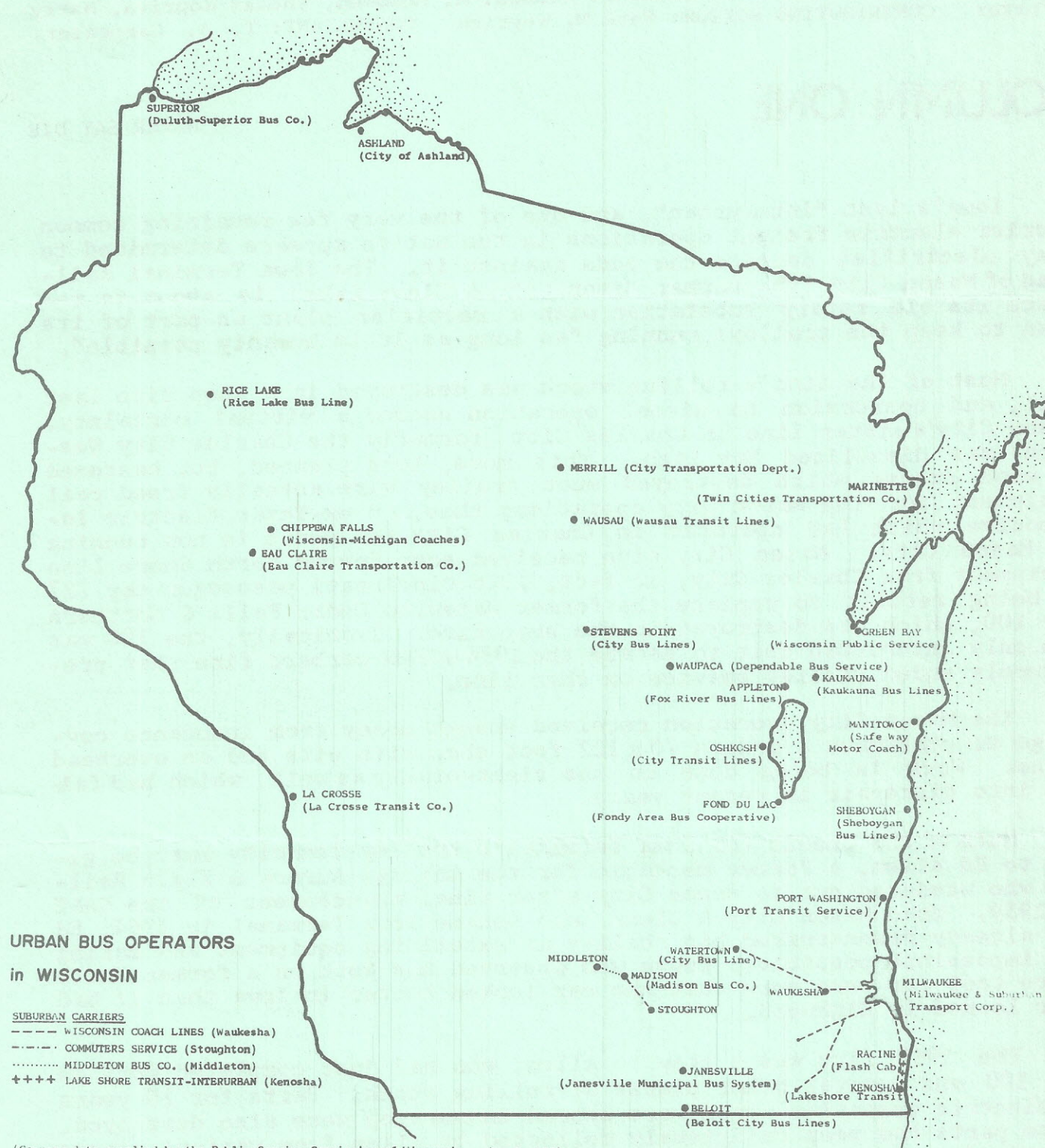


Transport Central



(Company data supplied by the Public Service Commission of Wisconsin -- Map by RIO)

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COLUMN ONE

NEVER SAY DIE

Iowa's last "interurban", and one of the very few remaining common carrier electric freight operations in the nation appears determined to stay electrified despite the odds against it. The Iowa Terminal Railroad of Mason City (the former Mason City & Clear Lake) is about to replace its old rotary substation with a rectifier plant as part of its plan to keep the trolleys running "as long as it is humanly possible".

