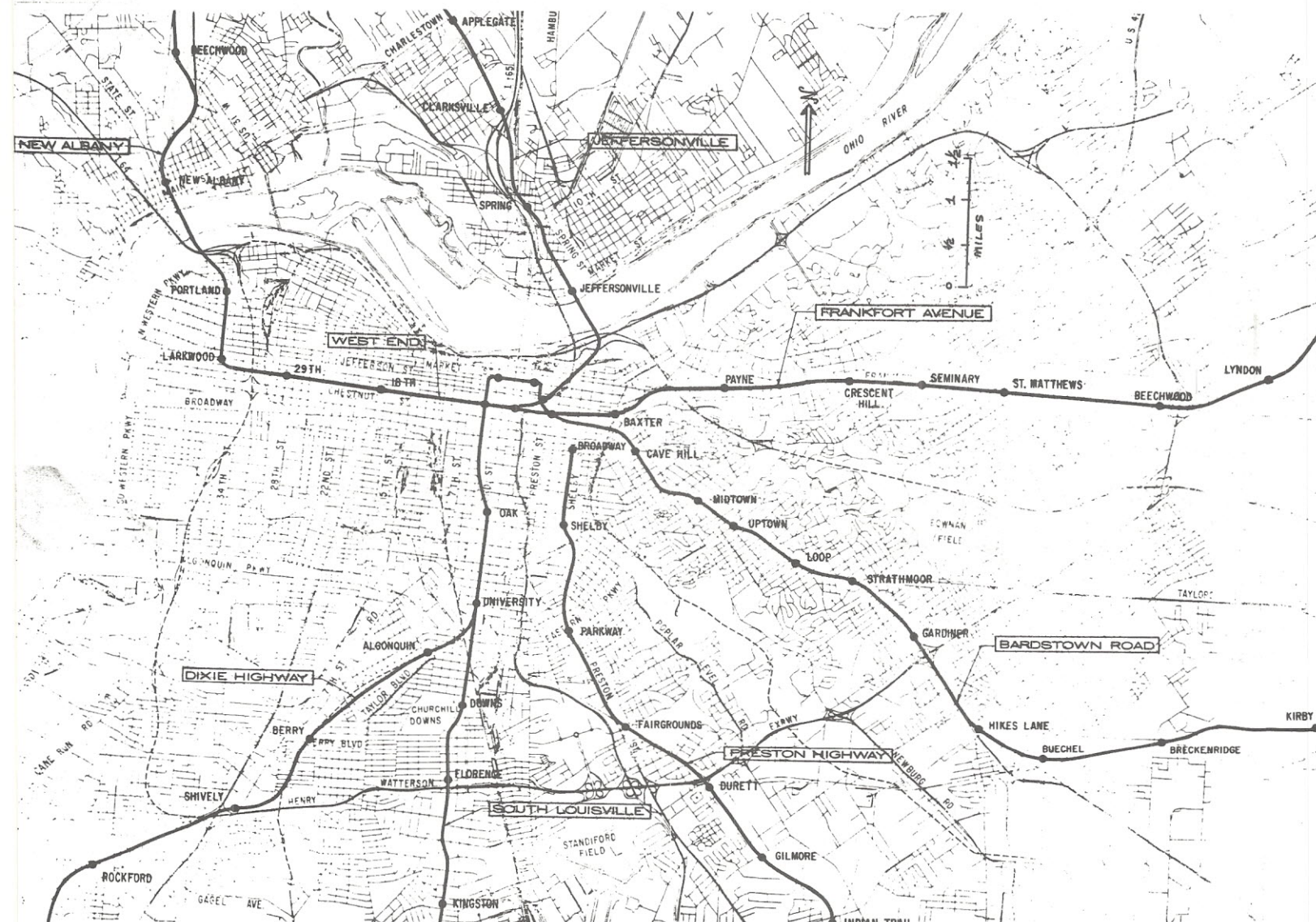


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Transit Journal

RAPID TRANSIT FOR LOUISVILLE

STUDY ONE During the past several weeks two major studies have been made concerning future transportation development in the Louisville metropolitan area (Jefferson county in Kentucky and Clark and Floyd counties in Indiana). Both studies are based on virtually the same statistical data gathered by past study contracts, but due to the time element involved in the studies highly different conclusions were reached.

