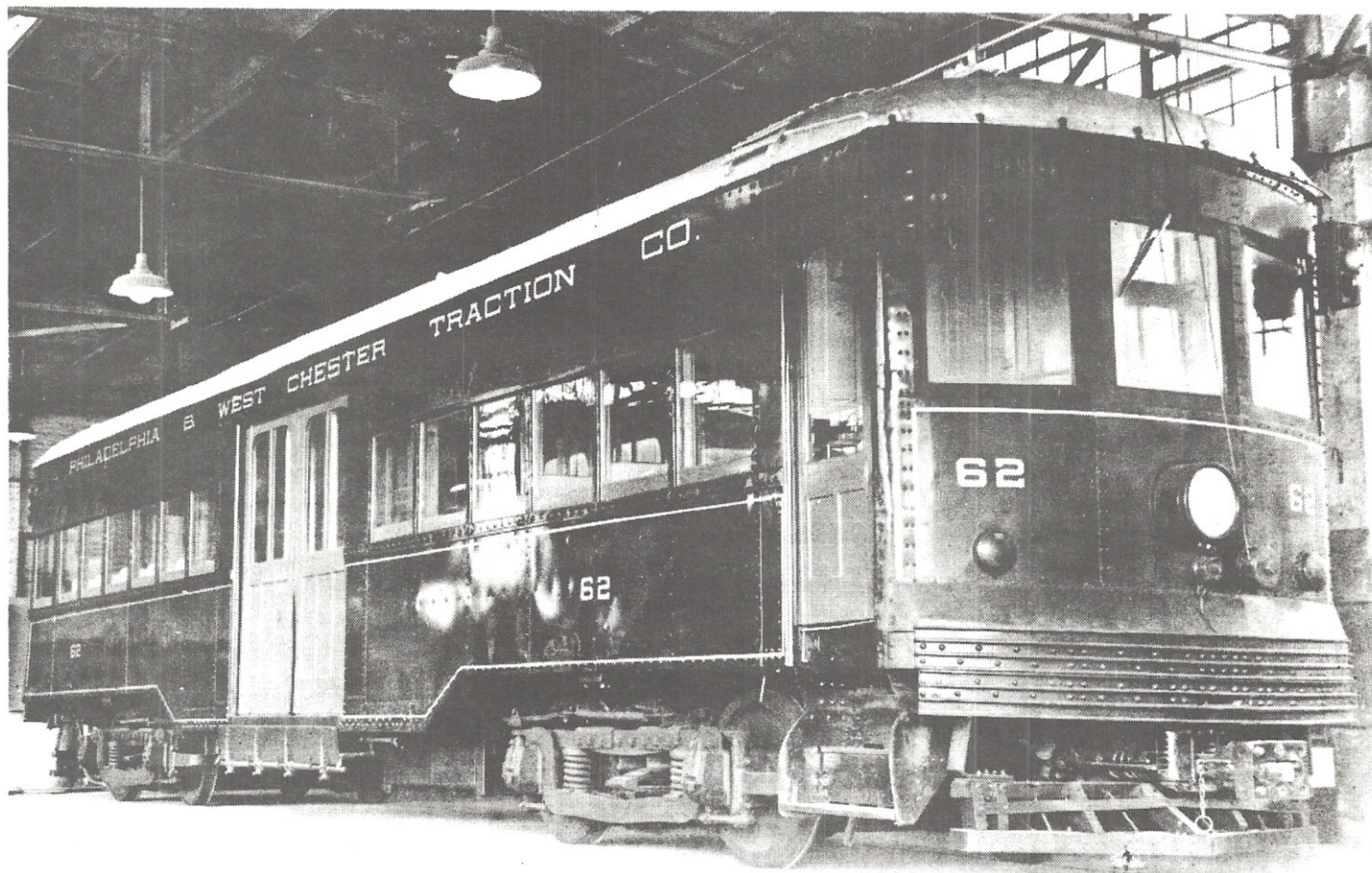


# Transport Central

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## Column One

The current financial problems of the Penn Central have prompted one astute TC subscriber to ponder the possibility that the U.S. business community has been laboring under a misapprehension for the past two years: all this time everyone believed that the PC took over the New Haven, when in reality it was the other way around.

Hijackings have become so commonplace these past few months that almost no one gives them more than passing consideration any more--unless the circumstances surrounding the piracy are unusual, as was the case some months back when a rather "forceful" woman, armed with several children and a formidable weapon commandeered a flight and ordered it to divert to Jose Marti in Havana.

More recent was the snatching of a United DC-8 out of Los Angeles bound for New York City. Some sixteen minutes out of LAX, the by-now-customary command was voiced, and the pilot headed for Havana. The hijacker, as is also customary, was met at Jose Marti by Cuban militiamen, who took him away. Again per usual routine, the passengers were herded into a Havana hotel to spend the night. In the morning, however, their return to Miami was unexpectedly delayed--but not for any political reasons. After a fruitless search by soldiers and flight crew of the plane, it was discovered that all of the passengers' luggage had been left in Los Angeles.

Now consider the plight of the poor airline passenger once more. Besides being confronted with hijackings and other such not-too-uncommon airborne and ground-bound incidents, as well as countless delays, he faces the prospect of being a part of a captive audience in front of Hollywood's silver screen. It was all too much for one rider at O'Hare just the other day. He tried to jump out of a taxiing jet on the runway when he found out what film was being shown on his flight. The movie: Alfred Hitchcock's *Topaz*.

