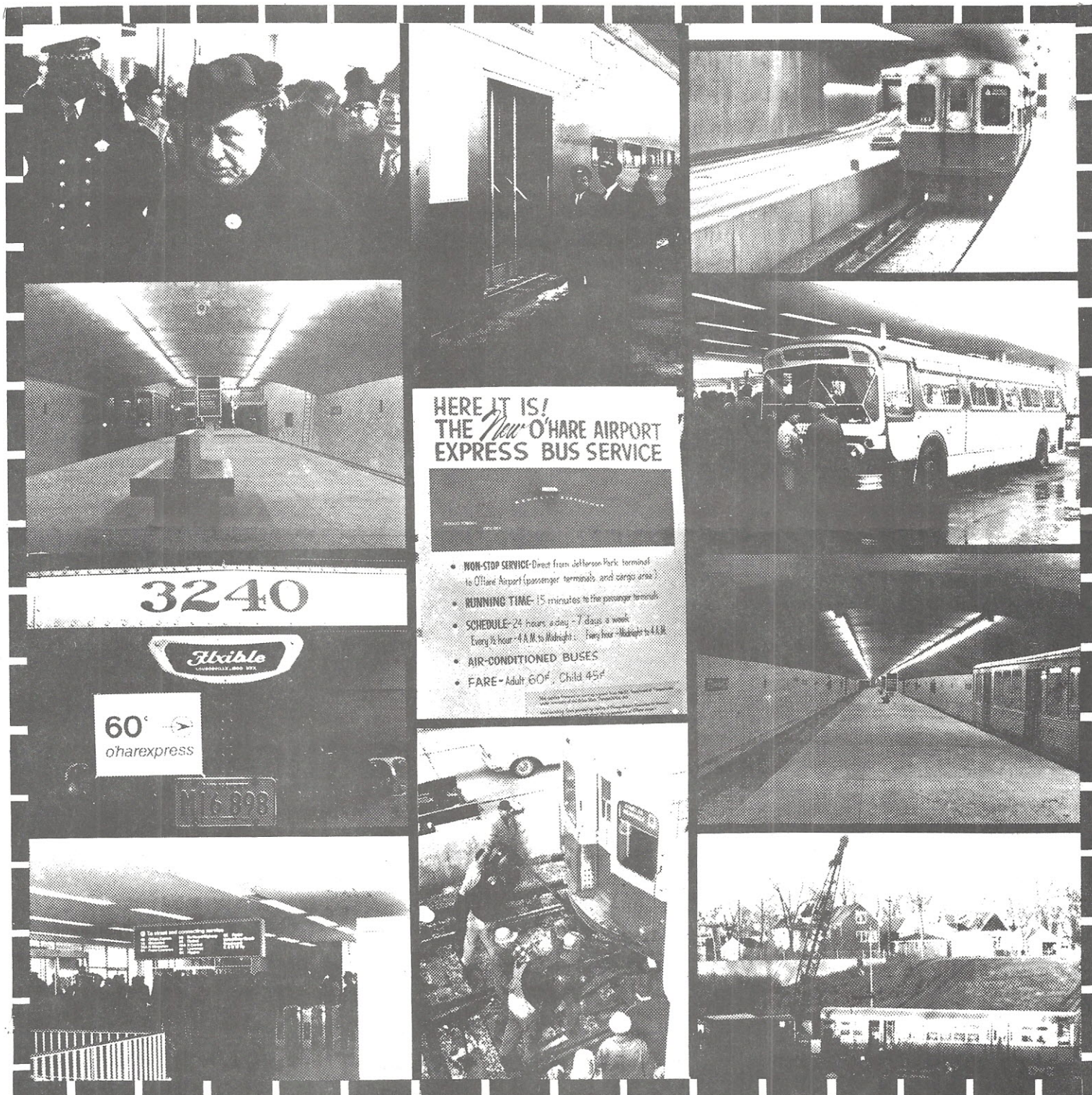


Transport Central



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column one

The Happy Median

Let's give credit where it is due—The Man said the Kennedy line must open on February 1, and it did—barely. Six badly-needed cars have been sidelined; some 50 riders have been exposed to the spectre of a collision and a trip to the hospital, and the Chicago Transit Authority has received an undeserved black eye.

