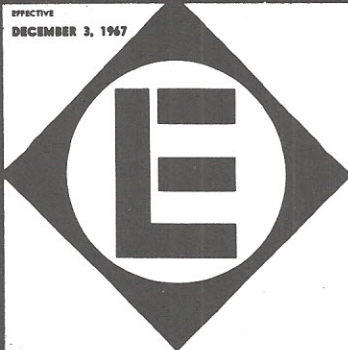


Transport/Central

NEW YORK CENTRAL
WESTERN
AREA TIME TABLE

GTCN

EFFECTIVE
DECEMBER 3, 1967



**Norfolk
and
Western**
RAILWAY



SYSTEM
PASSENGER TRAIN SCHEDULES


GM&O
PREFERRED BY MOST
between Chicago and St. Louis
6 trains daily
The Abraham Lincoln
The Limited The Midnight Special
Gulf, Mobile & Ohio
EFFECTIVE OCTOBER 1, 1967

time
table
Effective
October 29, 1967

GREAT NORTHERN

NYC



C&O/B&O
PASSENGER TIMETABLE

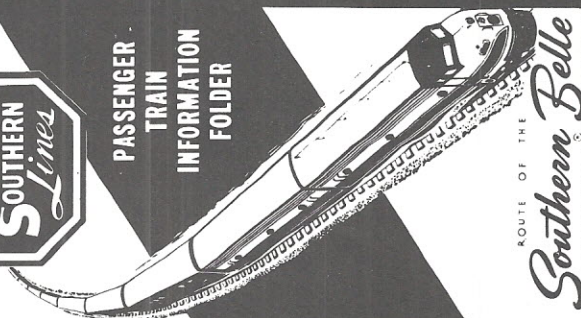


**CENTRAL
OF
GEORGIA**

PGE



PASSENGER
TRAIN
INFORMATION
FOLDER



**Southern
Pacific**

PASSENGER TRAIN SCHEDULES

SOUTHERN PACIFIC
SERVES THE
GOLDEN EMPIRE
WITH
TRAINS - TRUCKS - PILOTAGE - PIPELINES

THE VISTA-DOME
California Zephyr
**WESTERN
PACIFIC**
TIME TABLE

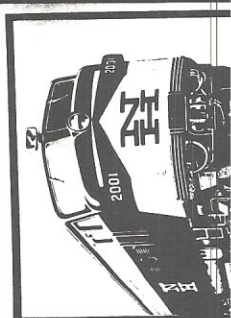
Northern Pacific Railway Company
TIMETABLE

Effective October 29, 1967



**ILLINOIS
CENTRA**
•TIMETABLES•

THE NEW HAVEN RAILROAD
SERVING NEW YORK AND NEW ENGLAND



January 5, 1968

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VOLUME TWO, NUMBER ONE

T. C.

Big city dwellers have always wanted to get away from it all, to that quiet place in the country where they could relax, far away from the mainstream of urban life with its ordinariness and crudities. The "Suburbia" of Los Angeles in 1910 was found in a score of tiny communities nestled in the hills; one of these was the quiet, respectable development known simply as Bungalowtown. Clinging to the hilltops of Laurel Canyon, Bungalowtown was the sort of community one could identify with; a place to retire from the cares of the day; an ideal spot to raise one's children. Though not an imposing place by today's standards, the Bungalowtown of 1910 was the Beverly Hills or Oak Park of its day—a place definitely not in the sun.

Maintaining the pleasant, almost rural atmosphere of Bungalowtown was the responsibility of the Laurel Canyon Utilities Company, headed by the energetic Charles Spencer Mann. Mann had a lot at stake in this pioneer "planned community", and he was eager to insure that his charges were content in their respectable environment. In the halcyon, almost autoless days of 1910, transportation to and from their daily chores was a prime concern of the residents of Mann's community, and the Utilities Company was equal to the task. Several crude, gasoline-powered "jitneys" ferried residents to and from the Los Angeles-Pacific Company's Laurel Canyon station at the canyon's mouth. There, the big green LA-P cars could be boarded for a fast ride to downtown Los Angeles.

