

# Transport/Central

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## Interurban

WINGS OVER THE PACIFIC -- That perennial headache to regulator and regulatee alike came a step or two nearer to being relieved April 16 when Civil Aeronautics Board examiner Robert L. Park released his recommendations in the long-pending transpacific route case. His proposals (which are advisory, and require approval by both the full board and President Johnson) included many surprises. The most radical would give Pacific territorial rights to Eastern Air Lines, which would be granted authority to link East Coast and Midwest cities with Hawaii, New Zealand and Australia. The most important recommendation would give Trans World Airlines the distinction of being able to live up to its name and become the second U. S. flag carrier to fly around the world (as Pan American does now). TWA would be granted authority to link the West Coast to those points in the Far East it now serves from Atlantic points. The service would be linked to California, Oregon and Washington by way of Formosa, Korea, Japan, Guam and Hawaii. Two domestic carriers, Western and United, would receive additional rights to Hawaii, Western from Anchorage and Los Angeles, San Francisco, Phoenix, Denver and Minneapolis; and United expanded non-stop service from Boston, New York, Washington, Detroit, Chicago, Denver and other United cities. Pan American would be able to carry passengers from East Coast cities to overseas points via the Pacific route, and from New York to Japan via Alaska. The present sole U. S. holder of rights for the U. S.-Alaska-Far East route, Northwest Orient, is, under the proposal, to receive new mainland terminals for that service, mostly Midwest and East Coast cities. Finally, on the cargo side, Flying Tiger would be granted a five year certificate for the exclusive carriage of mail and freight across the Pacific. The recommendations literally stunned most of the domestic carriers, as American, Braniff, Continental, Delta and National were completely left out of the picture, though several have operated extensive military air transport services to and from Vietnam and other Far Eastern points for many years. Most industry observers predict that it will be at least a year before final decisions by the CAB and the President are made, and that it will be 1970 before any new services will begin.

AIRLINE ACTION -- McDonnell Douglas corporation will commit itself to DC-10 "AirBus" production if it receives an order from United Air Lines, the company announced April 11. Douglas is competing with Lockheed for the AirBus market, along with Boeing. Thus far, only American has placed an order with Douglas (for 25 DC-10s, with an option on 25 more) and the company cannot commit itself to production without additional orders. Thus far about 170 Lockheed AirBuses have been ordered. Both craft are similar and can carry between 250 and 300 passengers. Lockheed will use Rolls-Royce engines in its entry, while McDonnell Douglas has not yet named an engine choice for the DC-10....Trans World Airlines will return to Chicago's south side Midway Airport with a regular schedule of flights April 28. The line will operate DC-9s from Midway non-stop to Kansas City and Dayton/Columbus, continuing on to such cities as Wichita, Pittsburgh, Baltimore, Washington and Newark. TWA is the fourth carrier to return to the south side field, following United, American and Northwest....Ozark Airlines reported that it carried more passengers in March than in any other month of its 17 years of operation. The new high was almost 175,000, topping by 10,000 the previous mark set last August....A group of California and Hawaii congressmen, all frequent air travelers, contend that a new government ruling ordering airlines to charge for liquor and movies is illegal and against the public interest. The April 6 order of the CAB made some charge for drinks and movies on domestic flights effective May 1. Some airlines are already charging \$1 per drink and \$2 for movies....The FAA Facility of the Year award was presented April 17 to the air traffic tower at Chicago's O'Hare Field. The citation honored the O'Hare tower for "superior operational efficiency in the facility and in the provision of air traffic services."

A PARAGRAPH ON PENN CENTRAL -- The big new carrier provides much of the passenger news this issue: #94-95 (Chicago) Logansport-Louisville will make their last runs April 21....Unless objections are filed, effective May 6 PC may discontinue all 5 Boston-Worcester commuter runs, but the two round trips to Framingham must run for another year....Hearings will be held on #50, the Admiral, Chicago to New York, and #53, the Fort Pitt, Pittsburgh to Chicago....PC would like to discontinue #70-71 Chicago (Richmond, Ind.)-Cincinnati (the Chicago-Columbus portion will remain)....and a new Penn Central system timetable will become effective April 28 with many train renumberings and more reductions in sleeper and dining service (but no MetroLiners yet, as the equipment is still not ready for service).

OTHER RAIL REDUCTIONS -- The Santa Fe may discontinue #9, the Kansas City Chief, Chicago-Kansas City; #11, the Kansas Cityan, Kansas City-Dallas; and #12, the Chicagoan, Dallas-Chicago effective April 17, but must reschedule remaining trains between Kansas City, Lawrence, Topeka and Wichita within 30 days or be required to reinstate the former service....L&N has been allowed to reopen hearings on #5-10 St. Louis-Evansville (T/C-12/15/67) to study the effects of

discontinuance of #54-93, Chicago-Evansville, on the train....The Chicago & North Western finally gets on our train-off list with the following changes effective May 6: #147X, Chicago-Milwaukee, off; #162X, Green Bay-Chicago, off; #149, Milwaukee-Green Bay, off; #121, Milwaukee-Green Bay becomes permanent and #153 and 239 swap routings north of Milwaukee....CB&Q has instituted low cost, eat-at-your-seat meals replacing regular dining service on Twin Zephyrs #21-24, Chicago-Minneapolis/St. Paul.