It was all so unnecessary, this exercise in political expediency. To be sure, the Public Works Commissioner insisted the line was ready, and the CTA, although conceding there were some problems, politely concurred. The fact of the matter was that the city, in its unremitting haste to reap all possible political benefits from an early service inaugural had compromised with safety, sound operating practice and good common sense. The Authority had been forced to place unequivocal reliance on the new facilities with scarcely a week's trial.

But The Man had spoken and here we were, shivering on the drafty platform this Friday morning at Logan Square, breathlessly awaiting the oratory from the assembled dignitaries, most of whom would shortly take their first and last ride over the new line. There is something vaguely reminiscent of a World War II bond rally in such an occasion; the praises for everyone connected with the Noble Cause, and the exhortations to stand behind The Effort, a plea that seemed lost on the legions of air-conditioned Cadillac owners standing there. Equally out of place was the notion that we fortunate ones were soon to ride up and down the line in comfort on this chilly afternoon, while the less-fortunate had yet to brave one more homeward-bound trip by more archaic means.

Then, when the hay was all made, and the facility was left to the Authority in its futile race against time, the piper who must be paid came around to collect. Two cars neatly deposited on the ground during a training run Saturday at Jefferson Park; an open switch is blamed, and two cars are lost. The next day, a train jammed with opening-day sightseers is rammed by another at Belmont; another train detailed to tow away the crippled units is also derailed, sending four more cars to the shops. The collision had deposited 50 in the hospital, and the line was shut down for three hours. The next day, morning rush hour traffic was halted by a stalled Budd train at Addison; a similar stoppage in the early afternoon sent a motorman to the hospital for treatment of burns. Two days later, another derailment in the yard north of Jefferson Park hampers switching there.

Perhaps Chicago Daily News columnist Mike Royko summed it up best when he likened the line's debut with the voyage of the Titanic, or the landing of the Hindenburg. Or maybe an unsuspecting note of prophecy was sounded at the dedication when a local priest exhorted God to make the new line so successful that the fare increase looming ahead might be avoided. Right church, wrong pew.

--RICHARD R. KUNZ

Newsfront

METROPOLITAN REPORT

This week, Chicago added 5 more miles of rapid transit route to its growing system with the inauguration of Kennedy Expressway median strip service to the Northwest Side. The CTA now operates 90 miles of L/Subway service, more than at any time in Chicago history; the previous high, before abandonment of some lesser services was 87 miles, between 1943-1948. Six new stations were added to the system, one a relocation of the old Logan Square elevated stop to a new, spacious underground location. Service on the new line began officially at 5:37 AM, Sunday, February 1, with the departure of the initial train of 6000-series PCC-type equipment from the Jefferson Park terminal. Also inaugurated was CTA's second attempt at providing bus service to O'Hare Airport, this time with the assistance of a DOT grant; a similar line from the old Logan Square terminal to O'Hare operated unsuccessfully in 1964.

