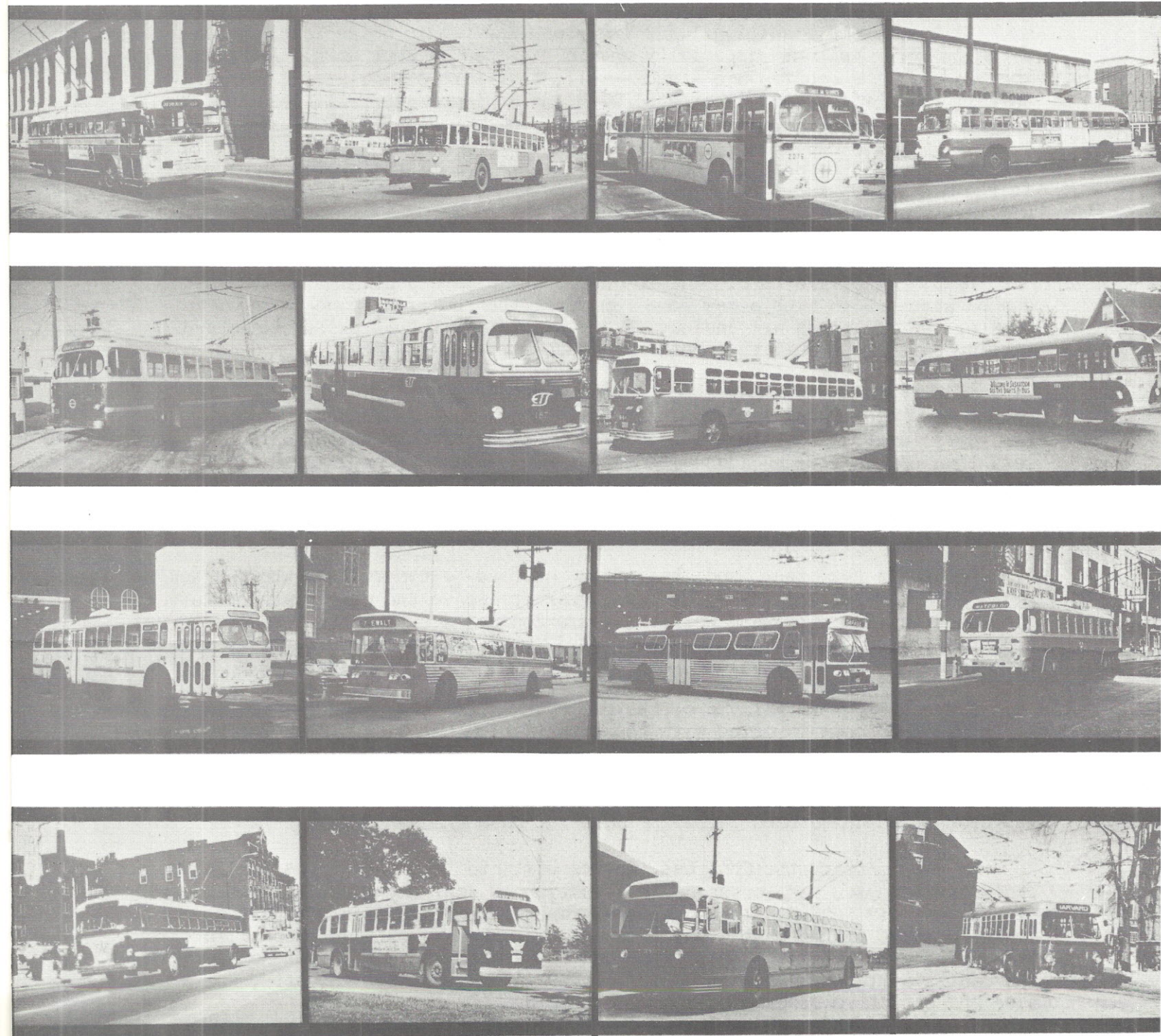


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4TH ANNUAL NORTH AMERICAN TROLLEY COACH STATUS REPORT

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column one

All right now--let's all get in line and throw rocks at the Signalmen's union for their "irresponsible" conduct in shutting down the nation's railroads this past week; it seems to be the thing to do.

