

Transport Central

Vol 6 No 7
6 APRIL 1970

U.S. PASSENGER TRAIN-OFF LIST -- 01 JANUARY-31 MARCH 1970

| <u>Road</u> | <u>Trains</u> | <u>Between</u> | <u>Action</u> |
|-------------|--|---|--|
| ATSF | 1-2 23-24 | Barstow-Richmond Chicago-Barstow | |
| AWP/WRA | 37-38 | Atlanta-Montgomery | OFF |
| B&O | 7-10 | Chicago-Akron | OFF |
| C&O | 46-47 | Ashland (Ky)-Detroit | |
| C&NW | 121 125 214 | Milwaukee to Green Bay Chicago to Green Bay Green Bay to Chicago | |
| CB&Q | 15-16 17-18# 17-18# 19-20 35-36 35-36 51-52 | Omaha-Kansas City Chicago-Omaha Omaha-Denver (to triweekly) Kansas City-N. Kansas City Omaha-Kansas City Kansas City-N. Kansas City Chicago-Minneapolis | OFF OFF OK'd OFF 1 YEAR OFF |
| CRI&P | 7-10 | Omaha-Council Bluffs | OFF |
| CSS&SB | 3-10-16-27-34-40 (319-320-328) 4-211-214-219 (501-529-534) 105-125-128-131 (406-409-413-416- 425-426-433) 237 33(31) 21 | Chicago-South Bend " " Chicago-Shops " " Chicago-Gary " " Gary-Shops Michigan City-South Bend Gary-South Bend () indicate Sat-Sun-Hol only runs | 6 MO 6 MO 6 MO 6 MO 6 MO 6 MO 6 MO 6 MO 6 MO |
| DRGW | 17-18 | Denver-Salt Lake City | TRIWKLY |
| EL | 5-6 | Chicago-Hoboken | OFF |
| GN | 3-4 7-8 27-28 | St. Paul-Fargo St. Paul-Grand Forks Reroute via St. Cloud | OFF OFF OK'd |
| GTW | 155-156 | Chicago-Port Huron | |
| IC | 3-4 21-22 | Chicago-Memphis Chicago-Springfield | |
| L&N | 3-4 | Chicago-Danville | |

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U. S. TRAIN-OFF LIST (Cont'd)

| | | | |
|------|---|--|---------------|
| MILW | 2-3 111-112 | Chicago-Minneapolis Chicago-Savanna | OFF |
| MP | 1-2 | Laredo-Texarkana | |
| N&W | 121-124 121-124 | St. Louis-Decatur Chicago-Decatur | OFF 1 YEAR |
| PC | 4-31 4/78-77/31 13-32 14-17 15-18 16-25 22-23 27-28 48-49 51-98 52-351 54-55 63-64 65-66 90-93 315-316 355-356 427-428 | New York-St. Louis New York-Cincinnati Pittsburgh-St. Louis Chicago-Detroit Cleveland-Columbus New York-Pittsburgh New York-Chicago Chicago-Buffalo New York-Chicago Chicago-Buffalo Chicago-Detroit New York-Chicago Chicago-Buffalo Chicago-Cincinnati Chicago-Louisville Cleveland-Indianapolis Chicago-Detroit Boston-Albany/Rensselaer | |
| 8 | 548-549 574-575 | Harrisburg-Baltimore Buffalo-Harrisburg | 9 MO |
| RF&P | 85-86 | Washington-Richmond | |
| SCL | 85-86 93-94 | Richmond-Jacksonville Jacksonville-St. Petersburg | |
| SOU | 3-4 | Cincinnati-Somerset (Ky) | OFF |
| SP | 11-12 101-102 | Oakland-Portland (to tri-weekly) Ogden-Oakland | TRIWKLY |
| WP | 17-18 | Salt Lake City-Oakland | OFF |

Note: If no action is listed, decision is pending.
- Discontinuance is subject to review and reconsideration;
also Omaha-Denver will be #11-12 extended as extra train.

COMPILED BY SENIOR EDITOR ROBERT I. OLIPHANT FROM OFFICIAL SOURCES 04/01

NEWS FRONT

GROWING PAINS

If TC sounded a bit incoherent last issue, blame it on three things: 1) the mail strike, which seriously delayed its distribution; 2) a severe, unseasonal snowstorm, which helped matters even more; and 3) the arrival in that self-same snowstorm of a new "staff member". Baby Samantha Lynn Kunz entered the world at precisely 6:00 AM, March 26, at St. Joseph's Hospital in Chicago, after the customary wild ride through the streets. Mother and baby are doing fine (the former, in case you didn't know, is TC's Art Director); little "Sam" will join the TC staff as soon as she is able to stuff and lick envelopes.

