



INCORPORATED 1952

# Newsletter

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## 25 years ago: NS&T Farewell

**UPPER CANADA RAILWAY SOCIETY**  
BOX 122 STATION "A" TORONTO, ONTARIO





Excursion passengers reboard NS&T interurbans 83 and 623 following a photo runpast at Beaver Dams on the UCRS farewell fantrip on Mar. 29, 1959.

--Bob Sandusky photo



Amtrak Train 5, THE CALIFORNIA ZEPHYR, on SP tracks, westbound at Sparks, Nevada. The entire consist is made up of new Superliner cars, except for Coach Dorm Car 39900, which is a transition car (high level to low level inter-car doors). Photo taken by David Onodera, September 1983, during his marathon rail odyssey (see article this issue).



NS&T 623 and 83 are pictured along Lake Shore Rd., Port Dalhousie West, on the UCRS fantrip of Mar. 29, 1959.

--Bob Sandusky photo

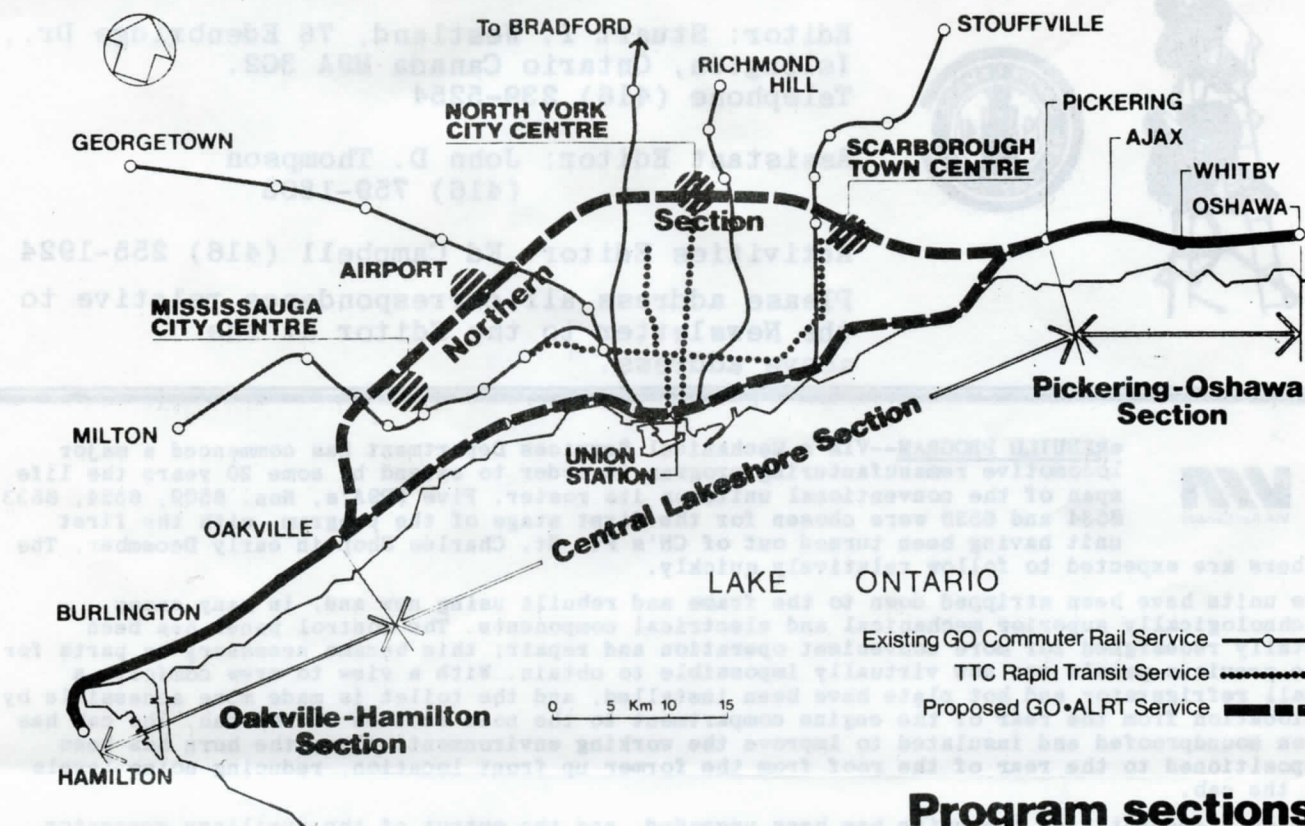


Baltimore on the move--the first crowds descend to the platform and waiting trains at Charles Center Station on opening day for the Baltimore Metro, Nov. 19, 1983. The car ends are painted blue.

--Ron Deiter photo



# GO•ALRT Moving towards 1988 start-up



## Program sections

The GO•ALRT program for a regional scale electrically operated rapid transit system centred upon Metropolitan Toronto was announced in October, 1982, and was described in "ALRT Interurbans", NEWSLETTER 397, Page 8. The concept replaces the previous partially developed plans for electrification of the present diesel hauled Lakeshore commuter trains, a plan which had been described in NEWSLETTER 392, Page 8. The essential reasons for the change were the Province's dissatisfaction with being in the position of a tenant on CN's line, and the capacity limitations forced by this situation, particularly in terms of extensions of rail service to Oshawa and Hamilton. The formally stated objectives of GO•ALRT are the following:

- To provide a rapid transit service along the Lakeshore through downtown Toronto which is capable of expansion as passenger needs dictate in the future, therefore requiring it to be separate from all other forms of traffic, including the railways.
- To further link the local transit networks of Regions to the established GO Transit network and the Metropolitan Toronto radial rapid transit network, in order to accommodate the significant movements between the Regions and Metro.
- To provide for the inter-regional collection, distribution and integration of travel by intersecting the local transit networks of Regions and linking their centres.