But if you want to cut down the risk of such happenstances, the *Wall Street Journal* has an answer. The newspaper reports that a Cleveland aircraft manufacturer offers a build-it-yourself airplane kit complete with plans and materials [but less engine] for \$2,940. "Little more than two wrenches and a quarter-inch electric drill" suffice to put the fuselage together, claims the manufacturer, BD Aircraft, Inc.

[Editor's Note: This series of editorials, essays and pungent comments by the Editor, and columnists Ken Hayes, Paul Weyrich and Bob Oliphant will appear in this spot each week. Your comments, as always, will be most appreciated.]



## newsfront

M E T R O     M E M O

*"Underneath the withering transportation tree  
Stand you, and you, and also me  
We would like to go from here to there  
But now there's another hike in the fare."*

--Witness at CTA fare increase hearing

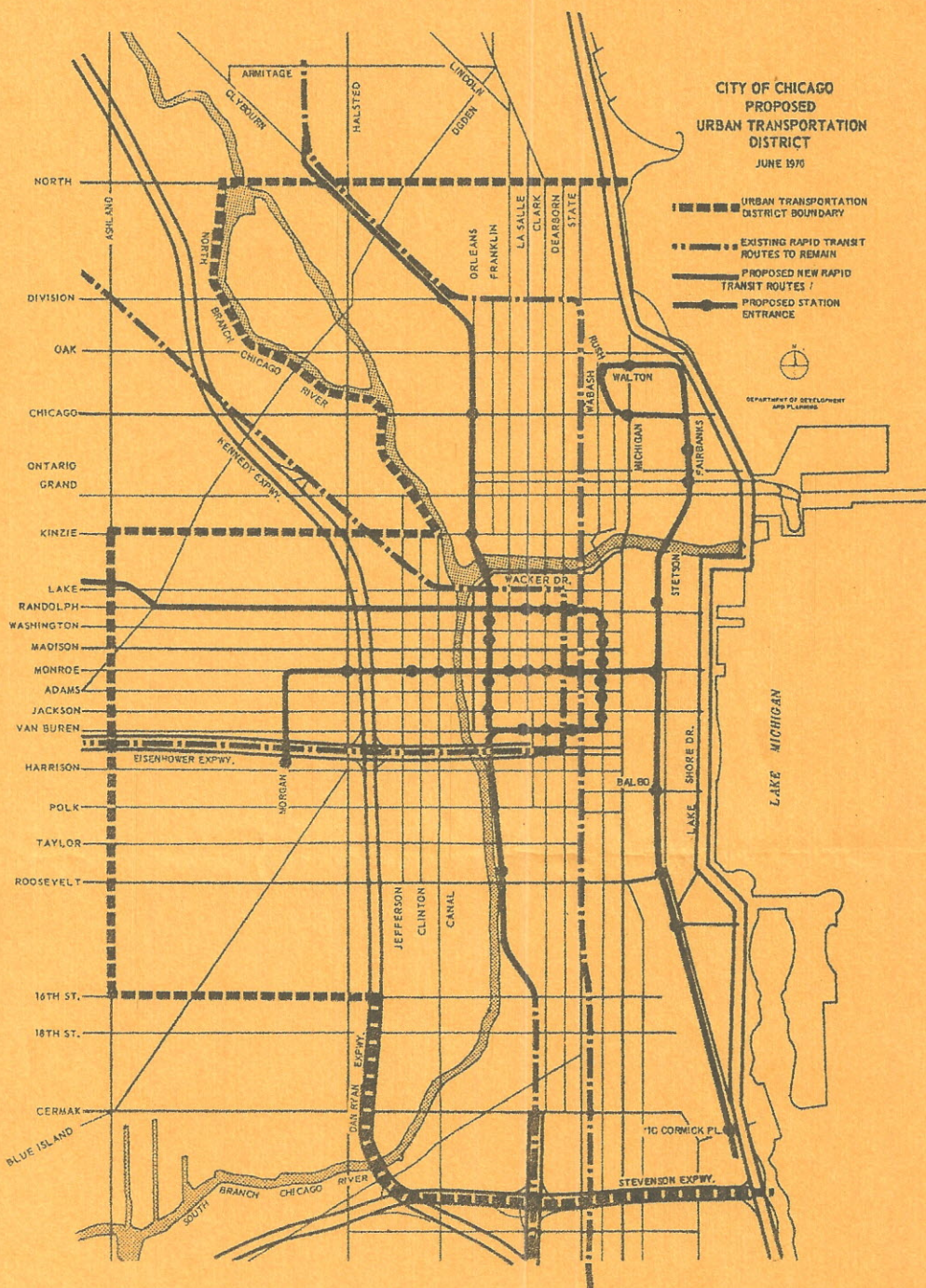
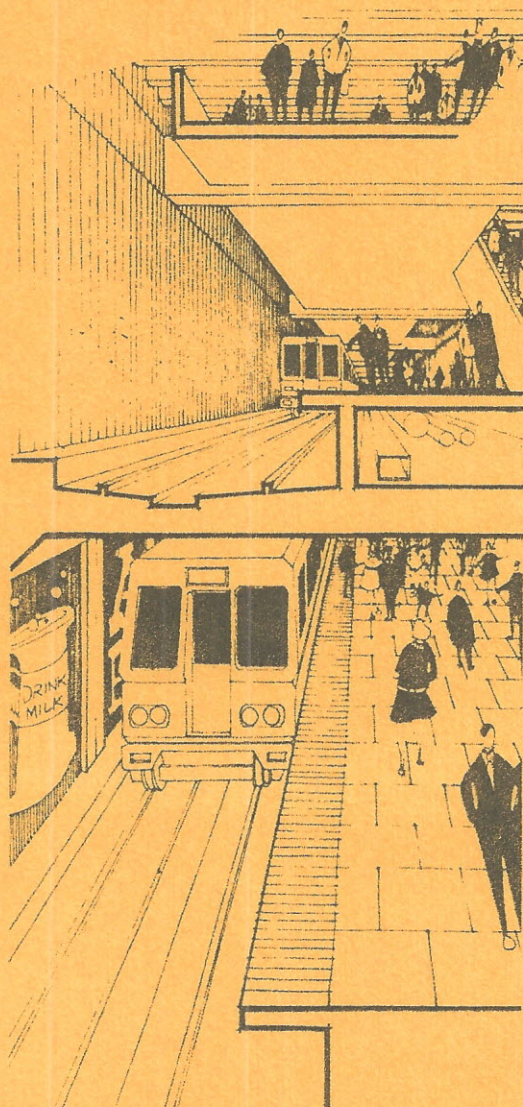
The poetry was unmistakably turgid (as was the prose); the witnesses were outspokenly against the proposal, but the outcome was foreordained. For the second time in just over eighteen months, the Chicago Transit Authority was once again reluctantly forced to raise its basic fare. After a stormy public hearing marked by testimony both sober and hysterical, reasoned and irrational (and an unexpected hippie outburst), the Transit Board took the action necessary to extract an additional nickel (a dime if a transfer is needed) from each of its paying passengers. Beginning at one minute past midnight on Wednesday, July 8, CTA's base adult fare became 45¢, with a transfer retailing at 10¢ extra; other tariffs also were raised accordingly. The sorry spectacle that passes as the legislature of the state of Illinois had abdicated its responsibility to the people it represents both in regular and special session, and the drama that began so hopefully in Springfield a few short months ago has ended in despair in the Merchandise Mart CTA board room in Chicago.

