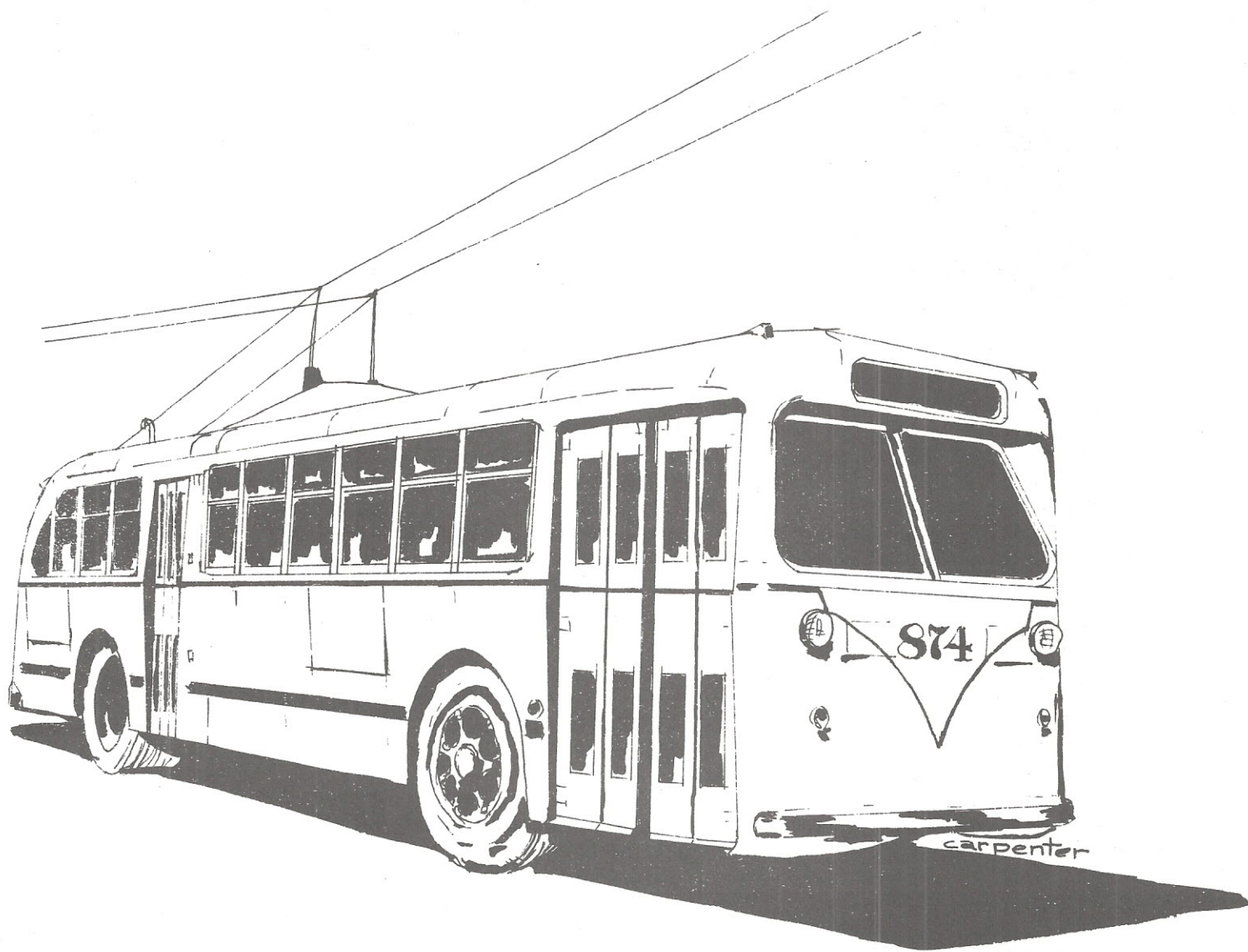


Transport



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VOLUME TWO, NUMBER TWENTY-TWO

T. C.

One more gasping breath awaited the trolley coach before it passed into a temporary oblivion. Merrill's tiny installation had succumbed in late 1914; Charles Spencer Mann's Laurel Canyon Utilities Company was to last well into 1915; and as the year faded into 1916, the revolutionary vehicle was to be forced into a five year retirement.