Most of the line's rolling stock was destroyed in a shop fire last fall, and conversion to diesel operation seemed a virtual certainty. Mason City's sister line in Charles City (formerly the Charles City Western) was dieselized May 14th. This move, long planned, but hastened by wind storms which destroyed much trolley wire actually freed rail equipment for the Mason City operation; thus, an ex-Texas Electric locomotive which had operated in Charles City for years is now running in Mason City. Mason City also received some former North Shore Line equipment from Charles City; in fact, 1926 Cincinnati passenger car 727 is being rebuilt to replace the former Waterloo Cedar Falls & Northern car 100, which was destroyed in the shop fire. Ironically, the 100 was the only interurban unit to escape the 1954 WCF&N carbarn fire that prematurely ended trolley service on that line.

The Mason City operation received enough money from insurance coverage to construct a modern 70 x 122 foot shop with pits and an overhead crane. Work is being done on the right-of-way as well, which had fallen into disrepair in recent years.

Much of the credit for Iowa Terminal's trolley tenacity must be given to Ed Allen, a former mechanic for the Chicago Aurora & Elgin Railway who wandered out to Mason City after final abandonment of the CA&E in 1959. When Mason City & Clear Lake became Iowa Terminal in 1964, Ed had already demonstrated his ability at rebuilding equipment and making the impossible possible. Those who observed his work on a former North Shore tool car were sure that the car looked better in Iowa than it had ever looked in Highwood.

The 1967 fire was a blow to Allen, who had just completed work on car 100 and several other pieces of rolling stock. Parts for 20 years of electric operation which were stored in the shop were also destroyed. These parts had been religiously collected by Allen from various places around the country to insure continued electric service. At first Ed was discouraged, but bolstered by a sympathetic ownership he picked up the pieces and began to rebuild the Iowa Terminal into Iowa's sole remnant of a once vast trolley empire. And, unless fate strikes again, Ed is likely to make good his promise to keep the electrics running "as long as it is humanly possible".

PAUL M. WEYRICH

URBAN AND SUBURBAN TRANSIT OPERATORS IN WISCONSIN -- AUGUST 1968

URBAN

APPLETON	Fox River Bus Lines, Inc.
ASHLAND	City of Ashland (Municipal)
BELOIT	Beloit City Bus Lines, Inc.
CHIPPEWA FALLS	Wisconsin-Michigan Coaches, Inc.
EAU CLAIRE	Eau Claire Transportation Company
FOND DU LAC	Fondy Area Bus Cooperative
GREEN BAY	Wisconsin Public Service Corporation
JANESVILLE	Janesville Municipal Bus Service (Municipal)
KAUKAUNA	Kaukauna Bus Lines
KENOSHA	Lakeshore Transit-Kenosha, Inc.
LA CROSSE	La Crosse Transit Company
MADISON	Madison Bus Company
MANITOWOC	Safe Way Motor Coach Company
MARINETTE	Twin Cities Transportation Company (A)
MERRILL	Transportation Department, City of Merrill (Municipal)
MILWAUKEE	Milwaukee & Suburban Transport Corporation
OSHKOSH	City Transit Lines, Inc.
PORT WASHINGTON	Port Transit Lines , Inc. <i>Service - OUT OF BUSINESS 1966</i>
RACINE	Racine Flash Cab Company, Inc.
RICE LAKE	Rice Lake Bus Line
SHEBOYGAN	Sheboygan Bus Lines
STEVENS POINT	City Bus Lines
SUPERIOR	Duluth-Superior Bus Company (B)
WATERTOWN	City Bus Line
WAUKESHA	Wisconsin Coach Lines, Inc.
WAUSAU	Wausau Transit Lines
WAUPACA	Dependable Bus Service

Notes: City listed is headquarters location of carrier; most companies also serve adjacent municipalities as well.