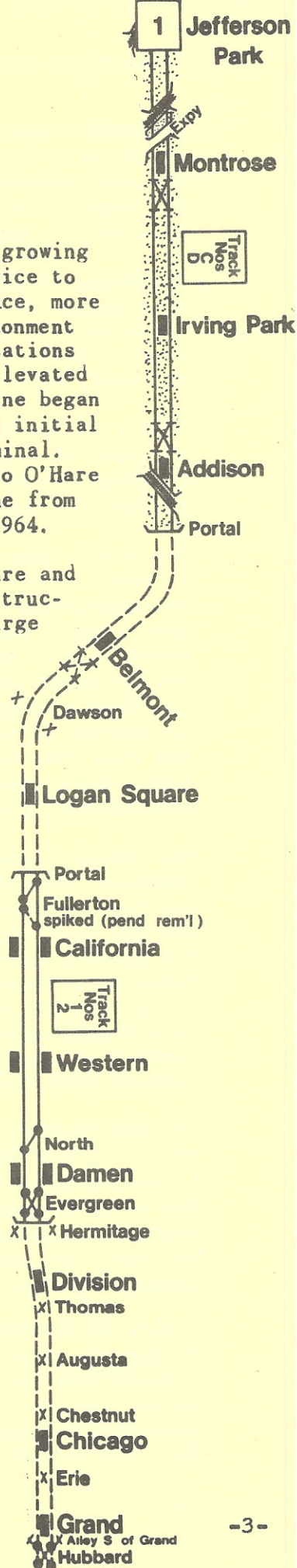
Some personal observations: The two new subway stations, Logan Square and Belmont represent a radical departure from previous underground construction. Gone are the supporting columns; the entire station is one large unobstructed expanse, gracefully arched. From the mezzanine level, the agent has a clear view of the platform. The work of the architectural firm of Skidmore, Owings and Merrill, the stations are simply furnished in a starkly modern style, and betray the influence of the Montreal Metro. They are a distinct plus.

On the minus side are a few minor complaints, largely chargeable to the lack of funds available to the city for construction of the line. The bus terminal at Jefferson Park is largely open to the wind, with no shelter available to waiting passengers. Because of the intervening North Western Railway embankment, clear view of the bus loops from the heated station building is impossible, necessitating a wait in the cold if surface connections are not to be missed.

At the bus terminal itself, the route 40 O'HARE EXPRESS loading island, potentially one of the busiest, is furthest from the station building; other, lighter lines occupy nearer berths. It would almost seem planned that way to prepare airline passengers for the longer hike to planeside at the not-so-whimsically-named Cardiac Field at the other end of the bus line.

Further, the Authority has not availed itself of its standing as an interested party before the Illinois Commerce Commission to petition that body to require that more United Motor Coach suburban service be operated to the terminal instead of bypassing it two blocks north enroute to the Loop. United operates a pitifully-small measure of service to the station, consisting almost entirely of runs to Desplaines duplicated almost in full by a CTA route (also from Jefferson Park) available at no extra fare.

And then there is the problem of parking. Inasmuch as federal funds were limited, no parking facilities could be provided either astride the expressway or nearby, likening the situation to a de-



partment store of considerable size whose main elevator bank is on the fifth floor, reachable only by negotiating a narrow stairway. Because of outward population growth, the new terminal in 1970 is at the same relative location as Logan Square was when it was constructed in 1895. Extension to O'Hare and construction of adequate parking facilities at the earliest possible moment is a necessity.

According to CTA Chairman DeMent, a fare hike to 50¢ will become a reality for CTA riders within 30 days, if the Authority is to pay its maintenance and operating expenses. Speaking at a press conference held after the regular February 5 board meeting, DeMent said he would call a special session to consider and presumably vote into effect the increase; such action, for various reasons, was not on the regular agenda.

Riders in New Orleans can sympathize with their Chicago counterparts—they were the recipients of a 50% hike in New Orleans Public Service fares January 25. The blow was cushioned by the fact that the increase was from 10¢ to 15¢; NOPSI's power division subsidizes the transit operations.

New York's long-suffering straphangers have taken to hijacking subway trains in order to reach their destinations when faced with long waits. At one Manhattan location, the non-appearance of an express train for more than 40 minutes prompted riders to commandeer a local and force the motorman to continue with it to the express terminal further north....Over on affluent Long Island, LIRR crewmen have threatened to strike if they are not given adequate police protection from riders angry over deplorable service and the line's recent fare hike....Governor Rockefeller, in a turnabout, has proposed subsidization of all area bus, subway and rail services by a tri-state body. After a meeting with Penn Central officials, he was able to get their promise to improve service on that road's former New York Central and New Haven commuter lines, including the expenditure of half a million dollars for regular cleaning of cars.

