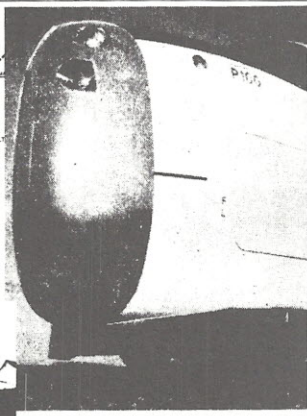
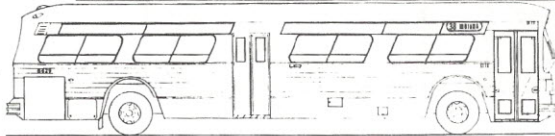
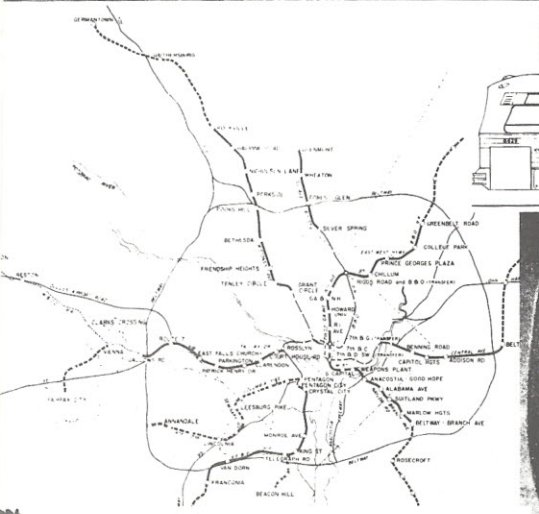
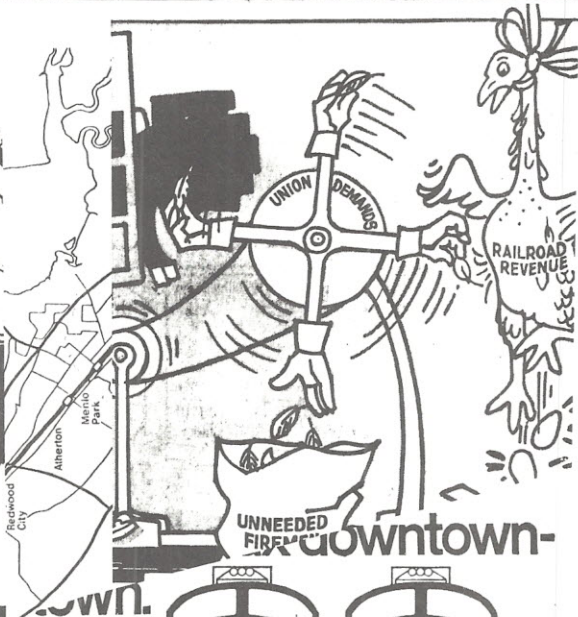
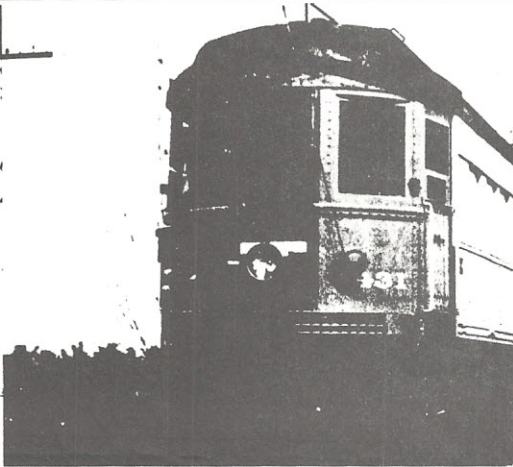
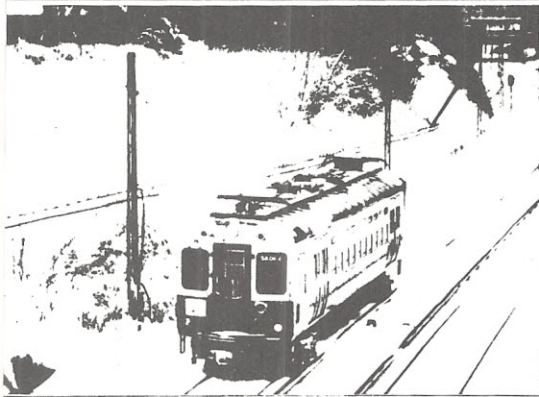
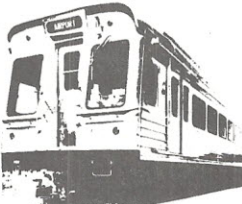
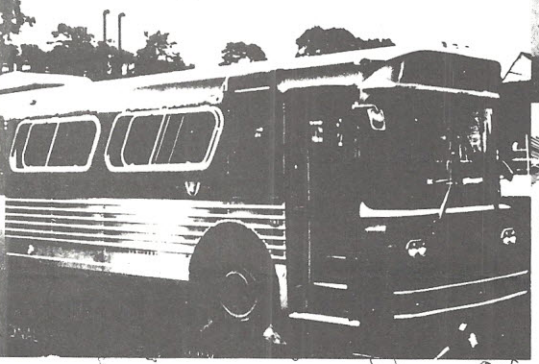
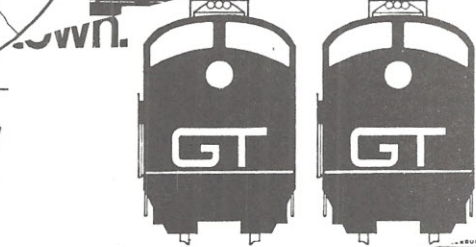


