

Transport Central

February 1969



KENTUCKY URBAN TRANSIT

(C) CITY (S) SUBURBAN

1.	ALLEN	Allen Brothers Bus Company	(S)
2.	ASHLAND	Ashland Airport Service	(S)
3.	LOUISVILLE	Blue Motor Coach Company	(C/S)
4.	BUCKHORN	Buckhorn-Hazard-Hyden Lines	(C/S)
5.	FRANKFORT	Capitol City Bus Company	(C)
6.	NEWPORT	Cincinnati, Newport & Covington Trans'n Co.	(C/S)
7.	PIKEVILLE	City Bus Company	(S)
8.	HENDERSON	City of Henderson	(C)
9.	MAYSVILLE	City Transit	(C)
10.	EVANSVILLE (IND)	Evansville & Ohio Valley Railway Company	(S)
11.	INDEPENDENCE	Independence Bus Line	(S)
12.	LOUISVILLE	Kentucky Bus Lines	(S)
13.	LEXINGTON	Lexington Transit Corporation	(C/S)
14.	LOUISVILLE	Louisville Transit Company	(C/S)
15.	MADISONVILLE	Madisonville Bus Lines	(C/S)
16.	NEWPORT	Monmouth Street Merchants Bus Association	(C)
17.	HUNTINGTON (WVA)	Ohio Valley Bus Company	(C/S)
18.	OWENSBORO	Owensboro City Transit Company	(C)
19.	PADUCAH	Paducah Transit Corporation	(C)
20.	PAINTSVILLE	Paintsville Bus Lines	(S)
21.	FORT KNOX	Fort Knox Motor Coach	(C)
22.	PRESTONSBURG	Prestonsburg Bus Company	(S)
23.	LOUISVILLE	Prospect Bus Line	(S)
24.	SOMERSET	Garner Rash	(C)
25.	BOWLING GREEN	Shuttle Service, Inc.	(C)
26.	INDEPENDENCE	Taylor Mill Bus Line	(S)
27.	HARLAN	V. T. C. Lines	(S)

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COLUMN ONE

WE HAVEN'T HEARD THE LAST OF THIS...

A group of airline shuttle executives, observing the inauguration of the MetroLiner service, noted the good service and the comforts the new train provides.

"We would really be worried," one of them said wryly, "but we know that railroads are running it." (From the Chicago Daily News)

The Interstate Commerce Commission hearing on discontinuing train service to Kansas City was held up because a shorthand reporter's plane from Kansas City was held up by bad weather. No thought, apparently, of taking a train. (From the St. Louis Post-Dispatch)

Continental Airlines has become the victim of a different kind of hijacking. Sunset Outdoor Advertising of Seattle reported that a 14 x 48 foot billboard depicting a Continental jet flying into the sunset was stolen from its stand. (From the Associated Press)

Athelstan Spilhaus, the director of Philadelphia's Franklin Museum, speaking at a House Science and Astronautics Committee hearing, pointed out that in any big city certain types of rides are free and others cost money. Notable among the free ones are elevators and escalators, which led Spilhaus to the conclusion that there must be an angle here somewhere. "Why is it that you travel for free when you go vertical, or even when you go at an angle, but there is a certain angle below which you pay?" Congressmen glanced at one another nervously and tittered. (From the Chicago Sun-Times)

North Western chairman Ben Heineman has some lingering doubts about who's boss. The other day he parked his Mercedes-Benz (with Illinois license #400) in a nook beneath C&NW's Chicago station complex. He returned some hours later to find it had been ticketed by the North Western railroad police, and the tag bore the warning that the car would be towed away at his own expense if the violation was repeated. (As the Chicago Tribune says, does rank really have its privileges?)

For Long Island Rail Road commuters, it seems things never go right. 41 long-suffering commuters, angered at having to ride day after day in dark and unheated cars, decided to boycott the road and chartered a bus to Manhattan. The driver got lost and the bus arrived an hour late.

THE RAILWAY REPORT

DOT'S MERGER RECOMMENDATIONS

In an attempt to offer some constructive advice as well as making overall area recommendations, the Department of Transportation has published five plans calling for merging the sixteen Western railroads (DOT assumes that the Burlington Northern merger will be approved) into four large transcontinental systems. In a sixth plan, DOT suggests a fifth carrier.

The Department feels that the Interstate Commerce Commission's merger decisions covering 30 mergers, corporate unifications and outright purchases over the last twelve to fifteen years have not been made with an overall consideration of the future of railroad transportation. Only the Louisville & Nashville/Nashville, Chattanooga & St. Louis merger has produced the expected savings in transportation costs; more common are the poor results of the Norfolk & Western/Virginian, Norfolk & Western/Nickel Plate/Wabash and Chesapeake & Ohio/Baltimore & Ohio marriages. These three have yet to begin to show transportation savings through merged operations.

The criteria used by DOT in grouping the carriers into each merged entity include retention of competition in all regions as well as at present major points of interchange in the Midwest, a healthy financial structure and a strong annual tonnage rating for each surviving carrier.