- To introduce local rapid transit elements in support of the development of individual city centres, and to provide linkage within regional municipalities.
- To support and promote Ontario-based transportation technology by implementation of a new rapid transit system.

The system is thus obviously a component of a Provincial economic and land use planning policy and therefore is more broadly based than most equivalent projects. Noteworthy is the unusual emphasis placed on integration with local transit systems.

What is envisioned is an automated rapid transit system using vehicles of HRT system size and capable ultimately of HRT system headways, as close as two minutes. Initial Oakville-Hamilton and Pickering-Oshawa segments will see construction starts in 1984, with revenue operation scheduled to commence in the third quarter of 1988. Following during the decade of the 1990's will be a link joining Oakville and Pickering through downtown Toronto (replacing the present Lakeshore commuter trains) and a lengthy North Metro line which will diverge from the Lakeshore at Oakville and not rejoin it until a point not far west of the Pickering terminal. When all of this construction is complete, there will be a 125-mile GO Transit rapid transit system made up of the first stage Hamilton (21-mile) and Oshawa (16-mile) lines, the 38-mile Central Lakeshore section, and the 50-mile North Metro section.

**Operation and Capacity**--The Oakville and Hamilton lines are planned to be operated at 10 minute headways during peak hours and with 30 minute headways at other times. This, however, is dependent upon operation at those headways (half of the present headways in both cases)





The Newsletter is published monthly by the Upper Canada Railway Society, Box 122, Station "A", Toronto, Ont. M5W 1A2.

Editor: Stuart I. Westland, 78 Edenbridge Dr., Islington, Ontario Canada M9A 3G2.  
Telephone (416) 239-5254

Assistant Editor: John D. Thompson  
(416) 759-1803

Activities Editor: Ed Campbell (416) 255-1924

Please address all correspondence relative to the Newsletter to the Editor at the above address.



●**REBUILD PROGRAM**--VIA's Mechanical Services Department has commenced a major locomotive remanufacturing program in order to extend by some 20 years the life span of the conventional units on its roster. Five FP9A's, Nos. 6509, 6524, 6533, 6534 and 6539 were chosen for the first stage of the program, with the first unit having been turned out of CN's Pt. St. Charles Shop in early December. The others are expected to follow relatively quickly.