Transport Central

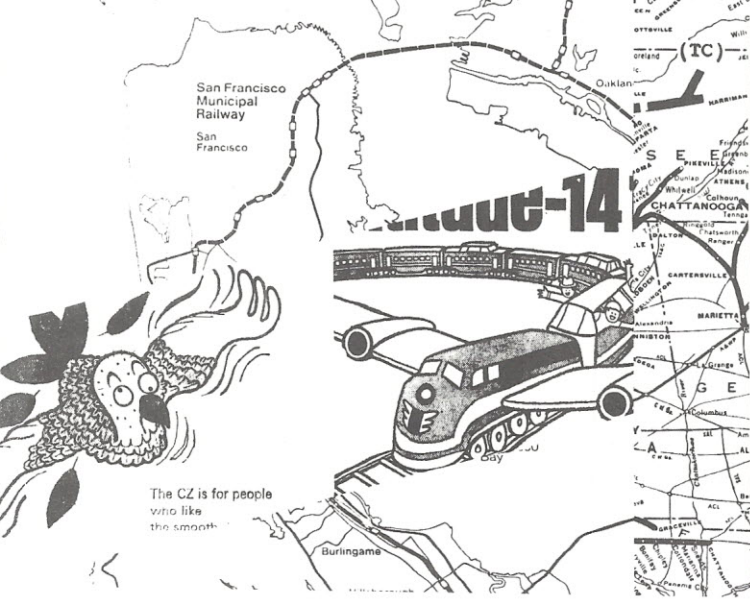
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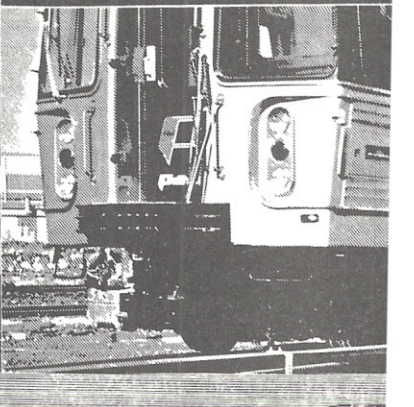
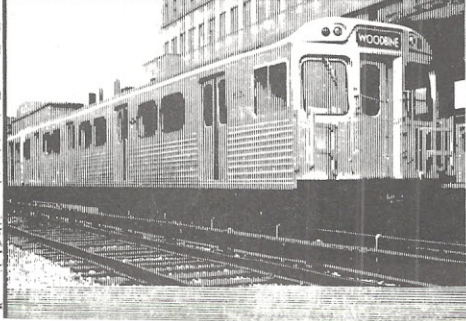
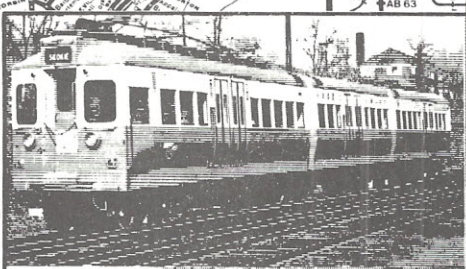
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COLUMN ONE

