

Transport Central

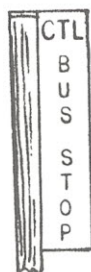
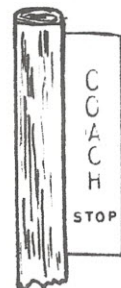
Ken Hayes

"BUS STOP"



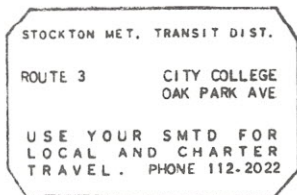
Where is it? Why, it's down on the curb, which is painted red or green or white or yellow, and which may or may not say "Bus Stop".

Here are two we've all seen.



This company got its initials on the sign. By the way, the post is square 1½" tubular steel, instead of the regular 2" pipe.

I remember these from Cleveland. There were different colors for the various classes of service: Local, Limited and Express.



With this sign, Stockton promotes both its local and charter service at the same time.

Ever wait at a bus stop only to have the bus pass you by and stop on the far corner because this one was for another line? This is Oakland's answer.

A C TRANSIT			
A1	SAN FRANCISCO	A2	SAN FRANCISCO KAISER CENTER
22	SEMINARY AVE.	31	HAYWARD EXP.
44	BERKELEY	50	RICHMOND

ROUTE 49			
5:40	9:20	1:00	4:40
6:35	10:15	1:55	5:10
7:30	11:10	2:50	5:35
8:25	12:05	3:45	6:30

With this idea, you won't have to "guess-timate" the time the bus should arrive at your particular stop if it isn't shown on the schedule. This decal is pasted on the bench at each stop and the times listed are those the bus will reach you there.

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THE RAILWAY REPORT

TERMINAL TOPICS

Birmingham and Chicago are preparing projects to eliminate unsightly railroad terminal areas near their respective central business districts. Both will utilize valuable air rights space that railroads in general have failed to recognize for their real worth until fairly recently, when land values began to skyrocket.

The Chicago plan covers a fifty-acre freight terminal area of the Illinois Central just two blocks from the famed Loop, an area that is worth nearly \$1,000,000,000. In addition, a 100 acre land fill park would be constructed under the proposed plan. Tri-level road construction is planned for the streets to be extended east of Michigan Avenue, intersecting with extensions of Columbus and Field Drives. Building construction will include several new office buildings as well as retail and residential structures. Parking will be underground, with pedestrian traffic on a separate level from through vehicular traffic. The plan is expected to gain approval of the Chicago City Council, and construction is expected to begin in 1970 on the bulk of the project. A separate structure at 111 East Wacker Drive (just east of Michigan) is already being built; this construction, although related to the air rights project, is not a part of it. Wacker Drive is to be extended east from Michigan in the proposal; the segment serving the 111 East building is already under construction.

Birmingham Terminal Company (owned by Illinois Central, Seaboard Coast Line, Southern Railway and the Frisco, though the latter is not participating) has agreed to a proposal by the Engel Companies to build a new, modern and much smaller station-motel-office building complex on air rights of the present terminal and yard area near downtown Birmingham. The station will be quite small, since there are presently only 4 daily trains using it (Southern's Southerner and Birmingham Special) and alternate day trains (Illinois Central's City of Miami). The motel and twin office buildings will be constructed when and if the General Services Administration agrees to participate. GSA wants to consolidate its regional Social Security Administration facilities into one structure; the plan has already received Alabama Public Service Commission approval. Completion of the construction is expected by the autumn of 1971, pending early approval by the U.S. government.

(For a further discussion of the Illinois Center IC air rights proposals, the reader is referred to that particular segment of the overall development area reports series, prepared by the Department of Planning of the City of Chicago. Free copies of the 20-page 11" x 12" multi-colored report are available from the Department of Development and Planning, City of Chicago, City Hall Room 1008, Chicago, Illinois 60602. The report details the guidelines for development of the Randolph Terminal properties, with emphasis on allocation of space for residence, recreation, public facility commerce and transportation uses.

