

# Transport Central

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EDITOR/PUBLISHER  
ART DIRECTOR  
SENIOR EDITOR  
ASSOCIATE EDITOR/AIR  
ASSOCIATE EDITOR/RAIL  
ASSOCIATE EDITOR/TRANSIT  
CONTRIBUTING EDITOR  
GRAPHIC CONSULTANT  
RESEARCHER  
CONTRIBUTOR/RAIL

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T. A. CARPENTER  
EDWARD J. NAGY  
JAMES A. NEUBAUER

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## The Railway Report

Except for limited projects such as the High Speed Ground Transportation legislation (including the Northeast Corridor experiment), Federal law and policy on rail passenger operations generally center on the discontinuance and not the promotion of such service. If retention of essential intercity passenger service is to be an element of national policy, the law needs change. Otherwise, significant segments of the remaining long and medium distance rail passenger service will not survive the next few years. These findings resulted from an Interstate Commerce Commission analysis which accompanied recommendations for legislation presented by ICC Chairman Paul J. Tierney June 26 to Senator Warren G. Magnuson, Chairman of the Senate Commerce Committee, and Representative Harley O. Staggers, Chairman of the House Commerce Committee.

The series of far-reaching proposals for intercity rail passenger service called for a new look, in depth, at the present and future needs in intercity rail service, and for consideration of changes in Federal policy and in the Federal law which today contemplates train discontinuances. In requesting a Federal study on the need and means for preserving a "National Rail Passenger System", the report noted the developments stemming from the High Speed Ground Transportation legislation and stated:

"Beyond that, the existing governmental environment does little more than weakly support that level of service which the railroads themselves can afford. The quality and quantity of that service are deteriorating. The forces underlying this trend grow stronger. Present programs—public and private—cannot reverse this decline. And, we do not believe that any significant action will be taken until a consensus is developed on whether a national intercity rail system is needed. The national ambivalence toward the problem not only fosters inaction and inconsistency in governmental policy, but it encourages railroads to continue the present trends."

In the last ten years

- +The number of regular intercity trains declined nearly 60%.
- +Intercity service over 36% of the 1958 routes was eliminated.
- +Non-commutation passengers decreased 40%; first-class 70%.
- +Rail investment in new equipment nearly ground to a halt, and the quality of service deteriorated in a number of instances.

In 1967, the increasing demise of intercity service sharply



accelerated—

- +Intercity passenger miles, trains and revenues decreased 15%.
- +The total costs of providing even this reduced level of passenger service increased more than 20%.

While the number of trains proposed for discontinuance has more than doubled in the past 12 months, the most critical problem now posed is the filing of discontinuance actions which would end the last remaining rail passenger service between major areas of the country, particularly in the West.

Although the ICC has for a number of years urged revision of Section 13a, broader changes were recommended in June 26th's report in recognition of the fact that regardless of how particular cases are decided, neither the public's sense of justice nor the carrier's need for relief can be satisfied. The changes suggested in 13a include:

- +Providing for a two-year period special rules for discontinuances representing a railroad's last remaining interstate service between two points, and authorizing the ICC to require maintenance of a reasonable level of service in such an action. A "last service" discontinuance would be solely under ICC jurisdiction, and there would be no option for a railroad to seek State commission approval existing under present law.
- +Requiring 60 instead of 30 days advance notice of a proposed discontinuance and increasing the four months suspension period to seven months, to permit a more adequate investigation and consideration by the ICC.
- +Placing the burden of proof clearly upon the railroad.
- +Preventing a railroad from discontinuing a train service before the posted date without proper authority.

The report traced the Commission's efforts over the past decade to encourage development of effective national policies on rail passenger service. In calling now for a study of rail service within the overall requirement for passenger movement, the Commission recommended that Congress initiate such a study under the appropriate committee leadership, or under the Department of Transportation with the assistance of the ICC and other affected government agencies. The Commission pledged its full cooperation in such a venture. The proposed study would determine the existing capacity of all passenger modes and their anticipated expansion by 1975, the ability and cost of resources to meet such needs, and the proper role of carriers and governmental agencies in the development of the required quantity and quality of passenger service.