The efforts of Henry Ford notwithstanding, the internal combustion engine had not reached the peaks of perfection and precision that it enjoys today. The early "horseless carriages" of the Laurel Canyon Utilities Company were balky at best, and many a train connection was missed. Bungalowtown residents were understandably miffed at the unreliability of their only link to civilization, and the frequent necessity for hikes over the mile and a half separating the LA-P station from their homes did little to improve their collective dispositions.

Mann too was miffed. In order to attract customers for his Bungalowtown homes, he'd been obliged to offer the lure of good transportation, and the frequent breakdowns of his crude jitney service were giving the lie to his claims. He'd contacted the Los Angeles-Pacific Company with proposals to extend their service to Bungalowtown, but the construction difficulties caused by the hilly terrain and the obvious uncertainties of traffic potential hardly justified the necessary LA-P extension. In desperation, Mann embarked on a program of combing the available literature on transportation developments, past, present and future, in the hopes of finding a workable solution to the problem that was plaguing him personally and threatening the success of his business venture.

NEXT MONTH: "I want you to build two of those contraptions..."

Interurban

UP, UP AND AWAY -- All of the world's airlines flew an estimated 171 billion passenger miles in 1967, carrying about 263 million passengers. This was an increase of about 18% over 1966, and turbo-jet aircraft accounted for 80% of the traffic. The average speed of air travel reached 311 mph in 1967. Chicago's O'Hare Field, the world's busiest commercial airport, racked up a total of 643,787 takeoffs and landings last year, a new record and the most moves at any field in the country. Just one sour note: a survey showed that some 88 pounds of pollutants are expelled every time a four-engine jet takes off from one of O'Hare's runways.

AIRLINE ACTION -- The airline with its own country, Continental, has expansionist plans once again. Now the proud bird with the golden tail wants to fly from Denver, Salt Lake City, Tulsa, Oklahoma and Wichita to Memphis, Atlanta and Miami....Mexicana is soon to reinstate daily service between O'Hare and Mexico City....American begins Midway operations once again February 2 with Boeing 727, BAC 111 and prop-jet Electra flights to Detroit and St. Louis....Ozark Airlines is the subject of a current Illinois Commerce Commission hearing into customer complaints of erratic service. Some complaints have come from Illinois legislators who use the line between Chicago and Springfield.

In the closing days of 1967, a Cessna 150 began a long trip to Switzerland—by plane. Its owner is being transferred to Lausanne, and, inasmuch as the tiny craft could not make it across the Atlantic alone, arrangements were made with Air France to ferry the Cessna in the hold of an AF jet.... Chicago's Commuter Airlines, which seems eternally to be in the news, is one of the subjects of an excellent Reader's Digest article on air taxis in the magazine's January issue....United has taken delivery of its first Boeing 737 short/medium range twin jet airliner. The cost per unit of the new craft is between \$3-4 million, or enough to buy 100 brand-new GMC 53-seat city buses.

"PRESS RELEASES" -- With all of the bad news we have been reporting on intercity passenger trains, tempered by the lack of advertising for what little is left, U. S. railroads have been receiving quite a bit of space in the papers recently on the disappearance or "derailment" of varnish runs. Local gazettes have reported the impending end of Rock Island #11-14 (the Peoria Rockets), "derailment" of the ex-Twentieth Century Limited, Panama Limited/Magnolia Star, Texas Chief, City of Portland and Capitol Limited. All of this, it seems to us, appears quite helpful to those railroad managements that would end all long-haul passenger service tomorrow, if they could.

RAIL ROUNDUP -- The ICC will investigate UP #5-6 Omaha - Los Angeles, C&O #3-4, et al (The Sportsman/FFV), NP's Mainstreeter, and all of KCS' petitions (for the road's entire stable of passenger runs)....Illinois Central and GM&O formally signed a merger agreement last month, subject to stockholder and ICC approval. The new name of the merged road will be the Illinois Central Gulf Railroad Company....Seaboard's #77-78 (the Palmetto) was not investigated by ICC, and disappeared December 31. A full list of all petition dispositions appears in this issue. T/C will update the roundup at the end of each quarter.