Newsfront

IN ORBIT -- Not surprisingly, the interest in space generated as Apollo 11 is speeding moonward has spilled over into the reservations offices of Pan American World Airways. Pan Am is thought by many to be first in line as the prime U. S. carrier to offer commercial passenger service to the moon as soon as it is practicable to do so. Thus far, the globe-girdling airline has received more than 17,000 requests for reserved seats, some even specifying a location next to the window. Based on present coach-level fares, a round trip to the lunar surface would cost somewhere in the neighborhood of \$30,000. In addition to mere requests for seat reservations, Pan Am has also been approached about serving as the carrier for the first convention to be held on the moon, about providing a round-trip for two as a contest prize, and about group travel rates. Should any TC readers be interested in making that historic voyage, Pan Am may be reached c/o Moonflight, Pan American World Airways, Box 2212, Boston MA 02107. Each applicant will receive a letter of acknowledgment and a wallet-sized card indicating his position in line. Bon Voyage!

FLYING HIGH -- Aeroflot has carried more passengers in the first year of air travel on the direct New York-Moscow run than co-operator Pan Am; the USSR-owned line with 10,000 round-trip riders and the U.S. flag carrier with 6,000. ...On July 7, Penn Central president Alfred E. Perlman and TWA board chairman Charles G. Tillinghast, Jr., unveiled a plaque in Penn Station in New York to commemorate the 40th anniversary of transcontinental air-rail service between Gotham and Los Angeles. On July 7, 1929, the "Airway Limited" of the Pennsy steamed out of New York with 20 passengers, enroute to Columbus, Ohio. There the group, including aviatrix Amelia Earhart, boarded a Transcontinental Air Transport (a TWA predecessor) Ford Tri-Motor for Waynoka, Oklahoma. A Santa Fe train then transported the passengers to Clovis, N. M., where two more Tri-Motors took them to Los Angeles. The intermodal trip was necessary because of the inability of early aircraft to travel at night, hence the Pullman accommodations aboard crack trains. In two days and two nights, the hardy travelers accumulated 2,342 air and 970 rail miles. Prior to that time, a transcontinental rail trip took at least 100 hours.

EPISODE 6, CHAPTER 3, BOOK 2 -- Once again President Nixon has denied Continental Air Lines that air route to Australia and New Zealand, awarded to the carrier by his predecessor but invalidated earlier by the new Chief Executive. Thus, the controversy over Lyndon Johnson's motives in granting Continental the lucrative rights has been given new life; the former President and Continental boss Robert Six are long-time friends. On the other hand, although refusing to give Continental such authority on the grounds the Johnson award was based on "cronyism", President Nixon has recommended that the new South Pacific line should go to Eastern, much as CAB examiner Park had outlined so long ago. It has been charged that such a "suggestion" on the part of the President left the Administration wide open to similar charges, as the Chief Executive has friends highly placed in Eastern's power structure. Once again, the controversy has been thrust back into the hands of the CAB; at the rate of progress the case has been showing of late the matter might eventually confront Mr. Nixon's successor (who might happen to prefer, say, Northeast, or Braniff, etc., etc.)....On the other hand, domestic awards are much easier to come by. The CAB has granted this authority:

- AMERICAN:** San Antonio-Chicago; San Antonio-Detroit; Dallas-Detroit and Houston-St. Louis.
- BRANIFF:** Dallas-Detroit, via Kansas City.
- DELTA:** Chicago-New Orleans, via Nashville and Birmingham, and Chicago to Nashville, nonstop.
- FRONTIER:** Dallas-Oklahoma City.
- SOUTHERN:** Memphis-St. Louis, and Memphis-New Orleans via Jackson, Miss.

