

THE HAPPY MEDIAN.

There's a median strip between the northbound and southbound lanes of both the Dan Ryan and the Kennedy Expressways.

That's where the CTA trains go. Or soon will, because starting the morning of September 28th, you can get to the Loop from the Dan Ryan Terminal at 95th St. in just 20 minutes, tops.

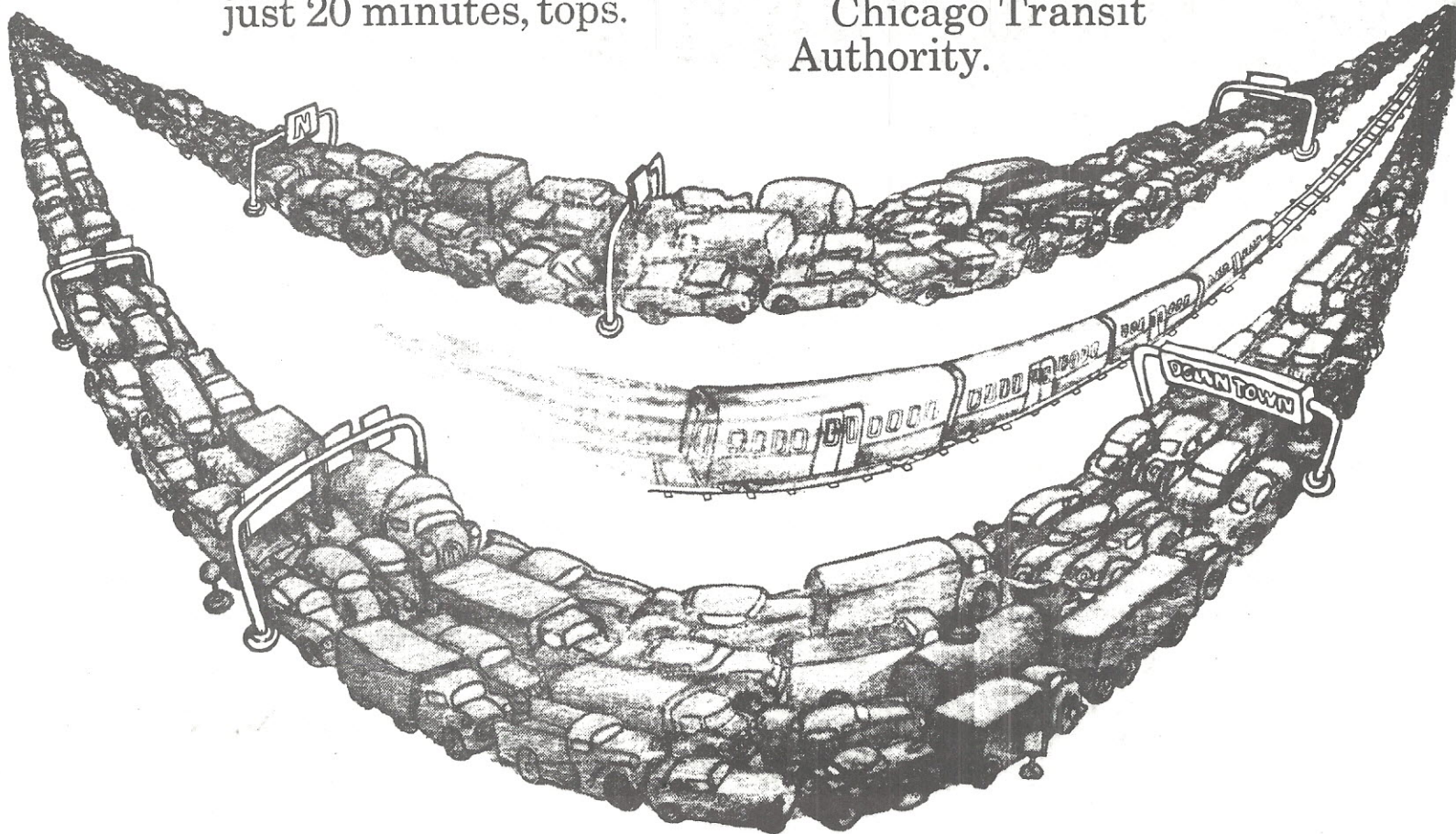
You can even ride all the way out to Harlem Avenue in Forest Park without ever changing trains.

Before too long there'll be equally happy news for northwest-siders on the Kennedy. (Watch this space for full details.)

The new Expressway Express, in two new varieties.

Rapid Transit?
Extremely.

