



NORTH AMERICAN TROLLEY COACH STATUS REPORT

VANCOUVER -- The doubt over the future of trolley coach operations here appears to have shifted within the last year, resulting in a probable extension of operations until the mid-1970's at least. In addition, there has been some consideration of modernizing the existing fleet if the Toronto experiment proves economically sound. Extensive rerouting occurred in the central district in mid-1969 due to one-way programs on Robson St., and the closure of Howe St. due to Pacific Centre construction. An extension of the CAMBIE line to 64th Avenue was made in February 1970, after having been proposed for a number of years.

SEATTLE -- The company remains committed to the abandonment of all trolley coach operations as soon as possible, while public groups and the electric power interests have managed to delay such a move. However, in January 1970 the company abandoned routes 3 and 4 'due to construction', a tactic the company has adopted to effect conversion.

SAN FRANCISCO -- A reassessment of trolley coach operation by Muni was made in 1969, a product of growing concern over air pollution, resulting in a policy of continued operation for the immediate future. In addition, there is the possibility of fleet modernization in the Toronto mold. Abandonment of all trolley coach operation on Market Street will be effective once subway construction is complete; resumption of regular operation along Mission Street is scheduled for late 1970.

CALGARY -- Three trolley coach routes serve the primary transit arteries of the city, secondary lines having been converted between 1966 and 1968. The company has decided to continue trolley coach operation at least until the start of rapid transit construction in the mid-1970's. An extension of the 3 THORNCLIFFE route one-half mile north along Simons Valley Road will be completed by late-1970.

EDMONTON -- Trolley coach operation remains unchanged since 1968. Continued service is scheduled until rapid transit construction begins in 1973-1974, at which time the role of the vehicle will be reassessed.

SASKATOON -- There is a strong possibility that the City Council will vote to abandon all trolley coach operation, effective in mid-1970 (*see later news item elsewhere in this issue--Ed.*). Continued operation had been in doubt since 1966, although route extensions and adjustments have been made in the interim.

WINNIPEG -- The final stage of a trolley bus abandonment program begun in 1965 will be completed in the fall of 1970 with the conversion of the CORYDON-NORTH MAIN route. Trolley bus service was abandoned on three routes during 1969: MCGREGOR, STAFFORD, ACADEMY, SALTER and ELLICE-ST. MARY'S (certain combinations were through-routed).

THUNDER BAY -- Joint operation between the two former cities of Fort William and Port Arthur was begun in October 1969, although the municipal amalgamation did not become effective until January 1, 1970. The policy toward continued trolley coach operation remains undefined pending a final assessment of all transit operations, although thought has been given to emulating the Toronto project. In addition to the main line intercity route, there is a separate ARTHUR STREET line yet in operation on the Port Arthur side.

Published each week by Transport Central, 416 N. State, Chicago, Illinois 60610
Telephone 312 828-0991. Annual subscription rate (including 48 issues): \$10.00

STATUS REPORT (Continued)

CHICAGO -- The opening of the Kennedy rapid transit line in early 1970 led to the abandonment of trolley buses on the 81 LAWRENCE and 85 CENTRAL routes, the latter being one of the oldest trolley coach routes in North America, having been opened in 1930. In addition, a loop was installed on the BELMONT route at the Kimball station to facilitate access to the new rapid service. Trolley bus operation has undergone a *de facto* policy of abandonment since 1964, and this continuing policy will probably eliminate all such service by the mid-1970's, as the company remains uninterested in the Toronto project.

DAYTON -- Transit management remains firmly committed to continue trolley bus operation, although no plans have been made to modernize the existing fleet. No changes in routes were made in 1969, and none have been made public for 1970.

KITCHENER-WATERLOO -- No changes were made in 1969, and the company remains satisfied with continued operation of the single route linking the two cities.

HAMILTON -- Trolley coaches serve on the primary transit routes in the city, and management foresees no immediate changes. A one-way street program in July 1970 will necessitate installation of westbound service on Wilson Street, leaving Cannon Street as eastbound, a change that has been considered since 1968.

TORONTO -- The company has maintained a very positive attitude toward trolley coach operation. The experimental modernization program with a Western Flyer coach has proven successful to the extent that the entire trolley coach fleet will be modernized over the next few years. The company has also considered conversion of the easternmost portion of the ST. CLAIR streetcar line to trolley coach in the early 1970's, a conversion which would assist in linking the two presently isolated divisions.