The units have been stripped down to the frame and rebuilt using new and, in many cases, technologically superior mechanical and electrical components. The control panel has been totally redesigned for more convenient operation and repair; this became necessary as parts for the previous panels are now virtually impossible to obtain. With a view to crew comfort, a small refrigerator and hot plate have been installed, and the toilet is made more accessible by relocation from the rear of the engine compartment to the nose section of the cab. The cab has been soundproofed and insulated to improve the working environment; also, the horn has been repositioned to the rear of the roof from the former up front location, reducing noise levels in the cab.

The main generator of the units has been upgraded, and the output of the auxiliary generator has been increased from 18 to 24 kilowatts to accommodate a new heating system for the cab and its windows. The 16-cylinder prime mover is upgraded from 1750 H.P. to 1800 H.P. The electrical cabinet has been completely rewired with all new components, designed to reduce maintenance costs. The only external changes being made are the addition of ditch lights and the repainting of the unit exteriors with highly resistant polyurethane enamel. The first five units, as reported in the last issue, are being assigned to Winnipeg-Churchill service. This will permit termination of the practice of leasing lighter freight units from CN for use on the Hudson Bay line, certain portions of which cannot take the weight of steam generator equipped passenger locomotives. Removal of the generators from the rebuilt 6500's permits their use on this line, although necessarily with a steam generator car.

It is hoped to schedule 10 further units for rebuilding in 1984, dependent upon budget approval. While remanufacture of the first five FP9A's has cost \$4.5 million, this figure includes engineering and design costs, which are non-recurring. Future rebuildings are estimated to involve an outlay of \$800,000 per unit, which has to be considered advantageous when one looks at the approximately \$1.75 million price tag for new locomotives. How many units will ultimately be the beneficiaries of the rebuild program has not been revealed, but VIA says that additional units beyond the 15 for 1983/84 will be sent in for remanufacturing as and when funds become available. Just as with the four new equipment maintenance centres, described elsewhere in this issue, the locomotive rebuild program should assist in reducing service breakdowns, making for a better overall VIA performance.

--based on information in VIA Rail "Vialogue"

## Correspondence

Dear Mr. Westland:

Regarding "Northern 3101 May Move East" in the January NEWSLETTER: in 1965-66 the City of Smiths Falls, Ontario did negotiate with Canadian Pacific as to the possibility of acquiring a steam locomotive for preservation. The locomotive that was specifically mentioned at the time was N2A class 2-8-0 No. 3611. However, for one reason or another, negotiations were unsuccessful and the locomotive, unfortunately, was cut up for scrap at Weston Shops in April 1966.

--Hollie Lowry,  
Scarborough, Ont.

COVER: Last run of the NS&T (also last Canadian interurban run). Cars 83 and 623 with UCRS excursion pause for a photo stop at Fonthill on the southbound run on March 29, 1959. This was the day after regular service had ceased and a fresh snowfall had blanketed the area. Today a lumber yard occupies the station site and the track ends a few hundred feet south of here.

--Bob Sandusky photo



being found possible for the present diesel hauled, bilevel equipped Lakeshore commuter trains. GO-ALRT will operate with between one and five (possibly six) car trains, each car being a four-truck, two-section articulated unit. It is to be noted that the article in NEWSLETTER 407 which announced a change in concept from an earlier three-section articulated car, intended at the outset of GO-ALRT, was in error in stating that there would be only three trucks used on the two-section car. Also, the doubt there expressed in relation to driverless operation has thus far proven to have been better left unexpressed, as the plans are quite firm to operate without a man in the cab. Whether public opinion will permit this in the final analysis is something that only time will reveal.

At the ultimately possible headways of two minutes, if same are ever reached, the system could carry 18,000 seated passengers/hour/direction; with a "comfortable" load of standees, 25,000 passengers/hour/direction is regarded as the maximum capacity of the GO-ALRT technology. This is less than the TTC subway performance, of course, because of the commuter seating configuration, with no longitudinal seats.