Chicago Transit
Authority.



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Column One

The other night, while watching President Nixon pontificate on the benefits that will accrue to the United States as the result of his decision to go ahead on the development of the supersonic transport, I was reminded of a small boy who, as all small boys are wont to do, is attempting to badger his parents into buying him a bicycle bigger and better than any of his friend's. ("But Dad, I need it; the old one's falling apart and besides it's just a kid's bike". Do you want all the other kids to laugh at me?")

With his customary boyish grin, the President allowed as to how our SST would be bigger and better than all of the others; it would fly faster and seat more; it would be such a superior model that all the airlines of the world would be standing in line to buy it, even though it would not take to the skies until well after the Concorde and the Tu-144. The cost to the government would only be a mere \$600 million to fully develop the craft (on top of countless millions already expended in the developmental program), and the rush of orders expected to result when it became fully operational would amass huge profits for the builders and royalties for the government. Equally elated over the prospect were Washington's governor (Dan Evans), and one of its Senators (Henry Jackson), in whose state the craft would be built (despite abandonment of its highly-touted swept-wing design in favor of a fixed-wing concept originally developed by losing bidder Lockheed, Seattle's Boeing firm is to be the contractor).

The pronouncement that we would push ahead had all the fervor of a religious crusade. "We will build an SST", said the President. "We must maintain our leading position in the world aircraft industry." All of the customary bases were touched, as the Chief Executive spoke of National Prestige, easing of the balance of payments problem, etc. Now, he said, Tokyo will be as close to New York as is London. The only thing missing was a reference to this having been the greatest week since the Creation (but that pontification had already been used).

Although the staff triumvirate that founded this publication seldom agrees on any transportation matter (which is as it should be), we are firmly united in the belief that for the U.S. to pursue its goal of building its own SST is the highest folly. Many members of Congress have already denounced it as a plaything for the rich (which it would be); you and I hardly care whether a transatlantic flight takes six hours or three. The plane's predisposition toward creating noise of the worst sort has already been well documented; by limiting it to transoceanic flights part of its usefulness would be lost.

And as for that elusive quality called National Prestige, I remain convinced that said standing would increase far more rapidly if we used such funds to find a cure for human misunderstanding and divisiveness, or restored those cuts to the medical programs that were announced at the same time as the SST go-ahead. I do not believe that the average traveller could be induced to fly, say, Pan Am or TWA to London over BOAC simply because the former used a U.S. SST. Such supernationalism hopefully went out with the fall of the Third Reich. Senator Fulbright said it most eloquently when he referred to the spending of countless millions for the SST as not a matter of national prestige, but of national vanity.

--RICHARD R. KUNZ

Newsfront

SOMETHING SWIFT -- As the ad on TC's cover this week indicates (it was prepared by CTA's agency, Allen Andersen, Niefeld & Paley), the Dan Ryan median strip line is finally going into service next Sunday. Although but 16 of an order of 150 new Budd cars are on the property as of this writing, the 180 "Lake Street" 2000 series vintage 1964 Pullman-built cars have all been transferred over for operation on the West-South Lake-Ryan through route, hopefully to adequately care for the expected surge of riders. Transportation Secretary Volpe, UMTA head Villareal, Mayor Daley and CTA chairman DeMent will officially open the new, nine-mile route in ceremonies at the 95th Street terminal at 10:30 AM on Friday, the line will then be open for inspection by the public (including free rides between 35th and 95th) until 4:00 PM, and the first train will depart from 95th destined for Lake/Harlem at 4:16 AM on Sunday. The other new median-strip route, that running northwest in the Kennedy Expressway, is now expected to be ready for service within two or three months. Some 24 CTA bus lines are being rerouted or otherwise changed to better serve the new facilities, and two-way operation is being introduced to the Loop "L" for the first time since 1913. Full details of the new services are available from the Public Information Department of the CTA (Box #3555, Chicago IL 60654) in a series of leaflets and a new temporary "Dan Ryan" edition of the Authority's transit map. The latter publication is destined to become a collector's item in future years because of the limited number of copies being printed due to the fact that it will be obsolete very shortly on the opening of the Kennedy rapid line.