As to the restrictions upon the Commission set by Section 13a, the report declared that this law was not designed to promote passenger service, but to allow the carriers to reduce it. "While the law does recognize that the railroads are common carriers with commensurate responsibilities to provide passenger service even if that service is unprofitable, the extent of that commitment is not unqualified", the report said. "When the cost of providing that service reaches a point where it is unreasonably high considering the public need for the service, the carrier's financial position and alternative forms of transportation, discontinuance is permitted by law. More and more trains can be expected to reach this point. The wholesale collapse of all non-corridor intercity service is not imminent, but the prognosis is grave—and fatal in some areas."

## NORTH AMERICAN PASSENGER TRAIN DISCONTINUANCES -- APRIL 1-JUNE 30, 1968

This is the fourth in a series of North American train discontinuance lists we have published in Transport Central. It also completes a full year of compilations of such train-offs. During that period (July 1, 1967-June 30, 1968) a total of 311 actions have taken place, breaking down as follows: 187 runs discontinued; 5 given six-month extensions; 32 given one-year extensions; 18 denied (all of which could be sent to the ICC under Section 13a - 2); and 74 presently under investigation.

<u>Road</u>	<u>Trains</u>	<u>Between</u>	<u>Action</u>
ATSF	9/11-12	Chicago - Dallas/Fort Worth	OFF
	14-15	Williams Jct. - Grand Canyon	PENDING
	19-20	Chicago - Los Angeles	OFF
	23-24	Chicago - Los Angeles	1 YEAR
	27/190		
	201/28>	La Junta - Denver	PENDING
	42-47	Williams Jct. - Phoenix	PENDING
	66/77/75>	Clovis - Fort Worth/Houston	PENDING
	76/78/65>		
	115-116	Gainesville - Dallas	PENDING
B&O	8-9	Pittsburgh - New Castle	OFF (1)
	9-10	Pittsburgh - Cumberland	PENDING
	51-52	Cumberland - Washington	OFF (2)
C&NW	147X	Chicago - Milwaukee	OFF
	149	Milwaukee - Green Bay	OFF
	162X	Green Bay - Chicago	OFF
CB&Q	22-23	Kansas City - Omaha	OFF
	26-27	Kansas City - Omaha	1 YEAR
C&EI	3-4	Chicago - Danville	OK'd (3)
C&O	3-4	Washington - Cincinnati	OFF
	43-46	Newport News - Charlottesville	OFF
	46-47	Ashland - Detroit	1 YEAR
CofGa	9-10	Birmingham - Albany, Ga.	PENDING
CN	620-623	Montreal - Sherbrooke, Que.	PENDING
	624-625	Montreal - Sherbrooke, Que.	PENDING
	626	Montreal - Sherbrooke, Que.	PENDING
CRI&P	11-14	Chicago - Peoria	PENDING
D&RGW	9-10	Denver - Craig	OFF
E-L	10-15	Hoboken - Buffalo	1 YEAR
	17	Hoboken - Binghamton	OFF
IC	9-10	Carbondale - Birmingham	PENDING
	15-152	St. Louis - Carbondale	OFF
	21-22	Springfield - St. Louis	OFF
	101-102	St. Louis - Carbondale	OFF
	105-16	St. Louis - Carbondale	1 YEAR
KCS	1-2	Kansas City - New Orleans	6 MO.
	9-10	Shreveport - New Orleans	OFF
	15-16	Kansas City - Port Arthur	OFF