Oshawa Line--Work is furthest advanced on the Pickering-Oshawa project, and the first track will be laid here. The line is divided into two projects, split at Henry St., Whitby. After extensive public and municipal input to a number of suggested alignments, one has been selected extending from the present GO Transit Pickering station to a terminal near Grandview and Bloor St. E. in east Oshawa. It would follow the strip of land between Highway 401 and the CN Kingston Sub. to just east of Brock St., Whitby, where it will swing to the north to pass over both Highway 401 and Thickson Rd. on an elevated structure to join the CP Rail Lakeshore line and then parallel the same on the south side to the east terminal. The line will have five new stations, at Westney Rd. (Ajax), Brock St. (Whitby), Hopkins St. (Whitby) and Stevenson Rd. in Oshawa, as well as the aforementioned end terminal. The Pickering terminal will be in the area of the present parking lot on the north side of Pickering Station. A three-mile test track section will be the first segment of construction, extending from Pickering Beach Rd., Ajax, to Henry St., Whitby, the most rural portion of the line. Most of this distance will be on presently Provincially-owned land. The test track, upon which construction will commence this spring, will become operational in 1986, when the first rolling stock is expected to be delivered.

Property acquisition and detailed design is getting underway on the full Pickering-Thornton Rd. section, which is free of the Environmental Assessment process by virtue of being located in a transportation corridor with existing facilities on both sides. For the section east of Thornton Rd., however, studies and reports as required under the Environmental Assessment Act are being prepared, although major public concern is not expected. There are no less than 70 consultant assignments for the Oshawa line.