"WE HAVEN'T HEARD THE LAST OF THIS"

At least TWA doesn't take chances with its public image. When a hijacked jet returned from Cuba to New York the other day, an airline representative immediately impounded the ballots on which passengers indicate whether or not their flight made them happy.

When the brand-spanking-new Englewood extension opened a few weeks ago, its first day of service was not without a little excitement. At the height of the morning rush hour the reversible escalator at the Ashland terminal station suddenly reversed itself, landing all upward-bound passengers back at street level. The problem was righted with dispatch, however. One of the passengers making the unscheduled return trip was the secretary to CTA General Manager T. B. O'Connor.

Away back in 1909 Chicago's Twelfth Street (Roosevelt Road) bridge again became charged with electricity. Several horses were knocked down by current emanating from the streetcar rails, and pedestrians had peculiar sensations while walking across the span.

The private railroad car in which Harry S. Truman whistle-stopped across the country enroute to the Presidency in 1948 while "giving them hell" was sold in March to a Kansas City banker who intends to preserve it in Missouri. For his \$77,000, banker Alex Barket bought a parlor, three bedrooms, a mahogany-paneled dining room, a fully-equipped stainless steel kitchen, servant's quarters, and china and linen to serve a total of 24 people. It had been used as a ski lodge by its former owner, who purchased it from the Frisco in 1965.

On August 24, drivers in Stockholm will be urged not to use their cars, as a part of an experimental "carfree day". The ban on autos will be voluntary, and would extend from 10 AM to 6 PM. Organizers believe most people would follow their lead and use public transportation. The idea is reminiscent of the "Sweet Sunday" suggested by New York mayoral candidate Norman Mailer. In his plan, not even elevators would run.

Many things happen to delay subway trains: heavier-than-usual rush hour loads, minor accidents and occasional equipment failure. But man's best friend is not often listed among such causes. One German shepherd, however, did just that recently in Chicago. An eastbound Eisenhower Expressway train finally crawled into the Clinton station nine minutes after it was scheduled to arrive in the middle of the morning rush hour, on the heels of a sedately-trotting hound who had entered the expressway median to the west and decided to lead the train into the tunnel.

A Word from the Staff

"NOW WE ARE TWO"

On July 1, Transport Central celebrated its second birthday. TC's first issue appeared in 1967, and in the intervening 24 months our existence has been the proverbial uphill struggle. Finances have been tight (more about that later), printing and production problems have continued to plague us, and in general (as is the case with most new ventures) our first couple of years have not been easy.

Life is not without its rewards, however. We are most gratified at our continuing high level of reader acceptance, for if anything warms the cockles of an editor's heart it is the knowledge that he is getting through to the readers and serving a need. Your letters expressing confidence in TC have been most warmly received, and have served well in boosting staff morale when the outlook appeared particularly bleak. We are always interested in hearing from our readers, be it a gripe, pat on the back, news item or just a general comment, and we thank those who have taken the time and trouble to write in the past two years.

As editor, I must once again thank what Chicago Sun-Times reporter Fletcher Wilson calls my "devoted staff". The people whose names appear each month on TC's masthead are in no small way responsible for the success of Transport Central; without them there would be no publication.

But, as we reported in these columns at the end of last year, this publication must be on a stronger financial footing if it is to survive. The long-delayed subscription rate increase in December helped a great deal toward putting TC on a self-sustaining basis, but we still have a long way to go. The deficit on the ledgers is made up by the staff, and particularly the editor, and obviously cannot continue forever. Though TC is a "labor of love" on the part of its staff and suffers no lack of enthusiasm in those quarters, red ink has a way of stifling such ardor.