AIRLINE ADDENDA -- U.S. airline passenger traffic increased 14.6% in May above a year ago....Passenger traffic on the North Atlantic route has just posted the smallest increase ever, just 5.4%....Equipment register: To SAS, one DC-8-63 "stretched" freighter (capable of lifting 14 three-ton pallets), and eight new DC-9-41 99-passenger twin jets (increasing SAS' DC-9 fleet to 24); to South African Airways, 3 Boeing 737s (for a total of six); to Frontier, 5 Boeing 737s (with options of 3 more; the manufacturer is to take some or all of Frontier's 727-1008s in part exchange); to Autair International, two more BAC 111-500s to increase the line's order to 7; to Air Jamaica, 2 Lockheed L-1011s....For Sale: Clarkair International has the following: A DC-4, a C-47 Dakota, a Convair 990A, a Convair 240, and a Caravelle 6R; Dismore Aviation Ltd. offers: a Caravelle 6R, an HS 125 business jet, three BAC111-201 79 passenger units, and a Dove Mk 6; and from Fields (not the one at State and Randolph in Chicago): a DC-6A, a DC-6B, a Convair 580, and a Viscount 702.

MORE OF THE SAME -- June 9th saw the beginning of non-stop Twin Cities-Denver service by North Central using 100 passenger DC-9s. One June 15th, North Central added six new nonstops between Detroit and Cleveland. NC corporate DC-3 "World's High-Time Aircraft" has been repainted in the airline's new colors of aqua, navy, gold and white. The historic DC-3 has now logged over 84,253 airborne hours. The line has also boosted service from Chicago to the northern vacation spots....Northwest has added another nonstop Chicago-Twin Cities run. ...Braniff has inaugurated daily single carrier service between Chicago and Panama City....Continental has begun the first jet service between O'Hare and Ontario Municipal Airport in California....A "last run" by a Mohawk Convair 440 has closed the piston era at JFK International in New York....For those who keep track of such things, the longest airline route in the world is SAS' Trans Asian Express from Copenhagen to Bangkok, via Moscow, New Delhi and Calcutta. The 6000 mile trip (11 hours eastbound, 12 westbound) is made in Douglas DC-8-63s, carrying 190 passengers at 550 mph at an altitude of 35,000 feet.

LONG HAULS -- Northwestern University Transportation Department professor Stanley Berge is to be one of the members of a private airport development council to study Chicago's regional airport problems. Along with a United Air Lines pilot and a representative for the Air Line Pilots Association, Professor Berge will make recommendations on a private level for the location and design of the controversial "third airport". Although the council is uncommitted either for or against any particular site (including the lake bottom location), Berge himself has plumped for a location near Manteno, some 45 miles south of Chicago, and accessible by the IC and Interstate 57. The council feels that 15 minutes is a reasonable maximum transport time between such an airport and the Loop.... Seaboard World Airlines began direct cargo service to Europe from O'Hare July 8. Five midnight trips each week will be operated to London, Frankfurt, Zurich and Paris via Boston....Commuter Airlines (who?) has added four daily runs between Chicago and Springfield, increasing the total to 20 (10 in each direction), all using Meigs Field on the lakefront....Be advised that from November through April you can arrange for rides aboard the Goodyear blimps in Miami, Los Angeles or Houston, their home bases. Adult tariff is \$5, children \$2.50. ...The same sort of inertial guidance system on board Apollo 11 will be installed in Boeing 747 jumbo jets, scheduled for operation later this year. The FAA has approved the system (costing \$300,000 per plane, and called Carousel IV). It was constructed by the AC Electronics Division of General Motors....Elsewhere on the giant jet front, residents of Marietta, Georgia are ready to fight anyone critical of Lockheed, the city's (and state's) largest industrial employer. While the debate over the C5A cargo plane rages in Congress (58 craft have been approved out of an Air Force request for 115), Marietta is braced for the inevitable cutback in personnel at Lockheed if the additional craft are not also committed by the Congress. Some 20,000 workers would probably be laid off and the construction program on the civilian version (the L500) would also be impeded. Lockheed came to Marietta in 1951.

