

Mass Transit: What Others Are Doing

By W. W. EDGAR

Moving people — individuals or groups — from one area to another has become one of the major problems of the country.

From the Atlantic to the Pacific and most points in between there is a hue and cry for some sort of mass transportation that will take the load off the major highways and bring relief to countless thousands of weary travelers.

In many areas it is a cry to move people by some type of mass transportation from one city to another. But most of the problem is centered on commuter service from the inner cities to the suburbs.

This problem has been in Plymouth for some time, but became more acute recently when the C & O and B & O railroads cut train service in and out of Detroit.

This cutback left many commuters, who had used the trains for years, on their own to find ways and means of getting to and from places of employment.

The problem is not a new one. It has been with us for years, but the continuous gains in population and the steady climb of automobile production has made the problem more acute than ever.

LITTLE MORE THAN a decade ago when the first expressways were built in Detroit, at the urgent planning of the late Mayor Albert E. Cobb, they were looked upon with some skepticism. In fact they were scoffed at in many places and often referred to as "Cobb's Ditches."

Now they are considered inadequate and more and more of the inner city is being cut up to provide easier means of travel into, out of, and across the city.

Recently, the Southeastern Council of Governments through its agency, TALUS, released a plan calling for a network of rapid transportation along the expressways in the metropolitan area.

Prior to the release of this plan Mayor Cavanagh announced that he was seeking a method to speed travel from the metropolitan airport to downtown Detroit. He claimed that this was a MUST to help guarantee the future of the city.

At about the same time Col. Eddie Rickenbacker, the World War I ace who has been one of the transportation moguls of the country for close to half a century, pointed out the

weird contrasts in our modern transportation system.

"We soon will be flying giant jets across the country in a few hours," he said. "It will require more time for these large passenger groups to go from the airport to the downtown destination than it does to fly from city to city. And that's not right."

While Detroit and Southeastern Michigan still are in the planning stage — and the latest word is that there will be nothing concrete or tangible for the better part of 10 years — other areas of the country are moving to meet the challenge.

ONE OF THE MAIN EXAMPLES is just across the lake in Cleveland, where a new rapid transit system has been set up to take passengers from the airport to downtown in a matter of minutes at a cost of a mere 35 cents. It isn't in a tube, going at a rate of 80 miles an hour as Col. Rickenbacker suggested, but it is considerably faster than the old bus service.

On the Atlantic Coast they now are experimenting with a new train between Boston and Washington. It is supposed to make the trip in a few hours. Thus far the experiments are gratifying.

The lone trouble has occurred at high speeds when the pressure of the wind cracked the passenger car windows. That can be remedied. So, the East may have the first of a series of what could be a network across the nation.

Other areas — San Francisco and Dallas — also are moving ahead with plans and building facilities that are more modern than tomorrow.

According to the word from the coast where construction is now in progress, San Francisco will have running side by side with the famed cable cars, a completely new system that will be carrying 300,000 passengers at 80 miles an hour daily to nearby cities and suburbs.

Called the Bay Area Rapid Transit Lines, which has been shortened to BART, it is due to be completed by the end of the year at a cost of more than a billion dollars and is expected to be the model for other major cities.

BART WILL HURTLE passengers along the ground, above the ground and under water in a four-mile long tube beneath San Francisco Bay. It is one of the latest attempts to



CLEVELAND — The first city in the country to coordinate air travel with mid-town mass transit, Cleveland now has a system that will

transport air travelers to and from the airport to downtown in 20 minutes at a cost of merely 35 cents.

solve the transportation problem that has come along in years.

Behind the construction of the San Francisco project is the thought that area commuters will use the new line rather than drive their own automobiles for the car has become the major culprit in the problem of traffic congestion.

Experts who make a study of these matters reveal that auto population has tripled in the past 20 years and that there are now close to 90 million cars on the road. This is an average of one car for every two Americans. The situation is certain to become worse when the country's economy grows to more auto conscious.

