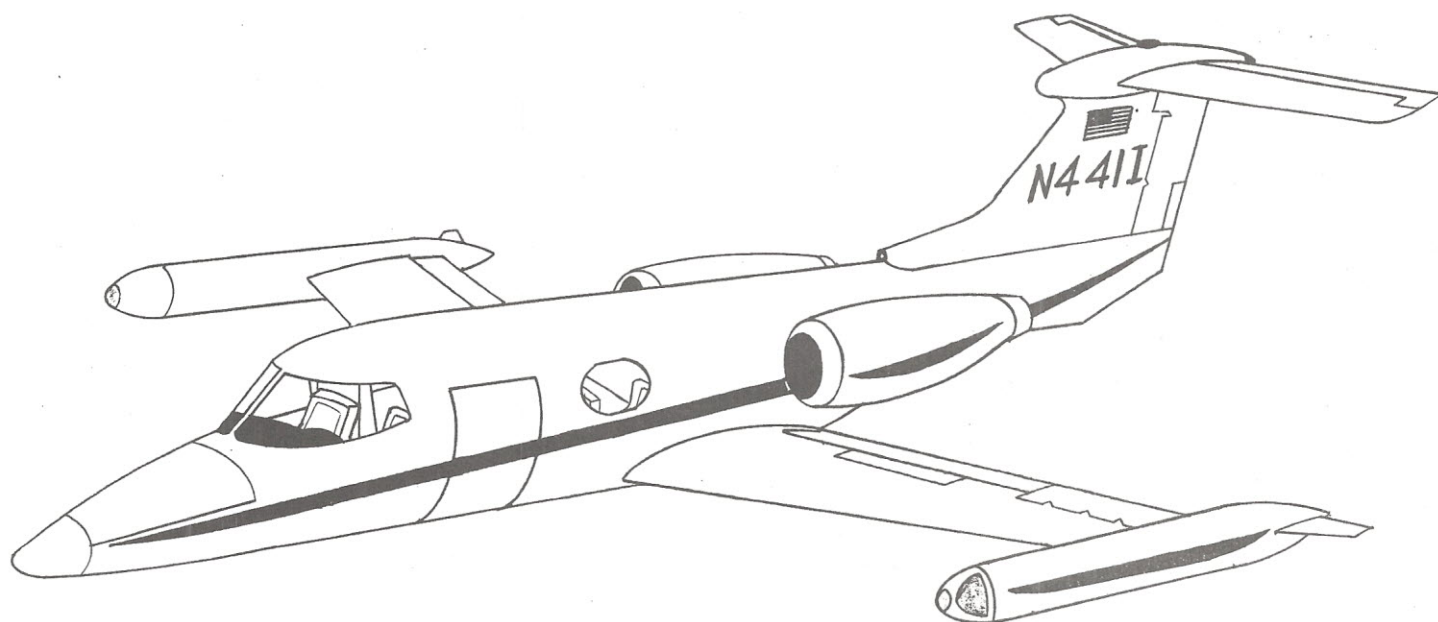


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VOLUME TWO, NUMBER SIX

the railway report

SOME SERIOUS SPECULATION ON THE MERGER MANIA:

THE POSSIBLE EFFECTS ON THE CHICAGO RAIL PASSENGER SCENE

Aside from the reductions in the labor force, and the consolidation of duplicate freight facilities, the question of what is going to happen to passenger terminals as a result of recent and pending mergers is financially important, despite the continuing decline of passenger trains operated into and out of Chicago.

The initial interest lies in the fact that, except for some very important commuter operations at LaSalle, Union and North Western depots, Chicago's intercity rail terminals are perhaps the poorest examples of space utilization one can find anywhere in Chicago's Central Business District. The continuing rise in land values will soon be too great for aggressive rail managements to continue to overlook.

Mayor Daley wants the property Grand Central (C&O/B&O) is located on. And why not? Only eight trains use this depot every 24 hours. If the Honorable Mr. Daley really wants his way (and he usually does), Penn-Central could move its ex-NYC service to Union Station (as rumored), C&O/B&O could move to LaSalle Street immediately and rent office space in the building (or consolidate at 327 South LaSalle, where C&O is now). Then Hizzoner can have his Franklin Street Connector Expressway link.