The first report was made under contract to a joint undertaking of the Kentucky Department of Highways and the Indiana Highway Commission. That report, as might be expected, stresses road improvements as the best solution for the area including three new radial expressways and the completion of the inner and outer loop highways. However, in a very unusual move for a highway study, the consultants, Vogt-Ivers and Associates (Cincinnati), recommended three rapid transit corridors to save an additional \$80,000,000 in highway construction expense that would be necessary without them by 1990. A further benefit of the corridors would be the lessening of congestion in the downtown area by funneling people rather than cars into the Central Business District. Two of the RT corridors would be located partly along existing railroad rights-of-way and the third would be in the median strips of two of the new radial expressways. Estimated cost of the system would be \$115,000,000 excluding vehicles and rights-of-way. Tied into the transit recommendations was a novel Bus-Train idea that appears to be Vogt-Ivers' highly modified version of the controversial SkyBus idea now under development in the Pittsburgh area by Westinghouse.

THE BUS-TRAIN CONCEPT Individual bus-type vehicles would circulate over conventional roadways in the outlying areas; these would then come together on a guideway to form a "train". This "train" would then travel as one automated unit in the guideway, which would be a grade-separated right-of-way exclusively for the buses. Upon arriving at the center of the city, the bus-train would split into single units destined for various downtown points. Capability for passage through the "train" would be designed into the units so that passengers from the various units would be able to "transfer" to the appropriate bus for their particular downtown destination. Of course, the reverse pattern would prevail in the afternoon, with individual units splitting off at key suburban locations for their various destinations. In theory, the concept has some merit in combining maximum route flexibility with the speed of an automated private right-of-way into town. However, at present this type of vehicle is not yet off the drawing boards.

A SECOND STUDY In the meantime, not to be outdone, the final details were put into a study done by DeLeuw, Cather & Company (Chicago) for an organization with

the jaw-breaking name of Falls of the Ohio Metropolitan Council of Governments, or FOMCOG. This study, financed in part by Federal funds, recommended a 7-corridor super system to be built by 1990 with a total price tag of over \$1 billion (more than \$820 million for construction alone) for the 79-mile system.

Routes	Miles	Station Stops	1990 Riders	Est. Cost (+ 000)	Approximate Avg Cost/Mi
FRANKFORD AVENUE (1)	12.50	10	19,849	\$112,212	\$ 8,976,960
BARDSTOWN ROAD	11.34	11	13,036	155,565	13,718,250
DIXIE HIGHWAY (1)	15.57	11	7,584	100,154	6,432,698
WEST END/NEW ALBANY (2)	9.50	9	7,340	127,030	13,371,579
PRESTON HIGHWAY	10.75	10	6,927	91,071	8,471,720
SOUTH LOUISVILLE (1-3)	8.79	7	4,735	91,743	14,516,295
JEFFERSONVILLE (4)	10.25	7	1,891	56,200	5,482,930
Downtown Connections	2.78	7	-----	86,375	31,070,140
TOTALS	79.01	70	61,362	820,354	10,382,913

- (1) Follows existing railway rights-of-way for large portions of route.
- (2) Requires additional Ohio River bridge to New Albany; considered less desirable.
- (3) 2.45 route-miles and 2 stations shared with Dixie Hwy line not counted.
- (4) Requires use of existing Penn Central bridge now virtually unused.

Not taken into consideration but given utmost priority would be a line to the newly proposed international airport whose precise location is not now known. Such a route could add up to 1/5 more riders per day to the system. The city's present airport would have a stop on the Preston route but if it were converted to general aviation as planned it would be unimportant as a traffic generator.

Wisely realizing that a billion-plus price might be hard for a region the size of the Louisville metropolitan area to swallow (population now about 850,000 but expected to swell to 1,330,000 by 1990) the consultants proposed that a "bare bones" system of the first four routes be built whenever economic conditions were "suitable". Figures shown in the table are exclusive of rights-of-way, rolling stock and automated fare collection costs. Though the study designates no particular vehicle, certain construction cost figures were based on the use of a conventional two-rail system.