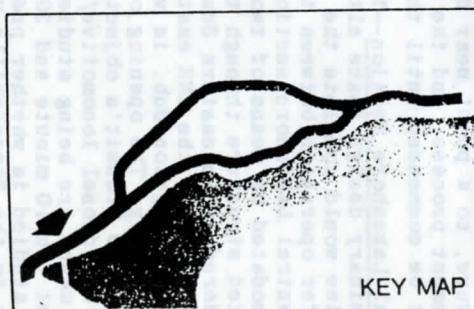
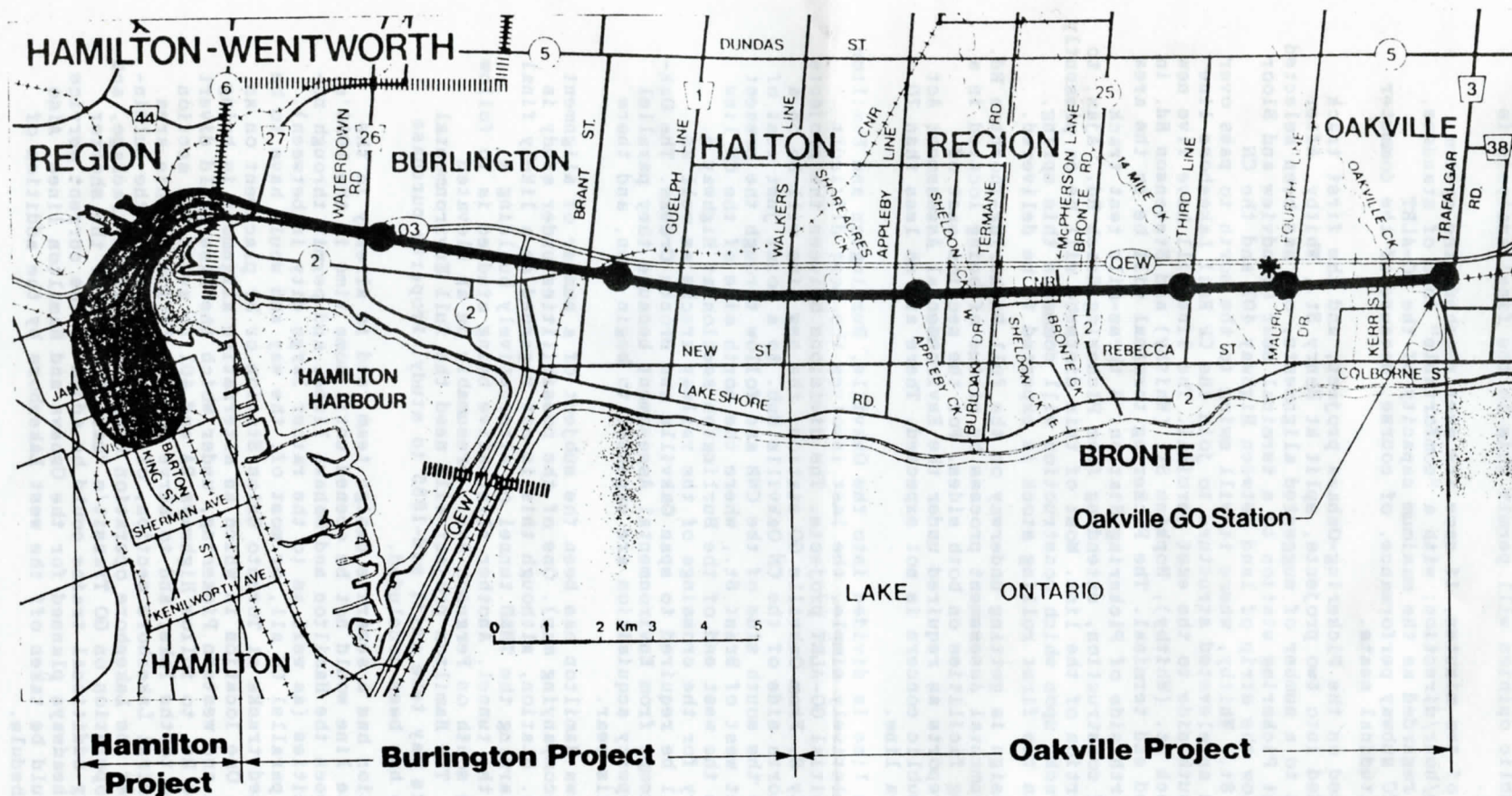
Hamilton Line--The Oakville-Hamilton line is divided into the Oakville, Burlington and Hamilton projects. While the first two are relatively simple, the last involves the most difficult process of route selection on the initial GO-ALRT projects. The divisions between the projects occur at Walker's Line and at Highway 6. From Oakville GO station, the new line will be on a Hydro right-of-way paralleling the north side of the CN Oakville Sub. to a point just west of Walker's Line. Here it will cross to the south side of the CNR and follow through the present Burlington GO station site to a point west of Brant St., where the north side of the CN line will again be gained and followed to the west end of the Burlington section at Highway 6. Elevated structures will be necessary for the crossings of the railway tracks as well as various roads. Major new bridges will be required to span Oakville and Bronte Creeks. The Oakville and Burlington sections are exempt from Environmental Assessment because they parallel the CN line. Detailed design and property acquisition are expected to begin soon, and there may be a construction start later this year.

The section from Highway 6 to downtown Hamilton has been the subject of a number of alignment studies over a wide corridor (see accompanying map). One of the possibilities under study is to follow the TH&B line to Hunter St. Station, although this is not regarded as a likely final choice because of the expense of enlarging the TH&B tunnel or alternatively building a separate subway section parallel to the tunnel. Another alternative being studied is to follow the CN tracks into Hamilton and then south on Ferguson Ave., presumably on an elevated structure, to a point near downtown. The Hamilton project will need the full Environmental Assessment process, and the documents may take until mid-1985 to study. Property purchase cannot be commenced until that stage has been concluded.