Then what about Dearborn? If the Santa Fe is successful in removing all of the trains it has petitioned, and the C&EI goes freight-only (just a pair of trains are left, and they are up for discontinuance), there will be only 16 trains there daily. These also could move to LaSalle, where a more economical situation would prevail for each tenant. Thus the Dearborn site could become that sports complex so dearly desired by Arthur C. Allyn.

IC's Central Station at Roosevelt on the lakefront is a part of Chicago's skyline (and not a pretty part, in this writer's eyes), and the Illinois Central is a leader in taking advantage of its air rights. Beginning with the Prudential Building (opened in 1955), the IC, under the terms of a legal decision in its favor (and against the city of Chicago) recently began to dispose thru lease or sale of those valuable air rights between the Chicago River and 43rd Street.

But nothing is said of Central Station. Perhaps the struggle with the city has made it impossible, but wouldn't a combined IC main terminal (commuter, including South Shore, and long haul), railroad offices and municipal exposition center (replacing McCormick Place) be the greatest and most convenient transportation and convention complex in the world? Centered on a

site near Randolph Street, and hard by the Monroe and twin Grant Park Underground garages, such a station would be convenient to both motorists and users of public transportation. It would be a lot closer to downtown hotels and at the same time return valuable lakefront land on the site of the original McCormick Place to much-needed recreational use.

Granted, all of this speculation involves pending merger plans and the writer's idea that, following the present surge of trainoffs, there will be a leveling-off of such discontinuances. Eventually, LaSalle Street Station, perhaps the choicest property, could be made available for other uses, with Rock Island commuters going to Union Station with Santa Fe, while C&O/B&O could shift to the "new" IC Station. Thus, the closure of Grand Central and Dearborn, and the construction of a new IC complex could bring a new, much-needed traffic artery in the Franklin Connector, a downtown sports complex, a great, centrally-located convention center and the bonus of additional recreational land.

And, for the railroads, money, lots of it. Money to invest in freight cars, yards, rights-of-way and other modern facilities for the bread and butter end of the industry.

- ROBERT I. OLIPHANT

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T. C.

While Charles Spencer Mann was idly thumbing through an article on Switzerland in an illustrated magazine, his eyes suddenly stopped on a picture of a "trackless trolley car" used on a line somewhere near Zurich. Trembling with the fervor of sudden inspiration, he raced out of his office, hopped aboard the jitney and ordered the operator to lose no time in getting to the LA-P station. A short time later, Mann was at the shop of a Los Angeles mechanic friend, who was greeted with a terse "I want you to build two of those contraptions", punctuated by the thrust of the photograph into his field of vision.

For some time, the mechanic labored on Mann's crude buses, first on one and then the other, removing the sputtering gasoline engine, and installing a pair of 15 horsepower motors. On the roof sprouted two wooden poles, on which were installed underrunning shoes to contact the overhead wires. Out in the canyon, a group of LA-P and Laurel Canyon Utilities Company linemen were installing the twin overhead wires that would give power to the new trackless trolleys. One wire ran from a direct connection with LA-P's overhead at the Laurel Canyon railhead, the other to a tap on the running rails of the electric line. Since the roadway was just twenty-five feet wide, a single pair of wires was all that was strung; Mann was frugal, and service requirements on the line called for a maximum of two coaches. After many tests, all was in readiness, and the gala inaugural was set for September 11, 1910.

And thus, on that pleasant summer day, as onlookers either professed wild enthusiasm for the strange hybrid, or voiced dire predictions as to its speedy demise on the steep gradients, Mann's technicians gingerly raised the gawky wooden poles with their aluminum shoes to the overhead wires. Although history fails to record exactly what took place on that inaugural run, it is safe to assume that the publicity-conscious Mann took the controls of the converted Oldsmobile, and invited the dignitaries present to join with him in opening a new transportation link to Bungalowtown. It is probably also safe to assume that not all who were asked to

ride that first trip did so, no doubt pleading "urgent business" back at their offices.