ON THE TRANSIT FRONT -- American Transportation Enterprises (operator of the Omaha and CN&C Green Line systems, among others) has been hired by the Metropolitan Transit Commission of the Twin Cities to aid in negotiations directed toward purchase of the Minneapolis-St. Paul transit system. ATE, which is to manage the new public system in Duluth, is expected to do the same when the Twin City operation is municipalized....The North Western is petitioning to phase out round-trip discount rates on its three suburban Chicago divisions, except for multiple ride tickets.The twin Fort William-Port Arthur trolley coach systems, physically connected but separately operated since 1955, will begin through operation between the two cities once again on October 1. The original thru service was discontinued because of a dispute over the division of revenue; this time the split will be 50-50. Even that question will become academic next January 1, when the two municipalities and several suburban areas confederate into the new city of Thunder Bay, Ontario....Even the prestigious Huntley-Brinkley Report saw fit to cover the return of the Phantom. Since June 12, the trouble-plagued Long Island Rail Road has been trying to operate a 7:55 AM run from Babylon to Brooklyn, but each day the chronic equipment shortage has resulted in the train's annulment. Finally this week, however, the Phantom materialized, complete with a masked front end loudly proclaiming "The Phantom Rides Again". New York governor Rockefeller has said that within a very few days LIRR service will be the finest in the world. We might suggest you keep tuned to NBC's Tonight Show for Johnny Carson's continuing progress reports on the upgrading of the "Route of the Dashing Commuter"....On Monday, September 22, the first test of exclusive use of Interstate Highway lanes by passenger buses got under way in Washington. Two lanes of the Shirley Highway leading into the Nation's Capital (I-95) will be turned over to inbound buses on a four-mile stretch during the morning rush hours in a move designed to clip 13 minutes off the travel time of some 2,000 commuters. A further

extension of the project will be implemented as construction of the center lanes progresses....Reader Ronald DeGraw adds this postscript to our item on Red Arrow (TC 01 SEP 69): Red Arrow/SEPTA agreement of sale specifically excludes old side-door #62, the restoration of which will be finished around mid-fall. This is the only rail car Red Arrow will keep. Also Red Arrow will retain title to the entire Llanerch carbarn-bus complex, with SEPTA permitted to use the property rent-free for two years. SEPTA will eventually consolidate the trolleys with the Market Street subway shops at 69th Street....The city of Philadelphia will pay \$1.8 million in increased costs for relocating the Frankford Elevated, a project that will now cost the city \$5.2 million. The tracks are to be relocated into the median strip of the Delaware Expressway....The Connecticut Company is soon to go Exact Fare in Hartford....The CTA will once again sell "convenience" tokens (at 40¢ each) when its EF plan goes into effect on November 1. Some 7,000,000 of the aluminum tokens rest in CTA vaults.... Phase two of a broad and innovative R&D effort to provide improved transportation systems for Atlanta, Dallas, Denver, Pittsburgh and Seattle is soon to get underway. Phase one was a survey of the problems; phase 3 will be implementation of the solutions....DOT has granted \$157,864 to the University of Pennsylvania for the Minicar Transit System Study. The experimental Minicar is 9 feet long, 6½ feet wide and carries three. It is powered by a hybrid internal combustion engine (40 HP)/electric motor (25 HP). It has a cruise speed of 60 mph and a range of 200 miles on the hybrid engine (or 2.5 miles on the electric motor alone).

TSK, TSK -- The Interstate Commerce Commission, by a vote of 7-2, decided that it does not have the power to dictate standards of equipment and services on passenger trains. Thus ends Examiner Joseph Messer's "Sunset" case in which he ruled that the Southern Pacific intentionally downgraded the train to discourage patronage so that it might eventually petition to discontinue the service entirely. The Commission then submitted a draft proposal to the Senate for legislation allowing the ICC to have sole authority over final passenger train service (state authority can currently be used to end such service in each state); give 60 days notice of intent and 7 months for hearings; and to stop carriers from ending service before the date allowed by authorities.

HEAR, HEAR -- The ICC will be very busy handing down decisions on passenger trains during January 1970. B&O 7-10, the Diplomat and Gateway, Akron-Chicago and rescheduling of remaining service must wait until January 11, 1970 for ICC hearings. GN 3-4, the Dakotan, St. Paul-Fargo; GN 7-8, the Winnipeg Limited, St. Paul-Grand Forks; and the reroute of the Western Star, must run until January 15, 1970, also for hearings. Further, Milwaukee Road 2-3, the Afternoon Hiawatha, Chicago-Minneapolis, will have hearings delaying its discontinuance until at least January 22, 1970.... An ICC examiner has recommended that the Minneapolis Industrial Railway be allowed to discontinue only the outer 56 miles, Hutchinson to Gluck, Minn. The report also recommended that the road be fully merged into the Chicago & North Western (the line was a subsidiary of the Minneapolis & St. Louis).The Illinois Commerce Commission gave the Milwaukee Road permission to consolidate the City trains Chicago-Omaha (Iowa permission was not required) effective September 7. The "Train to Everywhere" (maybe it should be renamed the Gold Coast) now carries through coaches and sleepers to Denver, Los Angeles, San Francisco and Portland.

