

Suburban Residents Have Stake In Profitable Commuter Railways

Friday, April 25, 1963

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HERALD AND NEWS, Klamath Falls, Ore.

(Last of Five Articles)

By RAY CROMLEY

Newspaper Enterprise Assn.
CHICAGO, NEA—If you live in the suburbs you have a multi-billion dollar stake in whether the private railroads can run commuter lines at a profit.

The average rush-hour speeds of automobiles in major cities the size of Chicago, Baltimore, Detroit, St. Louis, Youngstown, San Francisco and New York is down to between 6 and 10 m.p.h.

It now seems clear to traffic engineers that even if tens of billions are spent on new super highways, street widening and new parking lots in the next 15 years, traffic in and out of the growing cities can't be kept moving even at a snail's pace unless highways are supplemented by high-speed commuter trains.

These trains either will be privately owned, earn profits and pay taxes or be publicly owned or subsidized, lose money and

pay no taxes. The difference to you as taxpayers, European experience suggests, could be a billion or more dollars a year. Here are the hard facts:

One passenger line can carry 40,000 commuters by rail in one hour. A Brookings Institution study shows that it would take 20 highways of four lanes each to carry the same number of persons that can be carried on two rail tracks. The Chicago and North Western Railway carries 40,000 commuters in and out of Chicago each day. It is estimated that the extra parking space needed if those passengers came by automobile would cover the Loop.

The cities have found they can't build highways fast enough.

The Hollywood Freeway in Los Angeles, opened in 1954, was designed to carry an ultimate volume of 100,000 vehicles a day. In one year the traffic reached 169,000 a day.

The Southern California Research Council estimates that between 1957 and 1970 Los Angeles

County will have had to invest \$7.5 billion for streets, roads and highways. Yet a Los Angeles traffic engineer estimates that "in 1980, metropolitan Los Angeles, even with approximately 900 miles of anticipated freeways and 300 miles of expressways in operation, may well have worse traffic conditions than exist today."

Philadelphia engineers estimate it will take \$1.3 billion to build the freeways and downtown parking needed by 1980.

Washington, D.C., engineers estimate that a commuter system that relies on highways would require \$2.6 billion by 1980 and engineering standpoint, New York, San Francisco and Chicago highway cost estimates likewise run astoundingly high.

So city fathers are turning to public ownership or public subsidy of rail commuter systems, sometimes in connection with public bus systems.

Philadelphia has established a non-profit public corporation which in effect has taken over

control of Pennsylvania and Reading railroad commuter lines in the city. The city-subsidized corporation sets schedules, collects revenues, pays the roads for services rendered. The city makes property improvements, purchases coaches and leases them to the contracting railroads.

The Boston and Maine Railroad, with the aid of several million in state and federal funds, has increased its commuter runs into Boston by 85 per cent and reduced fares from 25 to 40 per cent.

Voters in the San Francisco Bay area have passed a \$792 million public financing program to develop a complete transportation network.

The Los Angeles Transit Authority is asking for power to tax Los Angeles County residents to help pay for a \$649 million transit system.

President Kennedy's bill now before Congress asks for \$500 million as a starter to improve commuter rail services in cooperat-

ing cities through the nation. Proponents have estimated the program will eventually cost the U.S. Government \$10 billion. Opponents estimate the cost will be much higher.

But Ben Heineman and his Chicago and North Western Railway may prove wrong the men arguing in Washington that commuter lines can't live without subsidies.

Heineman is a persuasive man with a fine eye for public relations. His office is sleek and functional. Heineman - approved paintings are on the walls. His waiting room reminded me of the ante room of a private intimate art gallery.

Heineman loans his commuters free umbrellas on rainy days, arranges in the spring, summer and fall for connecting 140-seat sightseeing boats to take commuters who work near Michigan Avenue from the station down to their offices in seven minutes on the Chicago River.

He carries his commuters in attractive, immaculate, electric-heated, air-conditioned, fluorescent-lighted, two-decker cars that load with subway-car speed and carry commuters to work faster than they can drive. I found the seats comfortable.

Heineman put his commuter division under public relations, sends his men around asking people who park their cars downtown why they drive instead of riding the C. and N.W. He has

devised monthly tickets that commuters receive regularly by mail - like the telephone bill - and pay for by the 10th of the month. His monthly commuters can ride free on their commuter passes Saturdays and Sundays. He has added trains that run every hour in off-rush-hour periods so his commuters and their wives can get to town or home again at any time in the day or evening. He gives bargain rates on the off hours.

The C. and N.W. commuter lines were losing \$2 million a year and the tab was going up. This year, by coddling his commuters, Ben Heineman expects to end up in the black.