COMMEMORATING A CENTURY -- In honor of its 100th year of publishing the Railway Guide, the National Railway Publication Company is reprinting the Traveler's Official Railway Guide, Issue #1, dated June 1868. The cost is just \$3.00, or, if ordered with the June 1968 edition, \$8.00. The new June edition will include many special anniversary features, such as an all-time index of railroads represented in the Guide along with their present affiliation. This rare offer may be ordered from the National Railway Publication Company, 430 West 33rd Street, New York, New York, 10001.

## Urban/Suburban

UNCLE BEN'S CONVERTED RIDES -- Ben W. Heineman, chairman of the Chicago & North Western Railway, has proposed a new method of luring motorists from their cars into the double-deck commuter streamliners of the C&NW. At midweek the railway unveiled a new plan for "suburban transportation centers", designed to promote continued growth of efficient commuter train service for the whole Chicago metropolitan region. The concept involves construction by the local suburban communities of attractive, high-capacity, multi-level commuter convenience centers at stations throughout the road's suburban system. Under existing HUD programs, the municipalities can qualify for grants of up to two-thirds of the project cost, making it possible for them to raise the relatively small additional amount required through conventional financing sources. Thus far, several suburbs are actively interested in the construction of such centers, and Arlington Heights, one of the busiest stops served by C&NW, has already completed plans for such a center near the existing North Western depot. Evanston has also proposed a downtown transportation center for the North Western, the Chicago Transit Authority's Evanston rapid transit branch, the three suburban bus lines that currently serve the area, taxis and even helicopters. C&NW serves 65 suburbs, and its 84,000 daily riders make it the largest privately operated commuter railroad (and one of the most successful financially) in the country. The railway believes that its facilities could be put to much better use with improved collection and distribution facilities in the suburbs and at its terminal downtown. A collector-distributor subway for the downtown area of Chicago is currently in advanced planning and financing stages, and the improved suburban facilities would complete the overall network for the railway.

A PROPOSAL REAPPEARS -- In a speech April 16 to the Western Railway Club, Chicago's Mayor Richard J. Daley once again urged industry leaders to agree on a plan for the long-sought consolidation of the city's major railroad terminals. He specifically referred to the hoped-for closing of Dearborn Station (built in 1885), Grand Central (dating from 1890), and La Salle Street Station (vintage 1903), which would release about 400 acres of land south of the Loop for other purposes. According to the mayor, "the picture one sees south of Van Buren Street is not attractive. It is an economic barrier to further growth and development of the city." The property has been variously suggested as the possible site for a sports arena (Arthur C. Allyn of the White Sox has an option for this purpose on the air rights over Dearborn Station), light industry, or, as city planner Vincent Ponte (who designed the Place Ville Marie project in Montreal atop Canadian National land) proposed in the current Bright New City symposium here in Chicago this week, an in-town low and/or middle-income housing development. As the mayor pointed out, the disappearance of a great percentage of long-haul trains has made even more feasible consolidation of operations at several or even a single location (T/C - February 1968 feature article).

RIDER'S READER -- A sweetener is imminent. The Milwaukee Road, which wants a 5-10% commuter fare increase, has announced that effective April 29, two new mid-day commuter runs will be added on its north line. One will leave Northbrook for the city at 8:15 AM (arriving downtown at 8:55), and another will leave Deerfield at 10:45 AM, arriving at Union Station at 11:30. Perhaps the two needed runs will ease the squeeze on the pocketbook for Milwaukee riders....Continental Air Transport assumed operation of the O'Hare to Great Lakes airport service route at 9:45 AM Tuesday, April 16, after a Lake County (Illinois) judge ruled against Waukegan-North Chicago Transit's petition for a temporary injunction (T/C - 3/29/68)....The Racine Flash Cab Company has backed out of its proposal to replace Lakeshore Transit as the city's transit operator. The cab company had intended to provide bus service in the city with small 16 passenger buses, probably Flxettes (T/C - 3/15/68). Now the city is considering setting up a transit authority or contracting with Lakeshore for service, since the cab company could not reach a satisfactory agreement with the city council....In the wake of the civil disturbances that broke out after the slaying in Memphis of the Rev. Dr. Martin Luther King, Jr., the Chicago Transit Authority has reported a decline in riding, down about 12% from a comparable period last year. In addition, 120 buses and 4 rapid transit cars were damaged during the three-day outbreak of violence....The Kansas City Area Transportation Authority has asked the city council for \$2 million to purchase nine bus companies in the metropolitan area....A happy 25th anniversary to ATA's Passenger Transport, the weekly bible of the industry. PT began publication in April 1943.

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