RE: TRAIN-OFF LIST -- If you are still trying to figure out the coding in the train-off listing presented here July 7, it should read: "...the third indicates any petitions denied". (Any balance is pending). (The editor has been suitably reprimanded by his junior officer for the late-night error). Further, the Great Northern listing of trains 357-358 should read Seattle-Blaine (Washington); we were unaware that the carrier did not have Canadian permission for the segment continuing on to Vancouver; even a GN newspaper ad showed the entire train off....One of our readers points out that there are more than 173 long-haul trains running, since many runs were discontinued in segments. This is quite true, but only NYC, B&O, Southern and SCL practice this type of petition. At any rate, some 211 trains counted in the July 1967 Official Guide are now entirely off, and better than 100 others have been partially dropped.

END OF THE LINE -- Canadian National has publicly stated that it is "throwing in the towel" as far as long-haul passengers are concerned. When the long-awaited Canadian Transport Board's 80% subsidy for necessary services becomes effective (some time before the end of this year) the CN (as well as the CP) is expected to petition all long-haul services, except in the Quebec City-Windsor "corridor" (CN). CN officials stated that the about-face policy toward the long-haul passenger is largely due to steadily-increasing labor and car maintenance costs, while patronage outside of the corridor is declining....Chicago & North Western was allowed to substitute Greyhound buses for one year for 209-214, Green Bay-Ishpeming, effective July 16; C&NW has also discontinued its last parlor cars to Green Bay (the bar for Chicago North Line commuters has now dried up) and 121-206 are now coach only....Penn Central has repeteditioned #50, the Admiral, Chicago to New York, and #53, the Fort Pitt, Pittsburgh to Chicago for July 31....Dallas, Texas, became the nation's largest city not served by a passenger train on May 31 when MoPac Texas Eagle trains 21-22, Fort Worth-Longview, were discontinued....ICC hearings have been scheduled for NP 1-2, the Mainstreeter, St. Paul-Seattle; PC 303-304, the James Whitcomb Riley, Chicago-Cincinnati; B-L 5-6, Lake Cities, Chicago-Hoboken; SP 101-102, City of San Francisco, Ogden-Oakland; and CB&Q 3-4, Ak-Sar-Ben Zephyr, Chicago (Galesburg)-Lincoln....PRSL has petitioned the Philadelphia-Jersey Shore trains again; the services are: 1000-1001-1002-1004-1022-1027-1029-1031, Philadelphia-Atlantic City, and 1052-1063, Philadelphia-Cape May.

MORE -- IC and Central of Georgia are operating a non-reserved seat coach on the City of Miami between Chicago and Albany, Georgia, replacing the Seminole service over the same route; the car does not handle local passengers Chicago-Fulton....The Alabama PSC has allowed that state's railroads to increase passenger fares 6%....The July Railway Guide is down to 912 pages....L&N now operates its own passenger train into Chicago (the Danville Flyer—yes, it's still running)....Penn Central reports that the MetroLiners are averaging 76% occupancy for the first six months of 1969; the two limited trains are averaging 318 passengers per trip (in trains with a maximum capacity of 308), indicating much intermediate riding; the non-stop weekday-only runs are not selling as well as expected so a stop at Newark in each direction has been added (the train will continue to meet its 2:30 running time) in an attempt to encourage New Jersey commuters to abandon air shuttle flights out of Newark Airport. Total riding on the New York-Washington route is up 11% for the six-month period, including 1% on conventional trains (the Congressionals, etc.), all apparently at the expense of air shuttle operations....Ferrocarriles Unidos de Yucatan, S. A. (the United Railways of Yucatan) and Ferrocarril del Sureste, S.C.T., have been merged into a single organization headquartered at Merida. The new carrier's name is Ferrocarriles Unidos del Sureste, S.A. (Southeastern United Railways)....51 U. S. railroads have sold Railway Express Agency (REA) to its management....Now the ICC says the New Haven is worth \$150.9 million; up from the \$145.6 million valuation the same agency applied last December. The higher payment was in response to court orders....An 80-passenger aerotrain built to run on an air cushion at speeds in excess of 125 mph was unveiled early in July in Paris.