We exhort you therefore, dear readers, to assist us in our journey toward solvency. We particularly need new subscribers—a great many of them—to provide the revenue necessary to balance the corporate books. If only half of our present readers were to bring in just one new face each, we would be well past the break-even point, and approaching that level where we could provide a much better publication, both in terms of quality and quantity. As an inducement to coercing your friends and acquaintances to join the TC family, we are continuing to offer a 10 per cent reduction in your own renewal rate for each new reader you refer us.

Since all of these semi-annual "open letters" reveal some change in format or style, this will be no exception. For two reasons, one of a financial nature (postage is the largest single item in our budget per subscriber), and because of the general dearth of news in the hot months we will appear only every other week during the summer, hopefully returning to the weekly format in September. We will, however, provide the same amount of material (about 14 pages each month) as we have in the past; only the frequency of issue will be changed. As a corollary to this, we are changing our date of issue (not the mailing cycle) to Monday, to more clearly reflect the time it is received by you; postal service has been appalling lately. The next issue, then, will be July 21. Thanks again; we appreciate your support.

THE STAFF

THE RAILWAY REPORT

U.S./CANADIAN TRAIN-OFF LIST -- 01 APR - 30 JUN 1969

This is the eighth in a series of quarterly summary listings of North American passenger train discontinuances. In the last two years these pages have faithfully (and 98% accurately) recorded some 532 petitioned runs, of which 343 were finally dropped, 121 ordered to run for varying lengths of time (some were later dropped) and 68 that remain in our pending status (awaiting ICC action). In July 1967 we counted 628 U.S. long-haul trains operating; not counting some 77 commuter and Canadian trains listed herein there remain just 173 U.S. runs left to be counted out. Many of these are "Megalopolis" Penn Central runs (45, to be exact), so a predictable end to this report can be seen perhaps in a year, if present trends continue.

| ROAD | CODE | TRAINS | BETWEEN | ACTION |
|-------|----------|-----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| ATSF | 34:26-4 | 190/191-201/200 211-212 | La Junta-Denver Kansas City-Tulsa | PENDING PENDING |
| B&O | 23:21-0 | 31-32 | Cumberland-Parkersburg | PENDING |
| CN | 6: 2-3 | 620-623 624-625 626 990 | Montreal-Sherbrooke Montreal-Sherbrooke Montreal to Sherbrooke Toronto to Markham | OFF* DENIED DENIED PENDING |
| CP | 2: 0-0 | 321-322 | Toronto-Hamilton | PENDING |
| G&E | 4: 2-2 | 3-4 | Chicago-Danville | RECOMMENDED |
| C&NW | 7: 5-0 | 209-214 | Green Bay-Ishpeming | PENDING |
| CE&Q | 24:13-9 | 3-4 | Chicago (Galesburg)-Lincoln | PENDING |
| CRI&P | 10: 8-0 | 17-18 | Minneapolis-Kansas City | PENDING |
| DRGW | 8: 4-2 | 17-18 | Denver-Salt Lake City | PENDING |
| E-L | 7: 3-2 | 5-6 10-15 | Hoboken-Chicago Hoboken-Buffalo | PENDING OFF |
| E&N | 2: 0-0 | 1-2 | Victoria-Courtenay | PENDING |
| GN | 10:10-0 | 19-20 23-24 357-358 | Superior-Duluth Superior-Duluth Seattle-Vancouver | OFF OFF OFF |
| IC | 20:14-2 | 11-12 105-106 | Dubuque-Sioux City St. Louis-Carbondale | PENDING PENDING |
| KCS | 8: 4-2 | 1-2 | Kansas City-New Orleans | PENDING |
| LAN | 12: 8-2 | 11-12 | Flomaton-Chattahoochee | PENDING |
| MILW | 16: 6-6 | 15-16 55-58 101/103-105/111 102/104-106/112 202-203 | Minneapolis-Aberdeen Chicago-Minneapolis Consolidate, Chicago-Omaha New Lisbon-Wausau | OFF PENDING PENDING DENIED |
| MP | 24:14-4 | 14-15, 16-17 21-22 41-42 | St. Louis-Kansas City Longview-Fort Worth Palestine-Houston | PENDING PENDING OFF** |
| NAR | 2: 0-0 | 1-2 | Edmonton-Dawson Creek | PENDING |
| N&W | 22:14-6 | 15/25-26/16 32-33, 34-37 209-210 301-304 | Norfolk-Cincinnati Centralia-Columbia St. Louis-Kansas City Detroit-St. Louis | OFF*** OFF OFF PENDING |
| NP | 14: 8-4 | 1-2 13/124-123/14 57-58 | Seattle-St. Paul Fargo-Pembina Duluth-Staples | PENDING OFF OFF |
| PC | 75:26-21 | 3-30 15-16 24-33 86-87 303-304 404-405 574-575 983-984 | New York-St. Louis Cleveland-Cincinnati Philadelphia-Pittsburgh Richmond, Ind.-Columbus Chicago-Cincinnati Boston-Albany Buffalo-Harrisburg Camden-Pemberton | PENDING DENIED PENDING OFF** PENDING PENDING 6 MONTHS OFF |
| RF&P | 4: 4-0 | 33-34 | Washington-Richmond | OFF |
| SCL | 36:30-2 | 33-34 51-52 75-76 92-94 | Richmond-Atlanta Florence-Augusta Jacksonville-Tampa Jacksonville-St. Petersburg | PENDING 9 MONTHS OFF PENDING |
| SOU | 28:26-2 | 41-42 | Bristol-York | OFF |
| SP | 24:8-10 | 51-52 53-54 101-102 | Oakland-Los Angeles Lathrop-Sacramento Ogden-Oakland | PENDING PENDING PENDING |
| TH&B | 2: 0-0 | 371-376 | Hamilton-Welland | PENDING |
| UP | 16: 8-6 | 5-6 | Omaha-Los Angeles | PENDING |