Based on a maximum acceleration rate of $3\frac{1}{2}$ mphps and a top speed of 80 mph, typical travel times from stations now about 5 miles from the downtown connector (unlabeled stations on the cover map) would be more than halved under the current time required for the same trip on a Louisville Transit bus.

In 1964, approximately half of the metro area lived within 5 miles of the downtown area but by 1990 this figure will have shrunk to less than one-quarter. Studies show that the only solution to the mobility problem is transit, as the central business district will have reached its saturation point long before the number of estimated 1990 trips to the area (by surface means) can even be approached.

COMMENT BY A NATIVE As a long-time resident of Louisville familiar with its topography and traffic problems I am certainly in favor of carefully-planned rapid transit and would be inclined to put my money on the "bare bones" system outlined in the FOMCOG study. The highway study alternative has several faults, including the placement of one route in the medians of new freeways which are not located near any built-up residential or commercial areas and which would thus be inaccessible to most of its potential patrons. The other two routes are virtually identical with those proposed in the FOMCOG study and thus need no further comment here. It might be pointed out that the highway study was undertaken over a longer period of time, primarily during that era when federal aid was more or less confined to highways, and not transit. The FOMCOG study began after the Federal government had seen fit to consider rapid transit a legitimate subject for subsidy.

In addition, as a long-time observer of the transit industry and its problems, I'm afraid I will have to reject the "Bus Train" concept of Vogt-Ivers & Associates as being economically unfeasible (while being an appealing idea if one equates progress with change only. I'm all for progress (which usually does mean change), but I'm opposed to change for the mere sake of change. I believe the Bus Train concept will eventually repose in the dusty files of futuristic proposals we all have tucked away in the dark recesses of our closets. In the mid- and late-50's it was the ever-promising, never-built monorail that graced the cover of multitudinous transit reports (and we still see such proposals even today); another example of change for the sake of change was the recent St. Louis study that recommended the construction of 144 miles of two-lane, elevated concrete roadways for the exclusive operation of regular transit coaches. One does not see the St. Louis city fathers exactly eager to rush out and erect such structures snaking through downtown and outlying streets.

But rather than speak in generalities, I can pin down the disadvantages of the Bus Train with two questions: 1) Who is going to pay for a driver on each bus vehicle which this system would need (no matter what the load was)? 2) Where will the so-called "time savings" go when the vehicles must separate to surface and fight downtown traffic in order to reach their destinations? I think that for any mass "rapid" transit to survive and do its job with a minimum of annual subsidy it must 1) stay exclusively on its own private right-of-way and 2) have as little manpower needed to run it as possible (especially train operators) by using automated fare collection and Automatic Train Operation (ATO) wherever possible.

In addition, I believe that the routes (in particular the line to West End/New Albany) should be coordinated with existing urban renewal plans, including a corridor several blocks wide allowing for controlled development of high-density residential and commercial buildings within easy walking distance of the rapid transit facility (such as has taken place along portions of the Bloor-Danforth subway and its extensions in Toronto). This same controlled building plan could be implemented at the outer ends of most routes which were extended into thinly-populated sections of the outlying county just for this purpose. This would tend to put the horse back before the cart by encouraging growth along established high-speed transit services rather than the reverse where transit follows the growth of suburban "sprawl" after it has been permitted to proceed unchecked. In Louisville, such areas of unplanned and sudden growth are either served by an uncoordinated network of hodge-podge services or have no transit at all.

In summary, Louisville is at the crossroads, with a definite choice ahead. On the one hand it can put things off and in the short run perhaps save a little money. But in the long run such problems as will occur will be more difficult and expensive to correct as future travel habits are formed in developing areas. Further, each year's delay in actually beginning construction of a new rapid transit system has been conservatively estimated to add over 5% to the final cost as inflation and labor costs keep nibbling at the dollar. Such a decision cannot be put off for too much longer; Louisville must soon take a definite stand.

--HARRY R. PORTER

(TC Associate Editor Harry R. Porter is a long-time observer of the transit scene based in Louisville, where he is engaged in computer work. His writing credits include numerous articles in Transport Central, and current editorship of NATTA's Trolley Coach Newsletter. He was the editor of the former MTFL until that publication was merged into TC in 1968. Mr. Porter is interested in any comments TC readers may have to make on this article; they may be addressed to Transport Central or directly to him at 1042 Bardstown Road, Louisville KY 40204.)