At the same time as the measures designed to aid CTA were going down for the count in Springfield, by coincidence party politics was benefitting the Authority on its home ground in Chicago. Mayor Daley's political lieutenants had gotten out the vote in their accustomed manner (advance publicity had been lackluster, and the turnout at the polls had been light, despite a last-minute flurry of opposition from certain homeowners' groups), and the downtown subway referendum had indeed passed, despite many forecasts that they, too, would go down to defeat. The passage of the measure in a district that many said was gerrymandered insures the eventual elimination of the storied Loop "L" structure that has been a hallmark of Chicago's downtown since the 90's.

Included in the construction program of the new transportation district are what amounts to two new subway systems, one (a loop under Randolph, Wabash, Van Buren and Franklin) to replace the Loop itself; the second a so-called collector/distributor, high-level network functioning as a downtown/Near North/Near West shuttle system using a type of car especially adapted for the purpose. Area voters, by their 11,000 to 6,800 margin, thus paved the way for a late 1970 start on a modern downtown subway system for Chicago to complement the present network of State and Dearborn Street routes (see map on page 4).

The "conventional" loop subway will be used by Ravenswood, Evanston and Lake-Dan Ryan trains (the latter by way of a new, median strip line in the Franklin Connector linking the Dan Ryan Expressway with the Wacker Drive two-level road in the loop when the former road is completed). The C/D line will link the Chicago Circle Campus of the University of Illinois on the Near West Side with the John Hancock Center on the Near North Side and McCormick Place on the Near South Side, both by way of a high-level subway under Monroe Street and along the Illinois Central right-of-way adjacent to Grant Park. Construction is expected to begin on the C/D perhaps later this year, for completion in 1973-74.





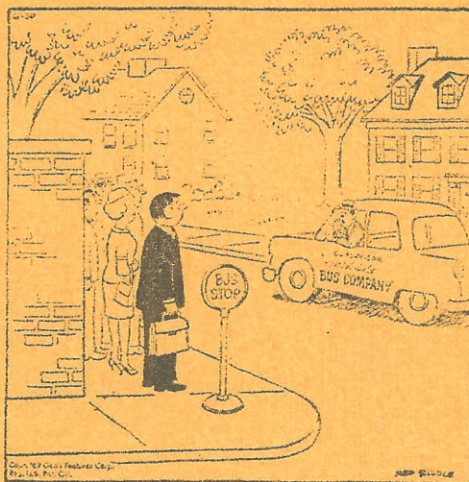
Close on the heels of Toronto's successful trolley coach rebodding experiment comes the report that Dayton's City Transit Company has opted to follow suit with three of its units in a pilot program. Western Flyer, which has received a grant from the province of Manitoba to expand its Winnipeg facilities, also reports that it is close to confirming an order for a large number of coaches so rehabilitated from "a large West Coast property", presumably San Francisco. The pilot TTC coach, #9020, is to be renumbered 9200; all other rebodied units will thus follow numerically in that 9200 number block. TTC has also announced its intention to purchase 13 Cornwall and 10 Halifax trolley coaches to serve as a reservoir of parts (they are GE-equipped) to replace Westinghouse equipment on the ex-Cleveland and Cincinnati Marmon-Herrington units.



