

# Transport Central

## TRANSIT JOURNAL

### NORTH AMERICAN TROLLEY COACH STATUS REPORT

SAN FRANCISCO -- The future of this extensive system is now in doubt. Present plans recommend the elimination of all trolley coaches from Market Street with the construction of the subway system. There is some possibility that the remaining lines will be upgraded by the purchase of modern equipment but no substantial commitment has yet been made. Temporary trolley coach rerouting was effected in early 1968 on 17th Street due to BART subway construction along Mission.

SEATTLE -- The final outcome of the municipal argument over the retention or abandonment of the remaining trolley coach routes is as yet unresolved. The coaches are now 25 years old, yet the electric power lobby has been successful thus far in maintaining that elimination of the coaches would prove detrimental to the city's transit service.

VANCOUVER -- The large trolley coach system now is considered antiquated by certain factions within the city, since the option for continued use of the coaches expired in 1966. Although no physical abandonment has taken place, there is a high probability that a rapid conversion program will occur within the next two years, despite the serious consideration of modern trolley coach purchases.

CALGARY -- All trolley coach operations will be abandoned by 1971. The Belt Line (#5) route was converted to motor bus during 1968, though much of the route remains active for portions of the remaining two lines.

EDMONTON -- The trolley coach continues to operate as a positive element of the transit system. New wire was installed during 1967 on 102nd St. in the business district to conform with one-way traffic plans; and line S2 was officially extended from 101st Street along 118th Avenue to the 106th Street barns in 1968. No planned conversion has yet been made.

SASKATOON -- Complete abandonment of this medium-sized trolley coach system is scheduled for 1971; no changes were made in 1968.

WINNIPEG -- The expected date for final conversion of the remaining trolley bus routes is Spring, 1971. The Salter and McGregor-Stafford-Academy lines were abandoned in April, 1969.

PORT ARTHUR/FORT WILLIAM -- Although these two small trolley coach systems have been operated separately since 1955, the amalgamation of the two cities on January 1, 1970 might well restore joint operations once again. However, present plans indicate abandonment after the merger.

CHICAGO -- This extensive system is undergoing a gradual conversion of its trolley coach routes, albeit piecemeal. The Kedzie-California line was abandoned in March 1969 due to bridge construction, and the Central and Lawrence lines will be converted in late 1969 with the opening of the new John F. Kennedy rapid transit extension.

DAYTON -- This large trolley bus system remains one of the very few pro-



Published weekly by Transport Central, 416 N. State, Chicago, Illinois 60610.  
Telephone 312 828-0991. Annual subscription rate (including 50 issues): \$10.

-----

## TRANSIT JOURNAL (Continued)

perties with a positive attitude toward future trolley coach operations. The planned extension on the east side was rejected by the city during 1968, but might still be constructed in the future. The status of the system is dependent on the retention of the present management, for its replacement in the future would probably effect a change in the current attitude of trolley bus extension and operation.

HAMILTON -- Present plans envision no program of trolley coach abandonment in the near future. During 1969 part of the Cannon Street line is to be altered for one-way traffic, necessitating trolley coach installation east on Wilson Street.

WATERLOO/KITCHENER -- This single route trolley coach system has remained unchanged for a decade. There are no plans for alteration.

TORONTO -- This company is actively engaged in the modernization of its trolley coach operations. Experimental coaches of modern design are being tested on the two divisions of the system as a possible solution for fleet replacement. In May 1968 the Junction (#40) trolley coach route was installed, the first such conversion from streetcar operation on the North American continent in a decade, and perhaps the last.

CORNWALL -- This small trolley coach system, while maintaining a positive attitude toward continued operation, seems beset with problems of limited resources and aging equipment. Only five of the original sixteen coaches are operating. The single-track (clockwise) Belt Line was converted in 1967, although wire removal has not taken place pending the further consideration of trolley coach operations. The company probably will cease trolley coach operations when the electric freight railway is abandoned sometime in the 1970's.

PHILADELPHIA -- The future of the two trackless trolley divisions has now been placed in doubt with the change in management during 1968, when PTC was replaced by SEPTA. Although no decision has yet been made, the projected conversion of most streetcar surface routes could prompt the replacement of the trackless trolley lines as well.

BOSTON -- The elimination of the Cambridge division trackless trolley routes has been official company policy since 1961, and only the operation through the Harvard Square subway has prevented their abandonment. Final conversion will come when the construction of the rapid transit subway from Harvard Square gets underway, and this is contingent on several factors, such as the placement of the Kennedy Library. Hence, the abandonment of the lines will come in the immediate future, whenever the correct pieces fall into place. New wire was installed around the Cambridge Common in March 1968 to conform to the final one-way traffic pattern; a similar rerouting had occurred a year earlier.

HALIFAX -- The decision to convert all trolley routes by 1971 was made in 1968; a conversion program should be underway by late 1969. Pressure for new routings and more flexible operations, coupled with the increasing age of the equipment were factors in the decision.

--ARTHUR KRIM



## NEWSFRONT

+ THE CZ IS PETITIONED (PART III)

+ A NEW LAND BRIDGE PROPOSAL

A TANGLED AFFAIR -- Now it is the Denver & Rio Grande Western that is petitioning to drop its portion (Denver-Salt Lake City) of the troubled California Zephyr. TC's Paul Weyrich reports that the Rio Grande has now come full circle in its position on the famed train. In the first ICC go-round, D&RGW was against dropping the train; in the second it did not campaign actively one way or another, now it is proposing that the CZ be dropped. Oddly enough, in this attempt the Western Pacific will probably not add its signature to the petition, even though it had done so twice before. All in all, despite a loss of \$1.6 million claimed by the Rio Grande, there appears an excellent chance of retaining the scenic run indefinitely, perhaps even as a national "scenic landmark", as has been proposed by several members of Congress. The efforts of the train-savers this time will be bolstered by the full resources of the states of Colorado and California, in all likelihood.