The Duluth Transit Authority is now operating all service in that city and neighboring Superior; the 74-bus Duluth-Superior Transit Company went public February 1....Action has been completed favorably in the Senate toward appropriating \$3.1 million in federal aid for mass transit; the measure faces rough sledding in the House....Peoria City Lines has gone to Exact Fare, and the CTA's changeover to that system is now complete....The Urban Mass Transportation Administration has published studies showing that poor service, dirty cars and stations, noise and crowding, not fares, are the prime reasons that riders desert mass transit....Dallas Union Station, unused since last Spring, is being considered as a possible transit terminal....Seattle's Blue Streak service will begin in June of this year, with DOT assistance.

The Southeastern Pennsylvania Transportation Authority officially acquired the Philadelphia Suburban Transportation Company's transit lines at 3:00 AM, January 29, at a cost of \$13,500,000. For the present, the suburban bus and rail lines will be known as the Red Arrow Division of SEPTA; operating headquarters will remain at 69th Street. Philadelphia Suburban, which remains in existence, will continue to own the South Jersey to New York City bus route. The company will use the \$13.5 million to diversify into non-transit activities.

A flap is brewing over just which carrier may use the new Nicollet Mall in Minneapolis. At present only Twin City Lines and taxicabs are permitted to do so; suburban operators ejected from the Mall are charging discrimination....The eight private bus lines in Manhattan (Avenue B, Pioneer, New York Bus Tours, Steinway, Queens Transit, Jamaica Buses, Triboro Coach and Green Bus), Brooklyn, the Bronx and Queens have won a fare hike to 25¢; the Transit Authority charges 30¢ on its subway and bus lines....The governments of

Suffolk and Nassau counties on Long Island agreed to set up a two-county agency that is empowered to create a unified bus system for the area; some 17 private carriers presently serve the two counties....Three South Bend men were found guilty of using the South Shore Line to promote gambling activities. They were accused of using the electric line to carry a scratch sheet for reference purposes by bettors at a South Bend hotel....The Glenview Bus Company, serving northern Chicago suburbs, is for sale, and is petitioning for a 5¢ fare increase....Rio de Janeiro's 4,500 buses have had their horns disconnected for a trial period of a month, in order to reduce noise pollution. The experiment is a success, and the city is now exploring ways to reduce the noise of bus engines....The new BART system is credited with being a big factor in an office-building boom in San Francisco; commitments have been made for \$850,000,000 in new office buildings within a five-minute walk of the system's six central subway stations in the Bay Area's cities. ...Greyhound has asked for a fare hike to help it pay increased costs of Golden Gate Bridge tolls; Marin County officials have asked the Bridge Commission to purchase the commuter service from Greyhound.

The cover on this issue depicts the various events surrounding the opening of the Kennedy rapid transit extension here in Chicago. Heading vertically, they are: Mayor Daley inspecting the Jefferson Park terminal area; one of the two new subway stations; a closeup of the front of an air-conditioned bus assigned to the new O'Hare run; the terminal at Jefferson Park; the crew of a North Western train on display at the interchange facility just above the pedestrian walkway at the new terminal; the sign promoting the new O'Hare service; workmen manning jacks to rerail one of the cars put on the ground at Jefferson Park; the first run on the new median line about to depart from the terminal; an O'Hare bus on display at the bus loop; another view of the Logan Square subway platform; and CTA's Orton crane on duty at Jefferson Park.

AIRLINE ACTION

United has added another non-stop between Chicago and Honolulu. Service is provided by 147 passenger DC-8-62 aircraft....Direct air service between New York and St. Maarten in the Netherlands Antilles is now being operated by ALM Dutch Antillean Airlines....North Central has been awarded routes between Milwaukee, Cincinnati, Columbus and Dayton. DC-9 service was inaugurated to four cities on Michigan's Upper Peninsula....Northwest has begun the first jet service between Madison and Atlanta....Saturn Airways has ordered three Lockheed 100-30 Hercules airfreighters....Swissair has begun daily DC-8 service from Chicago-Montreal to Zurich.