BUS BRIEFS -- The Greyhound Corporation has been given approval to purchase a controlling interest in Texas, New Mexico and Oklahoma Coaches. The 'Hound will operate TNM&O as a separate entity for the time being. The Lubbock-based firm operates largely in Texas, and runs through coaches with its new owner to St. Louis, Denver, New Orleans, San Francisco, San Antonio, El Paso, Dallas and intermediate cities.

Urban/Suburban

"HAPPY" NEW YEAR -- As 1968 reared its icy head in the Windy City, fire came to CTA's 69th-Ashland garage. In the pre-dawn hours of January 1, a \$300,000 blaze completely destroyed the station's fueling facilities, three buses and did severe damage to two others. About 4:30 AM, flames shot from a propane pump, igniting the 75' x 100' fuel station and the three coaches inside, then quickly spread to two other buses outside. Fortunately, no one happened to be in the building at the time, and there were no injuries. The main garage structure, a former car barn located across the street from the pumping area was undamaged, but 69th's coaches will have to be fueled at locations elsewhere on CTA's system, for an indeterminate period.

The Chicago Transit Authority is to be the recipient of 150 new rapid transit cars this year from the Budd Company. Budd was the low bidder on the new units for the two abuilding median strip routes in the Kennedy and Ryan expressways. CTA is also to air-condition 114 standard 6000 series PCC units for the Kennedy service, and will purchase 176 new motor buses in 1968. The Authority was also happy to report a continuing decrease in crime on its subway and elevated system, with late year figures showing a 50% decrease over similar periods in 1966. The city has included salaries for 200 additional policemen for CTA duty in its 1968 budget. City officials announced late in December the awarding of a \$2 million contract for extension of the Englewood branch of the Rapid Transit a half mile west from the present terminal at Loomis to Hermitage. The project will involve closing Loomis station and opening a new combination bus-rapid transit terminal two blocks west at Ashland.

KEEPING PACE -- December 29 marked IC V-P Paul Reistrup's first attempt to "keep pace with the changing demands of our suburban riders". Changes to the electrified service include the addition of one northbound AM rush hour trip from Richton, as well as a southbound PM trip to that point; consolidation of 3 northbound AM rush hour trips from South Chicago into two longer trains; the discontinuance of 3 lightly-patronized owl trips; and one round trip in the PM pre-rush hour from the Blue Island branch that operates only to 63rd Street, instead of through to the Loop....The Chicago & North Western increased Chicago area commuter fares by 5% on January 1, affecting approximately 80,000 riders each weekday. The increase will give C&NW a 4½% return on its investment, including \$50 million in double-deck coaches, an increase of 1% over the present return.

TRANSIT TRENDS -- A flap is brewing over who is to link O'Hare Field with Waukegan. The Waukegan-North Chicago Transit Company's rights award was recently overturned by the Illinois Supreme Court (in favor of Continental Air Transport, the primary airport limousine operator), and W-NCT claims the loss of this most profitable certificate will torpedo its entire Waukegan and North Chicago local operations....The two-way radio system recently installed in Bi-State Transit System (St. Louis) buses was responsible for the arrest of an armed robber just minutes after he held up an operator of a radio-equipped Wellston route bus. The robbery took place at 2:03 AM December 19, and the bandit was captured at 2:18. Bi-State has 158 coaches so equipped, and this was the second holdup man so captured within five weeks.

GOOD NEIGHBORS -- During the week preceding Christmas, Memphis Transit offered imbibing drivers a free ride home, but the program didn't pan out. On three nights, 23 MTA drivers were on call but there were no takers. On the fourth night one call did come in, but the man on the other end was so drunk he couldn't tell where he was.