(End of Series)

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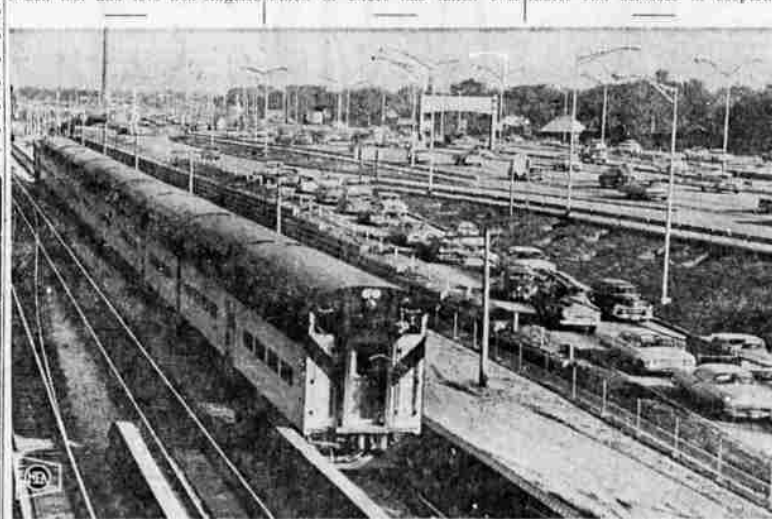
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OPPONENTS — In terms of efficient movement of people, commuter trains, like this C&N.W. double-decker, are clearly superior to the private cars which jam highways around major cities such as the Northwest Expressway in the Chicago area.

The Court Records

DISTRICT COURT

APRIL 25, 1963

TRAFFIC CASES

Douglas Lee Ward, no operator's license (expired), guilty plea, \$10 fine paid.
Jane Emily Gilpin, disobeyed traffic sign, guilty plea, \$10 suspended.
Margaret McCrae Hayden, failure to dim headlights, guilty plea, \$10 fine paid.
Duane Gerald Knapczyk, no vehicle license (expired), guilty plea, \$5 fine paid.
Hazel Elizabeth O'Kette, violate basic rule, guilty plea, \$10 fine paid.
Oren Lewis Storey, violate basic rule, guilty plea, \$10 fine paid.
Roy Lee Ferreira, violate basic rule, guilty plea, \$10 fine paid.
Fred Warren Cates, no vehicle license (expired), guilty plea, \$5 fine paid.
Joe Alvin Robinson, no fixed load license, guilty plea, \$5 fine paid.
Mary Frances Van Kuren, failure to dim headlights, guilty plea, \$5 fine paid.
John William Kassung, violate D.A.S.C. rule, guilty plea, \$10 fine paid.
David Scott McComb Jr., disobeyed stop sign, guilty plea, \$10 fine paid.
William Leroy Lewis, disobeyed traffic sign, guilty plea, \$10 fine paid.
Lawrence Ervin Sowers, violate basic rule, guilty plea, \$10 fine paid.
Howard Hart Ford, no RUC permit (expired), guilty plea, \$10 fine paid.
Gerald Herbert Hill, failure to dim headlights, guilty plea, \$10 fine paid.
Frances Aue Campbell, violate basic rule, guilty plea, \$10 fine paid.
Ethel Dren, disobeyed stop sign, guilty plea, \$10 fine paid.
Dale Everett Mueller, violate basic rule, guilty plea, \$10 fine paid.
Henry Lee Wilson, reckless driving, guilty plea, \$10 fine paid.
Delbert Everett Cate, no tail light, guilty plea, \$10 fine paid.
Douglas Ralph Millard, disobeyed traffic sign, guilty plea, \$10 fine paid.
David Louis Brubaker, no operator's license, guilty plea, \$5 fine paid.

MISDEMEANOR CASES
Joseph Adam, selling alcoholic liquor to a minor, jury trial set for May 13.
E. C. Higgins, permitting gambling in building, dismissed on motion by district attorney; state failed to allege ownership.
Bruce Alfred Poliv, false application for angling license, changed plea to guilty, \$100 fine of which \$75 was suspended, \$25 fine paid.
Ellis Ray Roach, sharing assistance with recipient of aid, trial without jury. Found guilty. Four months in county jail.

FELONY CASES
Julia Ann Pruitt, assault with a dangerous weapon, dismissed on motion of district attorney.

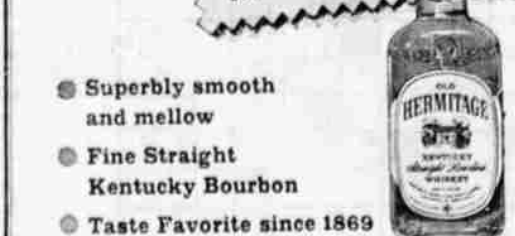
APRIL 24, 1963
TRAFFIC CASES
Matthew Edward Skaybaugh, violate basic rule, no guilty plea, trial without jury set for May 2.
Ralph Edwin Kenison, violate basic rule, no guilty plea, trial without jury set for May 4.
Jerry Howard Unig, violate basic rule, guilty plea, \$10 fine paid.
James Everett Franklin, violate basic rule, guilty plea, \$25 fine paid.
William James Hamilton, truck speeding, guilty plea, \$10 fine paid.
Joseph Robert Booth, violate basic rule, guilty plea, \$20 fine paid.
James Larry Howerton, and foreign license, guilty plea, \$5 fine paid.
Urban James Rogers, no vehicle license (expired), guilty plea, \$10 fine paid.
Evelyn Lucille LaValley, failure to dim headlights, guilty plea, \$10 fine paid.
Rodolfo Lopez Arana, disobeyed stop sign, guilty plea, \$10 fine paid.
Judy Fair Plimley, disobeyed stop sign, guilty plea, \$10 fine paid.
Gordon Wayne Peterson, overwidth, guilty plea, \$10 fine paid.
Eugene Adams, no Oregon operator's license, guilty plea, \$5 fine paid.
John Leroy Palmer, no operator's license, guilty plea, \$10 fine or one day in county jail in lieu of fine.

MISDEMEANOR CASES
Gary Parr, assault and battery, dismissed on motion by district attorney.

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