The trail that the Merrill coach followed after its ejection from the Wisconsin city is a rather tangled one. No records exist to show when it actually left Merrill, or the place to which it was consigned. The reputable Electric Railway Journal avers that it was sold to the West End Street Railway of Boston; other sources disagree. Although numerous plans existed at one time or another to establish trolley coach service in Boston, none of those recorded appear to have involved the West Side firm, and its exact contribution to the vehicle's history will have to remain a mystery.

Merrill's little "trackless trolley car" reappeared in mid-1915 as the principal character in a drama that was taking place on a quiet Massachusetts peninsula. Jutting out into Buzzard Bay, Sconticut Neck was the summer retreat for the good people of the nearby metropolis of New Bedford. Along its narrow length were clustered cottages of every description, large and small, and the first pleasant days of spring would see the seaside community stirring to life once again.

Naturally, transportation to and from such a genteel settlement was a paramount consideration. Although the automobile had made its first shaky appearance a few years earlier, New England's extensive electric railway network continued to be relied upon to provide the bulk of area transport. In the New Bedford area, the Union Street Railway held forth, and over its rails several smaller lines made their way into the center of the city.

One of USR's suburban lines reached to Fairhaven, a small community at the mainland edge of the Sconticut Neck peninsula. New Bedford residents enroute to their seaside cottages would disembark at Sconticut Neck Road and then be faced with a walk of up to a mile or so before reaching their summer retreat. As the peninsula became more popular and the number of cottages stretching along the bay increased, agitation for better transportation became more vocal.

At first, Sconticut Neck residents approached the Union Street Railway, petitioning that company to construct a branch line southward from Washing-

ton Street along Sconticut Neck Road, at least part way down the peninsula. USR officials politely refused, citing the seasonal character of the business versus the capital expenditures required to construct the spur. A similar refusal was forthcoming from the New Bedford and Onset Railway, whose Mattapoissett line used USR tracks from New Bedford to Fairhaven. At length a group of promoters interested in the sale of property along the tip of land organized the Massachusetts Highway Service Company and presented a plan for the operation of a "trolley motor" down the neck from Fairhaven.

The Merrill coach arrived in late summer as the new line began to take shape. Although the Union Street Railway declined to construct a rail line of its own, it lent every assistance in the stringing of overhead wire, and agreed to furnish power for the new operation. As September faded into October, USR and MHS crews worked feverishly to install the twin wires for the strange vehicle.

At length, about a mile of line had been constructed and the promoters decided to stop all work for the year and begin operation. Thus, late in the afternoon of October 6, 1915, the little coach carried its first load of early autumn vacationers out along the bay. Each hour the trolley motor met the cars in Fairhaven, and the "motorman" collected a nickel from each passenger for the one mile ride.

With the advent of winter, business slowed to a trickle as the approaching snows signalled a general return to the comforts of New Bedford. Rather than risk entanglement in the snowdrifts, and the hazards of virtually impassable roads, the company ended service for the winter about December 1, leaving the hardier permanent residents along the peninsula to fend for themselves.

As further inducement to prospective settlers, the Massachusetts Highway Service Company unveiled grandiose plans for operation in 1916. The line would be extended better than three miles from its present "temporary" terminus barely 6000' from the USR connection; two additional "trolley motors" would be purchased, and service would be increased to a twenty minute headway. Probably buried in the specifications for the expanded operation was the proposal to charge an additional nickel for travel to and from the outer half of the line.

Armed with this glowing prospectus, the promoters approached the selectmen of the various legal jurisdictions through which the line was to pass. Outlining their plans to form a permanent, thriving corporation, company officials requested the selectmen's blessing, in the form of granting the necessary permission for the company to organize and post the bond required under Massachusetts law. Since the proposed service involved the use of trackless trolley equipment, the selectmen were unwilling to assume responsibility for recognizing the new firm by requiring the posting of the performance bond, as the Commonwealth of Massachusetts had not legally authorized trolley coach operation (it did so late in 1916).