Along with the editor's "bonus" comes another for TC readers. With this issue, we return to our weekly frequency of issue. Certain economies in reproduction costs will permit an increase in the postal budget, hence the switch. At the same time, we have been finding that the increasing amount of material we have available to publish, especially a broadened news coverage, necessitates more pages in which to put it. Unfortunately, the sheer weight of those extra pages causes a corresponding rise in postal rates. The staff has decided, therefore, to return to weekly distribution in order to make room for more material. Such a change will also enable us to provide more timely news coverage as well. We trust that our readers will support us in our format changes.

MERGER MANIA

The highly complex and continuing drama of what will happen to the North Western reads like a script for a soap opera. Will it somehow get Rock Island and become another Penn Central? Will it sell out to the Milwaukee and become the greatest debt-financed corporation in the world next to the U.S. government?

While these important questions wait to be answered, Larry S. Provo, NW president, has become the head of the newly-formed Northwestern Employees Transportation Corporation, which has offered to purchase the railroad for \$30,000,000 in notes and assumption of the railway's \$340,000,000 in long-term debt. Provo, who thinks the railroad can be profitably run, announced that employees could purchase up to 50% of their annual salaries in stock to a maximum of \$100,000 per individual. If Northwest Industries approves the offer, set to expire April 30, the plan would then require ICC approval. Stay tuned.

HUMMINGBIRD TO FLY?

Unless the Supreme Court says no, the L&N will have to comply with a U.S. District Court order to resume daily operation of its Cincinnati-New Orleans Hummingbird on April 6. The order is the result of the Court's ruling that train discontinuances are subject to judicial review and appeal by the public, and a specific appeal that L&N failed to post notices at C&E stations when it petitioned the Bird. The high court decided in the latter case that the ICC erred in its decision and ordered the matter be reconsidered. The order to resume operation of the train is based on the fact that the train continued to run under court injunction pending the appeal to the Supreme Court, and it was removed in January 1969 (TC

17 Jan 69), which of course is now reaffirmed. If the decision is reversed, L&N will have to resume Chicago-Birmingham service, as well as thru service to New Orleans and Atlanta from the Windy City.

PENN CENTRAL REPORT

The ICC, as expected, will hold public hearings on PC's attempt to discontinue 34 trains on its East-West operations. The trains now must run until at least August 15.

Meanwhile, PC is soliciting aid from its freight customers in supporting the discontinuances. A letter dated March 23 has been circulated enclosing PC's original news release. The enclosure, when carefully read, shows that PC lost \$151,000,000 in 1969 on total rail operations, of which \$104,000,000 is directly attributable to passenger operations (and related services), leaving the railroad with a \$47,000,000 loss on freight service. Thus, if PC's claim that removal of 34 trains is allowed, the loss would be no more than \$134,000,000, but the implication in the letter is that the removal will improve freight service.

The ICC has officially affirmed an Examiner's report on 24-33, Pittsburgh-Philadelphia (Juniata), and denied PC's request (Sec 13a(2) to discontinue the trains. (We listed this action in TC 12 JAN 70). And, with the opening of the Capitol Beltway station north of Washington on March 16, PC's MetroLiner schedules (as well as conventional service) were revamped, and the non-stop 2½ hour New York-Washington run is no more.

PASSENGER POTPOURRI

The ICC has issued a supplementary order in its decision denying BN permission to discontinue 17-18, the CZ remnant, Chicago-Omaha, and partial discontinuance beyond to Denver. The Commission stated that its original decision was issued pending disposition of a possible court case against the earlier-announced SP/WP/D&RGW related changes. Since the appeal was denied, Division 3 has allowed BN to carry out its planned changes effective April 4 (actually, 11-12 have been running extra to Denver since March 23), although hearings will be held.

The revised Chicago-Ogden through service, connecting across platform, looks like this (WB from Chicago Sunday/Wednesday/Friday; EB from Oakland Sunday/Tuesday/Friday):

| <u>TRAIN NOS.</u> | <u>READ DOWN</u> | <u>STATIONS</u> | <u>READ UP</u> | <u>TRAIN NOS.</u> |
|-------------------|------------------|-----------------|----------------|-------------------|
| BN 11 | Lv 11:59 AM CST | Chicago | Ar 8:40 PM | BN 12 |
| BN Extra | Lv 99:10 PM CST | Omaha | Ar 9:45 AM | BN Extra |
| BN Extra | Ar 6:00 AM MST | Denver | Lv 11:30 PM | BN Extra |
| DRGW 17 | Lv 6:30 AM MST | Denver | Ar 11:00 PM | DRGW 18 |
| DRGW 17 | Ar 10:15 PM MST | Ogden | Lv 7:15 AM | DRGW 18 |
| SP 101 | Lv 10:30 PM MST | Ogden | Ar 7:00 AM | SP 102 |
| SP 101 | Ar 3:15 PM PST | Oakland | Lv 1:00 PM | SP 102 |

BN has been allowed to remove its two remaining trains from Union Station in Kansas City to its own facility at North Kansas City (19-20, 35-36) effective April 1....Not only did L&N reduce the Evansville layover time on St. Louis-Atlanta trains 3/5 and 4/10, but it has added snack bars to the coaches assigned (normal consist is one E unit, baggage car and snack bar-coach) in an attempt to encourage patronage....The ICC will investigate SP

11-12, Cascade, Oakland-Portland, tri-weekly petition (to 30 July) and C&O 46-47 (Ashland-Detroit) discontinuance petition (also to 30 July).