It has become traditional for the press and public alike to blame the greedy union for a walkout--especially when a railroad is shut down. And when all the roads in the country are struck--well, that sort of unilateral action by an upstart rail brotherhood is greeted with the contempt generally reserved for flag-burners, draft-dodgers, bomb-throwers, looters and child molesters.

But is the union solely to blame? Is this a matter of black and white, as in the old days? Do we have just "good guys" and "bad guys", and nobody in the middle with just a taint of blame? Can we solve the problem merely by isolating one segment of it and treating just that?

Despite the efforts of some to cast this as merely a "simple" matter that can be attended to with a few home remedies, the recurring management-labor problems of the railroads are indicative of the wide gulf that exists between the warring parties--a gulf that both helped to create and widen.

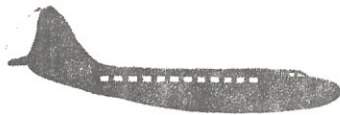
Neither management nor labor have a monopoly on either vice or virtue, and nowhere is this truism more apparent than in the railroad industry. Management for years (ever since, and as an outgrowth of the "robber baron" days) has been less than apt in its dealings with labor, by refusing to pay unless forced to an adequate wage, and in creating by and large the climate of distrust and ill will that the brotherhoods have seized upon as justification for their own intransigence in bargaining.

Labor, on the other hand, has often resorted to the meat-ax where a scalpel would work better, and has refused for years to leave the nineteenth century behind once and for all where work-rules are concerned. In often refusing to accede to the concept of disinterested third-party arbitration, the brotherhoods have turned their backs on the rule of reason in favor of "might makes right".

But the biggest "villain of the piece" has been the Congress, for continually refusing to come to grips with the situation by not passing meaningful and effective labor-management legislation that can prevent all strikes against the public good. In this specific case, proposals of the Nixon administration that would put an end to this periodic "cliff-hanger" strike threat by brotherhood after brotherhood have been gathering dust for more than a year.

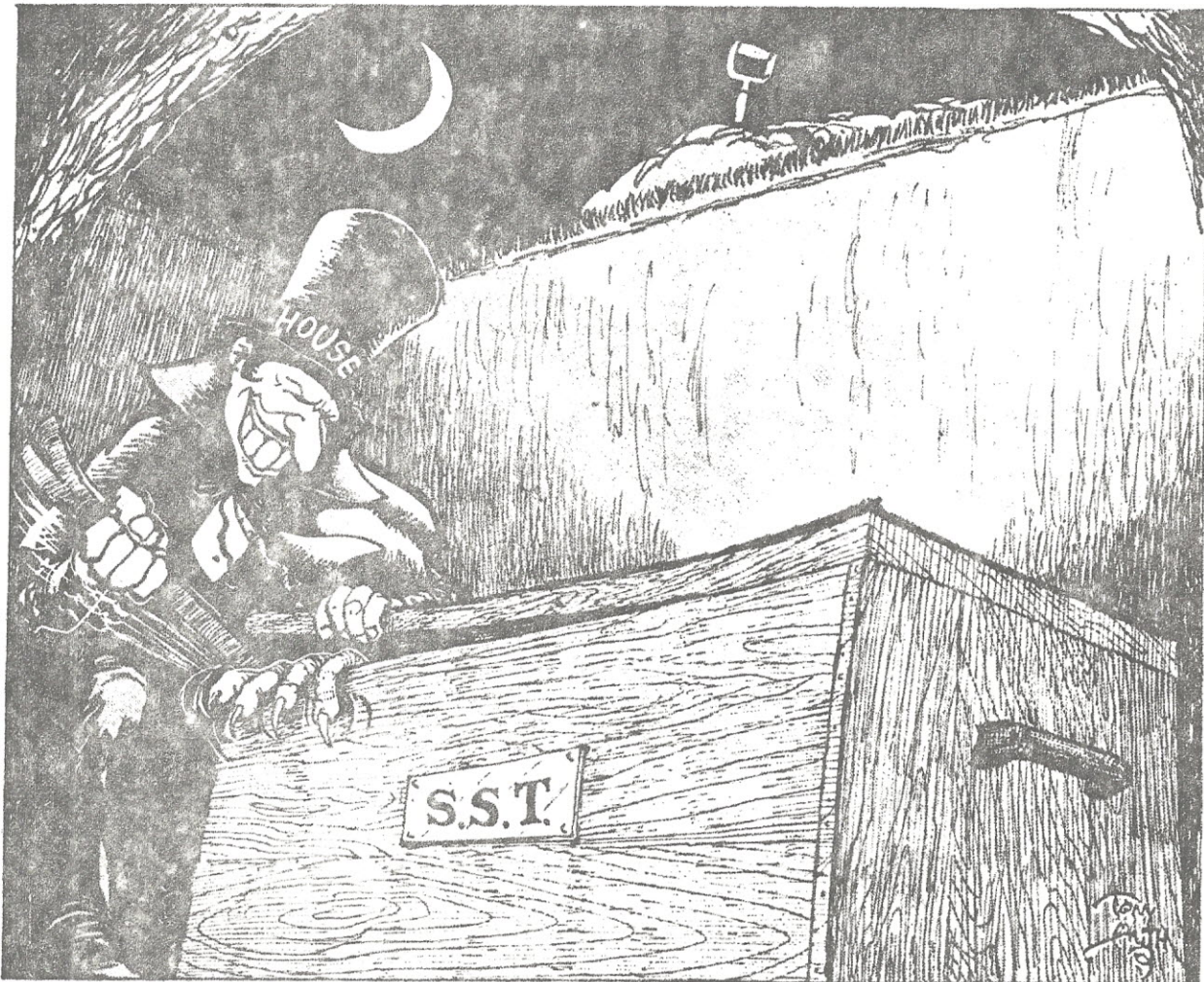
On the contrary the Congress, in its haste to "get the trains rolling again" whatever the cost, has worsened the situation by applying a Band-Aid where extensive surgery is needed. The posthaste grant of a Congressional-mandated wage increase is just one more step down the road to unnecessary governmental interference in private affairs. What is needed is a thorough and enlightened review of the causes of labor-management difficulties in the railroad industry, and a positive and effective program to end them once and for all.