CORNWALL -- The management of this small system has decided to convert all trolley coach operations by 1973-74, although abandonment could occur in 1971 if the city (which is to take over the system soon) does not wish to continue operation of the remaining lines.

PHILADELPHIA -- No change in operations of the two trackless trolley divisions has occurred, although the new SEPTA management could possibly convert all operations within the near future, as the policy toward street-bound electric operations is somewhat fluid.

BOSTON -- The trackless trolley operations on the Harvard Square tunnel routes remained unchanged in 1969. There is some possibility that the system will remain in operation through the early 1970's, pending completion of subway construction, despite the fact that the repair yards have been sold for the new Kennedy Library site.

HALIFAX -- All trolley coach operation of this complex system was abandoned on December 31, 1969, following a policy set into effect in 1968 of conversion of the entire system to diesel bus. The coaches will be sold to Mexico City.

--ARTHUR J. KRIM

(Arthur Krim is a graduate student at Clark University in Worcester, Mass. The terms in which the vehicle is referred to in each item represents actual system usage--Ed.)

NEWSFRONT

(Editor's Note: With this issue, we begin implementing our previously-announced policy of more flexible and expanded news coverage. We will no longer adhere to the formula of a set number of news pages, instead we will vary the total to reflect more accurately the amount of activity in the passenger transportation field. To make room for this increased coverage within our limited postal budget, we will begin using lighter weight paper stock for the news columns, printed on one side only for clarity; feature pages will continue to be printed on heavier stock for permanence. It is also our intention, subject to the availability of appropriate material, to reintroduce photographic coverage of major news items within the very near future, possibly this month.)

METROPOLITAN REPORT

The Chicago Transit Authority is moving closer to the first subsidy for operating expenses in its 22½ year history. The Illinois House has passed, by an overwhelming margin, a bill authorizing the expenditure of \$25,000,000 in state aid for the CTA, as well as an additional \$12,000,000 to be apportioned out to other Illinois public and private carriers. Opposition in the state Senate, where the measure is now pending, is expected to be stiff, and the outcome is still rated a tossup.

That rumored split of ATC (Chromalloy) owned Chicago & Calumet District Transit into two parts (Hammond-area services to that city for public operation, and the remainder to South Suburban SafeWay Lines of Harvey) is just that—a rumor; no such plans are pending at present. The city of Hammond, in fact, as a counter to Calumet's plan to reduce and/or eliminate night service offered to plead the company's case for a fare increase before the Public Service Commission of Indiana. C&CDT declined the offer, explaining that even more riders in those critical hours would disappear if its rates were hiked....TC has learned that the buses placed up for sale by the Battle Creek Transit Authority itemed here last week are to be replaced by new Highway Products Twin Coaches. It has not yet been determined if they are to be of 25- or 29-passenger capacity.

Wausau Transit Lines has ended all Saturday service in that Wisconsin city area....Three new Flxette units entered revenue service for the Duluth Transit Authority May 11. One operates on a shuttle line to the University in Superior, a second on a Shopper's Special route in Duluth, and the third acts a spare, besides being available for special convention use....Trolley coaches of both underlying carriers are now being operated interchangeably on the MAIN LINE intercity Thunder Bay (Fort William/Port Arthur) route, based at both depots. As noted in our special report elsewhere in this issue, no decision has been made as to their fate. At present, no motor bus or trolley coach equipment in Thunder Bay has been painted to reflect the merged ownership.

LaSalle-Peru City Lines (another ATC property) has eliminated all evening and Sunday service in those Illinois cities. LPCL still operates one 41-passenger Southern coach (on school runs) out of a fleet of five originally built for Lexington, Ky. The company may receive some equipment from affiliated Bee Line (Danville, Ill.) when that property ceases transit operations at the end of this month....Three out of the order of 10 GMC TDH-4517 'Fishbowl' coaches purchased by Peoria City Lines in 1960 are out of service more or less permanently (at least one since 1968), including one of the two air-conditioned units. In its last days of private ownership, the company's fleet consists for the most part of rapidly deteriorating GMC TD-4007 coaches, identical to (because of common ownership that existed at the time of the two companies) the now-retired 300 series of Chicago & Calumet District Transit of Hammond. Adult cash fare is now 40¢.