the railway report

NUMBER 2 OF A SERIES

JANUARY 1, 1968

U. S. PASSENGER TRAIN DISCONTINUANCE PETITIONS -- JULY 1 - DECEMBER 31, 1967

<u>Road</u>	<u>Trains</u>	<u>Between</u>	<u>Action</u>
ATSF	3-4	Kansas City - Gallup, N. M.	OFF
	7-8	Chicago - Los Angeles/Richmond	OFF
	9/11-12	Chicago - Dallas/Fort Worth	WAITING
	13-14	Albuquerque - El Paso	WAITING
	19-20	Chicago - Los Angeles (<u>The Chief</u>)	WAITING
	23-24	Chicago - Los Angeles (<u>Grand Canyon</u>)	WAITING
	25-26	Clovis, N. M. - Carlsbad, N. M.	OFF
	42-47	Williams Junction - Phoenix	OFF
	47-48	Kansas City - Tulsa (<u>Oil Flyer</u>)	WAITING
	66/77/75	Clovis - Fort Worth/Houston	WAITING
	76/78-65	Gainesville - Dallas	WAITING
	115-116	Kansas City - Tulsa (<u>The Tulsan</u>)	WAITING
	211-212	La Junta - Denver	WAITING
	201/200		
	190/191		
B&O	8-9	Chicago - Pittsburgh	OFF
	31-32	Combined with #5-6, Washington-Cumberland	OK'd
	57-58	Detroit - Cincinnati	OFF
CB&Q	7-8	Omaha - Denver	OFF
	22-23	Combined with #25/31-26/36, St. Paul-Chgo.	OK'd
	33-34	Brush, Colorado - Alliance, Nebraska	OFF
	35-36	Chicago (Galesburg) - Kansas City	WAITING
	42-43	Alliance, Nebraska - Billings, Montana	1 YEAR
C&S/CB&Q	29-30	Denver - Billings	OFF
C&S/FW&D	2-7	Denver - Dallas	OFF
C&EI	3-4	Chicago - Danville	WAITING
	54-94	Chicago - Evansville	WAITING
C&O	3-4	Detroit and Cincinnati (<u>Sportsman</u>	
	43-46	to and	WAITING
	46-47	Washington and Newport News <u>F F V</u>)	
	47-48	Newport News - Richmond	OFF
CRI&P	3-4	Chicago - Tucumcari, N. M. (<u>Golden State</u>)	WAITING
	11-14	Chicago - Peoria	WAITING
	15-16	Minneapolis - Kansas City	OFF
	21-22	Memphis - Tucumcari, N. M.	OFF
D&RGW	1-2	Denver - Salida, Colorado	OFF
	9-10	Denver - Craig, Colorado	WAITING
FEC	1-2	Jacksonville - Miami	DENIED
GN	11-14	St. Paul - Fargo	WAITING
	28	Via Willmar in lieu of St. Cloud	WAITING
GTW	197-198	Durand - Port Huron, Michigan	OFF
IC	3-8	Memphis - New Orleans	OFF
	13-14	Chicago - Waterloo, Iowa	OFF

<u>Road</u>	<u>Trains</u>	<u>Between</u>	<u>Action</u>
IC	15-16	St. Louis - Carbondale	WAITING
	21-22	Springfield - St. Louis	WAITING
	101-102	St. Louis - Carbondale	WAITING
	105-152	St. Louis - Carbondale	WAITING
	205-208	Meridian - Vicksburg, Mississippi	OFF
KCS	1-2	Kansas City - New Orleans	WAITING
	9-10	Shreveport - New Orleans	WAITING
	15-16	Kansas City - Port Arthur, Texas	WAITING
L&N	5-10	St. Louis - Evansville	1 YEAR
MILW	9-10	Milwaukee - Champion, Michigan	WAITING
	19-20	Chicago - Omaha	OFF
	55-58	Chicago - Minneapolis	WAITING
MONON	5-6	Chicago - Louisville	OFF
MP	14-15	St. Louis - Kansas City	WAITING
	16-17	St. Louis - Kansas City	WAITING
	18-19	St. Louis - Kansas City	WAITING
	31-32	Little Rock - Alexandria, Louisiana	OFF
NP	1-2	Fargo - Seattle (<u>Mainstreeter</u>)	WAITING
	3-4	St. Paul - Jamestown, N. D.	OFF
	11-12	Little Falls - International Falls, Minn.	WAITING
N&W	111-124	Chicago - St. Louis (<u>Banner Blue</u>)	OFF
	301-304	St. Louis - Detroit (<u>Wabash Cannonball</u>)	1 YEAR
NYC	15-16	Buffalo - Cleveland	OFF
	17/57-8/16	Combined, Buffalo - New York City	DENIED
	25/26-27/28	Combined, Chicago - Albany	OK'd
	57-96	Buffalo - Kendallville/Elkhart, Indiana	OFF
	57-96	Chicago - Kendallville/Elkhart, Indiana	WAITING
	306-327	Cleveland - Cincinnati	OFF
	312-341	Cleveland - Union City, Indiana	OFF
	312-341	Union City, Indiana - St. Louis	WAITING
	9 TRAINS	Boston - Worcester commuter runs	WAITING
NYNH&H	- - -	Approx. 50% of all intercity schedules	WITHDRAWN
P&LE	3 TRAINS	Commuter runs (College, Pa.-Youngstown out)	OFF
PRR	28/29-48/49	Combined, Chicago - Washington/New York	OK'd
	453-456	Chicago - Valparaiso (commuter runs)	WAITING
	570-571	Buffalo - Harrisburg	OFF
PRSL	1052-1063	Philadelphia - Cape May, N. J. (commuter)	WAITING
	756-758	Camden - Millville (4 commuter trains)	WAITING
	769-773	All weekend runs, Phila - Atl. City (8 runs)	WAITING
	- - -		
SL-SF	101-102	Kansas City - Birmingham	OFF
SCL	42-49	Rocky Mount - Wilmington, N. C.	WAITING
	77-78	Richmond - Florence, S. C.	OFF
SOO	48-49	Champion - Calumet, Michigan	WAITING
SOUTHERN	3-4	Atlanta - Valdosta, Georgia	OFF
	31-32	Fort Mill - Warrenton, S. C.	OFF
	34-35	Salisbury, N. C. - Washington	OFF
	36	Atlanta - Washington	OFF
	37-47	Combined, Washington to Atlanta	OK'd