<u>Road</u>	<u>Trains</u>	<u>Between</u>	<u>Action</u>
L&N	6-7	Cincinnati - New Orleans	PENDING
MILW	117-118	Chicago - Madison	PENDING
MP	3-4	St. Louis - Fort Worth	PENDING
	7-8	Longview - San Antonio	OFF
	7/27-28/8	St. Louis - Fort Worth	PENDING
	23-24	New Orleans - Longview	PENDING
NAR	1-2	Edmonton - Dawson Creek	PENDING
NP	1-2	Fargo - Seattle	1 YEAR
	11-12	Little Falls - International Falls	OK'd (3)
N&W	15/25-26/16	Norfolk - Cincinnati (?)	PENDING
	121-124	Chicago - St. Louis	PENDING
	211-214	Council Bluffs - St. Louis	OFF
	302-303	St. Louis - Detroit	OFF
PC	3-30	New York - St. Louis	PENDING
	50	Chicago - New York	PENDING
	53	Pittsburgh - Chicago	PENDING
	65-66	Chicago - Cincinnati	PENDING
	91-92	Buffalo - Albany	PENDING
	94-95	Logansport - Louisville	OFF
	354	Detroit - Buffalo	PENDING
	357	Ann Arbor - Chicago	PENDING
	404-405	Boston - Albany	6 MO.
	407-420	Boston - Worcester	OK'd (3)
	409	Boston - Worcester	OK'd (3)
	431-432	Boston - Worcester	OK'd (3)
	442-449	Boston - Framingham	DENIED
	451-490	Boston - Framingham	DENIED
SCL	3-4	Richmond - Atlanta	OFF
	7-8	Jacksonville - Tampa	OFF
	9-10	Columbia, S.C. - Miami	OFF
	15-16	Hamlet - Birmingham	PENDING
	17-18	Albany - Jacksonville	PENDING
	27-28	Jacksonville - Miami	OFF
	59-60	Wildwood - Miami	OFF
	75-76	Jacksonville - Tampa	PENDING
SOU	1-2	Cincinnati - Oakdale	OFF
	28-27	Oakdale - Columbia	1 YEAR
	41-42	York, Ala. - New Orleans	OFF
SP	1-2	New Orleans - Los Angeles	PENDING
	51-52	Oakland - Los Angeles	PENDING
	53-54	Sacramento - Lathrop, Cal.	PENDING
	101-102	Ogden - Oakland	PENDING
UP	5-6	Omaha - Los Angeles	1 YEAR
	17-18	Kansas City - Portland	1 YEAR
	35-36	Salt Lake City - Butte	1 YEAR
WP	17-18	Salt Lake City - Oakland	PENDING

- (1) - A petition to the Pennsylvania PUC scheduled discontinuance for May 31. Train is unlisted in timetable and demise is uncertain.  
 (2) - Train is off, but ICC is holding investigation.  
 (3) - ICC Examiner OK'd discontinuance under 13a(2); no final decision.



## T. C.

"More Trolley Buses Are Installed on Staten Island", headlined Bus Transportation in November 1922. On the 4th of that month, service began on an important extension to the fledgling Staten Island system, running from a connection with the St. George-Richmond trolley line in Richmond to Tottenville at the southern end of the island, largely via Arthur Kill Road. This was the Department's longest line (9½ miles), and for it eight coaches were required, operating from a garage and substation structure on Arthur Kill Road between Richmond and Ridgewood Avenues. The eight coaches were part of an order of 15 designed by the Trackless Transportation Company of New York, with bodies by Osgood-Bradley and chassis by Imperial (the "standard Imperial omnibus chassis, with its low center of gravity and 195 inch wheelbase", according to Bus Transportation).

With a total of fifteen units now providing a good standard of service in the borough of Richmond, the city turned its attention to the Bronx, and the completion of plans to utilize the electric vehicles there. Thus, shortly after the Tottenville line went into service, the Department was ready to inaugurate trolley coach operation on City Island in that northern borough. Wires had been strung (or almost) through City Island from its eastern tip to the Pelham Bay station of the Interborough Rapid Transit Lexington Avenue local service. Wires then continued along Pelham Avenue (now Pelham Parkway) to the Lexington Avenue express stop at White Plains Road. Standing ready to operate the new line were the seven Trackless/Imperial coaches remaining from the city's order for fifteen.

But the Bronx never got its trackless trolley. A very patriotic New York City citizen, with his eyes on the city budget, hauled the city of New York into court for spending municipal funds on an illegal operation. The court, in an unprecedented verdict, found for the plaintiff, and an injunction was raised against the operation of the vehicles by the city, as it had now been found that the city could not legally run such equipment. As a result, wires were torn down on a line along which had once operated a rather ill-fated monorail, and the seven coaches found themselves transferred to join their brethren on Staten Island.

