diagonally across the corner from Transport/Central's offices) will be the tallest commercial structure in the city without direct access to an existing or committed rapid transit line. It is to be the third highest structure in Chicago (after the a-building John Hancock Center—to be served by the Near North leg of the collector-distributor downtown area subway—and the also-under-construction First National Bank Building, which will be provided with a direct entrance to the Dearborn Street Subway), and is to have a daytime population of 8,000. Three full-time and three part-time CTA surface routes now serve the IBM site.

## Interurban

**TURBOTRAIN: TRIUMPH OR TRIFLE?** -- United Aircraft's TurboTrain glided out of Washington's Union Station promptly at 9:00 AM on June 12 for a test run to Bowie, Maryland. Aboard were members of Congress, officials of the Federal Railroad Administration, railroad personnel and the press. The train, one of two built for the Department of Transportation, is expected to be placed in service later this year on the New Haven Railroad between New York and Boston. Sleek and gleaming, the TurboTrain has been making test runs for several months now, but has just been equipped two weeks ago with seats and other appointments which made the train resemble (on the inside at least) a Boeing 707. Operating on the Penn Central's mainline, the train soon reached 110 miles per hour, and held at that speed for several minutes. Officials said the train could go much faster, but was restricted due to grade crossing problems in the Maryland suburbs of Washington.

Most of the visitors who rode the train on the three trips it made that morning said they were impressed with the piece of equipment, which admittedly does not resemble anything now riding the rails. Some, however, complained that the ride quality leaves something to be desired, and noted that the noise level inside the train tends to be objectionable, especially when the train is idling or accelerating. Still others said they detected fumes from the turbine engines when the train began to slow down. Most passengers described the ride as comfortable, although there were differing opinions as to whether the ride was better in the observation deck or the lower level coach portion of the train set. United Aircraft representatives said their two trains were ready to be delivered, but that service would probably not begin on the New Haven until September "because DOT hasn't completed its agreements with the railroad yet." That remark prompted one high-ranking member of Congress to complain about the inertia within DOT and suggest that federal officials have had more than two years in which to have worked out such an agreement. Rhode Island Democratic Senator Claiborne Pell, the father of the Northeast Corridor project, who rode the first train said he was generally impressed with the results of the test run. Pell had been aboard the laborious trip from New York to Washington on Senator Kennedy's funeral train the previous Saturday. He described the eight-hour trip as tiring and said that it was a shame that some of the newer equipment was not available then.

**TRAIN DEMISE DEPARTMENT** -- The Chicago & North Western has proposed to discontinue Green Bay to Ashland runs, substituting coordinated bus service except during the July-August vacation period....The Southern Pacific's Sunset Limited must run to October 28, pending hearings.... Coach-only Missouri Pacific #3-4 (St. Louis-Fort Worth) are proposed off for July 10....A national magazine reports that the Norfolk & Western has petitioned the Powhatan Arrow, #15/25-16-26 (Norfolk-Cincinnati)....Seaboard Coast Line has discontinued the Sunland (#7-8 Jacksonville-Tampa); #27-28 (Jacksonville-Miami); and #59-60 (the Silver Meteor), Wildwood-St. Pete, all April 27....Baltimore & Ohio wants to knock off #9-10, Pittsburgh-Cumberland, effective July 15; the remaining portions into Washington would be retimed on daylight schedules....and the proposed discontinuance of the Seminole (T/C-14 June 1968), Carbondale-Jacksonville, Fla., should be reported as a joint petition of the IC, Central of Georgia and Seaboard Coast Line.

**ICC ITEMS** -- With final Interstate Commerce Commission approval, the North Western and the Chicago Great Western have announced that they will merge effective July 1....C&NW and the Milwaukee have until July 15 to renegotiate financial terms of their proposed merger; if the deadline is not met, the ICC will begin a review of all the Western road merger proposals....The Justice Department has given its blessing to a C&O/B&O/N&W merger, if Boston & Maine, Delaware & Hudson and Erie-Lackawanna are included....and SP and the Association of American Railroads have filed objections to ICC examiner Messer's "SP Passenger Case" recommendations; both asked the Commission to reject the recommendations for lack of authority and SP asked that the special service charge be retained.

**FINE PRINT** -- Pullmans to St. Louis on the City of St. Louis are no more....Great Northern has substituted an RDC, Havre-Great Falls, Mont., in place of a through coach from St. Paul; GN also restyled the Internationals' Parlor-Lounges from 29 seat-1 Drawing Room to 15 seat-2 Roomettes with a larger lounge....IC has added a reserved-seat, extra-fare coach to the Panama Limited, Chicago-Carbondale, and the companion Magnolia Star is now restricted Chicago to Cairo instead of Memphis....A Ramada Inn and an apartment complex are to be built on land across from Fort Sheridan occupied until 1963 by the main shops of the now-abandoned Chicago North Shore & Milwaukee electric interurban. Building on the 12.5 acres of land is expected to cost \$4.5 million....The ICC is probing the railroads' diversification activities....Wall Street reports that railroads may be the next growth stocks....The Minneapolis Industrial Railway, a C&NW subsidiary has petitioned to abandon its 104 miles of line....Abandonment of the Washington & Old Dominion is being vigorously fought by shippers....The Manistique & Lake Superior Railroad and ferry service Frankfort-Manistique (both operated by the Ann Arbor Railroad) were allowed to abandon....Rail passenger service in 1967 produced the biggest deficit (\$480 million) since 1960.

**AIRLINE ACTION** -- A strike called by pilots at 6:00 PM June 15 has crippled operations on British Overseas Airways Corporation....Gateway Aviation, Inc., will inaugurate air taxi service between Chicago and LaCrosse, Wisc., sometime in July using a DeHavilland Twin Otter. The new company also plans service from LaCrosse to Green Bay, Rochester and Minneapolis....GE engines will power American's DC-10 airbuses....Commuter did not announce a new route this week.

**A T/C NOTE** -- Transport/Central will not be published next week (28 June) so that we may begin preparations for an expanded and improved Transport Central in July. The regular Transport magazine June issue will be distributed after June 24, and TC will appear again on July 6.

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