

Cost of Transportation Climbing In Many Cities of United States

By United Press International

The cost of getting to jobs, school or shopping centers is climbing in many United States cities.

Transit fares have been boosted in at least 10 cities in the last four months, a United Press International survey shows. The cities include such populous centers as Los Angeles, Washington, Pittsburgh, Indianapolis and Denver.

Since 1922, fare boosts went into effect in at least 20 other cities. Petitions for transit fare increases are pending in New Orleans, Philadelphia and Newark, N.J.

The one-common dime streetcar ride is almost a thing of the past. So is the streetcar itself in most of the nation. It's giving way to buses.

Only Two Left

Of all the major transit systems in the country, only the New Orleans Public Service, Inc., will transport passengers for less than a dime. The New Orleans firm wants to boost its basic fare from 7 cents to 10 cents.

The company hasn't had a fare increase within memory. In its last change, back in 1922, the New Orleans firm lowered its fare from 8 to 7 cents.

The most recent increases were in Washington, where the basic fare was boosted from 20 cents to 25 cents, and San Diego, Calif., where a similar boost was ordered to become effective March 28.

Fare boosts that followed recent strikes gave Des Moines, Iowa, and Pittsburgh fares that rate among the highest in the nation. The



SMALL CARS SMALLER - These small foreign cars were not small enough, but they are now—and worthless too. The driver of this auto transport tried to get them under a railroad overpass that was too low. The result was the shearing off of the tops of the three autos riding on the upper deck of the transport. The regular truck route through Covington, Ky., where the accident took place, is being reconstructed, requiring trucks to take an alternate route with low clearance. (UPI Telephoto)

basic adult fare in Des Moines, Iowa's capital and largest city, climbed to 30 cents last Dec. 16 after a walk-out by drivers and mechanics. The Pittsburgh Railways Co. upped the trolley fare to 27 cents and the price of a through bus ride to 35 cents in January following a six-day pre-Christmas strike.

Los Angeles last month boosted its basic zone fare from 17 to 20 cents. Denver fares went up from 15 to 20 cents on March 1. Zone fares were eliminated in Indianapolis in January and the flat fare was boosted from 15 cents to 20 cents. Fares were boosted from 15 to 20 cents at Jackson, Miss., on Feb. 15 and from 20 cents to 25 cents during the winter at Springfield and Peoria, Ill.

A ride costs at least a quarter in 13 cities checked in the UPI survey. They include Chicago, Minneapolis and St. Paul, Minn., Buffalo, N.Y., Kansas City and St. Louis, Mo., and Portland, Ore. In a long list of other major cities, the basic fare is 20 cents.

cities boasting lowest fares. Fifteen-cent bus and subway fares have been in effect in New York since 1953 and the Staten Island ferry, which links Staten Island to Manhattan, still charges 5 cents a ride—as it has for 30 years.

The 10-cent fare went out in Pittsburgh in 1939, did a fast fadeaway in many large cities in the 1940s and virtually went into oblivion in the 1950s. Among the last to abandon it were Mobile, Ala., and Jackson, Miss., in 1956, and Roanoke, Va., and Newark, N.J., in 1955.

The New Orleans Public Service proposes to switch from streetcars to buses on its Canal Street line if it wins a fare increase, but would retain trolley cars on the St. Charles Street line.

Washington is phasing out its unique third-rail streetcars and St. Louis eliminated a trolley line a few weeks ago.

The Pittsburgh Railways Co. has gradually converted some of its routes to buses but still has the nation's most comprehensive streetcar system. Talk of a complete switchover has been vetoed several times on the grounds it would be too costly.

Trolleys are still in prominent use in San Francisco, which has two long streetcar tunnels not suitable for bus use; and in Philadelphia and

Boston, which have considerable trolley trackage underground or on private right-of-way.

Boston even opened a brand new express streetcar line last year, using track bed of an abandoned Boston and Albany Railroad commuter line.

Hush Money Buys A Silent Haircut
Springfield, Vt. - Barber Cliff Bain was surprised when a stranger gave him a quarter tip when he sat down in the barber chair.

"It's hush money," he explained. Cliff cut his hair without conversation.

Executive Predicts Piggyback Flights
Los Angeles—(Science Service) - A huge, swept-wing jet rises from a long runway. On the jet's back is a winged rocket carrying 30 passengers. At 20 miles altitude, the rocket separates from the jet, accelerates briefly through space and glides to its destination anywhere in the world - in an hour.

Rocket and space techniques now under development will make piggyback planes and flight above altitudes of 40 miles a commercial reality around 1980 or 1990, Leston Faneuf, chairman of the board of Bell Aircraft corporation, told an audience here at the University of California.

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