--RICHARD R. KUNZ



airline action

DEATH RATTLE



¶ Despite a 201-197 House vote in favor of continuing the controversial project (a vote that included some last-minute switches from "opposed" to "present" by a number of freshman Representatives), the Senate on May 19 killed the project for the foreseeable future by a vote of 58 to 37.

Earlier in the day, the White House had conceded defeat in its efforts to continue funding the supersonic transport, and backers declared the plane "a dead issue", saying they will make no effort to revive it. Now the only issue remaining is a decision on the amount of money to be appropriated for termination costs of the multi-million-dollar project.

Although anti-SST forces headed by Democratic Wisconsin Senator William Proxmire had long been numerically superior, the coup de grace was really applied by contractor Boeing itself, when its chief executive noted that to start the ball rolling again would cost almost \$1,000,000,000. The excessive cost of restarting the construction program would be necessitated by rehiring and retooling requirements, since the prototype assembly line was shut down after the original Senate-House rejection in March.

AIRLINE ADDENDA

¶ Commuter helicopter service has begun between Roosevelt Field on Long Island and the Wall Street heliport. The trip in a 12-seat red and white amphibious Sikorsky S-62A takes 14 minutes, and costs \$15 daily on a five-day-a-week basis. Island Helicopters operates the service with two trips each way each day to both the Wall Street heliport and one at East 60th Street (operated by Pan Am). New York Airways has begun scheduled helicopter operations from Wall Street to Newark, Kennedy, La Guardia and Morristown (NJ) airports as well.

¶ Eastern has proposed giving passengers willing to gamble their time a chance at a free plane ride. A passenger in no hurry to get to his destination would buy a ticket on the conditional reservation plan. If the plane he was booked on was filled, he would get his money back and a free plane ride to his destination on the next available flight.

The airline says the system, called Conditional Reservations, also would help fill the 26 seats on a 200-seat plane that usually are left unclaimed by no-shows. The plan would also help Eastern avoid the CAB-imposed denied-boarding penalties. These require airlines to give passengers double their money back when the airline oversells a flight and then has to deny booking to passengers with tickets and reservations.

Eastern has filed a request for approval of its CR plan with the CAB. It hopes to introduce the system July 1 on an experimental nine-month basis, if the Board approves. Tickets for conditionally-reserved seats would be stamped "L", for leisure-class passenger. Passengers taking advantage of the system would be required to check in at the airport at least 20 minutes before takeoff time.

¶ Studies conducted by the International Air Transport Association show that as of 1970, 47 per cent of the adult population of the U.S. had flown on a commercial airline flight. This was an increase of 9 per cent over 1965, and 14 per cent over the year 1962.

