

Transport Central

19 JULY 1968

Urban

HUD HAPPENINGS -- A flurry of activity has resulted from the Department of Housing and Urban Development's loss of the Urban Mass Transit Administration to the Department of Transportation. As HUD cleaned up the last of its pending grants, a few of more than average interest were announced. One dealt with a summer transit service for young people, using local buses otherwise idle in Seattle. Buses not otherwise needed during the summer have been donated by local agencies, government installations, the county and other sources, such as private and parochial schools. Low-income, unemployed persons are being hired and trained as drivers for the demonstration service. After completing their training, they will be qualified for positions with the Seattle Transit System which like most other carriers faces an increasingly difficult task in recruiting personnel. The main purpose of this experimental program is to try out a new, flexible and economic transportation service. It establishes a system to carry 700 to 1,000 central-city young people, who are involved in the Summer Youth Employment Program, to job opportunities in suburbs not presently served by the existing transit system. The buses began operating June 17, and will continue through August 30; a one-way fare of 35 cents is charged.

Further HUD grants include one to the Springfield (Illinois) Mass Transit District, for the purchase of a total of 20 new, air-conditioned GMC TDH-4521 coaches (ten are already on the property and in operation in advance of the actual grant; twelve TDH-4509 units from the Cincinnati Transit Company have been filling in pending approval of the entire grant) to completely equip all base service with New Look coaches....Sacramento, California is also to benefit from HUD's largesse; 15 new coaches and the construction of an office-garage building are to be made possible by the grant to the Sacramento Transit Authority....HUD is also to provide funds for a study of Nassau County (New York) transit....The Altoona Transportation and Motor Buses for Public Use Authority will modernize its fleet with 17 new 45-passenger coaches thru a HUD grant....Seattle-Winslow and Seattle-Bremerton ferry passengers will benefit through the purchase by the Washington State Highway Commission of four new ferry boats, aided by funds provided by HUD....An additional seven cities will receive grants from HUD for technical studies of the public transportation needs of low-income neighborhood residents. Chicago, Richmond, Newark, San Jose, Syracuse, Denver and Honolulu are to share a total of \$474,877, to be supplemented by \$242,340 in local contributions. Six earlier grants were made in March to Phoenix, San Bernardino, Fresno, Oakland, Lawrence (Mass.) and Omaha (T/C - 3/29/68).

PLAYING POLITICS -- When the Chicago Transit Authority raised its fares last November, one controversial feature of the new tariff schedule was what has since come to be called a "border tax"—an extra fare levied on west suburban rapid transit and bus passengers who formerly were carried at the regular in-city local rate. On Wednesday, the Illinois Senate passed a bill requiring a uniform CTA fare for all services in the city and suburbs, largely at the behest of several suburban Senators. In testimony before a Senate committee considering the measure, CTA Chairman George DeMent warned that passage of the bill would force an increase in the basic fare, and said that service to outlying areas is not a paying proposition. He conceded that the extra rates charged suburban riders cause some inequities but stated that the CTA does not want to compete with suburban bus lines and that the elimination of extra rates would hurt the business of these carriers....One of those carriers, the West Towns Bus Company, currently charging a 30¢ base fare, has petitioned the Illinois Commerce Commission for permission to raise that rate to 35¢. West Towns last altered its tariffs in 1959....CTA's last fare increase, by the way, has resulted in a 10 to 11 per cent decrease in riders.

CAPSULE COMMENTS -- The Illinois Central is to move its freight yard from Chicago's front door just east of Michigan Avenue to expanded facilities at Markham south of the city. This will free 80 acres of land, and obviate the necessity for the construction of the new Illinois Center group of buildings on air rights; the land will instead be sold directly to developers. The move is being made possible in part by a new connection heading southward from the IC's St. Charles Air Line at 16th Street; there were formerly only tracks leading northward (used by freights and the Hawkeye) at that location....Mayor Daley is again pressing for terminal consolidation on the Loop's south edge. He met last week with railroad presidents and urged them to come up with a plan to eliminate Dearborn, LaSalle and Grand Central Stations to free their land for higher uses....The Milwaukee Road was granted a suburban fare increase of from 4 to 15 cents a ride last week. The raise is 10% to points within 25 miles of Union Station and 5% beyond....The North Western has received the first of 20 new two-level coaches for its commuter service; C&NW now has 267 such units....Chicago Helicopter Airways hopes to resume O'Hare-Midway service this fall. Service has been suspended for more than two years....More HUD grants: Niagara Frontier has been awarded \$492,367 to assist in studying how transportation facilities can be applied best in increasing employment levels in distressed urban areas....Nine communities in the Brockton (Mass.) area, banded together in the Old Colony Planning Council, will conduct a study of area-wide public transportation needs with the aid of a HUD grant. The Massachusetts Bay Transportation Authority currently provides service in the area....A plan for urban transit to share the rails with steam roads will be studied by the Institute of Public Administration of the State of New York, aided by HUD funds.

Interurban

MEET "MINI" -- The Illinois Central introduced its "mini-corridor" Chicago-Carbondale service on July 14. The new schedule pattern includes on-the-hour departures from Chicago at 8:00 AM, 5:00 PM and 9:00 PM, and from Carbondale at 4:00 AM, 4:00 PM and 7:00 PM, all making the 307 mile run in less than five hours. The Seminole (#9-10) and the Campus (#25) will be re-timed later to complete the schedule improvements.