NOTES: *Trains indicated off were assigned to schedules prior to 04/27/69; the numbers have been assigned to remaining service on the same route. **Trains indicated were discontinued during February 1969, but were omitted from April 69 TC listing. ***Trains indicated are off, but ICC will hold hearings regardless. Key to CODE listing: First figure indicates total number of trains petitioned since 07/01/67, second the number allowed to discontinue, the third indicates any petitions pending.

DOT DOLES -- The Urban Mass Transportation Administration of the Department of Transportation set a record last week in the quantity and dollar amount of grants and loans for urban transit projects. These were the recipients of federal funds:

Detroit -- \$121,000 to the Southeastern Michigan Transportation Authority for studies leading to the development of a regional public transit system for the Detroit area.

Canton, Ohio -- \$44,000 to the Stark County Council of Governments toward a study of transit needs and prospective financing to meet them.

Boston -- \$50,862,000 (the largest UMTA grant ever) to MBTA for the rapid transit extension to the north, covering the section from Charlestown to the Malden-Melrose line.

Cleveland -- \$8,840,066 to CTS toward the purchase of 100 new buses, ten Airporter rapid cars and a new central shop facility.

Honolulu -- \$180,000 to the city and county of Honolulu toward the cost of a study of present and future transit needs for Oahu island.

San Angelo, Texas -- \$113,492 to the city toward the purchase of 9 35-passenger air-conditioned diesel transit buses.

Battle Creek -- \$138,500 to the city toward the purchase of 17 new 19-passenger diesel buses, as well as cleaning and maintenance equipment.

Niagara Falls -- \$289,829 to the Municipal Transportation Commission toward the purchase of 15 45-passenger coaches acquired last November.

Chicago -- \$13,100,000 to the city toward an overrun in the cost of the two expressway median rapid transit line construction projects.

St. Petersburg -- \$103,333 to the Municipal Transit System toward the purchase of five 45-passenger diesel buses, 100 benches and 4 shelters.

Mobile -- \$26,666 to the city for a technical study of the area's transportation needs.

Chicago -- \$542,416 to the city toward an overrun in the costs of the Englewood rapid transit extension.

Atlantic City -- \$14,000 toward the cost of a study of the public transportation problems in that resort area.