THE TRANSIT WORLD -- The Bay Area Transportation Study Commission has urged the construction of 1000 miles of freeways and 155 miles of rail rapid transit for the San Francisco Bay Area, the latter in addition to the abuilding BART system. The Commission has suggested that a regional agency be formed (prseumably out of BATS) to coordinate and operate all passenger transportation facilities in the San Francisco area, lest "transportation chaos" follow....Rumor has it that 275 new streetcars for the surface subway lines and 50 new streetcars for the Sharon Hill and Media lines are under consideration by SEPTA in Philadelphia. Confirmation, anyone?...CTA and Greyhound have signed a pact providing for the 'Hound to serve Ryan/95th, Kennedy/Jefferson Park and Skokie/Dempster stations on their intercity services. Under the terms of the pact, the 'Hound will sell tickets at the three stops, and operate a package express terminal at the Skokie Swift station. Service to and from the east and south (an initial 24 trips a day) would stop at 95th, to the north at Dempster (11 trips) and to the west and northwest at Jefferson Park (10 trips). This institution of "satellite station" service continues a pattern begun in Boston, where intercity bus services stop at the Route 128 (Riverside) terminal of the MBTA Riverside high-speed streetcar line. Service to and from Dempster will begin August 4, while that to and from the other two stations will begin at or shortly after the opening of rail operations there later this year. The rapid station stops would replace older Greyhound facilities elsewhere in the city.

CHICAGO REPORT -- Northwest suburban area carrier United Motor Coach has discontinued all bus service on three segments of its route network (as well as severely cut other schedules). Gone are runs from Barrington to Elgin-Dundee, the summer-only service northwest from Wheeling to Antioch, and all service to Harvard and Big Foot from Barrington (which parallels the C&NW's Northwest Line commuter service). The latter line was a contender for the country's longest bus route using city-type transit equipment exclusively; the run from downtown Chicago to Big Foot charted out at better than 75 miles....The CTA is placing in service 25 new turnstiles that can accept any combination of dimes, quarters and nickels for paying fares and buying transfers. Designed by CTA's Research & Planning Department and manufactured by Tiltman-Langley Company of London, England, they are the first exact-fare turnstiles that accept three denominations of coins in use on any rapid transit system. More will be placed in service at other locations in the future....Noise on the North-South subway over the curve at State-Division peaks at 123 decibels, an acoustic engineer has reported. Studies show that continued noise at levels above 90 to 95 decibels can be damaging to the ear. (A TTC study several years ago showed that Chicago and New York shared "honors" for the second-noisiest subway system. "Winner" was Philadelphia).

WEST BAY RAPID -- The WBRTA Board voted to adopt a modified plan B (TC 7 Mar 69) as its Master Plan for San Mateo County. This called for a county-wide system of express and local buses along with upgrading of SP rail commuter service, and the subsidization of Greyhound commuter operations until WBRTA could take them over. Brochures were mailed to all 190,000 registered voters in the county, and many public meetings were held. The proposal carried no bond obligations or financing plan, just a YES or NO on the beginnings of a publicly-owned county-wide system; plans would have been voted on later. On June 10, this simple proposal went down to defeat in a light turnout, 39,000 to 9,000. As the result of this, WBRTA must officially end its existence, and transfer transit planning to local governments or unconcerned state agencies. (HRP)

LAST WORDS -- Transit service in Anderson, Indiana (Anderson City Lines, owned by Trailways magnate Ben Kramer) ceased July 15, after the city refused a subsidy to ACL, while in Marion Bus Transit, Inc. was enabled to continue its operations by the vote of the city council to assist in providing 10 more buses (age or identity unknown) for the company....Gary has been given a grant to provide service from the inner-city ghetto to Bethlehem Steel at Burns Harbor.