NAME GAME -- The Norfolk & Western has discontinued all through connections with the Union Pacific at Kansas City and the latter has renamed its train the City of Kansas City (instead of St. Louis, which the N&W retained)....The Baltimore & Ohio has introduced two new names with the discontinuance of #9-10, Pittsburgh-Cumberland (which the Interstate Commerce Commission did not investigate); #10 (Chicago-Pittsburgh) is now known as the Gateway (formerly the Washington Express), and Washington-Cumberland operations are now dubbed the Potomac Valley service....The B&O also changed the West Virginian (#32) to an early morning train, dropping the Pullman at the same time....The Chesapeake & Ohio has replaced the Slumber-Room Coach (a 16 duplex roomette-4 double bedroom car) with a "Slumber-Berth Coach", providing uppers and lowers only on a coach ticket plus a space charge between Washington and Cincinnati on the George Washington....The Chicago & North Western raised its fares 10% between Chicago and Milwaukee and 25% between all other points July 10 as originally planned....Three other railroads were turned down on their proposals to raise Illinois passenger fares by 10%. The Illinois Commerce Commission vetoed bids by the Rock Island, the Burlington and the Milwaukee to hike their tariffs in the Land of Lincoln....Pullman service to St. Louis on the Panama Limited was reinstated July 14 (St. Louis-Jackson, Mississippi only)....Penn Central must run #91-92 (Albany-Buffalo) until September 15 or later to compare summer patronage against the too-low winter average; the New York State Public Service Commission said the train may be removed if loads do not increase....The Missouri Pacific was allowed to discontinue #7/27-28/8, St. Louis-Fort Worth and connections #23-24, New Orleans-Marshall, Texas....The Seaboard Coast Line may discontinue #15-16, Hamlet-Birmingham, effective July 22 without investigation....and check the Chessie Ferry ad in the latest Playboy magazine.

ROADBED RUMBLINGS -- The Illinois Central has offered to purchase Tennessee Central's 75-mile Hopkinsville-Nashville line. Louisville & Nashville is after some of the same trackage (TC-7/12/68)....The Interstate Commerce Commission has been ordered by a special three-judge federal court to hold further proceedings on the terms of Penn Central's acquisition of the New Haven Railroad....Stuart Saunders, Penn Central chairman, has said that the federal government must soon decide whether U. S. railroads will be operated on the basis of the free enterprise system or be nationalized. He asserted that of all major industries, railroads have the lowest rate of return on invested capital, saying: "the railroad industry cannot live on such a starvation diet"....The Missouri Pacific railroad and its parent firm, the Mississippi River Corporation, have moved to withdraw their joint application to acquire control of the Santa Fe. The MoPac first filed its application in 1966, and stated upon its withdrawal that changing conditions in the merger picture necessitated the most recent action....The Interstate Commerce Commission, bowing to students at the University of Wisconsin in Madison, has ordered the Milwaukee Road to continue weekend and holiday service between Chicago and Madison. One train each way each day will operate Friday through Sunday and for three days each at Christmas, New Year's, Labor Day, Independence Day and Thanksgiving, and at semester breaks. The ICC, in issuing the unusual order, noted that alternative means of transportation were insufficient to discount the protests over the Milwaukee's appeal to abandon the service....New York City has been plunged into a controversy over the pending construction of a skyscraper on top of Grand Central Terminal. Plans call for a \$100 million office tower soaring 950 feet above ground level, mounted piggy-back over the present terminal building.

JET JOTTINGS -- In the hope of curtailing airplane hijackings, the U. S. State Department offered a free ride to any Cuban exile wishing to return home, on board the daily Airlift International flights ferrying refugees from the island to Miami. Shortly after the statement was issued, a National Airlines DC-8 enroute from Los Angeles to Miami was hijacked by a gun and "grenade" (later found to be a carefully-wrapped bottle of Old Spice after-shave lotion)-toting man, forced to land at its regularly-scheduled stop at New Orleans to refuel and then to continue on to Cuba. This was the thirteenth such bit of banditry this year and, as usual, both plane and passengers returned safely (but separately) to Miami....National Equipment Rental Ltd., a computer leasing company, has entered the jet aircraft leasing field. An NER subsidiary has furnished two Boeing 737-200's to Pacific Western Airlines of Canada, and a Boeing 707 to Standard Airways of Seattle....The Professional Air Traffic Controllers' Organization, now operating strictly "by the book" in enforcing minimum separation between planes according to FAA regulations has seriously slowed down traffic at some of the country's major airports. The FAA men are held directly responsible in the event of accidents occurring under their jurisdiction, and are enforcing regulations as part of a plan to better their working conditions. One of the planes delayed was the first Aeroflot jet from Moscow to New York, which landed at JFK airport 1½ hours behind schedule....United Air Lines is planning a 12 year program to expand its San Francisco engineering and maintenance base at a cost of \$160 million....A Braniff executive has predicted that air passenger traffic in and out of Chicago will quadruple by the year 1980....Eastern Air Lines will train 560 hard-core jobless persons in 17 U.S. cities.

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