THE COVER -- The Louisville area proposed rapid transit map is from the De Leuw report to FOMCOG and was supplied by Harry R. Porter.

Newsfront

WHEN THE PRICES GO DOWN, DOWN, DOWN...

This weekend the air fare house of cards has come tumbling down. As the respected National Observer reports, "an agreement setting fares for travel over the North Atlantic, pasted together by 22 airlines from many countries, has come unstuck". Last week, International Air Transport Association members got together in Switzerland to attempt to bring order out of the chaos precipitated when Italy's Alitalia announced its intention of lowering New York-Rome tariffs during the November 1-March 31 off-season. The Italian-flag carrier upset the long-standing appletart by posting a \$299 round-trip coach fare for such a trip, compared to the \$409 rate set by IATA. The only condition attached to the bargain fare was that return travel cannot begin until 22 days after initial departure.

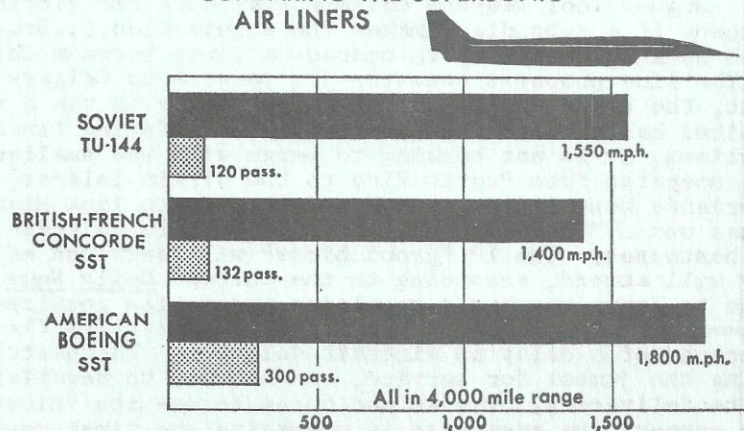
Subsequently, other airlines announced their intentions of going along with the unprecedented reductions, necessitated by the many less-than-capacity (and some less than break-even) plane loads on the various North Atlantic routes. TC has already reported on some of the reductions; since our last item Pan American, BOAC and Air France have also opted for the lower rates. Pan Am and BOAC have set a \$260 round-trip coach rate between New York and London, while Air France will ask \$270 for the New York-Paris round trip run. As in the proposal of Alitalia, a 22-day interval will be necessary between departure and return. Also in the race are Lufthansa (\$280 New York-Frankfurt/Hamburg et al) and Swissair (\$280 New York-West Germany/Switzerland). Air India is matching both the latter U.S.-Germany rates.

Even so, the cheapest way to travel to and from Europe is by charter plane, but, owing to technicalities for which IATA is at least in part responsible, "membership" in a charter flight per se is not easy to come by. If your local Kiwanis or Lions Club, for example, decided to operate such a charter, no one who had not been a member of the club for at least six months would be permitted along. Further, such charter flights are not available to any organization formed solely for the purpose of providing such travel—that is unless such a group owns its own plane (and a surprising number of them do). But the Europe-bound traveler can still beat the high cost of transatlantic travel if he or she signs up for a "group inclusive tour (GIT)". You need not be a club member to take advantage of such travel, but you must agree to purchase a certain dollar amount of ground accommodations on the Other Side (usually \$70 worth) in order to qualify. These tours are usually restricted to particular flights, and are usually of 14 or 21 days duration. A round-trip GIT New York-London tour goes for \$300, including the \$70 worth of ground accommodations.

Going into effect this weekend is an even cheaper version of the GIT known as the contract bulk inclusive tour (CBIT). Under this plan, a tour organizer (rather than the airline) is to purchase the seats in blocks of 40 for resale, generally through travel agents. Under the CBIT tariffs, which also involve the purchase of ground accommodations (\$100 worth) and which are restricted to certain regular flights (with a 14 or 21 day duration) the New York-London rate (including the \$100 worth of accommodations) is \$275. In both instances, GIT and CBIT, peak summer fares are generally about \$50 higher.