Slowly at first, and then with a burst of speed born with the confidence that the things actually did work, Mann eased the little coach thru a shower of sparks up Laurel Canyon Boulevard. As the gradient increased to 8% and then to 12%, the fast 25 mph speed dropped to 15, then to 8 mph, and perhaps alarmingly to an almost dead stop. But the faith in electric power that Charles Spencer Mann professed was not to desert him, and the 600 volts of Los Angeles - Pacific power that coursed through the twin overhead wires brought the makeshift trolley to a safe halt opposite the Log House Inn at Lookout Mountain Drive. With sighs of relief (the deepest of which no doubt came from Mann himself, the hardy passengers disembarked and went inside to toast the new venture, and proclaim their undying confidence in it. Plenty of "I told you so's" were voiced around the table as the inaugural party basked in the glow of the rich food and wines for which the Log House was justly famed.

At length, service of a regular nature began on the new line, and those who were unfortunate enough not to secure a ride on the initial run queued up to await a turn to travel to Bungalown. Both vehicles were pressed into service, and residents and the curious alike could board a coach every half hour from 7:45 AM to 11:15 PM. Though it cost a dime to ride the mile-and-a-half line, people flocked to it, and one July Fourth the Utilities Company reported in excess of 2,000 riders. Apparently, the sixteen passenger units were well filled all day long, and the one man assigned to each coach as operator and conductor certainly earned his salary.

Since Mann, although not inclined to be stinting as far as creature comforts for his tenants and their guests were concerned, was a frugal and prudent business executive, the transportation division was quite spartan in its makeup. Just one pair of overhead wires sufficed for the entire line, and coaches passed midway by the procedure of drawing power only in the upward direction, coasting with lowered poles enroute to the LA-P station at Sunset Boulevard. When first built the two Oldsmobiles were open, "touring car" units, and the conversion to electric power did not alter the outward physical appearance of the cars. Some time after the inaugural run, the bodies were enclosed as a concession to the cooler evening temperatures in the hills along the route.

The line did have its headaches. Although safety was a paramount consideration, and no fatalities were ever recorded, the hilly terrain traversed by the little cars posed the problem of occasional runaways and other minor accidents. Mary Mann, widow of the energetic promoter, recalled for an interview in Mass Transportation in 1946 that one motorman ran his coach a bit too fast into the garage at the rear of the Log House, went through a wall and hung over a 50 foot precipice. Needless to say, the management had to report that service was interrupted briefly through circumstances beyond its control.

All too soon, "progress" came again to the Laurel Canyon Utilities Company, in the form of a new breed of vehicle, the Stanley Steamer. By 1915, the little trolleys were aging fast, and the reluctant decision was made to substitute a new "new-fangled contraption". Probably without much real mourning, the two trackless trolleys that began an era were put out to pasture, the wires were taken down, and Bungalown residents scurried to and from civilization in the comfort of a brand-new Stanley Steamer.

- RICHARD R. KUNZ

NEXT MONTH: A Postscript, and Mr. King shows the way.

air/lines international

The world's airlines added a considerable amount of equipment to their fleets in 1967, and the following is a partial listing of those planes. In the months to come, T/C will add to this detailed breakdown of new, second-hand and leased units actually acquired or on order.

AERALDI (Italy)

6 DHC Twin Otter

AERONAVES DEL PERU (Peru)

3 DC-6 (acquired from Braniff)

AERO TRASPORTI ITALIANI (Italy)

1 Fokker F-27 Mk 200

AIR CANADA (Canada)

2 DC-8-61

AIR CEYLON (Ceylon)

1 Nord 262 (option on second)

AIR FRANCE (France)

13 Boeing 747

20 Boeing 727-231

2 Boeing 707-320

5 Boeing 727-200

2 Boeing 707-328

5 Boeing 707-228 (long-bodied)

3 Boeing 747 (options to buy)

3 Boeing 2707-SST (options to buy)

AIR GUINEA (Guinea)

2 An-24 (USSR-built)

AIRLIFT INTERNATIONAL (U. S.)

2 L-100 (Lockheed Hercules)

5 DC-7A (acquired from United Air Lines)

AIR SPAIN (Spain)

2 Britannias, from British Eagle (Turbo-prop units)

ALLEGHENY AIRLINES (U. S.)

3 Convair 440, from Braniff (to be converted to 540 turboprop)

ALOHA AIRLINES (Hawaii)

3 BAC-111 (with options on two more)

AMERICAN AIRLINES (U. S.)

17 707-320C

6 727-100

10 747

5 727-200

ANSETT - ANA (Australia)

1 F-27 Mk 200

ASSA AIRLINES (Mexico)

1 Hawker-Siddeley HS 748 (with an option on a second)

ASPEN AIRWAYS (U. S.)