(A) Interstate operation also serving Menomonee, Michigan

(B) Wisconsin subsidiary of Duluth-Superior Transit, Inc. (Minnesota)

SUBURBAN

KENOSHA	Lakeshore Transit-Interurban, Inc. (Racine)
MIDDLETON	Central Wisconsin Transportation (Madison)
STOUGHTON	Commuters Service, Inc. (Madison)
WAUKESHA	Wisconsin Coach Lines, Inc. (Milwaukee)

Notes: City listed is headquarters location of carrier; municipality listed after company name is principal terminal out of which most company routes operate.

SOURCE: Wisconsin Public Service Commission, 14 August 1968

URBAN

WAUPACA	Dependable Bus Service
WAUSAU	Wausau Transit Lines
WAUKESHA	Wisconsin Coach Lines, Inc.
WATERTOWN	City Bus Line
SUPERIOR	Duluth-Superior Bus Company (B)
STEVENS POINT	City Bus Lines
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ASHLAND	City of Ashland (Municipal)
APPLETON	Fox River Bus Lines, Inc.

Notes: City listed is headquarters location of carrier; most companies also serve adjacent municipalities as well.
 (A) Interstate operation also serving Menomonie, Michigan
 (B) Wisconsin subsidiary of Duluth-Superior Transit, Inc. (Minnesota)

SUBURBAN

WAUKESHA	Wisconsin Coach Lines, Inc. (Milwaukee)
STOUTSTON	Commuters Service, Inc. (Madison)
MIDDLETON	Central Wisconsin Transportation (Madison)
KENOSHA	Lakeshore Transit-Interurban, Inc. (Racine)

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SOURCE: Wisconsin Public Service Commission, 14 August 1968

THE WEEK IN REVIEW

TERMINAL TRAUMA -- Limitations were proposed Wednesday by the Federal Aviation Administration and DOT on the number of permissible flights per hour at LaGuardia, J. F. Kennedy and Newark airports in the New York area, Washington's National Airport and Chicago's O'Hare Field. The restrictions were part of an FAA/DOT plan to reduce congestion at these major jetports, and are to be the subject of public hearings September 25 in Washington. They have already stirred up much controversy, both from the carriers (who will be required to prune certain runs) and from private plane owners (whose operations at these fields will be severely curtailed). Between 6:00 AM and midnight, flights at the five airports will be limited to the following: LaGuardia - 48 air carriers, 6 air taxis and 6 private planes; Kennedy - 70 air carriers, 5 air taxis and 5 private planes; Newark - 40 air carriers, 10 air taxis and 10 private planes; Washington National - 40 air carriers, 8 air taxis and 10 private planes; and O'Hare - 115 air carriers, 10 air taxis and 10 private planes. (O'Hare's average traffic per hour currently stands at 140 flights; a peak of 217 flights has been recorded). The proposals would allow operations in excess of the stated figures when conditions permit. The FAA action resulted from this summer's "work by the rules" policy of the newly formed Professional Air Traffic Controllers Organization.

LONG-HAUL LOG -- Following up the FAA's recommendations, United Air Lines has petitioned the Civil Aeronautics Board for authority to operate jet service from Chicago into Westchester Airport in White Plains, New York as a partial answer to the jams currently plaguing the three New York City fields. At the same time, UAL also requested rights to the suburban field from Pittsburgh and Cleveland; travel time to midtown Manhattan from the White Plains facility is competitive with that from JFK International. It has not yet been decided whether the Chicago terminal for the White Plains service would be Midway or O'Hare. United said it will transfer three to seven flights from other Gotham area fields to the Westchester airport, depending on the number of other carriers also permitted to serve the suburban field....Intercity bus companies who belong to the National Bus Traffic Association and the National Motor Bus Association have voluntarily decided to discontinue transporting firearms and ammunition effective September 15; the new policy follows a trend begun by the Post Office.