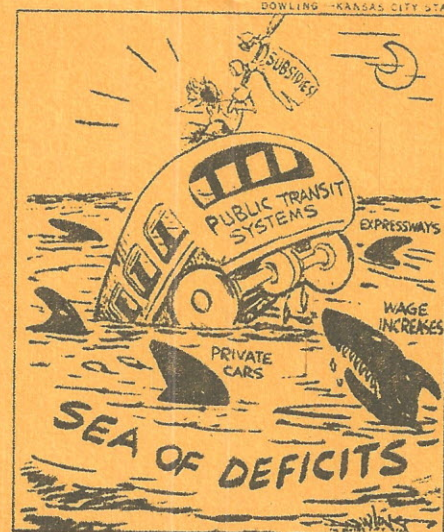
The Illinois Commerce Commission has granted a rehearing on its June 10 order authorizing the Illinois Central to increase its Chicago area commuter fares (an average of 32%) and substitute a zonal system for the line's myriad separate tariffs. The increases, however, will continue in effect pending the outcome of the hearing. .... "Taxi King" Morris Markin, founder of the Checker Motors Corporation, died in Kalamazoo July 7 at the age of 76. Through a complex of interlocking companies, Markin built buses and taxicabs, and operated several carriers, including Continental Air Transport in Chicago and a similar firm in Pittsburgh. Markin's holdings also included the Checker and Yellow cab firms in Chicago and taxi fleets in Minneapolis and Pittsburgh.

The Flixible Company was the apparent low bidder on sixteen "minibuses" for the Twin Cities Metropolitan Transit Commission, and the propane-powered units may be operating on two routes at a ten-cent fare by Christmas. Both lines will be in Minneapolis, and both will be subsidized by the MTC to the tune of \$20,000 a year. .... Two Minnesota officials are at opposite ends of the legal spectrum in a case involving the legality of a \$1 "wheelage tax" imposed on motorists for the subsidization of the MTC in the Twin Cities. The state Highway Commissioner, N. Ted Waldor, on a suit brought by the Minnesota State Automobile Association is challenging the constitutionality of the act providing for the tax, while Attorney General Douglas Head, as his duties require, is defending the legislation. .... The purchase by the MTC of Twin City Lines may also wind up in court--the MTC says the company, in effect, is worth nothing because its obligations (including employee pensions not covered by the present pension fund) are greater than its assets. TCL, on the other hand, contends the property is worth more than \$15,000,000.

### Mr. Tweedy



"I'm afraid you folks are going to have to walk. All our busses have been recalled by the factory."



"THIS IS BROUGHT TO YOU IN LIVING COLOR--RED."

**BRIEFS** -- In observance of 15 successful years of transit service in Fremont, Nebraska, Wayne Hoschiet, owner and operator of Fremont Transit Lines is planning to provide free bus service throughout the city on July 19. .... DC Transit fares rise to 40¢ from 32¢ Saturday, July 11 (transfers remain free). .... Motorists are now subsidizing straphangers in New York City; a check for \$74,063,985 representing surplus revenues from bridges and tunnels operated by the TBTA was turned over to the New York City Transit Authority last week. .... The twin cities of Lafayette and



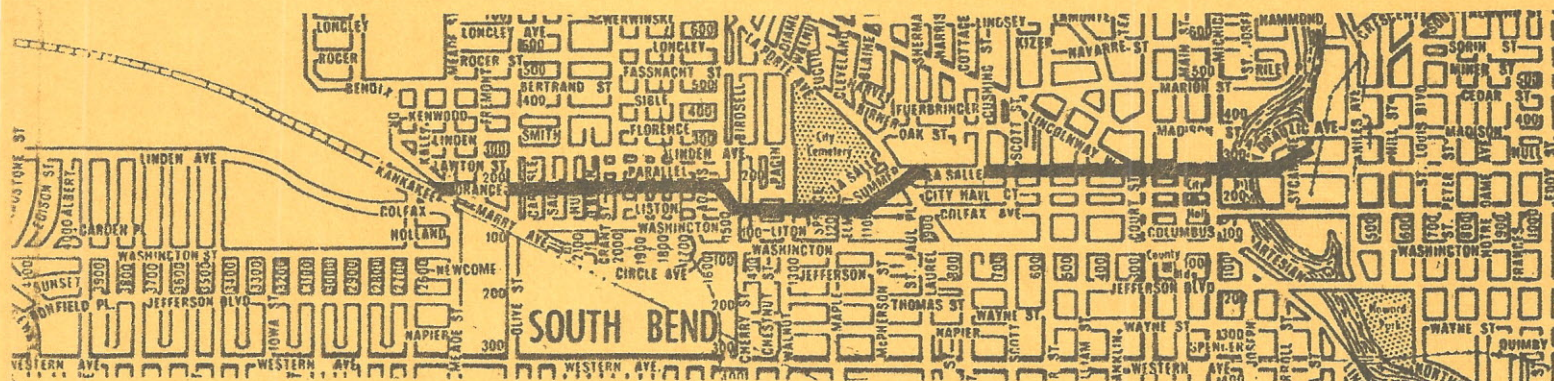
West Lafayette (home of Purdue University) last week became the joint owners of the Greater Lafayette Bus Company for \$25,000. Lafayette, which is operating the system, will pay 70% of any deficits; West Lafayette 30%. GLBC, with 26 buses operating over 6 routes, had been owned by the Stanley Miller interests, which also operated three suburban companies in the Indianapolis area....Merritt Taylor's restored rail car, Red Arrow #62, has been donated to the Seashore museum in Maine. A campaign is currently under to underwrite shipping costs. Tax-deductible contributions may be sent to the Red Arrow Fund, 40 Hawthorne Ave., Arlington MA 02174. ....Philadelphia's #15 GIRARD line's remaining rail portion was converted to motor bus operation June 21; more non-subway lines may follow....A Capitol Tours Flexible "Clipper" bus equipped with sightseeing windows is now in tourist shuttle service in Springfield, Illinois, under the auspices of the city's Tourism Commission. A White open-top bus tabbed the "Railsplitter" is to be operated in similar service by the Springfield Mass Transit District as soon as repairs can be made.