Central Lakeshore Section--This section has a separate design team, and is already in the preliminary design phase although the line would not be opened until some time in the 1990's. The line would complete the gap between the Hamilton and Oshawa lines, and permit through no-transfer operation between the two cities (as well as to the rather large city in between). The Central Lakeshore section would parallel CN all, or most of, the way and would have to be accommodated by means of two dedicated tracks at Toronto Union Station or by placement on an elevated structure through the area. One location in which an alternative alignment is being considered is in eastern Scarborough and western Pickering, under which the line would divert to the north of the CNR east of Manse Rd. to follow Highways 2A and 401 to avoid the section where the Kingston Sub. is very close to the lake, and to serve the population in this area more directly. The opening of the Central Lakeshore section, of course, would see the culmination of GO Transit's objective to get the Lakeshore operation completely off CN trackage, and would end diesel locomotive/bilevel operation on GO Transit's "main line". For the shorter term, means are being studied whereby additional trains could be added to the current service to meet the 10 minute and 30 minute headways planned for the Oshawa and Hamilton lines. Also being studied is whether pressure could be taken off the west Lakeshore by the addition of trains to the Streetsville-Milton schedule.

North Metro Section--This section also has its own study team, and although the line is still a long way off in terms of operation, work on the preliminary design phase is commencing. It is divided into two projects, the West Project and the Metro Project, these being split in the vicinity of the Airport. The corridor follows Highway 401 generally across Metropolitan