Although operation on the Staten Island system proceeded without hindrance for many months more, history was destined to repeat itself. The same thing that happened to the Midland happened to the city of New York—the power company turned off the power for lack of payment, on August 1, 1927 at 3:00 AM. Now, as the Department could no longer operate the lines, franchises were awarded to the Tompkins Bus Corporation. Although the Tompkins company was already operating buses on the island at the time they did not have enough vehicles to serve the former trolley (car and coach) lines and the Department of Plant and Structures "loaned" Tompkins 32 buses from Manhattan until the private firm could obtain sufficient equipment of its own.

On August 1, the new buses operating over the Linoleumville and Sea View Hospital routes began through service over the former trolley route from Meier's Corner to the St. George Ferry Terminal, obviating the necessity for a transfer at Meier's Corner. On the Tottenville line, power obtained from Sea View Hospital enabled the tiny trackless trolleys to run a while longer, finally being phased out on October 17, 1927. A bright experiment had failed.

NEXT: Petersburg tries a shuttle



## A WORD FROM THE STAFF

Something is missing from this issue of Transport Central. It's a little thing, to be sure, but its absence heralds the beginning of a new phase in TC's history. As we begin our second year, we are dropping the familiar slash (/) in the Transport Central logo.

When TC was conceived early in 1967, it was planned to be a journal of Midwest passenger transportation news, and our name reflected that intent. But, as often happens, circumstances often have a way of upsetting the best of intentions. Increasingly of late we have found that in order to adequately cover the passenger transportation industry we have to abandon the provincial outlook reflected in an arbitrary boundary to our coverage area, or we risk giving our readers a less than complete picture.

Thus, as another step in our attempts to improve the content of Transport Central, we are acknowledging our responsibility to provide total coverage of passenger transportation activities by continuing to broaden our areas of interest. We have in fact long gone beyond the confines of the Midwest in reporting on railway and airline news; now, with the addition of several correspondents we can afford our readers the same type of coverage on the transit side. One of our new staff members is Paul M. Weyrich, whose excellent reports on MetroLiners, TurboTrains and ICC activities have been a welcome addition to our weekly news columns. A second new arrival to these pages, Harry R. Porter, edited MTFL, which joins the Transport Central family with this issue.

And so, as we end our first long and eventful year, Transport/Central becomes Transport Central, as the name implies a central source for passenger transportation news. Reflecting on those twelve months, I as editor would again like to warmly thank a staff whose efforts have often been beyond the call of duty and which have insured the success of our venture. I want to also express our collective gratitude to our readers for their enthusiastic acceptance of Transport Central, and to assure them that we will continue to make every effort to live up to the standards you have set for us.

Now that Transport Central is a year old, a few further changes in content and format are in order. Beginning with this issue, the regular monthly magazine issue will re-employ the full Transport Central name. This is being done in order to more fully integrate it with the weekly newsletters, which will in effect become supplements to the magazine.

At the same time, in order to strengthen the magazine itself, we are further co-ordinating the coverage of both weekly and monthly. In this issue, you will notice an expanded For The Record, which will recap the past month's happenings in statistical form. As it is practicable to do so, we will expand upon particular news items of the previous 30 days in feature form in each monthly issue, much as we have done in this issue on the ICC report, or in the June magazine on the Racine story.

Our cover this month represents a montage of the past year's front pages, and was put together by Art Director J. E. Hipsley. We hope that next July's cover can represent a year as wholly rewarding to us as has been the one just past. Thanks much for being aboard.

THE STAFF



# For The Record

## I - FARE INCREASES

Rhode Island Public Transit Authority - Providence, R. I.

06/01/68 -- Senior Citizen's fare of 20¢ instituted (base fare 30¢)

City Utilities (Transit Department) - Springfield, Mo.

06/01/68 -- Adult base fare raised from 15¢ to 20¢

30 ticket book for \$5.00 sale begun

Student ticket rate raised from 12¢ to 15¢

Southern California Rapid Transit District - Los Angeles, Calif.

