

# Trolleys Make Comeback in 3 Major Cities

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The American Transit Association has released figures showing that in 1966, for the first time since the Second World War, trolley car patronage in the Nation actually increased over the previous year.

The figures show that six million more people rode trolleys in 1966 than in 1965, despite the abandonment of more than 50 miles of trolley lines during 1966. This amounts to 23,000 additional rides a day.

## GOING DOWN HILL

Ridership on Philadelphia's trolleys was also up during the year, according to Edson L. Tennyson, the city's Deputy Commissioner for Public Property.

Trolley lines have been rapidly going downhill since the end of the war, and the increase in ridership in 1966 has surprised most transit officials.

The increases came because more people rode trolleys in Boston, Philadelphia, and San Francisco than in the previous year. But nobody is quite sure why.

## 3% INCREASE

Bus ridership did decrease, however, from 5.8 million to 5.7 million, and subway-elevated ridership also decreased by 100,000.

A total of 282 million passengers rode trolley cars and inter-urbans during 1966, as opposed to 276 million in 1965, a three percent increase. Bus traffic decreased by one percent.

In Philadelphia there were about 56 million streetcar riders in 1966, an increase of two percent over the previous year. Trolleys here account for about 20 percent of the traffic, according to Tennyson. They also account for 20 percent of the Nation's trolley riding, while PTC buses carry only three percent of the riders in the country.

## MORE BUSES

An the average trolley car ran considerably more miles in 1966, too, because the total number of trolleys and inter-urbans in the Nation dropped from 1549 in 1965 to 1407.

Buses increased by 530.

Besides Philadelphia, Boston and San Francisco, which still have quite a few trolley lines left, the only other cities still running electric cars are Pittsburgh, which is planning to eventually abandon all of its lines; New Orleans, which has only one line; El Paso, the world's only international trolley running from El Paso, Tex., to Juarez, Mexico; Cleveland, where two suburban lines run to Shaker Heights, and Newark, with a 4.5 mile subway-surface line. There is also a 90-mile inter-urban line from Chicago to South Bend, Ind.

Total ridership fell from a high of 23 million in 1945 to 8 million in 1966, although the number of vehicle miles operated has declined considerably less, from 3.2 million miles to 1.9 million miles.