Both types of bulk fares once had the whole-hearted approval of IATA and its member carriers, but Alitalia's move toward a lower individual tariff was designed to provide its operations with a sounder base by filling up more of its planes than just a select few (as well as giving the carrier better financial returns). The carriers reason that the individual passenger more than likely will be confused by such bulk rate packages and will succumb to the lure of an overall lower fare, something that in 1969 is indeed a novel advertising gimmick.

COMPARING THE SUPERSONIC AIR LINERS



EASING THE SQUEEZE

The first phase of a multi-million dollar program to enlarge and improve O'Hare Airport for the doubling in traffic expected by 1975 has been approved by the Chicago Plan Commission. The project, which must be approved now by the City Council, calls for:

- 1) The acquisition of an additional 520 acres of land adjacent to the field's periphery. The land would be used largely for a new international terminal.
- 2) Construction of second and third parallel NE/SW runways.
- 3) Construction of a third parallel NW/SE runway.

EQUIPMENT REGISTER

Pacific Western: Two Lockheed L-100-20 Hercules cargo planes for use in Alaska (leased)
 El Al: Purchased a second 707-320C; ordered one 707-320C, three 707-420s and three 707-320s
 Laker Airways: Acquired two ex-Qantas 707-120s formerly operated by defunct British Eagle
 Japan Air Lines: Ordered one all-cargo DC-8-62F and four all-passenger DC-8-61s
 Delta: Acquired 5 Pan Am DC-8-30s with CAB approval
 United: Acquired 8 Pan Am DC-8-30s with CAB approval
 Royal Air Maroc: Ordered one 727-200
 Northeast: Leased two 727-200 from GATX-Boothe Leasing
 TWA: Reordered another 5 727-200s, for system total of 64
 Mexicana: Leased one 727-100 from Pacific Southwest Airways
 Allegheny: Ordered two 727-200s
 Dan-Air: Purchased four Comet Mark 4s from British Overseas Airways
 Britannia Airways: Ordered its sixth 737-200
 Allegheny: Ordered four DC-9-30s
 Quebecair: Purchased two 111-304s from British Eagle
 Lloyd International: Purchased two type 307 Britannias from British United
 Donaldson Line: Purchased one type 317 Britannia from British United
 Trans-Peruana: Purchased one type 806 Viscount from British European Airways
 Botswana National Airways: Purchased two type 700 Viscounts from Trans-Australia
 Taxi Aero Opita (Colombia): Purchased two Viscount series 700 from Alitalia
 Somali Airlines: Purchased one series 700 Viscount from Alitalia
 British United Airways: Sold one series 837 to British Midland

TICKETS, TAXES AND TOLLWAYS

International Business Machines, American Express and American Airlines have joined together to produce the world's first automatic air line ticket vending machine. The unit will be placed in test service at O'Hare Field January 12, 1970. The device accepts magnetic-striped credit cards, and will be capable of vending a ticket from O'Hare to any one of 10 American Airlines destinations within 20 seconds if a prior reservation is held and a simple journey is involved. The machine can also arrange non-reservation seating....American Airlines is to have an expanded maintenance base at the Tulsa airport, thanks to \$14 million in tax-free bonds. The Tulsa Municipal Airport Trust, the public agency that manages the field, has registered a proposal to publicly offer the tax-exempt revenue bonds with the Securities and Exchange Commission. Proceeds from the issue, similar to other so-called industrial aid financings, will be used to enlarge American's repair and inspection facilities at the airport. Industrial-aid financings are used by public bodies to snare new or expanded corporate residents, although stricter laws regulating them have recently been passed by Congress....The controversial Illinois Tollway "air force" is to be reduced from four aircraft to three. The ITA's aviation department has recommended that a single-engine Cessna 182 be declared surplus and sold. The fleet of planes, larger than most similar organizations possess, was acquired at a cost of nearly \$200,000 since 1963. It includes a Jet-powered Bell helicopter, a twin-engine push-pull Cessna SkyMaster 337 and a single-engine Cessna similar to the one being disposed of. The Authority has recently come under fire for the size of its fleet, and the unconventional uses to which it has been put. Two of the aircraft were used to fly a sick dog belonging to a Tollway employee to a veterinarian in Champaign and back early this year.