¶ Executive Jet Aviation, still owned by Penn Central (although the railroad has been required to divest itself of the controversial carrier) will lease its second and last Boeing 727 jet to Braniff. EJA had previously announced that it would sell its other 727 to Ariana Afghan Airlines. The craft were purchased in a bid to acquire Johnson Flying Service, a bid that was turned down by the CAB when the Board learned that Penn Central's corporate parent owned the air taxi carrier.

¶ The CAB has granted eight majors permission to discuss agreements for jointly reducing the number of flights they offer in 13 long-haul markets. United, American, TWA, Continental, Pan Am, Eastern, National and Northeast will consider reducing wasteful competition (under the watchful eye of a CAB monitor) in markets including New York-Los Angeles, New York-San Francisco, Chicago-San Francisco, Chicago-Los Angeles, Los Angeles-Hawaii and New York-Miami.

¶ Governor Rockefeller of New York and Governor Cahill of New Jersey have announced that the Port of New York Authority would be directed to "finance and construct" direct, high-speed rail connections from midtown Manhattan to Kennedy International and to Newark Airport. The Port Authority had contended that it could not take on additional deficit commuter operations; since 1967 it has operated the former Hudson & Manhattan Railroad (the Hudson Tubes) as the Port Authority Trans Hudson Corporation (PATH); the line links Manhattan with Jersey City and Newark.

¶ Continental Airlines flights last year set an industry record for on-time operation, according to the CAB. The Board said 79.3 per cent of the carrier's trips arrived on time or within 15 minutes of schedule....Alaska Airlines, having plunged into the red in 1970 and again in the first quarter of this year, has asked its employees to take pay cuts "to help the company meet its other commitments."

¶ A 20,000 acre site in Illinois has been recommended for the construction of a second metropolitan airport for St. Louis. The site, a triangle 19 miles south-east of St. Louis between the communities of Waterloo, Columbia and Millstadt, was selected from among 18 in Illinois and Missouri studied by consultants. The new jetport would cost upwards of \$350,000,000.

¶ Citing the financial problems of the major airlines, New York's Governor Rockefeller has announced that his plan to develop the former Stewart Air Force Base in Newburgh into a commercial jetport would be slowed considerably....The Federal Aviation Administration has earmarked \$5,114,624 for an expansion program at Chicago's O'Hare International Airport. The allotment, the largest ever for the world's busiest field, would be earmarked for runway and terminal improvements.

¶ Environmental Protection Agency Administrator William Ruckelshaus has put the city of Chicago on notice that it must prove that an airport in the lake will not damage the environment....The CAB has charged Australia with improperly restricting U.S. carriers and has begun considering ways to retaliate against Qantas. Australia recently refused to permit American to add two flights a week from Melbourne to the U.S.; that carrier currently serves only Sydney. At the same time, the Commonwealth also reduced the number of flights Pan Am is permitted to make each week to Australia. The Board has said it might restrict Qantas' U.S. authority in retaliation against the Australian move.

¶ The boards of Delta and Northeast have formally approved a merger of the two carriers; the pact now requires CAB approval. Northeast tried to merge with rich Northwest Orient, but the latter carrier backed out when the Board refused to automatically grant the surviving company the lucrative Miami-Los Angeles run it had awarded Northeast in an effort to shore up the ailing carrier.

¶ The CAB has authorized Pan Am to suspend service to Hilo, Hawaii for two years. Pan Am has posted a loss of \$3,000,000 for the Los Angeles-Hilo and Seattle/Portland-Hilo runs for 1970....Eastern has been temporarily authorized to suspend its service to and from Akron-Canton Airport....United will continue to offer five-across seating pending appeal of a CAB ruling that would impose an 8.5 per cent fare premium on such seating configurations.

¶ United will restore Flight 628 to Pittsburgh and Washington to its Sunday schedule at Youngstown Municipal beginning June 13, partly because of complaints from the city....BOAC inaugurated daily non-stop Chicago-London service on May 23....Pan Am is now offering London-Berlin via Hamburg service....Irish International (Aer Lingus) will increase services between Chicago and Ireland from four a week to daily beginning June 14. Five flights will operate direct to Shannon and Dublin, with the remainder stopping also at Montreal.