THE SHORE: TIDE GOING OUT -- The South Shore Line, claiming a \$388,000 loss on passenger service during the first six months of 1969, has petitioned the ICC to be allowed to cut its schedules by 25% effective October

26, 1969. Rush hour service would not be affected, but all other runs would be as indicated (trains in the 300 series run Saturdays, Sundays and holidays; all others weekdays. Certain numbers below 100 run daily).

Chicago-South Bend	3-10-16-27-34-40-319-320-328
Chicago-Shops	4-211-214-219-501-529-534
Chicago-Gary	105-125-128-131-406-409-413-416-425-426-433
Gary-South Bend	21
Gary-Shops	237
South Bend-Shops	31 (SSH only)-33.

The remaining trains would be renumbered and/or retimed to fill gaps.

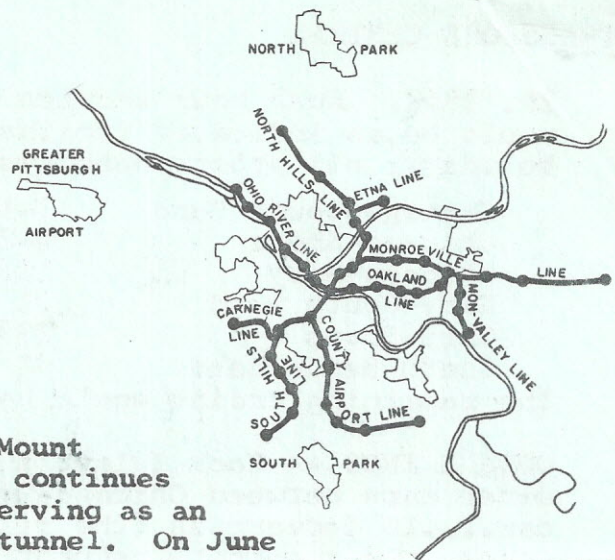
ODDS & ENDS -- Rock Island's Chicago-Omaha trains 7-10 have received club-diner cars between Chicago-Des Moines replacing the poor snack beverage car....IC Industries (the railway's corporate parent) is buying MSL Industries, the corporate remnant of the former Minneapolis & St. Louis Railway (which was sold to the North Western....PC 15-18 Cincinnati-Columbus is off; the remaining Columbus-Cleveland portion of the former Ohio State Limited must continue to run....The historic Flying Scotsman British steam locomotive and train will arrive in the U. S. this Friday, to begin an Eastern and Southern tour in hopes of promoting trade with the Mother Country.PC has been granted a 10% increase in intrastate Pennsylvania fares. The hike does not apply to joint PC/SEPTA Philadelphia area tariffs....PC, by the way, will activate its own holding company October 1....The California PUC once again rejected SP bids to drop the San Joaquin and Sacramento Daylight trains.

AIR/WAYS -- The CAB has awarded nonstop route authority between Chicago and Memphis to Southern Airways, in competition with Delta....National has announced it will inaugurate Miami-London nonstop service January 1, 1970....TWA is equipping its entire 707 fleet with an additional third movie screen in the coach section....Avianca has begun nonstop service between New York and Baranquilla, Colombia.... American has asked the CAB for routes between Hawaii and the South Pacific. American seeks service from Hawaii to American Samoa, Western Samoa, Fiji, Cook Islands, Society Islands, New Hebrides and New Caledonia....A new speed record for propeller-driven planes was set in a WW II Navy Grumman F8F2 BearCat, at 478 mph. The old mark was set in 1939 by one of Hermann Goering's Luftwaffe pilots, at 469.2 mph....In this day and age of increasing air and decreasing train service it is odd to have to report a few "plane-offs". Frontier has asked the CAB to suspend air service to seven Montana and one North Dakota cities. Involved are Lewistown, Havre, Glasgow, Wolf Point, Sidney, Glendive, Miles City and Williston, N. D. Frontier cited poor traffic even with the replacement of outdated DC-3s with faster Convair 580s. Apache Airlines of Phoenix is bidding for these routes.