National transit patronage in 1970 versus 1969: March, down 5.59%; April, down 3.78%; May, down 8.60%....Southern Pacific has asked for a 5% hike in Peninsula commuter fares to offset a deficit of \$1,750,000 in 1969....Holding company Pacific City Lines has been dissolved, presumably to save money for sole remaining subsidiary San Jose City Lines. At one time, PCL owned a dozen West Coast transit properties....The prototype Bay Area Rapid Transit District car is now operating in test service on the Southern Alameda county line of BART....The long-awaited link between CTA's Lake Street "L" and North Western station tabbed the "Northwest Passage" [TC 23 MAR 70] finally opened late in June....Residents of Mansfield, Ohio's plush Woodland section now have "dial-a-bus" service, operated by the forward looking Mansfield Bus Lines under a joint Ford Motor Company-Richland County Regional Planning Commission-MBL pact. The current one-bus system will expand to seven in the fall if sufficient government funds become available.

The Niagara Frontier Transportation Authority has assisted six bus companies on the Niagara Frontier in applying for more than \$3-1/2 million in emergency transportation aid from the state of New York for repairs, maintenance, refurbishment and improvement. The NFTA has accepted a role as clearing-house for disbursement of any aid received by the companies, which include the Niagara Frontier Transit System in Buffalo, Lockport Bus Lines, Niagara Scenic Bus Lines, Cataract Transit Management Corporation (Niagara Falls), Grand Island Transit Corporation and Twin Cities Transit Corporation. The state legislature recently made \$30,000,000 in emergency aid available--\$24,000,000 to New York City and \$6,000,000 to the remainder of the state after severe winter storms left many transit systems in poor condition.

The local transit system in Ames, Iowa, operated by Midwestern Transportation, is to be taken over by the city soon....HUD has pledged up to \$30,000,000 for the development of the "new town" of Park Forest South. The development, as the name implies to the south of pioneer new town Park Forest, is expected to attract a population of 110,000. Noteworthy in the HUD guarantee was the provision for an internal transit system of an advanced nature connected to the regional network that includes bus (South Suburban SafeWay) and rail (Illinois Central electric) service to adjoining areas and the Chicago Loop....As we go to press, the "war of nerves" between Illinois Governor Ogilvie and Chicago Mayor Daley over who is responsible for the imminent financial collapse of the Chicago Transit Authority (see earlier story above) has escalated to the point of hostage-taking. The Governor has made it very clear that he will withhold state funds for the Crosstown Expressway (effectively killing the project) unless the city unbends its pocketbook and comes up with money to aid the CTA. The city's share of the Crosstown is estimated at more than \$33 million, which Ogilvie said might be better spent on mass transit.





## RAILWAY REPORT

It was just shy of sixty-two years ago, on September 6, 1908, that regular South Shore electric service began over the streets of South Bend. Last Tuesday, yet another era in interurban electric railroading came to an end as the bright orange and maroon cars turned off Orange Street onto private right-of-way at the western edge of South Bend for the last time.

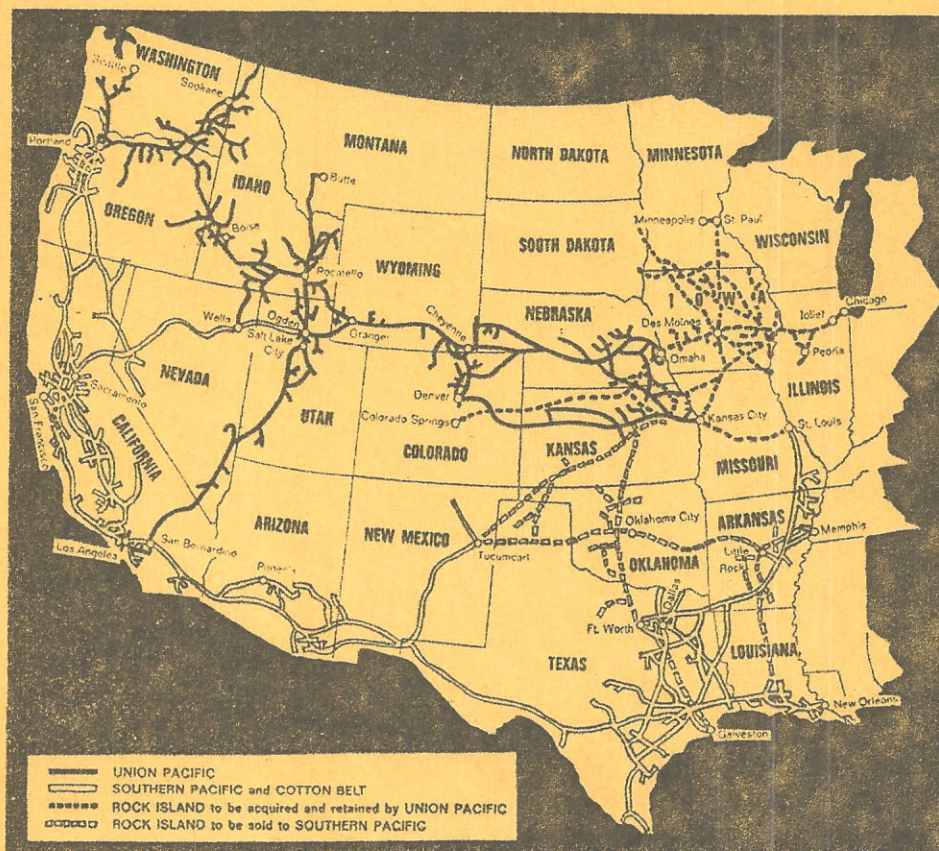
Urban renewal, and a Model Cities program finally did the trick, as well as the by-now-strong desire of the city fathers to rid their streets of the heavy cars. An in-town rider in the latter days of street operation could easily note the signs of urban progress on either side; many vacant lots dotted the right-of-way, lots that soon would see evidence of massive spending to upgrade a slowly crumbling neighborhood.