¶ To acquaint more people with the use of Chicago's Midway Airport, American is reinstituting Saturday jet sightseeing tours with Boeing 727s. The 30-minute flight costs \$6.95....Pan Am has asked the CAB for authority to establish an experimental round-trip student fare of \$200 to \$220 between New York and Brussels. The lower fare would be in effect only for off-season passengers.

 railway report

RAIL LINES

¶ As National Transportation Week began, so did a nationwide rail strike (see editorial, page 2). Needless to say, the ones most immediately affected by the walk-out were the country's otherwise-fortunate rail commuters, several hundred thousand strong. For the two days' duration of the strike, only two major commuter roads were operating, Long Island in New York, and the South Shore Line in Chicago. The former had to terminate operations in Jamaica, as its crewmen would not take trains into Penn Station, and riders had to transfer to subway trains. LIR was operating because it had settled earlier with the union.

In Chicago, except for a one-day, supervisor-directed effort at Norfolk & Western (the Orland Park "Cannonball"--which now departs from "Track 0" at shuttered Dearborn Station), only the South Shore (whose signalmen belong to the International Brotherhood of Electrical Workers) continued to carry its small share of the total Chicago-area commuter market to and from their jobs. Even so, its patronage was down because of the lack of general knowledge that the road was indeed in service, and its operations were slowed because of delays in negotiating crossings with struck roads along the line into the city. South Shore supervisors were operating the few towers needed to control operations on landlord IC in the city.

¶ AMTRAK has begun the operation of another "put up or shut up" train, this time subsidized by the Commonwealth of Massachusetts. The new run is in effect a continuation of the May 1-started "PUOSU" New Haven-Springfield shuttle that the Connecticut Transportation Authority has underwritten to Boston via Worcester. The run, made possible by legislation just signed by Massachusetts governor Sargent, was instituted largely at the behest of Worcester, which now has the benefit of direct service to New York, a luxury it had not enjoyed since Hurricane Carol wiped out at New Haven branch more than 15 years ago....At the same time that the Commonwealth was making it possible for the run to be started, it was announced that plans for resumption of Boston-Albany service were being dropped; evidently Pittsfield hasn't as much "clout" as Worcester.

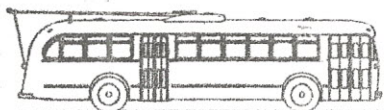
¶ One of the TurboTrains of United Aircraft made a brief appearance in Chicago on Sunday, May 16. Theoretically enroute to DOT's Test Facility at Pueblo, Colorado, and scheduled to pull out of Santa Fe's coach yard at 6:30 AM on Monday in order to make dedication ceremonies on Wednesday, it too was held up by the walkout and could not be moved out of the ATSF shop until Wednesday. Originally, it was then to return to regular New York-Boston service (running back, as it had arrived, under its own power--the New York-Chicago trip via PC was made without incident), but DOT officials decided at the last moment to continue on to Colorado anyway, where it will be on display for several days at the test site.



metro memo

METROPOLITAN MISCELLANY

¶ The new IC cars (only 1501-1502 have thus far arrived from the builder) were dedicated in a well-attended and well-choreographed ceremony on May 17, despite the rail strike....Walter Burghard's Mansfield (OH) Bus Lines, now operated by son-in-law James Schmedly, will cease operation for financial reasons May 29.



ARTHUR KRIM'S FOURTH ANNUAL NORTH AMERICAN TROLLEY COACH STATUS REPORT

SAN FRANCISCO -- There has been no change in either the operations or the policy regarding continued trolley coach operation on this extensive system. The company is seriously considering modernization of the present fleet, and has just received federal funding toward the purchase of 240 new units; bids are currently being solicited for their construction. Present thinking calls for the removal of the routes using Market Street on the completion of the BART subway; implementation of these changes should be made within the next year.

SEATTLE -- The retention of the remaining trolley coach routes now appears secure due to the successful pressure from pro-electric groups within the city; the trolley coach fleet needs modernization, and the Toronto program is being closely studied. Clarification of these issues should be made by next year.

VANCOUVER -- Trolley coach operations on this large system have remained unchanged since last year. There has been some thinking relative to fleet modernization, but no clear policy has yet emerged regarding continued future operation.

EDMONTON -- The company remains firmly committed to trolley coach operation until 1975. The Toronto modernization program is being carefully studied, and there is a possibility that trolley coach operations might be integrated with the proposed rapid transit system in the late 1970's.