TRANSPORT TOPICS

Urban transit problems are not confined to this side of the Atlantic. A recent article in the New York Times graphically points out some of the difficulties faced by the London Transport Board: angry riders displeased by worsening standards of service; staff shortages (the system is now some 1,900 drivers short); and competition from the motorcar (an average week day, even so, sees the Underground carry 2,000,000 passengers; buses carry about 5,000,000)...The Metro Toronto Council has recommended that the Toronto Transit Commission be replaced by a body coordinating all modes (transit, commuter rail service, expressways and other roads). Various provincial and local governmental bodies already oversee most modes in one form or another....Add this to the Ways of Bureaucracy Department, as reported by *Canadian Coach*: The St. John's (Nfld.) Transportation Commission was recently fined \$50 for operating a vehicle with expired license plates; the fine revenue went to a municipal fund to subsidize the transit system....The Hamilton Street Ry. will extend its *KING STREET* trolley coach line by two miles (from Gore Park to Stoney Creek) early in 1971, using existing equipment. Proposals for extensions to the *BARTON* and *CANNON* lines are also under consideration....As noted in our trolley coach status report elsewhere in this issue, the future of Saskatoon's system appeared to be in doubt. *Canadian Coach* reports it has learned from the Saskatoon Transit System that the City Council is seriously considering a consultant's recommendation to this end, and is looking toward retention of the 11-mile system for an unspecified period.

The West Midlands Passenger Transport Authority has authorized drivers of one-man buses in Birmingham (England) to make passengers without the correct fare wait for the next coach; the authority said that the number of people in Birmingham (which has a form of Exact Fare) not having the correct fare was rising....The Worcester Bus Company on May 24 becomes the first community in Massachusetts to have Exact Fare. The system will have a significant difference from other U.S. properties employing the plan--passengers not having the correct fare in areas where change is not available will be asked to sign their name on a form provided by the company, promising to mail in the fare later....The last obstacle to the use of Triborough Bridge & Tunnel Authority surpluses to offset operating deficits of the New York City Transit Authority has been removed by court action, freeing some \$74,000,000 to hold the TA fare at its present 30¢ level through 1971.

Governor Rockefeller has signed a bill that will provide the major financing (\$44,400,000 from the state bond issue) for the modernization of the Penn Central's Harlem and Hudson commuter lines. The program includes new cars, stations and high-level platforms, and is to be completed in about two years....A number of 30¢ exact change turnstiles were placed in service earlier this month at PATH stations at Journal Square and Grove Street on an experimental basis; other turnstiles accept only PATH tokens....San Francisco has begun a renovation of its trolley coach fleet; including complete repainting inside and out to match the maroon, gold and white of its new GM coaches....CTA's advertising agency, Niefeld, Paley & Kuhn, has won the coveted Hermes Award from the Chicago Advertising Club for its 'Take A Bus To Lunch This Week' ad for the Authority.

Some 500 Marin County residents can once again relax aboard a ferry boat enroute to their jobs in San Francisco. The Golden Gate bridge district is now operating the *M.V. Harbor Emperor* daily in an attempt to ease congestion on the bridge. For the moment, the service operates between Tiburon and San Francisco at a 50¢ fare. The ship is leased from a private carrier, Harbor Carriers, Inc.; the district has purchased the *Point Loma* from the city of San Diego; this 600-passenger vessel will replace the *Harbor Emperor* in July, operating from a new base at Sausalito. The new service is the first since regular ferry crossings ceased in 1958.

RAILWAY REPORT

The embattled Budd Company has agreed to sell its railway division to General Electric. The transaction comes as no surprise, even as to the identity of the buyer; GE has continued to maintain good relations with Budd, and has a thriving locomotive business on the side. Budd has been the low bidder on several large rapid transit car orders in recent years (Chicago, New York and Penn Central), but complications caused by pioneering technical apparatus on each order had the company a bad press and red ink in the ledgers. Until GE can find a suitable plant location, Budd will continue to build cars, but for GE. For an analysis of the problems faced by this old-line car builder, the reader is referred to Paul Weyrich's excellent article in the 18 August 1969 TC.

Central of Georgia's Man-O-War (#9-10) made its last run between Atlanta and Columbus on May 16; when the postwar lightweight trains were introduced (the original schedule consisted of two round trips) the stainless steel consist included coaches, combine and observation-snack lounge; the final lineup had combine and locomotive only....The ICC has told Santa Fe it would reconsider denial of the petition to discontinue #23-24 (Chicago-Los Angeles) if the road would add needed flag stop service at six communities in Missouri, Kansas and Colorado on the combined Super Chief-El Capitan.