A Look Ahead

Herewith, the editors' predictions for 1968. Next January, we'll call ourselves to account and see how accurate our prognostications really were.

1. An extension of the CTA Kennedy rapid transit line from the Milwaukee terminal to O'Hare Airport will be definitely committed.
2. A new rapid transit project will be announced in the Midwest, and concrete steps will be taken toward its implementation.
3. A transit authority will be proposed for the Fox Valley, to include the projected municipal operations in Elgin and Aurora.
4. Definite steps will be taken to form an authority in Milwaukee.
5. The CTS Airport Rapid extension will be a solid success.

--RICHARD R. KUNZ

6. Expect another round of train-off petitions following the end of RPO's on many runs January 4.
7. Western Pacific will receive permission to discontinue its portion of the California Zephyr.
8. Expect congressmen to file bills for more restrictive train removal laws and/or for federal aid to save "scenic" train services.
9. NYC will apply to discontinue substantially all remaining train service west of Buffalo, claiming continued patronage decline.
10. Watch for something to "happen" to the Pullman Company.

--ROBERT I. OLIPHANT

11. Continental Airlines will announce a merger with a Midwest regional carrier, and will gain a foothold in the transpacific race.
12. American Airlines will reduce its roster of Lockheed Electras and BAC 111's, and 1968 will see the last of the Convair 990's.
13. Midway Airport will handle more traffic than anticipated, enough to become one of the ten busiest airports in the U. S.
14. Overseas flights will increase at O'Hare and the proportion of propeller aircraft will drop to ten percent.
15. Definite plans will be drawn up for Chicago's third airport; the Lake Michigan site will be far out in front.

--MICHAEL M. MCGOWEN

the railway report

<u>Road</u>	<u>Trains</u>	<u>Between</u>	<u>Action</u>
SP	3-4	Tucumcari - El Paso	WAITING
	21-22	Ogden - Oakland	OFF
	39-40	Tucumcari - Los Angeles	OFF
	75-76	Los Angeles - San Francisco	WAITING
UP	5-6	Omaha - Los Angeles	WAITING
	11-12	Portland - Huntington, Oregon	OFF
	27-28	Omaha - Laramie, Wyoming	OFF
	35-36	Salt Lake City - Butte	WAITING
E-L	10-15	Buffalo - New York City	WAITING
PRR	3-30	Combined with 4-31, New York - St. Louis	WAITING

--Compiled by Robert I. Oliphant

THE COVER -- Schedules, schedules, schedules, but the rail variety is ever decreasing. This mosaic was created by T/C Rail Editor Bob Oliphant.

cards

passes

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