Plans A and B (listed below) are similar in that each recommends that the systems be split evenly with the Burlington Northern and Union Pacific "networks" serving the northern half, and Santa Fe and Southern Pacific systems serving the southern half.

PLAN A

1. BN + KCS + L&A + C&NW + D&RGW + WP
2. UP + MILW + RI (except S and SW of Kansas City)
3. SP + SLSW + SLSF + MKT + RI (S and SW of Kansas City only)
4. ATSF + MP + T&P

PLAN B

1. BN + KCS + L&A
2. UP + C&NW + MILW + RI (except S and SW of Kansas City)
3. SP + SLSW + SLSF + MKT + RI (S and SW of Kansas City only)
4. ATSF + MP + T&P + D&RGW + WP

Plans C, D and E provide for access to Chicago and St. Louis gateways for all parties and provide a healthy competitive "mix" in the Midwest. Competition in the West remains the same as in the first two new plans.

PLAN C

1. BN + WP + D&RGW + MP
2. UP + MILW + C&NW

3. SP + SLSW + MKT + KCS + L&A + RI (W and N of Kansas City, plus Kansas City-Tucumcari line)
4. ATSF + SLSF + T&P + RI (S and SW of Kansas City except Kansas City-Tucumcari line)

PLAN D

1. BN + WP + D&RGW + MP + MKT
2. UP + MILW + C&NW
3. SP + SLSW + KCS + L&A + RI
4. ATSF + SLSF + T&P

PLAN E

1. BN + WP + D&RGW + SLSF + L&A + MP (Pueblo-Kansas City only)
2. UP + MILW + C&NW
3. SP + SLSW + KCS + RI
4. ATSF + T&P + MKT + MP (except Pueblo-Kansas City)

Plan F calls for an additional transcontinental carrier made up of a group of "weak sisters" to the present major western giants. This also is the only plan which recognizes Burlington Northern as presently proposed.

PLAN F

1. BN
2. C&NW + MILW + MP + WP + D&RGW + KCS + L&A + RI (Denver-Omaha line only)
3. UP + RI (except S and SW of Kansas City and Denver-Omaha line)
4. SP + SLSW + RI (S and SW of Kansas City only)
5. ATSF + SLSF + T&P + MKT

It is interesting to note in summary that Western Pacific-Rio Grande and Southern Pacific/Cotton Belt (SLSW) are paired in the same merged systems in all plans; KCS/L&A, C&NW/MILW and UP/MILW pairings appear in five of the six plans. Not so surprising is the fact that in only three of six plans are the UP/RI and MP/T&P pairings recommended. In all of the four carrier plans two systems receive two primary routes from the Midwest to the Pacific Coast. Southern Pacific gains access to Chicago in only half the plans, while UP gains entry to the Windy City in all.

DOT also suggests that GM&O join either BN, C&NW or the Milwaukee Road, the Illinois Central join Burlington Northern or Milwaukee-North Western, or, in the case of plan F to the Union Pacific or Milwaukee-Missouri Pacific-Rio Grande-Western Pacific system. Further, the Soo Line should remain separate if the North Western and Milwaukee merge.

--ROBERT I. OLIPHANT

THE COVER: Third in our series of urban transportation maps is the state of Kentucky. The data was supplied by the Department of Motor Transportation of Kentucky, and compiled by Contributing Editor Harry R. Porter.

NEWSFRONT

▪DESTINATION: OBLIVION -- Norfolk & Western has again petitioned the Wabash Cannonball (301-304, Detroit-St. Louis), this time for March 3; the train was previously petitioned in 1967 and ordered by the Interstate Commerce Commission to run for another year....Missouri Pacific has discontinued the San Antonio-Nuevo Laredo coach on Texas Eagle trains 1 and 2 connecting with NdeM's Aztec Eagle; passengers now transfer at Laredo, making their own arrangements....Did you see the California Zephyr ad titled "The CZ Still Runs"? The small print warns, "Enjoy America's most magnificent ride while you can" (emphasis ours)....A federal court has restrained the Connecticut Public Utilities Commission from preventing Penn Central's making service cuts on interstate trains until after ICC hearings are held. The cuts were effected as planned on February 2, with ICC hearings to be held in the near future.

▪PASSENGER PARADE -- The Illinois Central has received Illinois Commerce Commission permission to reschedule train 25, the Campus, Chicago-Carbondale; the train, renamed the Illini, now departs at 3:00 PM, instead of 11:30 PM. With a buffet car added, the train now makes the 307 mile run at Mini-Corridor running time of 4:55, nearly an hour faster than previous schedules. Carbondale is the home of Southern Illinois University; many SIU students "commute" from Chicago....Budding conglomerate Greyhound has purchased a 50% interest in the MV Freeport, a luxury liner with a daily round trip between Miami and Freeport on Grand Bahama Island.