Faced with the apparent illegality of their service, albeit on a technical point, the Massachusetts Highway Service Company was forced to cancel plans for its resumption and put the trolley motor out to pasture. The nine foot bracket arms were removed from the telephone poles to which they had been attached, the overhead was coiled up and disposed of and the tiny coach was removed to a barn on the peninsula where it spent the rest of its days. Once again vacationers and residents alike had to hoof it into Fairhaven. The curtain had been rung down on the trackless trolley after only five short years of infancy; it was to sleep for another five.

the railway report

HOW TO DERAIL A PASSENGER TRAIN

How does a railroad "lose" a passenger train? Here's Associate Editor Robert I. Oliphant's report:

In the United States, Title 49, Chapter 1, Sections 13a (1) and (2) of the U. S. Code outline the procedures for discontinuance of or changes in the operation of trains or ferries. Section 13a (1) deals solely with interstate services, and the procedure involves several steps:

- a) The railroad must send a notice of intent to the ICC, the governors of the states involved, and a copy must be posted in each affected station at least 30 days in advance of the change.
- b) Division 3 of the Commission, within 20 days of the notice, may require an investigation after receiving complaints or upon its own initiative. This action will automatically extend the date of the change an additional four months.
- c) After the 20th day, hearings may still be held (or they may extend beyond the four month period). In either case, the railroad may make the change, with the understanding that it may be required to reinstate all or part of the service.
- d) Division 3, should it choose to investigate the service change, will make a determination, allowing all or any portion of the carrier's request, or denying it in its entirety. In the latter event, the railroad must continue the service for a period of up to a year, after which it may again apply for the changes.

Section 13a (2) deals with intrastate services, in those cases where the road has been denied the right to make the changes it has requested by a state commission after a hearing on its petition, or where no action has been taken on that petition within 120 days of its filing. The Interstate Commission can then assume jurisdiction if the railroad so requests.

In Canada, Canadian Transport Commission (CTC) order #R-1421, effective February 9, 1968, provides a rather explicit procedure for a change in service. Briefly, the order states that a notice of intent be filed with the CTC (only) 60 days in advance of any change. Within 45 days thereafter the CTC may decide to hold an investigation. The railroad is then required to provide descriptive statements of intent to all interested government offices and to post them in all affected stations. At the investigation, the carrier must provide documents stating the stations and mileage involved, present and proposed services including alternate means of transportation, descriptions of train consists, a history of the service to be changed, the effect of the change on the road's remaining services, the probable future transportation needs of the affected areas, the effects of the change on them, and patronage, revenue and cost statistics. No set date for a decision is specified, although a denial of the change requires that the government subsidize the service (if unprofitable) until the CTC reverses itself.

Examples of Section 13a (1), in which the decision is based on public convenience and necessity and/or undue burden on interstate and foreign commerce include the Phoebe Snow, Banner Blue and the Golden State, the latter being allowed to discontinue solely due to undue burden. (The California Zephyr is an example of a train ordered to continue operation.) Decisions under Section 13a (2) are on the same basis and examples include the Boston-Worcester commuter service (originally denied by the Massachusetts PUC) and the Danville Flyer (which the State of Illinois failed to act upon in the required 120 days). Two petitions have been filed in Canada since the new order went into effect (T/C - 5/3/67).

Transit Journal

A STATUS REPORT ON NORTH AMERICAN TROLLEY COACH OPERATIONS -- MAY 1968

SAN FRANCISCO: There have been no physical changes in this system within the last year. However, the pending subway construction along Market Street may force trolley coach removal or adjustment. Present plans call for continued operation of trolley coaches on this large system into the near future with possible consideration of new units if they are available. (See Toronto relative to new coaches).

SEATTLE: A great portion of this extensive system was abandoned in 1963, and present plans still call for the elimination of the remaining trolley coach routes. Despite the extreme age of the coaches (25 years), hydro-electric power interests have forced a reconsideration of immediate conversion, although the trolley coaches seem likely to disappear by 1970.

VANCOUVER: The future of this large system is presently in doubt due to the recent (1966) expiration of the trolley coach charter. It appears likely that conversion to diesel bus will take place within the immediate future, although portions of the system might remain operational until the early 1970's.

CALGARY: This system projects conversion of the remaining trolley coach routes by 1971. A gradual abandonment program has been in effect since 1966, eliminating all of the secondary routes. Two major trolley coach routes now remain and have recently been extended at their outer termini. Route 6 KILLARNEY was abandoned in December 1967.

EDMONTON: Present plans call for continued operation of trolley coaches on this substantial system, possibly until the mid-1970's. Used trolley coaches (c. 1948) were recently purchased from the abandoned Regina system. In July 1967, trolley coach routes in the central business district were adjusted to conform with one-way traffic alterations.