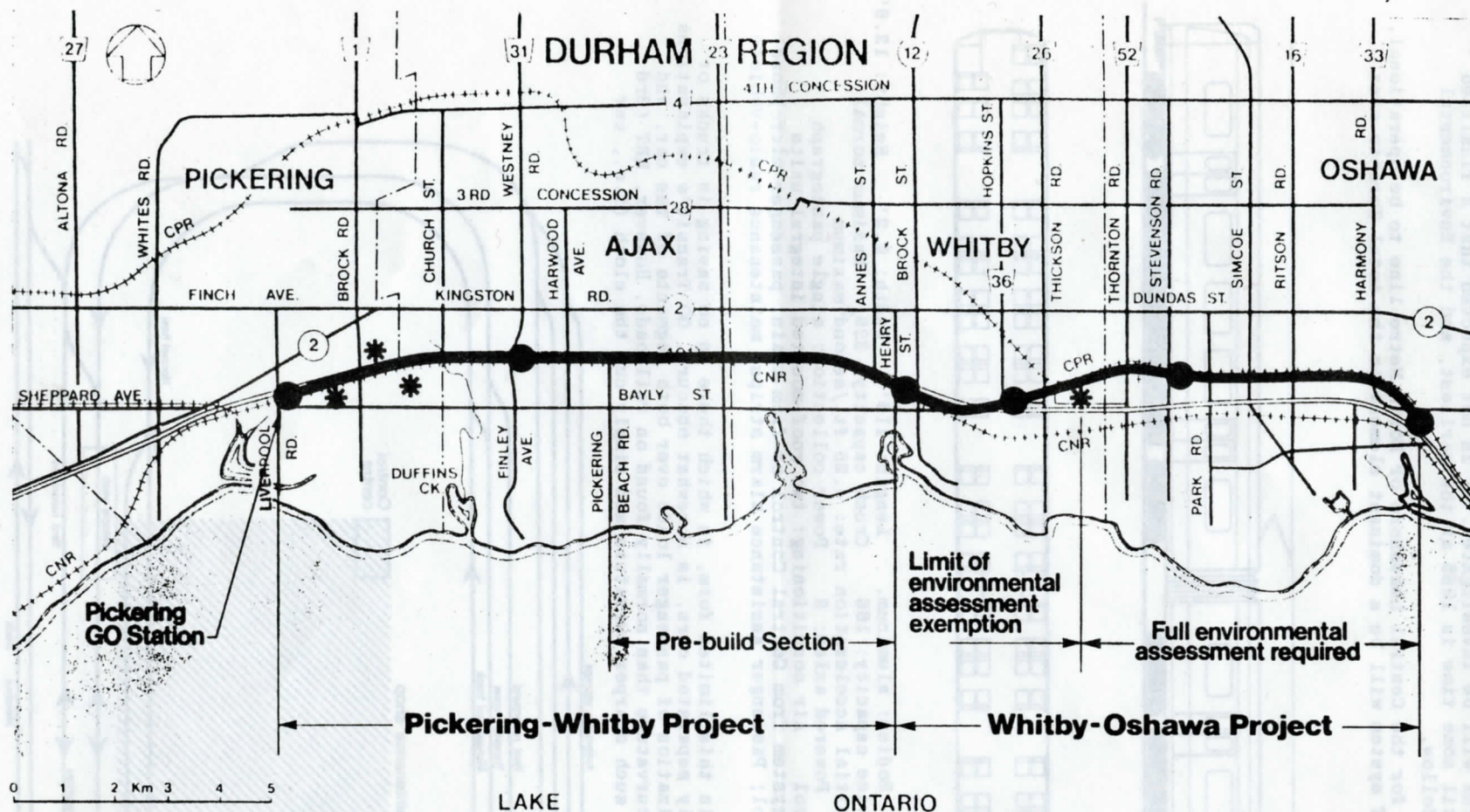




## Oakville-Hamilton Section

Detail map for the GO-ALRT Hamilton line, showing station locations and the general location for the shop and yard facility, between the CN Oakville Sub. and the Queen Elizabeth Way west of Fourth Line. What looks like a large loop through the west end of Hamilton will not actually be such: the indication is of the width of the corridor through which various routings for the "Hamilton Project" are being studied.





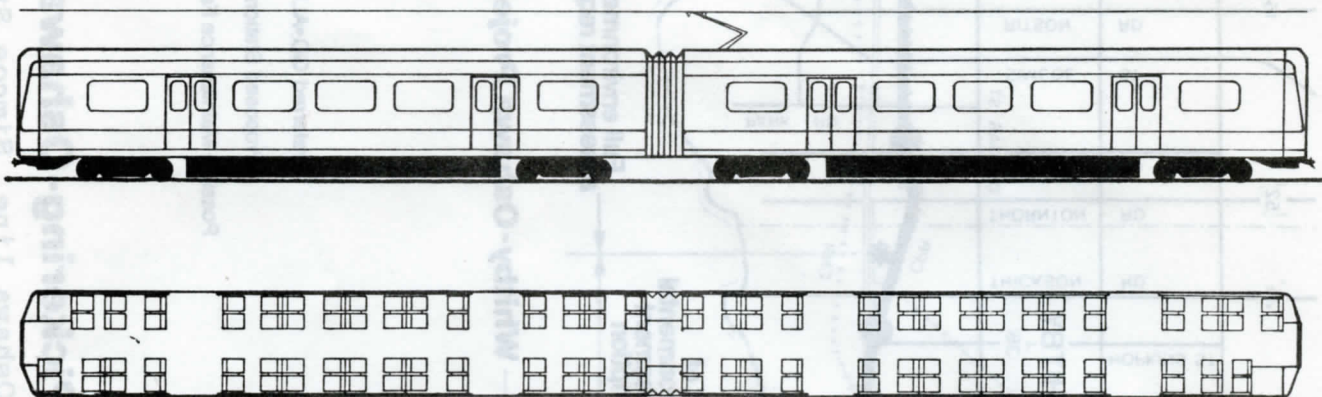
### Pickering-Oshawa Section

Similar map to that on the opposite page, this one covering the Oshawa line. Simcoe St. is the main north-south street of Oshawa, thus it can be seen that the GO-ALRT line will extend well to the east side of town. Although four shop facility locations are shown, the location east of Thicksen Rd. would appear to have the "inside track". "Pre-build Section" is jargon for the test track which will be operational in 1986.