PLANE FACTS

The Hughes Tool Company has asked the Civil Aeronautics Board for authority to transfer its control of regional carrier Air West to Hughes Air Corporation, a newly-formed Hughes Tool subsidiary. Hughes Tool had previously acquired control of the financially-troubled line (formed from a merger of Pacific, West Coast and Bonanza in 1968) with the required approval of the CAB and Air West stockholders. It is apparently forming a new corporate entity to operate the line because of conditions imposed on Hughes Tool under the original order that it considered "burdensome" and "onerous". Hughes Tool lawyers believe that such restrictions would not be applicable on the parent company if a subsidiary makes the acquisition....Bra-niff has filed an application with the CAB seeking authority to operate a route between Chicago and Anchorage/Fairbanks via Calgary. The line proposes non-stop jet service to Calgary as well as to the Alaskan cities. At present, the best service to the Alberta city is via a connecting flight from Denver....Although United has studied the possibility of offering financial assistance to Caribbean Atlantic Airlines, it is not seeking to merge with the smaller carrier. Caribair, as the line is known, operates from Puerto Rico to the Virgin Islands, the Dominican Republic, the British and Netherlands West Indies, and has authority to link Miami and Puerto Rico....Continental Airlines has won a "big" contract and will be able to train 10 Playboy bunnies and Playmates as airline hostesses. The 10 "proud birds" will serve on major domo Hugh Hefner's new private jet. They will attend, according to the Chicago Daily News, a brief "specially tailored" one-week course to learn the basic knowledge and skills required for staffing the \$4,000,000 DC-9....Pan American has postponed the introduction of its fleet of Boeing 747s by at least eight weeks because of a delay in aircraft delivery. The Seattle firm has been beset by problems in readying the jumbos for service, and has had to negotiate settlements with its customers for the late deliveries. Pan Am had hoped to use its "first in line" position to receive a 747 to its competitive advantage in operating the first revenue run of the jumbo between New York and London in December, but will now have to share the honors with other carriers.

HEADLINES AHEAD

Rumors persist that pioneer Chicagoland suburban carrier West Towns Bus Company, whose ancestry dates back to electric railway operations begun before the turn of the century, will throw in the towel early next year. The company, controlled by Minnesota Enterprises (parent of the Minneapolis-St. Paul Twin City Lines operation) is currently seeking a fare increase from the Illinois Commerce Commission, and is encountering some opposition to its petition. If the bus firm were to cease all operations, pressure would undoubtedly be brought to bear on the Chicago Transit Authority to extend its services to the affected area. West Towns currently serves those suburbs immediately to the west of the city (from a base in Oak Park), largely connecting with CTA lines at the city limits and with the Rapid Transit's three West Side branches at their suburban terminals. Operating a fleet of 45-passenger buses (largely New Look units) the company converted its last rail line to motor bus operation in 1948, and acquired by default the routes of the former Leyden Motor Coach Company in 1963; Leyden served areas to the west and north of West Towns' system and competed with WTB in several areas. It has one route to the Chicago Loop (acquired from Leyden) on which a fare of 70¢ is charged for the through run; a flat rate of 35¢ is charged throughout its suburban area. With a fleet of more than a hundred units, West Towns is one of the largest private carriers in Illinois.