MORE -- The first 747s are now off the Boeing production line in Seattle. The initial five, which can carry 450 passengers, have already accumulated more than 450 hours' flight time....That controversial jetport in the Everglades, which conservationists said would permanently alter the ecology of the region, will not be built. Interior Secretary Hickel has vetoed its construction, and Florida's Governor Kirk has indicated he will support the Federal decision....In a bid to get an even larger share of the transatlantic traffic, and get out from under restrictive International Air Transport Association agreements, Italy's state-owned Alitalia has announced it will cut the round trip Rome-New York rate from \$409 to \$299 tourist. IATA sets such fares for all member airlines; the Alitalia action might trigger a price war, if no compromise can be reached.

SPECIAL REPORT: PATpourri

Once a haven for trolley and bus enthusiasts, Pittsburgh is now nothing more than a vast, unified system of New Look buses in a brand new color scheme, supplemented by a handful of trolley lines equipped with deteriorating PCC's still in the former operator's paint (or lack of it) so as to allow as little identification as possible with the progressive management that is the Port Authority Transit of today.



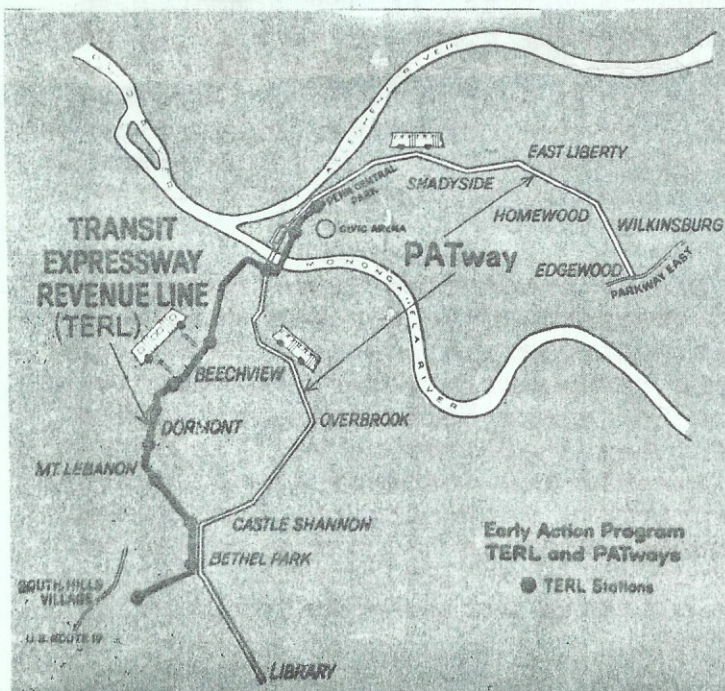
The seven remaining car lines operate via the Mount Washington Tunnel, although the Beltzhoover route continues to bypass that facility (except for two trips), serving as an alternate route should an accident happen in the tunnel. On June 29, the Knoxville line was partially converted to bus service, with all late evening, Saturday evening and Sunday-holiday service operated by a single bus shuttle connecting with Carrick cars at South Hills Junction. The Beltzhoover line is also served by the same bus (via Knoxville) during late evening and early morning Sunday hours.

On July 10, 1969, the PAT board adopted the Early Action Program, a \$229 million rapid transit system composed of 18½ miles of exclusive roadways for buses called PATways, and an 11 mile SkyBus type operation. The proposal is based on DOT support to the tune of \$152 million.

As described at PAT's public display area at the Allegheny County Fair, the East PATway, using abandoned Penn Central rights-of-way from the downtown Penn Central station to Edgewood, 6.4 miles, would be the first line constructed, beginning service in 1971.

Then a South PATway using the Shannon-Library right-of-way would be built and scheduled for operation by 1973. This 12 mile line will use the Mt. Washington Tunnel along with Mt. Lebanon cars (the tunnel will be paved) temporarily.

The final step will be a Transit Expressway Revenue Line (SkyBus) of 11 miles using the Penn Central bridge across the Monongahela River and more PC r-o-w to the abandoned Wabash RR tunnel below Duquesne Heights, then via the PAT 42/38 Mt. Lebanon via Beechview route through Castle Shannon, Washington Junction and via the Drake Branch to S. Hills Village. Opening is scheduled for 1974.



EAP opponents, headed by County Commissioner W. R. Hunt, believe the SkyBus to be not completely reliable and the timetable unrealistic. Hunt feels that conventional rail service will bring rapid transit to Pittsburgh much faster. PAT GM John Dameron has stated that B&O/PC commuter service, while feasible, should only be considered on an interim basis.

--ROBERT I. OLIPHANT