

Transport Central

23 AUGUST 1968

INTERURBAN

THE GOOD, THE BAD AND -- The Interstate Commerce Commission has finally decided that Chicago & Eastern Illinois must continue running #3-4, Chicago-Danville Danville Flyer....The Commission also ordered Penn Central to run the Admiral (#50, Chicago to New York) and the Fort Pitt (#53, Pittsburgh to Chicago) for another nine months because they voluntarily transferred the headend revenue to solid headend trains and therefore did not lose revenue as stated in their petition....Southern Pacific must run the Cascade until December 22 pending investigation....Seaboard Coast Line has petitioned the Sunland (#8, Jacksonville to Richmond and #7, Hamlet to Jacksonville) and the Dixie Flyer (#95-96 Atlanta-Jacksonville), both for September 9....Chicago & North Western has petitioned to discontinue #153-216, Green Bay-Ashland, except during the June-September vacation period, and Wisconsin-Michigan Coaches has asked to operate substitute service honoring railroad tickets....And little Ahnapee & Western has petitioned to abandon 20 of its 34 miles of line, that between Algoma Wye and Sturgeon Bay.

IMAGE MAKERS -- Chicago's NBC radio station, WMAQ, has carried advertising for Chicago & North Western (commuter trains), Chicago Burlington & Quincy (ads for freight services) and Illinois Central (passenger and freight) for some time. Now, the Association of American Railroads has begun spot advertising on NBC network programs, the first such advertising since the long-ago Railroad Hour.

PICKING UP THE PIECES -- Canadian Pacific and Toronto, Hamilton & Buffalo have petitioned the Ontarian, Toronto-Buffalo....CP is also reported to have petitioned all other service in Ontario except the Canadian....That Denver & Rio Grande Western petition on the Aspen branch (TC, 16 Aug 68) was mistakenly reported as involving narrow-gauge operations; rails on the line are the usual 4'8½" apart....Canadian National and Greyhound have agreed to sell joint transportation between Canada and certain major U. S. destinations via major ports of entry....New Haven trustees have asked the ICC to order a Penn Central takeover of NH by January 1, 1969; they will accept a down payment with the final purchase price to be negotiated later in order to insure continued operation of the financially-ailing line....Chicago & North Western's parent Northwest Industries and Swift & Company are discussing a possible merger.

AIR/LINES -- Contracts have been let for a \$37 million expansion of Honolulu International Airport....Prague's new Ruzyně Airport recently opened (just in time for the newer Russian jets to land, no doubt)....Partial service has been resumed on Los Angeles Airways after two crashes in three months of LAA Sikorsky helicopters; defective rotor blade assemblies have been tabbed as the cause of the crashes....On the cargo side, domestic scheduled airlines carried 25.1% more cargo in the first quarter of 1968 than in the same period last year....Airlift International will take delivery in October of the first of three DC-8-63s; cargo capacity of the stretched units is 45 tons.

ROUTE REPORT -- The Civil Aeronautics Board has recommended new routes to Bermuda for Eastern Air Lines (from Chicago and Detroit), Northeast Airlines (from Boston) and Trans Caribbean Airways (from Washington and Philadelphia). ...El Al (Israel) Airlines expects to add Los Angeles, Chicago, Philadelphia, Boston and Miami to its transatlantic service. At present the carrier only serves New York....Further CAB recommendations include new route patterns between the Midwest and Gulf States by way of Louisville: American is to receive rights Dallas-Fort Worth/Detroit by way of Louisville, Indianapolis, Cincinnati

and Cleveland; Delta may operate over the same route pattern; and Eastern is up for service between Chicago and New Orleans by way of St. Louis, Louisville, Huntsville and Birmingham.

PORTS AND PROCLAMATIONS -- Certain rumored features of O'Hare International's \$300,000,000 expansion plan have now become official. The city has formally requested the Defense Department vacate the present military side of the field so that the land can be used for a new international terminal. The present international building could thus be removed and rebuilt or remodeled to serve as an additional domestic terminal. Plans to move military operations to the Glenview Naval Air Station have already met with stiff opposition, while Congressman Roman Pucinski's proposal to move all air cargo operations to the abandoned Bong Air Force Base in Wisconsin stirred howls of protest from virtually every carrier. The expansion of O'Hare is necessary to handle the anticipated increases in air traffic, traffic that is already causing serious delays to incoming and outgoing passengers.

MORE OF THE SAME -- That same congestion has been the subject of numerous meetings involving carriers and governmental agencies. DOT has proposed limits on the number of movements permitted during each hour at the country's five busiest airports, while American announced a rescheduling of Chicago-New York runs (the busiest domestic air "corridor") that would see the transferring of seven daily flights to Newark (three currently using LaGuardia and four from Kennedy). Further, the FAA has urged the construction of yet more airports, while the carriers themselves (thru the Air Transport Association) have asserted that "before any air line scheduling shifts will be made to reduce airport congestion at major cities, parallel restraints must be placed on private aviation."

FINISHING UP -- Presidential candidate George Wallace is retiring his chartered DC-6B in favor of a larger, faster and costlier DC-7....Commuter Airlines (you know the one) has ended Chicago-Milwaukee service because of lack of patronage (man bites dog)....In case it matters at this late date, the platform of the Republican party has this transportation plank: "We will make the Department of Transportation the agency Congress intended it to be—effective in promoting coordination and preserving competition among carriers. We promise equitable treatment of all modes of transportation in order to assure the public better service, greater safety and the most modern facilities. We will also explore a trust fund approach to transportation, similar to the fund developed for the Eisenhower interstate highway system, and perhaps in this way speed the development of modern mass transportation systems and additional airports."

URBAN

TRANSIT TALK -- Safe Way Motor Coach in Manitowoc (Wisconsin) will cease all transit service later this month. A subsidy contract with the city was held illegal because of the lack of referendum approval; service may resume if a planned vote on the subsidy proposal in November is favorable to it....The Metropolitan Transit Authority of New York has settled its differences with the Long Island's carmen; service on the commuter line has returned to normal....Penn Central wants to raise monthly commutation fares on its Harlem and Hudson Divisions in New York by \$1.00 to \$1.50....Barring intervention by Mayor Daley, the Concerned Transit Workers group in Division 241 of Amalgamated will strike against the union and the CTA at 12:01 AM Sunday, August 25. Yellow and Checker taxi drivers are already out, with the Democratic National Convention sched led to begin on Monday....BC Hydro's 10 TENTH/14 HASTINGS trolley coach line was converted to diesel operation August 2; this was the first TC conversion in Vancouver.... The Burlington is going into the publishing business with the monthly Commuter News; the first issue came out August 22....Toronto's first "New Look" trolley coach arrived at Hillcrest Shops July 22.

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