A bit to the south and west, another private carrier is also seeing its last days. Joliet City Lines, the pioneer (1934) link in the National City Lines chain, is faced with a strike of drivers November 1 that will probably force it out of business. JCL's 30-odd bus fleet serves an area of about 100,000 that will be without service unless some compromise is reached. The city of Joliet is considering methods of retaining service in the area, but estimates that a considerable sum of money must be forthcoming just to maintain service at its present level. Also affected by the closure is West Suburban Transit Lines, which leases space at the Joliet City Lines garage for runs that begin and end in that city (WSTL operates two Chicago-Joliet interurban bus routes); the company will have to find another location to house and service its equipment. The long Fitzgerald chain of National City Lines bus properties had its origins in Joliet in 1934, as the Chicago & Joliet Electric Railway Company (which operated local lines in Joliet, an interurban electric railway to a Chicago Surface Lines connection until 1933, and interurban motor bus services to Chicago from 1928) was split into local and interurban divisions, with the city services becoming Joliet City Lines. From that small beginning grew the giant NCL chain, whose total bus properties have dwindled in recent years, although the company is active in the trucking business. The interurban services were sold to the Beaurline brothers, who created Bluebird Coach Lines to operate them. Bluebird was sold to Trailways magnate Ben Kramer in 1965 and became West Suburban Transit Lines; both interurban routes are still operated by WSTL. Joliet City Lines has an extensive route pattern covering the city itself, the suburbs of Rockdale and Lockport (also served by WSTL) and numerous unincorporated areas. Its fleet is composed largely of 36- and 45-passenger GM coaches.

CITY LINES

Reader Jerry Squier hastens to report that San Jose City Lines was erroneously reported as being in the NCL chain (TC 10/20/69). In 1963, NCL sold Stockton and San Jose to a group of men who formerly operated the NCL Pacific City Lines subsidiary. Stockton subsequently became a publicly-owned company, but San Jose City Lines is still owned by Pacific City Lines (now not an NCL subsidiary), which charges SJCL a management fee....As if it weren't obvious, public ownership of transit properties is increasing. As recently as a dozen years ago, for example, the Illinois Commerce Commission was charged with regulating some 150 carriers. It is now down to 49 regulatees....Cogent comment: "We ought to get rid of the idea once and for all that public transportation must make a profit", Transportation Secretary Volpe has said. "Public transportation is so important that we must look at its financing much like any other public service. We don't expect the Army to make a profit". (Just the service clubs)....The new MBTA/Boston South Shore subway cars are currently undergoing tests between Park Street and the Harvard yards....Riding on the Dan Ryan rapid line is now 14% over the initial week, with some 80,000 passengers daily, 70% of them from the area south of 63rd Street. 22,000 of them are patrons new to CTA....A number of the old "Bridge cars" are being reconditioned by the Delaware River Port Authority (complete with cab signals) for use on the South Jersey Lindenwood line when snow conditions require the use of heavier equipment....Downtown minibus service in Lincoln, Nebraska, operated at a 10¢ fare by the local Yellow Cab Company, is set to begin on November 13. Downtown businesses have sufficiently underwritten the \$55,000 cost to enable the minibus shuttle to operate for a 15 month trial period....Transit service in the twin cities of Benton Harbor and St. Joseph, Michigan is now provided by five 11-passenger Step Vans. The privately-operated Twin City Motor Coach company went out of business some months ago....

FEDERAL FACTS

San Diego is the recipient of a \$31,066 grant to assist in its mass transit improvement planning. The grant will underwrite a study of the San Diego Transit System, now publicly-owned. The city received a \$4 million grant in 1967 to acquire the San Diego Transit Company and modernize it with 100 new buses and an improved physical plant....The Tampa Bay Regional Planning Council has received a grant of \$23,306 to assist in transportation planning in Clearwater and the surrounding area of Pinellas county in Florida. The area is served by privately-owned Clearwater Transit, which is only able to service one-fifth of the area's population....HUD and the Census Bureau are cooperating in a program to gather and collate detailed information on urban areas in the 1970 census, including data relative to urban transportation. -7-

PC PICKINGS

Formal agreements are to be signed this week that call for the purchase of 14 miles of former New Haven line and lease of 12 miles of route from Grand Central Station for \$70 million by New York State. Connecticut will lease the lines from the New York State line to New Haven, Waterbury and Danbury for 60 years at an annual rental of \$1 million. The affected lines will be upgraded with the purchase of new equipment, allowing Penn Central to avoid a major deficit in its operation of the financially-ailing line.

MetroLiner service has been increased from 3 weekday round trips to 6, and from 2 to 4 on weekends, with the acceptance of some of the Westinghouse-equipped coaches. A neat and attractive "ground shuttle" timetable showing all New York-Washington service is available from the railroad. The increased MetroLiner service replaces two conventional trains in each direction over the busy line.