- 1 Fairchild F-27

AUSTRAL (Australia)

- 1 DC-6 (acquired from American Airlines)

ALASKA AIRWAYS (Alaska)

- 1 Boeing 747

ALITALIA (Italy)

- 4 Boeing 747

ALL NIPPON AIRWAYS (Japan)

- 1 Boeing 727-100 to replace wrecked aircraft

AUTAIR

- 3 Herald 100 from British European Airways

ALISARDA

- 1 Nord 262

ALIA ROYAL JORDANIAN AIRLINES (Jordan)

- 3 Sud Aviation Caravelles

BRITISH AIR CORPORATION (U. K.)

- 2 Hawker-Siddeley HS 125

BECKETT AVIATION CORPORATION (Youngstown, Ohio)

- 1 Jet Commander (flown around the world by Arthur Godfrey)

BRITISH OVERSEAS AIRWAYS CORPORATION (U. K.)

- 4 Boeing 707-320C

BRAATHENS SAFE (Norway)

- 5 Fokker F-28 Jet Fellowships

BRITISH MIDLAND (U. K.)

- 2 Viscount 815 (acquired from Pakistan International Airways)
- 1 Viscount 831 }> acquired from BUA
- 1 Viscount 763 }

BRISTOW HELICOPTERS (U. S.)

- 15 Augusta Bell 206a Jet Rangers (helicopters)

BRITISH EAGLE INTERNATIONAL (U. K.)

- 2 Boeing 707-365 (G-ATZC, G-ATZD)

BRITANNIA AIRWAYS (U. K.)

- 3 Boeing 737-200

(Boeing 747 units will not be delivered until late 1969. Unless otherwise stated, such craft are on order, with a definite commitment to purchase.)

For The Record

S T A T I S T I C S F O R J A N U A R Y 1 9 6 8

I - FARE INCREASES

Indianapolis Transit System, Inc., Indianapolis, Indiana

<u>RATE</u>	<u>OLD</u>	<u>NEW</u>
Adult Base Fare	25¢	30¢
Elementary Pupil Fare	10¢	10¢
High School Student Fare	15¢	15¢
Transfer Charge	5¢	5¢

- Effective 1/1/68

Des Moines Transit, Inc., Des Moines, Iowa

<u>RATE</u>	<u>OLD</u>	<u>NEW</u>
Adult Base Fare	35¢	35¢
Senior Citizen Fare	25¢	25¢
Student Fare	20¢	25¢
Child (6-12 incl.) Fare	20¢	20¢
Adult Token Rate	5/\$1.60 (32¢)	5/\$1.70 (34¢)
Student Token Rate	5/\$1.00 (20¢)	4/90¢ (22½¢)

- Effective 1/7/68

Memphis Transit Authority, Memphis, Tennessee

<u>RATE</u>	<u>OLD</u>	<u>NEW</u>
Adult Base Fare	20¢	25¢
Zone 1 to Zone 2 Charge	5¢	Eliminated

- Effective 1/15/68

Transit Department, Metro Corporation of Greater Winnipeg, Manitoba

<u>RATE</u>	<u>OLD</u>	<u>NEW</u>
Adult Base Fare	15¢	20¢
Children's Fare	10¢	10¢
Adult Ticket Rate	---	5/\$1.00
Weekly Permit	45¢ + 10¢/ride*	Eliminated
Unlim. Monthly Pass	\$10.00	\$12.00
(*The first ride is free; all others are 10¢ each)		

- Increase Pending

II - EQUIPMENT REGISTER

Coaches destroyed in Chicago Transit Authority garage fires, 1/1/68

5597, 5603, 5622, 5676 at 69th-Ashland; 5504 at Archer-Rockwell
All units are FL2P40 units of Flxible Company manufacture, 1953



After the auto was banned from the Loop,

people kept coming
downtown anyway. To work,
to shop, to play.

And, you know what? They
seemed more relaxed,
and they smiled a lot.

Science fiction?
No. Chicago Transit Authority.

CHICAGO MAGAZINE: SUMMER, 1967

T/C is pleased to reproduce this imaginative CTA ad, which appeared in the Summer 1968 issue of Chicago magazine. A prime example of the new creativity in transit advertising, it is the work of Allen, Anderson, Niefeld and Paley of Chicago.