HOT RAIL -- The Illinois Commerce Commission will investigate the 25 Illinois railroads' equipment and rights-of-way for sources of "danger to the public" following 48 derailments (including 4 passenger trains) during the period between March 1 and July 30....Air California has leased six Boeing 737-293 twin jets from GATX-Boothe Aircraft Corporation....The September Railway Guide is down to 936 pages....That "Slumber-Berth Coach" on Chesapeake & Ohio's George Washington (Washington-Cincinnati) is a 6 Section/6 Roomette/4 Double Bedroom car, with the rooms for first class passengers and the berths for coach riders....The Chicago & North Western and the Fort Dodge Des Moines & Southern have applied for trackage rights over each other's lines (the FDDM&S wants to use C&NW rails between Fort Dodge and Des Moines, and Ames to Boone; while the C&NW would use the Fort Dodge line in Polk County), probably in preparation for the abandonment of much of the FDDM&S main line.

ONE-LINERS -- The Delaware & Hudson has raised its New York intrastate fares 10% for coach tickets and 15% on first class tariffs....Seaboard

Coast Line will institute a new, all-piggyback service between New York and Jacksonville-Birmingham beginning September 7; second-morning delivery is offered by the new runs, which will be operated at passenger train speeds....The Rock Island Control Case (UP, SP, C&NW, ATSF etc.) has completed testimony after a record 275 days of hearings and 50,000 transcript pages....Seaboard Coast Line's Sunland (#7 Hamlet to Jacksonville; #8 Jacksonville to Richmond and Richmond, Fredericksburg & Potomac #8 Richmond to Washington) makes its last runs September 9....The Burlington's #42-43 (Omaha-Billings) must run until January 7, pending he rings....The same for Seaboard Coast Line's #95-96 (Atlanta-Jacksonville), until January 9....A North Western spokesman was quoted as saying that the Interstate Commerce Commission's new standards of service (first proposed by Examiner Messer in the now-famous SP case a number of months ago) could be literally interpreted as requiring a sleeper on all C&NW commuter runs operated after 10:00 PM (A drawing room to Winnetka?).

AID ADDENDA -- Some final HUD grants: PULSE, an automatic system to report the location of moving vehicles in a city will be tested by the Institute of Public Administration. The PULSE (Public Urban Locating Service) system would serve both public and private users and would facilitate the operation of transit vehicles, ambulances, police and fire control equipment and the movement of goods throughout urban areas. A minimum of three major cities will be used as test areas....Worcester, Massachusetts has been granted \$43,196 for an action program to provide convenient and economical mass transportation between urban poverty pockets and employment centers....One of the first DOT grants will allow the Columbus (Georgia) Transportation System to purchase 29 new air conditioned coaches to enable the retirement of a group of Southern units. The grant also provides for the modernization of plant facilities.

HEADLINE HOPPING -- A rule-book "slowdown" by subway supervisory personnel of the New York City Transit Authority has more or less fizzled....Gray Coach Lines is now operating an experimental express bus service to Toronto International Airport from the Islington station of the Bloor-Danforth subway. Coaches run on a 30 minute headway at a 50¢ fare....A threatened walkout by TTC operators was averted by the acceptance of a new two year contract offered by the Commission....CTA's "wildcat" walkout by dissident drivers continues, with the possibility of a sympathy strike by rapid transit operating personnel. The Concerned Transit Workers are now petitioning for a representation election, in a move to certify their group as the bargaining agent for CTA drivers. Amalgamated Local 241 is strenuously opposing such a move.

SHORT HAULS -- The opening date of the Airport Extension of Cleveland Transit's Rapid has been set back to November 15. Heavy rains in May and July prevented work going on as scheduled....London Transport's new Victoria Underground line opened its first segment early this month....There is yet hope for Washington's subway system to see the light of day. A bill recently signed by President Johnson may provide for an early solution of the controversial freeway-subway tangle....Union Street Railway of Massachusetts has officially requested the Utah PSC give it permission to purchase Salt Lake City Lines and its subsidiary Lake Shore Motor Coach Lines....Chromalloy American Corporation's American Transit subsidiary has notified Tucson (Arizona) city officials that it intends to discontinue all Tucson Transit Corporation operations as soon as possible.

LAST WORDS -- The Nassau County Bus Council has proposed a \$1.9 million program for 1969 that will completely modernize the fleets of all the private operators serving the New York (Long Island) county.