Interstate Commerce Commission hearings have been set for 574-575, Buffalo-Harrisburg (to February 26)....An ICC examiner has recommended that Penn Central be denied permission to discontinue the Juniata (24-33, Philadelphia-Pittsburgh)....Through Chicago-Boston coach and sleeper service was discontinued October 26....PC 354, Chicago to Detroit, has been petitioned for on or about November 26....New York-Boston sleeper service is now just a 6 Bedroom-Lounge car and a lone 14 Roomette-4 Double Bedroom car holds down the Washington-Boston service....Washington-Boston dining car service has been removed from the Colonial and Patriot, with parlor-club and coach-snack bar service as the replacement....The South Wind will be reduced to a coach and coach-snack bar consist operating between Chicago and Louisville only, scheduled for November 20; Louisville & Nashville is asking for permission to consolidate their portion of the run with the Pan American between Louisville and Montgomery.

CPR LINES

CP Rail's October 26, 1969 timetable indicates that its system-wide petition of secondary runs (TC 23 AUG 68) was rather successful. The following trains have been discontinued:

204-205	Montreal-Sherbrooke	(All runs
380-382-383-385-388-389	Toronto-Peterboro	were operated
339-340	Toronto-Windsor	with RDC's)
301-302-305-306	Calgary-Edmonton	

CP Rail's new timetable is most attractive with a new type face and lush color pictures promoting the Atlantic Limited and Canadian. There is even a new "name train", #232-235, Montreal-Ottawa, which has been given the old Montreal-Boston "Alouette" train name.

MIXED TRAIN

Seaboard Coast Line was allowed to discontinue #33, the Silver Comet, between Richmond and Atlanta, effective October 15....Southern Railway is reported to be seeking Tennessee Public Service Commission to discontinue 3-4, the Royal Palm, Oneida-Chattanooga, Tenn., thereby making the Cincinnati-Stearns, Ky., and Chattanooga-Atlanta portions that much easier to drop.... State and municipal lawsuits have been filed against Penn Central's removal of 15-18, Cincinnati-Columbus; the charge: degradation of a through service....Grand Trunk has discontinued its parlor-diner on the Mohawk (a cafe-coach remains) and the cars have been assigned to the Maple Leaf replacing lunch counter and parlor-lounge cars on that train....Burlington will close its Chicago city ticket office December 1; Grand Trunk is the last such facility in leased space (Santa Fe's is located in its general office building, but should be highly susceptible to closing because of the high rental value of the property)....Hearings will be held on the South Shore Line's massive train-off petition....Santa Fe was ordered to run its Tulsa (211-212, Kansas City-Tulsa) for another year.

LONG HAULS

Southern Pacific's request for reconsideration of the ICC's denial of discontinuance of 1-2 (Sunset Limited, Los Angeles-New Orleans), and 11-12 (Cascade, Oakland-Portland) has been itself denied; the appeal was to reduce the service to tri-weekly operation....The Norfolk & Western has agreed to sell its interest in the Detroit & Toledo Short Line Railroad to the Grand Trunk, and allow GTW access to the Ford plant at Wixom, Michigan; the deal removes GTW's opposition to an N&W-C&O merger....IC Industries (the Illinois Central's parent) and MSL Industries (formed out of the corporate shell of the old Minneapolis & St. Louis Railway, now a part of the Chicago & North Western) have announced their impending merger plans have been dropped.... The closing of the famed Grand Central Station at Harrison and Wells in Chicago has now been set for November 8, according to reports. Northwestern officials say that two ticket windows and three tracks (#2, 3 and 4 — Track 1 will be removed and used for the C&NW/CTA "Northwest Passage" connection to the Lake Street "L") are ready for the six remaining B&O/C&O trains beginning November 9....The same road's long-time trademark, Chessie the cat (later joined by mate and kittens) is to disappear from Grand Central upon its closing, and may be enroute to oblivion. Chessie joined the C&O in 1933, delighting millions of riders ever since, but her long-term future is uncertain. Though conceived as a one-shot ad to convince prospective C&O passengers they could indeed "sleep like a kitten" aboard C&O, hundreds of reprint requests soon convinced the road's management that they had indeed found a trade mark. Soon C&O will merge with N&W, and it will be that road's decision as to Chessie's retention.