RAILROAD REPORT -- More than 12,000 people (including Transportation Secretary John Volpe) watched, under a bright Utah sky, a re-enactment of the driving of the golden spike at Promontory that marked 100 years of transcontinental rail transport. Promontory, no longer served by rail, is now a National Historical Site with a visitors' center that is home for a large collection of railroadiana....The Chicago & Eastern Illinois Chicago-Evansville line will become part of the L&N, probably to be effective July 1....Strata-Dome lounge service will be resumed on the B&O Capitol Limited May 27 for the summer....The latest appeal of CB&Q's 41-42, Omaha-Billings (TC 2 May 1969), was denied; the train continues to operate as of 14 May, however....Canadian National will operate a summer-only tri-weekly service from Montreal and Toronto to Jasper with additional daily service to Winnipeg; the Panorama is still primarily a Winnipeg-Vancouver train. The ex-Hiawatha sky-top sleepers are not operating on the Maritime services this year; and two additional Tempo round trips between Toronto and Windsor have been added.

LONG HAULS --- Six railroads, led by Penn Central, have petitioned an Indianapolis Federal District Court to declare unconstitutional a city ordinance limiting the length of trains within Indianapolis limits to a maximum of 30 cars. The measure was to have become law on Wednesday, but the city agreed not to enforce it pending the determination of the court case....There will soon be an attempt on a Federal level to encourage individual states to band together with their neighbors into interstate compacts (akin to regional transit authorities) for the purpose of preservation of long-haul passenger services. Having thus organized districts, aid from DOT for equipment and facilities would be easily forthcoming....A Navy Rear Admiral, Robert H. Gibbs, has proposed a railroad be constructed across the Southwest between Corpus Christi and San Diego to serve as a land bridge "super road" between the Atlantic and Pacific Oceans. The 1,300 mile high-speed line would obviate the necessity of constructing a new ship canal across Central America by providing convenient cargo transfer between the two oceans....It had to happen: Now SP has asked for fares from tots. The carrier proposed to the California PUC that a parent or legal guardian be permitted to take one child under five along free, but require him to pay a half fare for all others. The road said this plan would add some \$23,000 in annual revenues, though it just might discourage large families from riding the trains....The N&W



and C&O have agreed to include the B&O in their proposed merged firm, a condition imposed on such a merger by an ICC examiner. The C&O acquired control of B&O in 1963 but had not heretofore planned to merge the line into itself.

**AIRLINE ACTION** -- Now Pan Am has complained about the domestic portion of the disputed transpacific case, claiming that it should have been given rights between the East and Midwest and Hawaii, on the grounds that excess competition certified to Hawaii could result in higher rates, etc. Some six other carriers were given Hawaii rights....Ozark has won a Tulsa to Dallas route; Southern may now operate Memphis-St. Louis service, and Frontier can now provide Oklahoma City-Dallas non-stop service. The CAB also rescinded authority for Braniff to serve Wichita Falls, and for Delta to serve Hot Springs....The CAB has suspended fare increases proposed by five airlines, American, Braniff, Western, TWA and United; the latter has asked for even more sweeping general increases....Newsweek magazine reports that the U.S. will build an SST after all, but it will be constructed by a Comsat-type organization from funds garnered by a \$2 million government-guaranteed bond sale....Japan Air Lines has asked for a 35% group fare cut on San Francisco-Tokyo round trip service. The present tariff for groups of 40 or more is more than \$600; the new rate is to be \$400....The amalgamation of SAS, KLM and Swissair will soon decide between the purchase of the McDonnell-Douglas DC-105, Lockheed 1011 or another tri-jet. The three lines will pool resources for the purchase and maintenance of such equipment, as they will for their Boeing 747s.

**METROPOLITAN REPORT** -- Expect the new Urban Mass Transportation legislative package to be the most sweeping and significant one thus far.... The Lindenwold line is up to 20,500 riders per day and is still climbing, albeit slowly; the Sunday headway is now 7 minutes....The northern half of SEPTA streetcar route 47 will be converted to buses on June 15th, at which time the already-converted southern half can become officially a motorized line also. SEPTA's final decision on paint is to retain all non-New Look equipment in green and cream; Fishbowls will become gold and white with maroon wheels and lettering....Lancaster, Ohio's transit system officially discontinued all service March 29, 1969. As the result of a dispute with the city over a \$250 monthly subsidy and insurance coverage, the system, which boasted a fleet consisting entirely of pre-war Yellow Coach equipment, closed down. All equipment was to be disposed of this week.

**READER'S REPORT** -- Philadelphia Suburban Transportation (Red Arrow Lines) has set up what is probably the most successful exact fare system in the country, though few systems are in such a unique position to be able to do so. Most of Red Arrow's rider's come into 69th Street Terminal in Upper Darby, to transfer to SEPTA's Market-Frankford subway-line. Red Arrow, at the urging of its unions, set up its exact fare system March 1; on March 2 the fare went up a nickel, permitting the company to institute a ticket system. Under the new fares, a one-zone ride costs 35¢, with 15 tickets sold at a rate of 35¢ each. Each additional zone costs 10¢ more, and there are tickets available for each zone. Operators do not sell tickets; instead they are available at two new ticket booths at 69th Street (where change is made and refund slips are redeemed), along with similar ones at three suburban locations. Since the majority of Red Arrow riders use 69th Street, those passengers not using tickets and overpaying can redeem their refund slip at that point while still in transit; SEPTA makes it considerably harder for its passengers to cash in refund slips. (Contributed by Ronald DeGraw).