Mayor Daley, anxious to justify the multi-million dollar renovation of Midway Airport, has backed down on the need (immediate, that is) for a third airport in the Chicago area (preferably in the lake, of course). He has urged the carriers to immediately transfer upwards of 200 flights from O'Hare to Midway, to ease congestion at O'Hare and to better utilize the almost-deserted South Side field....Pan Am will start its second 747 route February 7 with daily flights between Kennedy International Airport in New York and San Juan, Puerto Rico (except Tuesdays and Wednesdays). By early summer Pan Am is to have three 747 flights daily in each direction....Once again, the air traffic controllers plan to have a 'sick-in' to back up their demands for better working conditions; this one is set for February 15....To give equal time where it is due, the Wings and Wheels museum in Santee, S.C. also offers rides on a Ford Tri-Motor; fare is \$5.00 for a 15-minute spin over nearby Lake Marion....The nation's majors have agreed to a CAB-prompted fare-sharing plan that averted a rollback of last year's fare hike....Pan Am has become the first airline to separate smokers from non-smokers....Yugoslav Air Transport has ordered 5 DC-9-30 series jetliners, for a tab of \$26 million.

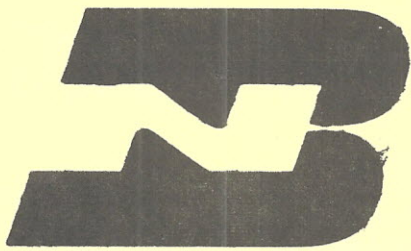
A CAB examiner has recommended denial of applications by Flying Tiger and Airlift International to substantially expand their cargo routes. Flying Tiger had proposed service to 17 new cities, while AI had asked for two Atlanta-Los Angeles routes, one between New York and Los Angeles, one between Chicago and Miami, and service between Boston and San Francisco, all with intermediate stops. The examiner ruled that the new services would be uneconomical.

Hugh Hefner's DC-9, almost ready to fly, is the subject of a request by Purdue Airlines for lease to it when Mr. Playboy is not using same. The charter carrier petitioned the CAB to lease the deluxe craft for posh charters....Japan Air Lines has begun direct Tokyo-Moscow service with its own craft, the first foreign-flag carrier to be permitted to overfly Siberia....The majors have agreed to U.S. government demands that they curb pollution by their aircraft by 1972, instead of 1974, as they would have preferred...Major contracts have been awarded for the first terminal building of the new Montreal International Airport at St. Scholastique....It will cost the average traveler about 35% more to fly one of the new SSTs currently under development, the Anglo-French Concorde, the Tu-144 or the as-yet-unnamed U.S. version....Pan Am's load factor on its 747 service between New York and Moscow has been averaging 52%; the carrier needs 40% occupancy to break even.

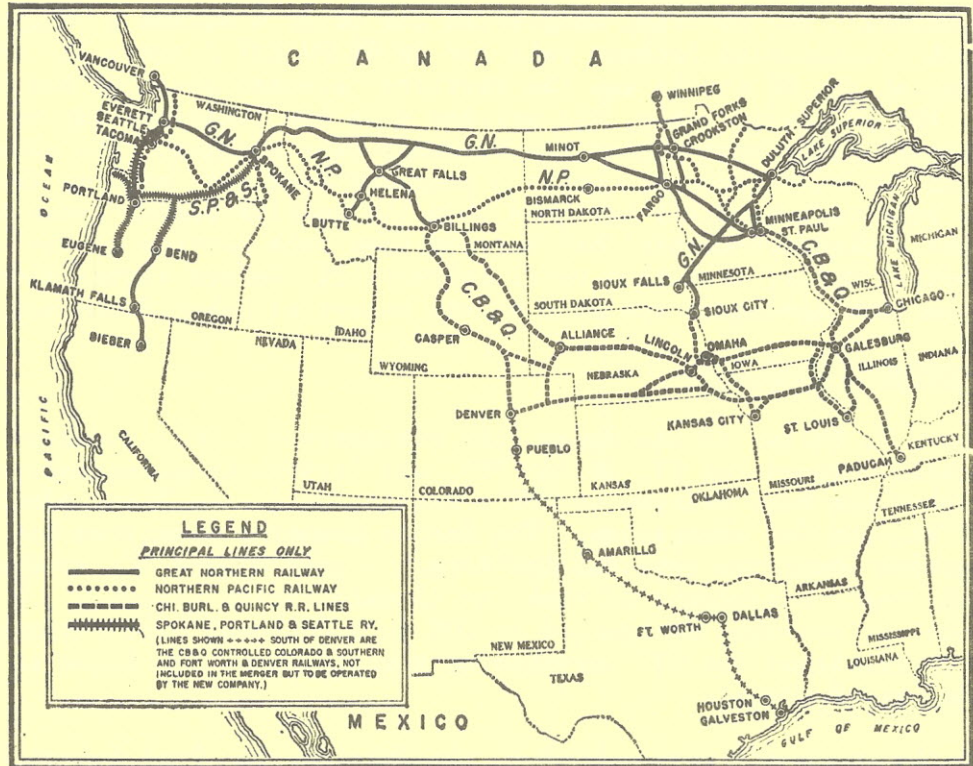
Those of our readers who are television addicts might be directed toward the new Tim Conway Show, wherein he is cast as the pilot of a mythical charter line known as Any-Where, Anytime Airlines (or AAA). The slightly-used plane in the cast, for the record, is a Beechcraft 99. The show itself is predictable....Keisei Railways Company will build and operate a rail link between Tokyo's Narita Station and the city's new International airport. Construction on the \$30,000,000 project begins in April and is expected to be completed a year later....Christler Flying Service, an air taxi operator based at Thermopolis, Wyoming, has won CAB approval to utilize one DC-3, to carry no more than 26 passengers, as a charter aircraft in Wyoming and five adjacent states.

