

# Transport Central

## NEWSFRONT

11 APRIL 1969

- \* THE "MAINLINE" CLOSSES DOWN
- \* ANOTHER CONCORDE TAKES TO THE AIR
- \* AN AIRPORT LINK AT LAST
- \* CONVENTION WEEK IN CHICAGO

METROPOLITAN REPORT -- Chicago is to receive direct express transit service to O'Hare International Airport later this year. Effective with the opening of rapid transit service in the median strip of the John F. Kennedy Expressway to the joint CTA/C&NW Jefferson Park terminal on the city's Northwest Side, an express bus service to the airport will be established as an extension to the rail line via the same expressway, on a 24 hour basis. This will be the first regular transit service from the city to the field since a trial CTA bus operation from the Logan Square "L" station to O'Hare failed in 1964 from lack of patronage. Since that time both employe and passenger traffic to the airport has increased, and transit service is almost non-existent. Two suburban carriers, United Motor Coach and West Towns, operate in the area, but because of the terms of a controversial "sweetheart" contract between the city and Continental Air Transport they must terminate their runs on the Air Force side of the field, better than a mile from the terminal area. At that point, terminal-bound passengers may transfer to an employe's shuttle bus service, but the length of the original roundabout ride on either carrier from the Loop and the changes involved have served to hold such riding to a minimum, and diverted airport traffic to the \$2.00 transportation provided in CATCo deluxe equipment. Now, inexpensive transit service (at the regular CTA fare rate plus suburban zone differential) will be available from all areas of the city at all hours.

The CTA Board also approved the institution of an off-peak senior citizen's fare of 20¢ in keeping with a promise the Authority had made earlier on the establishment of its current fare structure last year. The new rates, to be valid on presentation of a Medicare or special CTA identification card, will go into effect April 20....DOT Secretary Volpe has approved the \$25 million grant to the Chicago South Suburban Mass Transit District and officially cleared his predecessor of any conflict of interest in connection with it. The District can thus proceed with plans to purchase 130 new electric rail commuter cars for the IC....Louisville Transit has petitioned the Kentucky Department of Motor Transportation for permission to hike its fares. Adult cash rate would go up to 35¢ from the current 30¢, with 10 tokens for \$3.50. Other rates would go up proportionately, and a 5¢ cash transfer rate would be introduced; LTC's last hike was put into effect just last November....The Illinois Commerce Commission is preparing to declare null and void as of June 1 its 1940 Act and Regulations. To go into effect at that time for private carriers subject to Commission jurisdiction are a new set of regulations including the requirement that all buses must have four-way flashers, operating speedometers, right-hand mirrors and the elsewhere-customary white line on the bus floor behind the driver's position in front of which no passenger would be permitted to stand while the coach was in motion; that buses not used for transit work would not have to stand regular Commission inspections; that company personnel may be "deputized" to perform regular inspections on behalf of the Commission (subject only to surprise spot checks by the Commission itself); and that all schedule changes must be submitted to the Commission at least 10 days before they are to go into effect. New or used equipment might now also be purchased without Commission approval if payment in full is made within 12 months. The CTA and other publicly-owned carriers are not subject to Commission jurisdiction and regulations....The unique Wendella Sightseeing Boat Company river service between North Michigan Avenue and the North Western station will begin its seventh year next Monday. The fare will be increased for the new season from the former 25¢ rate to 35¢, with a \$3.00 ten ticket rate....The ATA Mid-Year meeting is just concluding in Chicago; this weekend the city is host to the 21st annual convention of the Motor Bus Society, to be held at the Ascot House.



HIGH NOON -- Collective bargaining in the railroad industry faces another showdown on two fronts this week. First, the United Transportation Union struck the IC on Tuesday, shutting down the 6700 mile system and stranding 40,000 Chicago area commuters. all over the issue of adding a third trainman to two man crews which were established in a temporary compulsory arbitration award back in 1964. The IC's request for a restraining order to halt the surprise walkout, however, was delayed until a hearing April 15; talks between the IC and the UTU will continue until then.

The second and potentially more disruptive strike order was issued by the Brotherhood of Railroad Signalmen against all of the nation's railroads over the issue of wages. The BRS has refused to accept a National Mediation Board recommendation of an increase (which the railroads okayed) as being insufficient to bring skilled workers' pay up to that of other industries. The walkout is scheduled to begin at 7:00 AM, EST, on Monday, April 14, but Labor Secretary Shultz, in stating that the country cannot tolerate such a stoppage said the Nixon administration will ask Congress for legislation to prevent such a tieup.

PENN CENTRAL POTPOURRI -- PC has finally named a top official for its passenger operations; he is W. Llewellyn Millar, to be Director/Passenger Sales, based in Philadelphia.... \$1.6 million in subsidies have been granted by the states of Connecticut, Rhode Island and Massachusetts to PC to maintain long haul passenger service over the former New Haven lines through the end of 1969....Trains 574-575, Buffalo-Harrisburg, have been ordered to run for another six months (to October 4) by the ICC to "preserve the slender thread linking these communities" for the "desperate and obstinate" patronage that remains; the Commission allowed PC to operate the service on an alternate day basis and suggested that the train be rescheduled to daylight operation....Boston-Albany trains 404-405 must run until August 13 for ICC hearings....The mention of trains 70-71, Chicago-Cincinnati, in the last three issues of TC should have referred to trains 65-66; they were renumbered last year....PC has appealed the ICC's decision to investigate trains 3-30, New York-St. Louis, stating that the annual loss of \$2½ million will mean that another \$¾ million will be lost during the hearings; PC asked for permission to discontinue the trains during the hearings, promising to reinstate them if the petition is denied.

CHOCK FULL O' NEWS -- The AAR's proposal for a Federal subsidy of losing passenger services that "must be retained" has won support from Sen. Metcalf (D-Mont), but only if the carriers are willing to make "full disclosures" of their complete financial records....B&O has petitioned to discontinue the West Virginian, 31-32, Cumberland-Parkersburg, for April 24....The New York-Bristol sleeper on the PC/SOU/N&W Pelican has been discontinued....Santa Fe discontinued 42-47, Williams Junction-Phoenix effective March 26 (this item was not included in last week's train-off listing)....ICC hearings will be held on Milwaukee 55-58, Chicago-Minneapolis (to August 7) and L&N 11-12, Flomaton-Chattahoochee (to August 5).... Erie-Lackawanna and UTU trainmen have agreed to eliminate 3 of 6 crew changes on freight runs between Marion, Ohio and Port Jervis, N.Y., shaving one hour of running time from runs to and from Chicago....SP retimed 3 of its "crack" trains effective March 23, the most significant being the northbound Cascade which now arrives in Portland at 12:40 PM, eliminating overnight convenience for sleeper passengers, and speeding up the westbound Sunset to arrive in Los Angeles at 6:30 AM....The Milwaukee Road was denied permission to discontinue 202-203 New Lisbon-Wausau by the Wisconsin PSC; the Commission, however, suggested that the railroad reapply for partial discontinuance or substitution of bus service.

FLYING HIGH -- Concorde 2 has taken to the air in a successful test flight. The British prototype, in a 22 minute run, thus made the tenth successful flight of the Anglo-French "bird". Concorde 1 went airborne five weeks ago in France, and has made nine successful flights thus far. If the project is continued (TC 04 Apr 69), the first regular commercial flights will be made beginning in 1973. Each craft will cost more than \$21 million.