06/01/68 -- Began sale of tokens in lots of 25 for \$7.00

Southern Coach Lines, Inc. -- Chattanooga, Tennessee

06/09/68 -- Adult base rate raised to 35¢

Token rate of 4 for \$1.20 instituted

School token rate raised to 20 for \$3.50

Ticket rates of 20 for \$5.50 and 40 for \$10 instituted

Quebec Autobus Company -- Quebec City, Quebec

06/ /68 -- Adult base rate raised to 25¢ from 20¢

Ticket rate raised to 5 for \$1.00

## II - HUD GRANTS

- (1) To D. C. Transit (Washington) for scrip fares in lieu of cash
- (2) To Washington University (St. Louis) to study the relationship between public transportation and unemployment
- (3) To Virginia Polytechnic Institute for the development of a simulation exercise to be used to train transit executives
- (4) To the Chicago Transit Authority for 150 new rapid transit cars
- (5) To Pueblo, Colorado to assist in determining deficiencies in the operation of the Pueblo Public Transit System
- (6) To New Orleans to conduct a study of the problems raised in getting from the city to Moisant International Airport
- (7) To the "new town" of Columbia, Maryland to select a new system of public transportation
- (8) To the Central Oklahoma Transit & Parking Authority to assist in the purchase of its presently-leased bus fleet
- (9) To a businessmen's group in Washington to develop plans for improving public transportation for the jobless.

## III - NEWS REVIEW

The Institute for Rapid Transit held its annual conference in Toronto. ....Fort Wayne Transit was purchased by the Fort Wayne Public Transportation Corporation....Toronto Transit closed down its University subway evenings and weekends....The first spike was driven on the new CTS Airport Rapid extension....Spokane City Lines resumed operations June 11 after a five month strike....Delaware & Hudson stockholders voted to merge into the Norfolk & Western....The Penn Central Metro-liners are to be delayed getting into service until early 1969....The House voted curbs on airline noise....United Aircraft's Turbo-Train successfully negotiated a test run out of Washington....BOAC pilots went on strike June 15....GE will power American's airbuses.



# Transport Central

5 JULY 1968

## Urban/Suburban

**BUS STOP --** As the long Independence Day weekend draws to a close, bus and rapid transit transportation in Chicago is slowly returning to normal after a five-day "wildcat" strike. Following a stormy meeting last Monday night of local 241, Amalgamated Transit Workers Union, a dissident group of drivers known as the Concerned Transit Workers rebelled against their union management, claiming it did not represent them adequately in negotiations with management and vowed to remain off the job until union President James J. Hill agreed to their demands. Although most CTA operators are Negro, all of the local's officers are white, and there is only token representation of the majority on the union's executive board. The Concerned Transit Workers claim they are denied a voice in union affairs because retired members (most of whom are white) are permitted to vote in union elections and hold the balance of power with the existing union "establishment".

This was the key issue in the strike of about half of the local's 8,000 membership against their union. There were also 11 other demands, however, ranging from the elimination of "swing" runs and establishment of guidelines for disciplinary measures to greater integration of the CTA staff and investment of union pension funds in the ghettos. The dissident group also listed four "public grievances": Unsafe equipment; dirty equipment; improper scheduling and the holding of some runs off of the street. Essentially, the Concerned Transit Workers believe the union should take a harder line in negotiations with the CTA, and a spokesman affirmed, "we will no longer accept lack of recognition from those paid to represent us."

The actual effects of the strike on the city were hard to measure, and accounts of the delays were often wildly contradictory. At its peak, on Wednesday and Friday, about half of the CTA's scheduled runs were not operated, and the percentage of coaches in service ranged from 20% on the south, southwest and west sides (where five garages were at times either partially or totally closed) to 80% on the north and northwest sides, where few drivers could be urged to participate. For a time, rapid transit workers from ATU Local 308, not involved in the dispute, also stayed off the job, tying up subway and elevated services to varying degrees. The Independence Day holiday, with businesses adopting differing hours of closure, helped to ease the squeeze, however, and no clear assessment of the walkout's effects could be made, although estimates of CTA revenue loss ranged from half a million to a million dollars. Other private and public carriers took up some of the slack, but finding an alternative route was made more difficult by the work currently in progress in the reconstruction of three of the city's major expressways.