The FAA has adopted extensive amendments to rules for commercial operation of aircraft weighing 12,500 pounds or less, including helicopters. Beginning April 1, air taxi operators will be required to apply for new certificates, make sure that passengers receive oral and written safety briefings before takeoff, bar persons who appear to be intoxicated, and provide two pilots on all aircraft with more than nine passenger seats. There will also have to be a cabin attendant for airplanes with more than 19 seats.

Pan Am has suspended its service from Dulles Airport in Washington to Nassau and Freeport in the Bahamas because of low-load factors....Western Airlines and Wien Consolidated Airlines have reached an agreement wherein Wien would replace Western's local service routes west of Anchorage. Western has been losing money in its Anchorage-Kodiak and Anchorage-King Salmon routes, and plans to sell the five Electras in use on the services....American will be permitted to lease a 747 from Pan Am for use on its New York-Los Angeles run beginning in March. Three months later its own first 747 will be delivered....Overseas National Airways, a supplemental carrier, has asked for authority to operate several services that strikebound National is unable to provide. ONA wants to run New York-Miami, Miami-London and Miami-Los Angeles services under a special provision of the Federal Aviation Act....Trans World Airlines has reshuffled its Chicago-New York commuter flights to depart at 15 minutes before the hour, rather than on the hour as previously. The action was taken to get a leg up on the competition and incidentally to reduce airport congestion. American and United also operate Chicago-New York runs. Aeroflot is training its first all-female flight crew to fly the Ilyushin IL-18 four engine turboprop aircraft. The crew will include pilot, co-pilot, navigator, flight engineer and radio operator—all women. Perhaps the stewardesses will be male.



BURLINGTON NORTHERN



As expected, the U. S. Supreme Court, in a 7-0 decision, voted favorably in the Burlington Northern merger proceedings, paving the way for amalgamation of the seven Northern Lines carriers into a giant 26,500 mile, 17 state single entity. Barring further appeal (the Court opinion strongly emphasized that the Justice Department's contentions of loss of competition were exaggerated, since the Milwaukee Road was allowed to solicit traffic through 11 Northwest gateways previously denied them), the marriage will take place on March 2.