SASKATOON: Conversion of this trolley coach system is planned for 1970-71. In the interim, however, the company has made route adjustments in the central business district and extended route 1 to the Exhibition Grounds (in 1967).

WINNIPEG: No physical changes took place on this large system within the past year, but the 7 NOTRE DAME-LOGAN route was converted this past April, and the company still expects to convert the entire trolley bus system by 1971. Although some conversions of secondary trolley bus routes have recently taken place, the Transit Department has seen fit to extend portions of the more important routes on the north side of the city (in 1966).

PORT ARTHUR: The two trolley coach routes which operate in this small city have remained unchanged since 1955. The company now feels that eventual conversion to diesel bus will occur in the mid-1970's but this is not yet a confirmed policy.

FORT WILLIAM: One major trolley coach route is operated in this small city which until 1955 was run jointly with the Port Arthur system. Early in 1968 the SYNDICATE AVENUE trolley coach route was abandoned, although it had been utilized only for tripper service since the mid-1950's. The company is now seriously considering converting the remaining trolley coach route in the near future, possibly by 1969. Prior to this year, trolley coach operation was projected at least until the mid-1970's by the company.

CHICAGO: As a result of the severe snowstorms of January-February 1967, the CTA decided that the future of the remaining trolley bus routes is a limited one. In 1967 the 66 CHICAGO route was converted due to bridge reconstruction, and present plans call for the conversion of the 52 KEDZIE-CALIFORNIA line for the same reasons. The remaining ten routes, the majority of which are on the North and Northwest Sides, will probably undergo a slow conversion program by the early 1970's.

NEW ORLEANS: The two remaining trolley coach routes, JACKSON and MAGAZINE, were converted in April 1967. This once major system had been undergoing gradual conversion to diesel bus since 1962.

DAYTON: This is the only trolley coach system in the U. S. that presently maintains a positive attitude toward continued trolley coach operation. For the past decade the system has undergone a series of major route extensions into newer residential areas, with three (5 STROOP, 5 FT. MCKINLEY and 7 SHILOH) being placed in service in 1967. A fourth (4 EASTMONT) is projected during 1968. The company also purchased 32 used coaches during 1967 from the defunct Columbus system. Route adjustments have also been made to conform with expressway construction, particularly on routes 3 HEARTHSTONE (on Xenia Avenue) and 2 HOME AVENUE. The company foresees present trolley coach operation at least until the late 1970's, with possible conversion at that time to electric battery-operated transit vehicles.

HAMILTON: There has been no physical change in this system since the route adjustments of the early 1960's. The company still plans to operate its two trolley coach routes for the next several years, with possible conversion to diesel bus in the 1970's.

WATERLOO-KITCHENER: This single route trolley coach operating between those two cities has remained unchanged in both physical plant and operating policy since 1959. At present there is no indication of conversion or expansion, and trolley coach operation can be expected to continue until the late 1970's.

TORONTO: The two trolley coach divisions in this city function as feeder routes into the subway system. TTC extended and adjusted its west division for the new Bloor subway during 1966, and plans to convert the DUNDAS WEST streetcar line to trolley coach operation in 1968. There is also a possibility that several other rail lines will be converted after 1970. TTC is actively seeking means to modernize its trolley coach operation; one project involves the redesigning of the body of two units. If this experiment is successful, the company will order production of new coaches, the first such construction in North America since 1955. The active expansion of the system (particularly the conversion of surface rail lines to trolley coach operation) is more typical of trolley coach activity of the late 1940's than of the late 1960's.

JOHNSTOWN: The entire trackless trolley system was converted to diesel bus operation in a sudden move in November 1967. Apparently the weak financial position of the company coupled with the city's aversion to overhead wire operation forced the unexpected conversion. The company had long been an unusual transit operation: PCC streetcars ran in this small city until 1960. Trackless trolleys were installed in 1951, relatively late, but the majority of the system dated from streetcar conversions of the 1960's, and expansion had taken place as recently as 1965. Most of JTC's equipment was purchased used in the late 1950's from defunct systems, and a majority of the units have now been resold to Mexico City.

CORNWALL: Little has changed on this small system since the early 1950's. The company maintains a positive attitude toward continued trolley coach operation, although possible conversion to buses is foreseen during the late 1970's.