As the holiday wore on, meetings between the various factions were announced, postponed, held and sometimes boycotted. The dissidents were adamant in their refusal to return to work unless at least some of their demands were granted, while union leaders were just as adamant in their refusal to negotiate with the strikers until they returned to work. It began to appear as if the walkout would be a long one when Mayor Daley suddenly returned from a trip to Miami on Saturday and summoned all parties to an all-day session in his office. At 7:20 PM, the Mayor announced that a settlement had been reached, and that valid and fruitful suggestions for improving labor-management relations had been made. CTA Chairman George DeMent and Waymon Benson, the leader of the Concerned group, emerged smiling from the Mayor's office and indicated their approval of the settlement. Arrangements were quickly made for the resumption of service in the affected areas, and by early Sunday operations were normal.

**CHICAGO COMMENT --** The controversial Crosstown Expressway, oft spoken of in these pages, is to be constructed as a depressed thoroughfare (rather than the much-condemned "stiltway"); a rapid transit line will be constructed in the "corridor" of some two to three blocks that will separate the north- and southbound express roadways....The Loop subway plan, involving conventional rapid transit lines and a collector-distributor system (T/C - 7/1/67) has been officially submitted to the federal government for approval. It will probably be financed by a "subway tax" on property owners in the affected area (which includes TC's offices)....Yet another strike has stopped operations of South Suburban SafeWay Lines, the Harvey-based south suburban carrier....The Illinois Commerce Commission July 3 rescinded an earlier order calling for the Illinois Central to issue a 25-ride ticket at a rate equal to 80% of 25 one-way rides. The railroad was permitted to sell a new 25-ride ticket at a rate equal to 25 round trip fares.

**YET ANOTHER AUTHORITY --** A second-hand bus from Cleveland, yet bearing CTS colors, closed out 103 years of privately-operated public transportation in Springfield, Illinois, as Ben Kramer's Springfield City Lines' North 19th route saw its final trip just after 6:00 PM on Saturday, June 29. The following day the newly-created Springfield Mass Transit District paraded its ten brand-new GMC TDH-4521 "New Look" coaches and twelve reconditioned older units (acquired from Cincinnati Transit) for Capitol area residents and on Monday regular service by SMTD began. The present SCL routes will be operated by the new District for the time being, but SCL's 30¢ cash fare was reduced to a quarter by the new operators. Most of the former company's equipment has been transferred to other Kramer properties in Indianapolis, Anderson, Muncie and Richmond in Indiana, and to West Suburban Transit Lines of Lombard, Ill. SCL's newest coaches were five GMC TDH-3714 units acquired late in 1967 from Cleveland Transit; they were of 1953 manufacture and were preceded by a similar group some years earlier.



**TRANSIT TALK** -- A study of the economic and social impact of a substantial change in the existing urban mass transit system will be made by the Sacramento (Calif.) Transit Authority with the aid of a \$284,600 HUD grant. The grant will make possible "lateral transportation", connecting low-income neighborhoods with State and Federal welfare agencies, educational institutions and the State fairgrounds....ATU drivers for Syracuse & Oswego Lines (New York) went on strike June 16....Mayor Carl Stokes of Cleveland recently drove a golden spike to signal the beginning of trackwork on CTS' Airport Rapid extension, scheduled to open in mid September....A 61 day strike against Birmingham Transit was settled June 2....Fort Wayne Transit was scheduled to be taken over by the Fort Wayne Public Transportation Corporation July 1.... The management of Youngstown (Ohio) Transit is to take over Akron Transportation soon from American Transportation Enterprises. YTC was also a former ATE property and was taken over by a California group some months ago....Toronto Transit has proposed a new 7 mile subway beneath Queen Street, one of the city's major east-west arteries....The Greyhound Corporation has contracted to buy Carey Transportation of New York City. Carey provides ground transportation for the area's three major airports....There is now an FM radio station in Miami with the call letters W-BUS. (Could it be a "middle-of-the-road" station?)