Merger news always seems to come in spurts: the ICC has okayed MP's proposal to merge Kansas, Oklahoma & Gulf into subsidiary Texas & Pacific...An ICC examiner has recommended approval of a plan to merge the Monon into the L&N, including allowing the Milwaukee Road trackage rights from Bedford, Indiana to Louisville, Kentucky...N&W President Herman Pevler believes the ICC will okay an N&W/C&O (et al) merger by mid-year, barring any new opposition...The ICC has ordered Northwest Industries and the Milwaukee Road to renegotiate their stock swap agreement as part of previously agreed to merger terms because of recent stock splits and declining market prices; the old agreement called for exchange of sufficient Milwaukee common stock to equal \$80 worth of NWI stock, but the present market relationship would give Milwaukee stockholders a far greater interest in the conglomerate but less value (the order may prove meaningless since the Milwaukee Road is consi-

dering purchasing C&NW out right from NWI in exchange for stock warrants in the to-be-created Milwaukee/C&NW combine.

DARK CLOUD

A strike was called by the International Association of Machinists against the Union Pacific last weekend. The move was an effort by the 3 shopcraft unions's association to get railroad management to make a new offer in the more than a year long contract negotiations. The carriers considered the Union's action a 'whipsaw' maneuver and countered with a nationwide lockout call for 10:00 PM EST January 31. A 10-day Federal injunction against the UP strike and the carriers' planned shutdown has brought the two sides back to the bargaining table, but neither side has indicated any willingness to budge on the 'minor' issue that killed the December wage package: The sheet metal workers say they will not vote favorably until a proposed work rule calling for workers of one union to do some work normally assigned them (in smaller repair facilities) is removed. At deadline, Transport Central has learned that both parties to the dispute have agreed to yet another delay, this time until February 21, before either side takes any unilateral action; the agreement was made at the behest of Labor Secretary George Shultz.

PASSENGER POTPOURRI

The U.S. Bureau of the Budget has disapproved a DOT-sponsored plan for Railpax, a quasi-public corporation (TC 26 JAN 70), and further Congressional study of draft bills on the docket has been delayed at DOT's request until the Nixon Administration prepares a plan of its own for submission. The Senate Commerce Committee has prepared a bill that will receive Committee approval and stands a good chance for an okay by the entire Congress this year, regardless of what the Administration proposes: a Federal subsidy (a la Canada) of services designated by DOT in a National Rail Passenger System network, plus authorizations for DOT purchase of new equipment for lease to the carriers operating the designated trains.

On the tram-off scene, GN 3-4, the Dakotan, St. Paul-Fargo; 7-8, Winnipeg Limited, St. Paul-Grand Forks, made their final runs February 2; the next day 27-28, the Western Star, were rerouted via St. Cloud, and the remainder of 7-8, Grand Forks-Winnipeg, were rescheduled to a day service connecting with the Star...NP's RDC runs 13-14, Pembina, N.D.-Winnipeg, have been temporarily discontinued (date unknown)...Hearings before the Texas Railroad Commission on discontinuance of MP 1-2, Texarkana-Laredo, Texas Eagle, have been resumed...The news that three people were killed and 41 injured on RF&P's Gulf Coast Special-Palmland near Alexandria, Virginia, was overshadowed by the report that more than 160 people were killed and 250 injured when an Argentine express train struck a stalled commuter train outside of Buenos Aires last weekend...PC 65-66, Chicago-Cincinnati, must run until June 1, pending ICC hearings.... SCL 93-94, Jacksonville-St. Petersburg, South Wind-City of Miami, has been petitioned to the ICC under Section 13a(2)...A 3-judge Federal Court panel has reversed the decision on a C&EI appeal of the ICC's denial of permission to discontinue (now) L&N 3-4, Chicago-Danville; the panel decided that Division 3 erred in its decision because it did not use the Examiner's findings in coming to its verdict; the ICC had until February 5 to appeal the ruling to the Supreme Court or issue a certificate granting discontinuance...Southern has renumbered and renamed its remaining New York-Southeast trains; 37/47-48, New York-New Orleans are now 1-2, the Southern Crescent, and 29-38 are now 5-6, the Piedmont, New York-Asheville/Atlanta; effective 15 February the Asheville sleeper's northern terminus will be Washington instead of in New York, and the Piedmont's Washington-Atlanta sleeper will be discontinued...PC has dropped its New York-Detroit sleeper coach on 61/17-14/62; first class sleeper service will continue for the present.