ODDS AND ENDS

The "Bourbon Line", the Frankfort & Cincinnati, has been permitted to discontinue operations; L&N will purchase two short segments of the line at Frankfort....Former interurban Southern New York Railway, Oneonta, has applied to abandon its remaining 2½ miles of line....April 25 is the date the bankruptcy proceedings will begin against the Boston & Maine....A non-binding report has been issued by a special board of inquiry investigating the Long Island's labor problems: the report states that the United Transportation Union has attempted to dominate a complacent management by intimidation (unlawful strikes and strike threats) and their demands (usually met) are in violation of agreements under the Railway Labor Act. Proposed solution: separate the freight operation into another entity, making the remaining intrastate passenger operation not subject to the RLA....DOT has signed a \$3,000,000 contract with Grumman Aerospace Corporation for the design of a Tracked Air Cushion Vehicle and guideway. The jet-powered craft is supported and guided by air, and its turbine propulsion unit can attain speeds of 300 mph. An operable version of the design will require another \$6 to 8 million, but would be propelled by a linear-induction motor which operates on the principle of reaction of opposing electromagnets.The Soviet Union has announced the completion of a key rail link between a newly-developed oil and gas region in Central Asia and Moscow....The Norfolk & Western has assumed stock control of the Wabash, through an exchange of N&W stock for Wabash shares held by Penn Central.

ON THE AIRLINE SIDE

TWA has petitioned the CAB for permission to add a \$5 (\$10 in first class) surcharge on 747 passenger fares....Ozark will begin direct jet service between Springfield, Washington and New York City beginning April 26. One round trip a day between the Illinois city and the eastern points will be maintained....The Soviet aviation minister has announced that U.S. airlines will henceforth be permitted to fly the international air route across Siberia; no U.S. flag carriers have yet requested formal permission. Japan Air Lines will begin regular Paris-Tokyo service overflying Siberia on April 9; Aeroflot will begin similar service the same day. All transSiberian flights will make a refueling stop at Sheremetyevo Airport in Moscow....TWA has opened Flight Wing One--a huge new passenger terminal at Kennedy International in New York. The facility has its own customs inspection area for passengers on TWA international flights. The terminal can handle four 747s simultaneously, along with 3 707s....Work will begin next month on an expanded parking garage at O'Hare Field, necessitating the removal of most parking to Remote 1, a facility about a mile from the passenger terminals. As might be expected, Continental Air Transport received the contract to shuttle passengers from Remote 1 to the terminals; no fare will be charged. CATCo will use new Flxettes for the duty, painted in a scheme similar to DC Transit to differentiate between those runs and other CATCo services. ...Southern Airways inaugurated service to Chicago's Midway Airport the other day, complete with twin alligators named Mid and Way. One of the creatures managed to escape, but was recaptured after a thrilling 12-foot flight by a Chicago fireman. The alligators will now live at the zoo....The government is beginning a safety crackdown on the growing number of air taxi and commuter service operations. The level III carriers have an accident rate 10 times that of the majors. Last year, 140 deaths were racked up by the small carriers; in two instances planes ran out of fuel over open water. Pilots and planes will now be subject to stiffer regulations.

METROPOLITAN REPORT

As expected, Illinois Governor Richard B. Ogilvie left no room for aid to the Chicago Transit Authority in his state budget, preferring to buck the matter back to the city and county. The latter agencies have both loudly proclaimed their lack of funds, hence a fare increase to 50¢ looms larger and larger with each passing day. Target is now about June for the hike.

Time magazine, in a far-reaching report on inefficiency in America, cites the loss of 100 lamp-posts, weighing 200,000 lbs and costing \$150,000. Workmen for BART removed them, and a thorough Bay Area search has failed to uncover them....The continuing rebellion by New York City subway riders against poor service and dirty equipment now has resulted in a "sit-in" at 175th Street that resulted in a 25 minute delay. Two men refused to move from their seats to permit the repair of a defective door on an in-service train, and finally had to be removed by police....For the first time, New York's MTA has given commuters on the New Haven a specific date when they can expect modernization of the long-neglected line to begin. Dr. William J. Ronan, MTA head, said that the first of a fleet of 144 new cars will be on the property in February 1972, ready for service.

LAST WORDS

'...replaces the old-fashioned time table!'