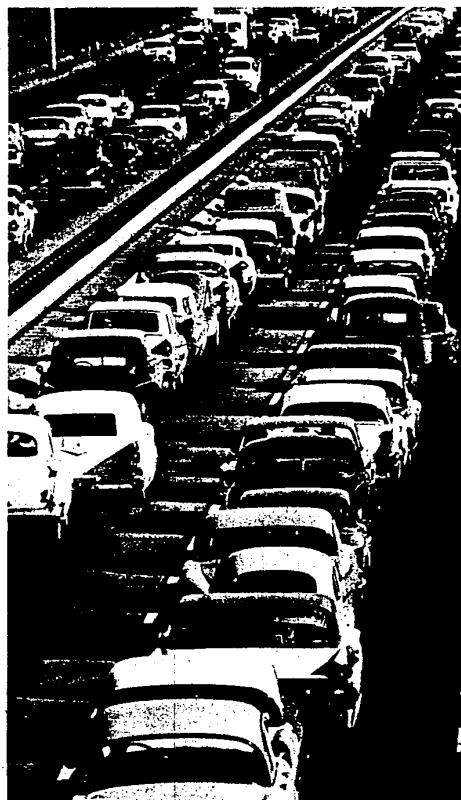
It has been pointed out that while the auto population is growing, 85 percent of the human population now is living on only two percent of the land.

One of the main features of the San Francisco system will be the wider width of the tracks. The rails will be 66 inches apart compared to the 56 1/2 inches now being used by the railroads. The 56 1/2-inch width which has been in vogue ever since the early English railroad inventor, George Stephenson, used it for his coal mine trains when railroads made their bow along about 1825.

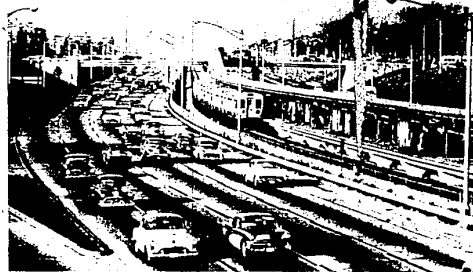
Another radical change is that the trains will be run by a computer system. It is claimed that with the computer, trains can be stopped within six inches of a given spot.

There will be a human operator aboard each train but the computer will control all functions. It also is claimed that 450 cars can be linked in various lengths at rush hours and travel at speeds approximating 80 miles an hour as close as 90 seconds apart.

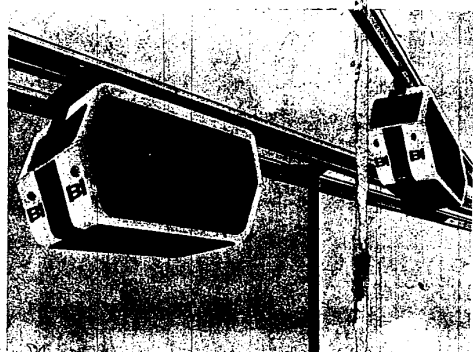
ANOTHER OUTSTANDING PROJECT is being developed in Dallas. Known as Fast-park Jetrail, cars in the same brilliant colors of the Braniff International jets will carry 10



THE CAUSE OF IT ALL — The cluttering of the nation's highways in scenes such as this has contributed to a mass transportation problem from one ocean to the other. And, according to the experts, the worst is yet to come with the increases in automobile production.



LODGE EXPRESSWAY? — No, this isn't the freeway into Detroit. But it is an artist's conception of what the Lodge Expressway would look like with a rapid transit system running along side the present four-lane route.



DALLAS, TEXAS — The new Jetrail cars now being used at the Dallas Airport to transport people and baggage are shown here. Each vehicle accommodates 10 passengers and the trip from the parking lot to the terminal requires only two minutes and 45 seconds.

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MALL OPEN 9:30 a.m. to 9 p.m. daily
(except 4th of July)
Closed for the day

Illegal Weapon Display sponsored by
UNITED STATES TREASURY DEPARTMENT
Department of Alcoholic, Tobacco and
Firearms Division.
in Mall all week (Sears Court)

Monday, June 30
Marine Recruiters in Mall

Tuesday, July 1
MALL OPEN UNTIL 9 p.m.
Ladies Day 9:30 a.m. Cinema I,
Free movie, coffee, prizes.
Weight Watchers, Community Room,
12:15 p.m. - 7 p.m.

Wednesday, July 2
MALL OPEN UNTIL 9 p.m.
Colonial Senior Citizens meeting in
Community Room, 12 noon.

Thursday, July 3
LIVONIA PARKS AND RECREATION
DUPLICATE BRIDGE WITH BILL HELLSTEIN,
7:30, Community Room

Friday, July 4th
MALL CLOSED
BE-A GOOD AMERICAN - Fly the American
flag.

Saturday, July 5
Youth from Kenwood Church of Christ
in Mall with information on
Youth Conference.

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