Now the trains from Chicago stop at Bendix; a new \$100,000 station building houses the necessary facilities, and serves as a transfer point between electric trains and South Bend PTC buses destined for downtown and Notre Dame. A portion of the old track on Orange Street will remain in freight service, but soon the wires eastward toward downtown will come down, the deteriorated tracks will be paved over and in some locations even the street will disappear, leaving little evidence of the six-score years when the orange trains ran "right downtown".

The Blue Monday report continues: Central of New Jersey trustees are considering abandoning the Easton-Wilkes-Barre portion of their line; the 150-mile route is leased from Lehigh Coal & Navigation Company for \$2,300,000 annually. If given up, the resulting abandonment would be the first major discontinuance of a line since New York, Ontario & Western threw in the sponge in 1957.

Neighboring Reading Company was allowed to extend a \$2,000,000 government guaranteed loan from July 1 to December 1 by increasing the 4-1/2% interest rate to 6% for the life of the extension....The ICC has released the first report on its study of railroad holding companies. It reported that KCS Industries paid out \$3,300,000 of the \$5,500,000 net profit of KCS/L&A railways in 1969. The report questions whether such payouts jeopardize long-term safe and economical railway operation by removing investments from the transportation end of the business. The ICC will also report on the financial manipulations of Bangor Punta Corporation (B&A), Katy Industries, Northwest Industries, the Penn Central Company and the Mississippi River Corporation (MoPac/T&P)....A leading West German engineering company, Rheinstahl Transporttechnik of Kassel, has signed a contract for the delivery of 30 diesel-hydraulic locomotives worth about \$22,000,000 to the Pe-king government. Ten units will be rated at 4600 hp; 20 at 5400 hp.





Following seven years of deliberation, a record 277 days of testimony and more than 48,000 pages of transcript, ICC Examiner Nathan Klitenic has recommended that the Union Pacific be allowed to take over the Rock Island, selling the latter's lines south and west of Kansas City to Southern Pacific for \$120,000,000. While the North Western has not issued any comment on the recommendation, the road is expected to appeal. At the same time, the Commission announced it plans to hear the Milwaukee Road's request to be included in the merged system in a separate hearing. Only Burlington Northern and Illinois Central could afford to withstand the traffic loss that a UP through route to Chicago would create, but the Commission and possibly the courts favor quick action to save Rock Island from a certain bankrupt fate. In any event, the merger will not take place imminently; UP is not interested in absorbing ailing Milwaukee, and if asked to do so might drop the whole matter back in the lap of the Commission by opting for the status quo.

Penn Central's financial woes are beginning to become clearer. Not only has PC defaulted on a \$20,000,000 mature bond issue, but it is reported to have failed to pay interline and power bills as well. To make matters worse, a New Haven stockholders' group was favored in a Supreme Court decision calling for the road to up the price it paid for the bankrupt NH by another \$48,000,000. The House Banking Committee's investigation of the PC crisis has revealed that 17 of the 31 largest stockholders in the road are commercial banks, and that the ICC observed eight months ago that the giant carrier was on the brink of financial disaster yet did not foresee pending bankruptcy.

On the train-off scene: Penn Central finally got off #3-30 (New York-St. Louis) on June 30; the ICC has reopened its investigation of #24-33 (the *Juniata*), Philadelphia-Pittsburgh to study current patronage versus PC's worsened financial con-



dition; and PC has voluntarily agreed to extend from October 6 to 20 the expiration date for the four New London-Worcester trains under petition....Chicago & North Western has applied to discontinue 1/11-2/22, Chicago-Clinton after runs of August 9; the train has been given special treatment including three 25% fare increases in recent years, but patronage is still falling and losses exceed a quarter of a million dollars in the last two years....C&O has applied to the Virginia State Corporation Commission to discontinue mixed trains 303-304, Clifton Forge-Hot Springs....Southern has requested Tennessee PSC permission to drop 17-18, the *Birmingham Special*, Bristol-Chattanooga....Canadian Pacific wants a subsidy or discontinuance of 302/306-307, Toronto-Owen Sound....Santa Fe finally received permission to drop 190/191-201/200, Denver-La Junta when Division 3 reversed the Examiner's recommendation that Santa Fe's strong financial condition justified a continuance; the Commissioners ruled that patronage did not....L&N 3-4, Evansville-Atlanta; 5-10, St. Louis-Evansville; and GM&O 5-6, Chicago-St. Louis (the *Midnight Special*) have each been extended for 4 months for hearings to November 7.