Omaha/Council Bluffs -- \$81,172 toward a study of long and short range public transit needs in the twin-city area.

Indiana University -- \$100,566 for a research grant to produce a comprehensive handbook of modern management techniques and operating information for small city system managers and public officials.

Pensacola -- \$18,000 toward a study of public transit needs in that Florida city.

New York -- \$13,382,000 as aid in the design and construction of 3 new 6000-passenger ferry boats for Manhattan-Staten Island service.

Johns Hopkins University -- \$750,000 to the Applied Physics Laboratory to produce communication and control systems for the various automated transportation networks now under development.

Tulsa -- \$34,662 to the Metro Tulsa Transportation Authority toward a study of ways to improve and increase service in the area.

Puerto Rico -- \$713,000 to the Puerto Rico Highway Authority toward

ways to improve local bus service, as well as the planning of an express bus rapid transit system for the San Juan area.

Dallas -- \$123,735 to Dallas Transit for operational tests of an automated information program for bus transit systems.

Kent State University -- \$422,295 for an experimental project designed to improve the scheduling, public information service and maintenance of bus transit systems.

METROPOLITAN REPORT -- In a marathon session that resulted in a state income tax for Illinoisans, the legislature approved a bill to provide the CTA with an unspecified amount of money from motor fuel tax collections. Estimates of the amounts range in the area of \$6 million annually, which will help to stave off a further fare hike this year. Also approved was the bill to provide for the creation of a transit district to underwrite the cost of the new Loop subway system for Chicago. It was watered down from the original form in which the city had the power to do virtually anything in the field of public transportation.

SHORT HAULS -- Piedmont & Northern disappeared as a separate entity July 1 as the carrier was absorbed into Seaboard Coast Line....Little Montana Western (20 miles of road linking Conrad and Valier) has petitioned to end all operations; GN, the line's link to the outside world has filed to purchase the line and retain the service....Ahnapee & Western has received permission to abandon 19 miles of mainline between Algoma wye and Sturgeon Bay, Wisc....Short line Frankfort & Cincinnati (23 miles, Frankfort to Georgetown, Ky.) has also petitioned to quit.

BANDWAGON -- D. H. Overmeyer, Overmeyer Company president, has announced plans for a \$90 million network of 15 intermodal freight terminals handling containerized merchandise transported in unit trains. Initially, 5-day-a-week service with 900 flatcars carrying 7000 27-40' containers will be operated between 7 semi-automatic terminals located in Chicago, New York, Cleveland, Detroit, Dallas/Ft. Worth, Los Angeles and San Francisco. Overmeyer claims that each train will average nine times more revenue than a conventional freight train and will allow substantially lower rates to be charged. Transit time can be reduced by up to 80% over conventional rail service also.

ODD LOTS -- The ICC has told N&W to run the Wabash Cannonball, 301-304, Detroit-St. Louis, to July 2, 1970; Division 3 said the train is the last uncircuited service between the two cities and that its losses were not such that they were a sufficient burden on the road's strong financial structure....D&H has received temporary permission to operate its Montreal-New York passenger trains over 14 miles of PC mainline trackage west from Albany pending permanent grant of trackage rights....IC must run 105-106, St. Louis-Carbondale, until November 1; KCS must run 1-2, Southern Belle, Kansas City-New Orleans until November 3....RI has petitioned the Plainsman, 17-18, Kansas City-Minneapolis, for July 25....SCL finally received permission from the Florida PSC to drop 75-76, Jacksonville-Tampa, effective June 30....PC Chairman Saunders says the road is preparing a systemwide restructuring of its passenger operations with many petitions to be expected on long-haul, sleeping car trains....Santa Fe has sold at least 50 lightweight coaches to PC for long-haul service and another 50-plus coaches to New Jersey for rebuilding into commuter cars for service on E-L and NY&LB trains....Western Pacific's Myron Christie says that another California Zephyr petition is being prepared for some time after Labor Day....Parke-Benet Galleries will auction one of the 1936 articulated, stainless-steel Denver Zephyrs on October 20 in New York—minus the locomotives, that is.