CALGARY -- Two major trolley coach routes now remain of a more extensive system that was abandoned in the late 1960's; the #3 THORNCLIFFE line was extended about a mile within the last year. The company is interested in the Toronto modernization program, and will adjust its thinking in the next year with regard to continued trolley coach operation.

SASKATOON -- Present plans now call for the final abandonment of the trolley coach system by August 1973, unless there is a change in thinking by company and city. Route #2 PLEASANT HILL will be abandoned on August 15, 1971 and the coaches put up for sale.

WINNIPEG -- The remaining trolley bus route, CORYDON-NORTH MAIN, was abandoned October 31, 1970, as the final stage of a five-year conversion program. The coaches are to be sold to Mexico City (including several purchased from Flint when that system was converted in 1956); two have been purchased by Winnipeg-based Western Flyer for use as rebodied prototype demonstrator units.

THUNDER BAY -- There has been no change in trolley coach operations on this two-route system since amalgamation of services in the former twin cities of Port Arthur and Fort William in October 1969. Clarification of future trolley coach operating policy will be made within the immediate future.

CHICAGO -- Present unwritten Authority policy foresees the gradual elimination of all trolley bus operations on the nine remaining routes, although an offer of a Western Flyer demonstrator is being studied, and a complete rehabilitation of a Marmon-Herrington unit is underway as an experiment to study its cost. No operating changes were made within the last year.

DAYTON -- Expiration of its franchise has prompted the company to purchase a Toronto-style Western Flyer in an effort to assure the continued operation of trolley buses on this extensive system. Although no changes were made in the last year, the company hopes that franchise settlement will enable work to get under way on modernization and expansion of the present system.

KITCHENER-WATERLOO -- No changes have been made on this single-route system since trolley coaches began operation on December 27, 1946. The company has indicated some interest in modernization of its fleet in the Toronto mold.

HAMILTON -- Extensive routing adjustments were made over the past twelve months: one-way eastbound wire was installed on Wilson Street, and service wire installed southbound on Wentworth Street on September 7, 1970. Downtown construction caused the closure of Charles Street and the transfer of trolley coach routing to Park Street in July 1970. At present, there are no plans for conversion of the system within the immediate future.

TORONTO -- The fleet modernization program, which is being carefully studied by several American and Canadian trolley coach operators, is proceeding successfully with approximately 35 rebodied Western Flyer coaches now operating on the system. Although no routing changes were made last year, the company foresees some conversion of its remaining streetcar routes to trolley coach operation within the next ten years.

CORNWALL -- All trolley coach operations on the last route, RIVERDALE-SECOND ST., were abandoned on May 31, 1970. Difficulties with franchise expiration and the maintenance of the coaches over the past several years were the primary reasons for conversion to diesel bus operation. Some units were sold to Toronto for use in that property's fleet modernization program.

BOSTON -- A shift in the operating policy toward trackless trolley operation has resulted in the probable retention of the Harvard Square Tunnel routes for the next several years. As a result, a modernized Toronto coach has been borrowed for experimental operation during the spring of 1971. Wiring readjustments in Watertown will result in the conversion of the Watertown streetcar barn facility for use by trackless trolleys by the summer of 1971, replacing the carhouse near Harvard Square which has been sold to make way for the John F. Kennedy library.

PHILADELPHIA -- Trackless trolley operations remain unchanged on the two operating divisions. There is a possibility of a temporary conversion of route #75 WYOMING due to the proposed Pulaski Expressway construction, but no definite schedule has been announced.

[Arthur Krim teaches Geography at Temple University in Philadelphia. The terms used to describe the vehicle in each property description reflect actual usage.]

The cover photographs illustrate all 16 properties referred to above. In order, from left to right and top to bottom, they are San Francisco, Seattle, Vancouver, Calgary, Winnipeg, Edmonton, Chicago, Saskatoon, Thunder Bay, Dayton, Toronto, Kitchener, Hamilton, Cornwall, Philadelphia and Boston. Readers desiring additional information on the checkered career of the trolley coach in North America are referred to the publication THE TROLLEY COACH: A DIRECTORY, the seventh edition of which will be published by Transport Central and the CopyShop on July 1. This reference work will retail at \$4.00 and contain corporate, equipment and historical data on all 77 properties, as well as numerous photographs and charts.