On the train-on scene: CN added RDC runs 653-654, London-Toronto, to replace the discontinued *International* service....CN also began the second *TurboTrain* schedule on June 22, leaving Toronto and Montreal daily at 1610, arriving at 2015...PC has increased its (or rather DOT's) *TurboTrain* weekend service with departures from Boston, Fridays at 11:25 AM, Sundays at 4:00 PM; from New York, Fridays at 4:35 PM, Sundays at 9:00 PM. The 3:39 schedule of weekend runs began June 26 and will run until at least mid-October.

Short Lines: The Illinois Commerce Commission has suspended IC's request to increase intercity fares by 20% (10% in sleepers and parlors)....B&O/C&O, D&H, N&W and PC have applied to increase intercity fares 10% effective September 1....NW Industries and North Western Employees Transportation Company have jointly extended the latter's offer of purchase to September 15 for further study and review. ...Grand Central Station in Chicago could fall by next spring as C&O/B&O has opted to lease space in a new building (at Franklin-Monroe just west of the Loop) scheduled for occupancy this fall....If the Alaska Railroad isn't interested in serving the North Slope oil fields, conservationists don't want a pipeline constructed either, because a necessary parallel construction highway would upset the ecology of the area. At stake is an economic delivery system for the oil, and already tremendous investments in construction equipment, coupled with a 15% unemployment rate in the area....Little Ahnapee & Western has requested permission to sell its remaining 14 miles of line between Algoma and Casco Junction (GB&W), Wisconsin to U.S. Plywood-Champion Papers, Inc.

Add Social Notes: Congratulations to National Editor/East Paul Kutta and wife Linda on the birth of son David Paul (their first addition) June 30.

Troubles are beginning to pile up at the Kentucky Railroad Museum in Louisville. Perennial floodwaters have taken their toll on the riverfront property (almost forcing a complete closure in 1964), and money to restore and preserve the line's historic collection of equipment has dwindled to a trickle. Trustees of the museum are mulling plans to disband the group and scatter its possessions about the various other rail museums throughout the country....The famed *Flying Scotsman* is in the midst of a Chicago visit before proceeding to the National Railroad Museum in Green Bay; *Transport Central* will have a photo story on Britisher Alan Pegler's pride and joy in its next issue July 27....Work began late last month on a super-railroad that by 1975 will whisk travelers from Rome to Florence, Italy in 1:25 at an average speed of 115 mph. Italy believes in rail transportation, and is spending billions of lire to expand and upgrade its rail passenger network; the new line will be electrified, operate "flag trains" only, and will largely serve as an additional pair of tracks between the two major cities.



A I R L I N E      A C T I O N

Transamerica Corporation must sell Trans International Airlines of Oakland if it is to retain the Foreign Study League of Salt Lake City....Readers interested in a personal purchase of a Boeing 747 might do well to consider that the registration fee alone is \$25,000....Air France's inaugural flight from Chicago to Paris brought out Liberace to serenade the passengers....National Airlines has ordered a flight simulator to train crews for its DC-10s....Flugfinanz-Verwaltungs GmbH Investitures KG of Munich ordered a DC-8 and a DC-9-30 from McDonnell-Douglas; both will have to be stretched units in order to get the full name on the jets. ...Bahamas Airways ordered a BAC 111-500....All Nippon Airways has purchased 3 Boeing 737-200s....Japan Air Lines will buy two more 747s, bringing its total jumbo jet fleet to 11. JAL now operates six weekly transpacific 747 flights.

Two reports with exactly opposite conclusions have been released in the controversy over whether or not to build that airport in Lake Michigan to serve the Chicago area. The American Institute of Planners has just completed an 8-month study concluding that a lake airport would congest traffic, entail excessive costs and benefit only downtown business; the Harza Engineering Company, commissioned by the city, has found that a polder type of field, protected by dikes, would be "technically feasible" and would not tend to cause pollution. And so the battle rages on.

United has postponed introductory dates for 747 service on four major routes, but the carrier said it still expects to fly its first 747 in scheduled service July 23 as originally planned. The delays result from problems at Boeing caused by engine modifications; similar delays have also plagued other carriers' 747s.... Eastern plans to ask the CAB to limit to five the number of unescorted 5-to-11 year-olds allowed on any of its flights; the original proposal applied only to New York-San Juan service and was widely criticized as being prejudicial to Puerto Rican children....The FAA has ordered emergency inspection of a wing fitting on DeHavilland Dove and Heron aircraft, grounding most of the planes for several days at least. DeHavilland planes of this type are widely used as corporate and air taxi units. The Dove carries 6 to 11 passengers; the Heron 14 to 17.