▪JET JOTTINGS -- The Civil Aeronautics Board's Bureau of Operating Rights has recommended that Olympic (Onassis) Airways be granted a route from Greece to Chicago by way of Montreal. Olympic plans daily service over the new route....Boeing's 747, the world's largest commercial jetliner, has completed its trial taxi runs. The first flight of the super jet is expected later this month....Trans World Airlines has cut back its order for 747s from 22 to 15, and has ordered five more 727s. The cancelled planes would have cost \$140,000,000; the five 727s a mere \$31 million....Same airline has imposed a two-week embargo on cargo at all three New York area airports because of a freight backup there resulting from the dock strike. Cargo from inland points is now being routed through Philadelphia and Boston....With Air West's precarious financial position worsening every day, the CAB has agreed to expedite its processing of millionaire Howard Hughes' bid for takeover of the regional line. The contract between AW and Hughes Tool specifies that the bid may be withdrawn if the airline's net worth drops below that of last July 31 by a figure of more than 75%....Air West is to lease two DC-9-31 craft from builder McDonnell-Douglas for 12 years....Members of the International Air Transport Association, the industry's trade group, have agreed to substantially reduce transatlantic rates for package tours, but also voted to eliminate the current 5% discount on round trip fares. The agreements, made at a Dallas meeting, will become effective in May and November, if approval is received by the governments involved.

▪MINOR MEMOS -- United Air Lines will opt for additional fare increases over those already granted. Though the CAB approved a 3.8% hike to be effective February 20, UAL president George Keck said further increases to bring the boost to a total of 6% are needed. United said it will file for the hikes within the next three to six months. The hike soon to go into effect will increase UAL's revenues by as much as \$50 million....The L&N is hoping for a quick approval of its marriage plans with the Monon; the line's president, testifying before the ICC, said the hitching would

alleviate a critical shortage of cars on the Monon. Stewart P. Strickland told the Commission that the Monon has only 3,000 cars, while L&N boasts a fleet of 60,000. With the merger a reality, Monon would have access to those 60,000. The marriage would also provide L&N with a second entrance to the Chicago area; the line has also opted for a part interest in Chicago & Eastern Illinois....The Penn Central will add a second MetroLiner train to its New York-Washington stable on Monday; consist will be parlor and coach-snack bar cars....The controversial plan to build a bridge across Long Island Sound between Rye and Oyster Bay has been ruled unconstitutional. A New York State Supreme Court judge said a 1967 law authorizing construction of the six-mile bridge-causeway by the Metropolitan Transportation Authority was illegal because the MTA (overseer of much of the area's public transportation facilities, and the Triborough Bridge and Tunnel Authority) was not authorized to build bridges or highways under the 1965 act that created the agency....The problem-plagued liner Queen Elizabeth II will probably not go into service until April. The \$72 million liner, which was scheduled to have completed several trips by now, will not even be ready for the rescheduled sailing date later this month.

-LONG HAULS -- The Boeing 747 will be equipped with a system of inflatable slides designed by B. F. Goodrich to evacuate the 360-to-490-seat airliner in 90 seconds....The Milwaukee Road has asked the Supreme Court to affirm a lower court decision approving the Northern Lines merger. A suit by the Justice Department is holding up the merger, partly on the grounds that it would have a deleterious competitive effect on the Milwaukee....A CAB examiner has ruled that Allegheny be allowed Pittsburgh-Chicago non-stop service; same examiner also recommended that North Central be allowed to originate or terminate in Pittsburgh flights that serve both Chicago and the Twin Cities....Braniff has added two additional round trips to South America from Miami, and begun two weekly jet round trips from Los Angeles and San Francisco to South America....An extension of the Illinois East-West Tollway from its present terminus west of Aurora to Rock Falls has been recommended by Governor Ogilvie. The new link parallels Interstate 80 (a freeway to the Quad Cities and beyond); both I-80 and US 30 (which the proposed tollway will supplant) carry heavy intercity bus traffic.

-METROPOLITAN REPORT -- Some 54 of CTA's 112 motor bus and trolley coach lines are to be rerouted or otherwise changed on the opening of the two median strip rapid transit lines, now set for about June 20. A general pattern of requiring riders to transfer to the rapid transit to complete longer rides is being established; like Cleveland, most surface lines will feed the rapid transit at elaborate transfer facilities. The first phase of the rerouting plan (the first general such proposal since 1924) will take effect in April, when the Englewood extension of the rapid transit westward from its present Loomis terminal $\frac{1}{2}$ mile to Ashland and an adjoining surface transfer facility are opened. The summer phase will also involve the conversion to motor bus operation of two of CTA's remaining dozen trolley coach lines, Central (the oldest continuously-operated trolley coach line in North America) and Lawrence....Despite the furor raised over DOT's approval of the grant while former Secretary Boyd was negotiating with the railroad to become its president, the Chicago South Suburban Mass Transit District has approved the contract with DOT for \$25 million worth of new electric commuter cars. Secretary Volpe is now investigating the circumstances surrounding the grant....New Jersey's Somerset Bus Company's drivers are on strike; the line serves commuters to New York City....The Public Service Company of Colorado has agreed to give bus service in Boulder "one last try".