## Interurban

**HIGH SPEED AT LOW SPEED** -- One look at DOT's office of High Speed Ground Transportation, and even the casual observer can detect a government bureau in trouble. Following setbacks of at least a year in its quest for a test track and in its Northeast Corridor project (the latest delay involves a suit by the Budd Company against Westinghouse on account of faulty equipment for the Metroliners), the High Speed department awoke last week to find that it may indeed have no funds for the first part of the fiscal year. The House passed the DOT appropriations bill without the \$16,200,000 requested for high-speed projects, because the Commerce Committee had not yet acted on a bill to extend authorization of the High Speed act for another two years. Now the Senate is scheduled to mark up its DOT appropriations bill a week before hearings are scheduled on the bill to extend authorization before the Surface Transportation Subcommittee of the Commerce Committee.

Thus, if the schedule holds, and considering that Senator John Stennis (D-Miss.) is involved, there is some reason to believe that it will, DOT's High Speed program will go unfunded by both Houses of the Congress this session. Assuming that authorization passes both houses, as it is expected to do, this means that in order to obtain operating funds the High Speed request must be made by DOT in the next supplemental bill. Since Congress is pushing toward a likely August 2 adjournment, no supplemental bills could then be considered until the first session of the 91st Congress in January.

The reason why authorization was not considered ahead of appropriations in the Senate is a simple one. On the date of the original hearing set by the subcommittee Secretary Boyd, Railroad Administrator Lang and High Speed Director Nelson were all out of town. The meeting had to be rescheduled. Picture then a bureau which after three years has produced no operating projects, and a bureau which is likely to have no project funds for the first half of this fiscal year. It is in trouble. Couple this with a blistering editorial attack in the Scripps-Howard owned Washington Daily News on July 2 and the wheels are in motion for Congressional reaction concerning what the bureau has or has not been doing. The irony of it all is that while most of the unfavorable action against the High Speed office was taking place, Director Nelson was in Austria delivering a paper on new systems technology.

**MERGER BRIEFS** -- The Boston & Maine has rejected N&W's take-over offer; N&W now has until November 15 to come up with a satisfactory new bid....Delaware & Hudson has been taken over by N&W's Dereco effective July 1....Northwest Industries, C&NW's parent, absorbed Chicago Great Western July 1; NWI has also been granted authority to purchase the Fort Dodge, Des Moines & Southern, the Des Moines and Central Iowa (both former interurbans), and (partially) the Alton & Southern....Illinois Central will buy Rock Island's 50% share of the Waterloo Railroad (formerly the WCF&N electric), becoming the sole parent....The Northern Lines have filed a brief supporting their merger, discounting the Justice Department's accusation of a monopoly of the region as amounting to less than 4% of the stations served....Directors of the Milwaukee Road and Northwest Industries have announced a new plan by which NWI will make a tender offer to Milwaukee shareholders as a step towards a Milwaukee-C&NW merger....Lake Central and Allegheny Airlines merged July 1, with the latter being the surviving carrier....and L&N and Monon boards have agreed on a merger proposal; both company's stockholders will vote on terms August 28.

**TRAIN-OFF BRIEFS** -- July 7 marks the end of through sleeper and coach service Chicago to Washington on the Broadway Limited....Southern must run #27-28 Oakdale-Columbia for a year.... Same for UP #5-6, Omaha-Los Angeles, and #17-18 (the Portland Rose), Kansas City-Portland.... Penn Central must run RDC #404-405, Boston-Albany for another six months....N&W has petitioned the Blue Bird, #121-124 Chicago-St. Louis for July 26....NP #11-12, Little Falls-International Falls, has been given examiner's OK to quit July 14, barring objections (Section 13a (2))....The SCL's petition on #15-16, Hamlet-Birmingham was rejected by the ICC as being incomplete, so SCL corrected the info and reapplied....CB&Q was allowed to discontinue #22-23, Kansas City-Omaha, but must run #26-27 for another year between the same points....C&O rescheduled #46, Detroit to Ashland, to connect with the eastbound George Washington (effective June 30)....and SP ordered 8 double-deck coaches for San Francisco-San Jose commuter service.

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