The CAB is expected momentarily to approve a schedule filed by the majors for the transfer of 83 departing flights from O'Hare to Midway. This represents a severe setback for Mayor Daley's long-range plans, which called for the transfer of 219 flights. Thirty-eight are presently at the South Side field, which is a virtual "ghost field" during most of the day....Braniff has made further layoffs of personnel in an effort to make the ailing line more attractive to potential buyers. Some 400 mechanics, 200 pilots and an equal number of stewardesses have been given "leaves without pay" in the past twelve months.

N A U T I C A L      N O T E S

The SS *Lurline*, largest luxury liner flying the American flag, has slipped into obscurity, mourned by those who sailed her and those who knew her intimately. Hundreds lined Pier 35 in San Francisco as the 26,000 ton flagship of the Matson Lines completed her final round-trip voyage to Hawaii. The *Lurline*, which plied the Pacific for almost four decades, has been sold to the Chandris Lines of Greece, and will be renamed the *Britanis*. Like many other famed ships whose demise has been reported here, the *Lurline* was doomed by rising costs and declining patronage....A new ferry service has been placed in service between Portland, Maine and Yarmouth, N.S. The \$8,000,000 *Prince of Fundy* can carry 1,000 passengers and 200 autos, and make the 187-mile voyage in nine hours.



## TRAIN-OFFS

LIST #12 -- 01 APRIL THRU 30 JUNE 1970

<u>ROAD</u>	<u>TRAINS</u>	<u>BETWEEN</u>	<u>DECISION*</u>
ATSF	1-2 23-24 190/191-201/200	Barstow-Richmond Chicago-Barstow La Junta-Denver	1 YEAR 6 MONTHS OFF
BN	51-52	Chicago-Minneapolis	OFF
CofGA	7-8 9-10	Atlanta-Savannah Atlanta-Columbus [Ga]	? OFF
C&O	19-20 46-47 303-304	Detroit-Grand Rapids Ashland [Ky]-Detroit Clifton Forge-Hot Springs	OFF
C&NW	121 125 214	Milwaukee to Green Bay Chicago to Milwaukee Green Bay to Chicago	OFF OFF OFF
CRI&P	7-10	Chicago-Council Bluffs	OFF [1]
GTW	155-156	Chicago-Port Huron	
GM&O	5-6	Chicago-St. Louis	
IC	3-4 3-4 21-22	Carbondale-Memphis Chicago-Carbondale Chicago-Springfield	OFF 1 YEAR
L&N	3-4 3-4 5-10	Chicago-Danville Evansville-Atlanta Evansville-St. Louis	
MILW	1-4 111-112	Chicago-Minneapolis Chicago-Savanna	
MP	1-2	Texarkana-Laredo	
N&W	11-12	Lynchburg-Bristol	
PC	3-30 4-31 4/78-77/31 13-32 14-17 15-18 16-25 22-23 24-33 27-28 48-49	New York-St. Louis New York-St. Louis New York-Cincinnati Pittsburgh-St. Louis Chicago-Detroit Cleveland-Columbus New York-Pittsburgh New York-Chicago Philadelphia-Pittsburgh Chicago-Buffalo New York-Chicago	OFF



TRAIN-OFF LIST (CONTINUED)

<u>ROAD</u>	<u>TRAINS</u>	<u>BETWEEN</u>	<u>DECISION*</u>
PC	51-98	Chicago-Buffalo	
	52-351	Chicago-Detroit	
	54-55	New York-Chicago	
	63-64	Chicago-Buffalo	
	65-66	Chicago-Cincinnati	6 MONTHS
	71-72-74-75-77	Hartford-Springfield	OFF
	79-83-84-86-91	Hartford-Springfield	OFF
	90-93	Chicago-Louisville	
	136-137-142-147	Danbury-Pittsfield	
	315-316	Cleveland-Indianapolis	
	355-356	Chicago-Detroit	
	427-428	Boston-Albany/Rensselaer	
	500-506-508-514	Boston-Providence	
	515-523-529-533-546	Boston-Providence	
	548-549	Harrisburg-Baltimore	
	550-552-553-554	Boston-Providence	
	555-556-559-560	Boston-Providence	
	561-563-564-565-567	Boston-Providence	
	572-573-575/579-578/580	New London-Worcester	
RF&P	85-86	Washington-Richmond	9 MONTHS
SCL	51-52	Florence-Augusta	OFF
	85-86	Richmond-Jacksonville	9 MONTHS
	93-94	Jacksonville-St. Petersburg	
SP	11-12	Oakland-Portland (to triweekly)	
SRS	15-16	Greensboro-Asheville	
	17-18	Bristol-Chattanooga	
UP	35-36	Salt Lake City-Butte	

[NOTES: \*Where entry is blank, decision is pending; only regulatory decisions are listed herein, as of 30 June 1970. (1) Current hearings could change the decision on this train. Data for the train-off list is compiled by Senior Editor Robert I. Oliphant from railroad and other official sources]

PUBLICATIONS AVAILABLE FROM TRANSPORT CENTRAL

- + *The Trolley Coach in Chicago: 1930-1970*, A 29-page offset compendium of trade magazine articles, advertisements, maps, graphs, charts and other memorabilia of forty years of trolley coach operation in the Windy City, including a complete route history and all-time roster. \$2.50.
- + *The CopyShop's 1970 Slide Catalog*, listing several thousand views of transportation subjects recorded on 35mm color film, custom-copied by a New York firm specializing in exact reproduction for medical, scientific and technical purposes. Free.