

Commission action. (A list of these trains is attached as Appendix J.)

These statistics in Appendix I overstate the actual loss of regular train service pursuant to section 13a. Table 1 lists 47 trains of the Chicago, South Shore & South Bend as discontinued in 1964 which represented primarily a realignment of service rather than a total elimination of service.²⁶

The 1966 totals in Table 1 include 40 trains the New Haven was free to discontinue, but which are still operating.²⁷ Table 2 lists 229 Boston and Maine intrastate trains²⁸ in 1964 and 37 New Haven trains serving the Boston suburban area in 1965²⁹ as discontinued. In both instances, the Massachusetts Bay Transportation Authority had contracted with the railroads to continue much of the service in question. The Commission conducted a field investigation of the changeover from Boston and Maine operation to MBTA operation and found the transition to be orderly and without congestion.

If the fiscal year totals are revised to eliminate those cases in which most of the service was retained, the sharp increase in both the notices filed in the present fiscal year for interstate trains and the number of discontinuances taking effect is more clearly observable.

²⁶ 320 I. C. C. 440 (1964)

²⁷ 327 I. C. C. 151 (1966)

²⁸ 324 I. C. C. 705 (1965)

²⁹ 327 I. C. C. 77 (1965)