Hearings have been scheduled on UP trains 35-36, the Butte Special, Salt Lake City-Butte, postponing discontinuance until at least September 13. ...Illinois Central is asking a whopping 40% increase in first-class fare and coach seat reservation charges, and a 20% boost for coach tickets and sleeper space; the proposed date for the increase is June 1.... Penn Central says it will lose more than \$4,000,000 through next October 1, pending a decision on its request to discontinue all east-west passenger service....Check the full page advertisement in June TRAINS for C&O/B&O; nice, but it sounds more like a warning than a solicitation.

Attempts by dissident stockholders to name five members of their group to the 12-director Milwaukee Road board failed last week as management's slate was re-elected. However, the air temperature by meeting's end appeared to be a strong warning that stockholders are satisfied no more by losing operations, an over-age (average: 70) board, and the carrier's failure to diversify. Chairman Quinn attempted to mollify stockholders on the last point by stating that management was exploring methods of diversification, probably through the road's Milwaukee Land Company subsidiary, within the near future.

SCL's new timetable is several pages shorter than last December's, and though it still fills twenty pages, a preponderance of weekend-only equipment assignments portends similar train frequencies in the foreseeable future. Gone are the sleepers on the Palmland and Gulf Coast Special, and the grill car on the Gulf Wind, though L&N's current (April) timecard continues to show it. Finally, according to the 1970 edition of the passenger equipment register, SCL has purchased the B&O sleeper domes, contracting their maintenance (as well as that of the remainder of its own sleeper fleet) to Hamburg Industries, Hamburg, S.C.

AIR/LINES

United will begin nonstop service between New York and San Diego June 8. On the same date, UAL also inaugurates a third daily nonstop flight between Chicago and San Diego, and a daily nonstop San Diego-Washington flight....American, TWA and United have petitioned the CAB for a surcharge on all 747 flights....The same agency has suspended United's air cargo rate increases....Ozark has begun nonstop service between St. Louis/Des Moines and the Twin Cities....The FAA has widened the spacing between 747s and smaller planes; junior craft must stay at least 5 miles behind the superjets on takeoffs and landings....Greek tycoon Aristotle Onassis has put two 18-passenger Skyvans in service on Olympic Airways between Athens and Greece's smaller islands. These aircraft are the first STOLs in commercial service.

747 Service notes:

TWA -- New York-Chicago; New York-Los Angeles; New York-San Francisco; Chicago-Los Angeles; New York-London; New York-Paris all now in service. New York-Rome begins June 5; New York-Lisbon June 16; New York-Madrid June 15.

Continental -- Los Angeles-Honolulu begins June 26; Chicago-Honolulu begins August 1.

Northwest Orient -- Twin Cities-New York begins June 15; Twin Cities-Tokyo begins August 1.

President Nixon's top environmental adviser, Russell Train, has said that the SST may have to be banned from U.S. airports because it makes too much noise. Train said the American version's present design will make it "three or four times louder" than U.S. noise standards would permit....The CAB has reimposed a weight limit on baggage checked by airline passengers. Free baggage will be limited to bags weighing no more than 70 pounds, but each passenger may have two such bags. Since the removal of previous standards, some passengers had been moving commercial packages at the cheaper passenger baggage rates....Hugh M. Hefner is turning his \$5,000,000 DC-9 (hopefully) into a money-maker. The airborne bunny plane (rabbit transit?) will be available for charter at a bargain rate of \$1,140 per hour....Lockheed has revealed that the entire 176-foot fuselage of its new Tri-Star jet will be glued together, rather than riveted. Adhesive bonding is being used for external skin (aluminum plate) for about 80 per cent of the cabin structure. The glue holds doubler and tripler strengthening panels and titanium "rip-stop" strengtheners to the inside surfaces of the cabin panels....TWA, American and United now charge \$1 or \$2 for movies in economy class....Air Wisconsin has begun five daily round trips between O'Hare and Elkhart, in competition with financially-troubled Commuter Airlines....Braniff has opened its "Jet Rail" monorail system at Dallas' Love Field. The \$2,000,000 system, first of its kind at any airport in the world, whisks passengers in closed gondola cars from the Braniff "Fast Park" facility 3/4 of a mile from the main terminal to the airline's gates in about 4 minutes. The majors have reported gains in the charter business, while regular traffic has been down. After complaining about the supplemental's operations for years, most carriers decided to try the charter field themselves, and have found it increasingly lucrative.