PHILADELPHIA: There are two trackless trolley divisions which feed into the subway system on the north and south sides of the city. The eastern portion of route 75 WYOMING AVENUE - ORTHODOX was converted late in 1966 due to expressway construction, one of several adjustments made to the system in recent years. The future of the remaining routes is now in doubt with the transfer of transit operations to the new Southeast Pennsylvania Transit Authority by 1969, and operations will probably end some time before 1971.

BOSTON: There are three remaining routes operating out of the Harvard Square subway tunnel in Cambridge, part of a once-larger system abandoned in 1961-63. The remaining lines have been slated for conversion since 1961, but the difficulties of diesel bus operation in the Harvard tunnel have perpetuated trackless trolley operations. In the interim, trackless trolley routings were adjusted in 1967 to conform with new one-way traffic in Cambridge. Abandonment will occur by 1969-70 due to rapid transit construction from Harvard Square, eliminating the tunnel.

HALIFAX: There have been no changes on this small but complex system since 1964. The company still projects trolley coach operation until the mid-1970's, and perhaps until a later date.

(The terms trolley coach, trolley bus and trackless trolley used above represent the terminology actually used in each city by the operating company.)

--ARTHUR J. KRIM

For The Record

C A N A D I A N T R A N S I T F A R E S

<u>City</u>	<u>Last Change</u>	<u>Cash</u>	<u>Tickets</u>	<u>Other Fares</u>
Toronto	1967	25¢	5/\$1.00	
Montreal	1967	30¢	4/\$1.00	21/\$5.00
Vancouver	1965	20¢	4/75¢	Shoppers Pass - 25¢ Sunday/Holiday Pass - 50¢
Winnipeg	1957	15¢	7/\$1.00	45¢ Weekly Permit; first ride free, others 10¢ each. \$10.50 monthly pass reduced to \$10.00. Suburban zone fares eliminated.
	1963			
Hamilton	1967	25¢	4/85¢	
Ottawa	1961	20¢	3/50¢	20/\$3.00
Edmonton	1967	25¢	5/\$1.00	
Calgary	1967	25¢	4/95¢	Express Bus - one ticket plus 5¢ or 30¢ cash fare
Windsor	1967	30¢	4/\$1.00	
Regina	1965	20¢	7/\$1.00	
Saskatoon	1967	20¢	6/\$1.00	
Halifax	1966	20¢	7/\$1.00	2/30¢; Pass (20 rides) \$2.50
London	1965	25¢	5/\$1.00	

THE COVER: Pardon a note of personal pride, but what more appropriate subject in an issue largely devoted to the trolley coach than Cleveland Transit Pullman 874, preserved by the editor and now in leisurely retirement at the Illinois Railway Museum at Union. The original drawing is by T/C Graphic Consultant T. A. Carpenter.

air/lines international

1967 AIRLINE EQUIPMENT ACQUISITIONS AND ORDERS (Continued)

J A T (Yugoslavia)

1 Caravelle VI

K L M (Netherlands)

3 McDonnell-Douglas DC-8-63

10 McDonnell-Douglas DC-9-30 (5 to be convertible freighters)

2 F-27M (Leased from Dutch Air Force for domestic service)

6 McDonnell-Douglas DC-9-10

KEEGAN AVIATION LTD (U. K.)

5 Viscounts from TTA

KOREAN AIRLINES (Republic of Korea)

2 F-27 from Aloha Airlines of Hawaii

LAKE CENTRAL (U. S.)

1 Convair 340 from Braniff International

1 Nord 262 (Leased)

LAN CHILE (Chile)

8 Hawker-Siddeley HS-748 (DC-3 replacements)

2 DC-6B (Second-hand)

4 Boeing 727-100

LAV (Venezuela)

1 DC-9-10

LTU (West German charter line)

2 Caravelle 10B

LUXAIR (Luxembourg)

1 F-27 Mk 500 (Stretched version)

1 F-27 Mk 200

LANSA (Peru)

4 YS-11

MALAYSIA - SINGAPORE AIRLINES (Malaysia)

5 Boeing 737-100

3 Boeing 707-320

2 Fairchild F-27 Mk 200

MACK TRUCKS (U. S.)

1 HS DH-125

1 LearJet Model 24

(TO BE CONTINUED)