Toronto and Highway 403 in Mississauga, although the actual alignment could in places be quite remote from those highways (the Hydro right-of-way north of Finch Ave., which has been proposed for a rail transit facility in various past studies, seems to be a leading candidate for location of the North Metro line through North York and Etobicoke). A substantial part of the North Metro line is expected to be paralleled by a future TTC rapid transit line, and a variety of integrated operating patterns will be investigated. It is not expected that a finalized alignment will be selected until some time in 1985 at the earliest, and the Environmental Assessment process will then follow,

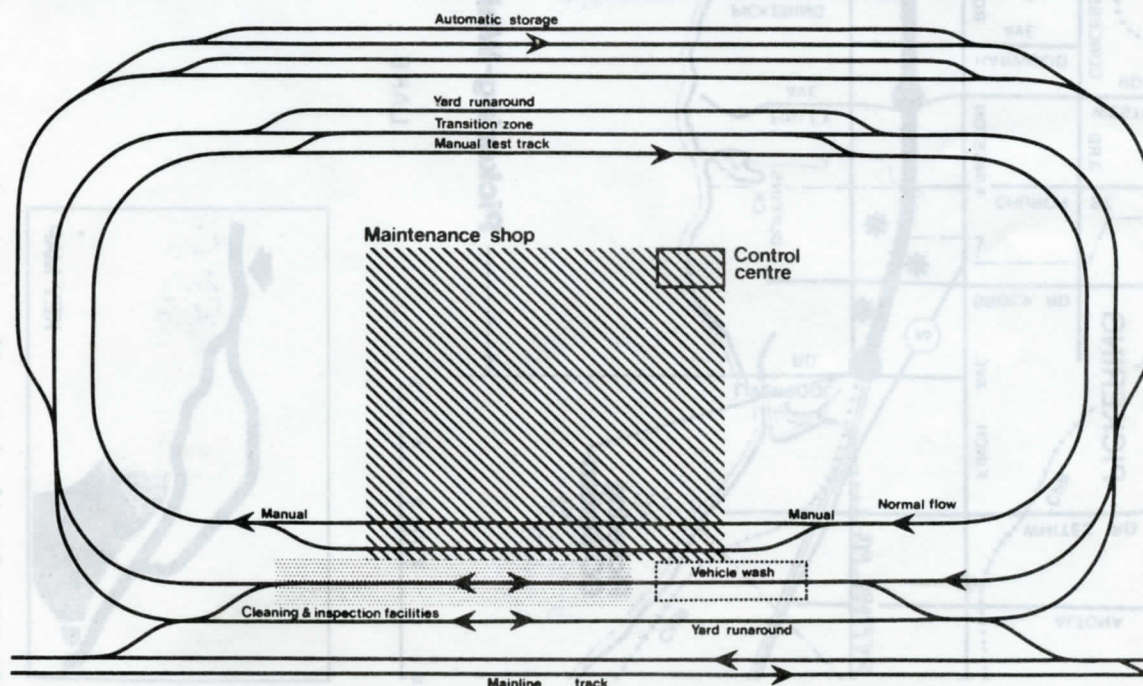
No target dates have been set for the Central Lakeshore or North Metro line to be operational, but when they are, the GO-ALRT system will be a dominant element in the total Toronto area transportation picture.



### Cars

**General Specifications:** Bodies: aluminum. Length: 118' Width: 9.2' Height: 12.8'  
 Seating capacity: 124 Service capacity: 166 Crush capacity: 328 Maximum normal  
 operating speed: 75 MPH Initial Acceleration rate: 4.25 ft./second<sup>2</sup> maximum  
 Weight empty: 125,600 lbs. Powered axles: 8 Power collection: single pantograph  
 SELTRAC Automatic Train Control Air conditioning: two roof-mounted integral units  
 Communication systems: P.A. system from Central Control or from train; passenger microphone  
 for contacting Central Control; Passenger Assistance alarm strips; maintenance radio-vehicle  
 to/from wayside.

The purpose of articulation in this limited form, in which there is no saving in trucks or traction motors over two fully separated cars, is somewhat obscure. GO Transit's explanations are two: (1) to permit equalization of passenger loads over both segments of the car, and (2) to permit sharper track curvature than normally found on railroads. However, HRT (3rd rail) systems typically have such sharper curvature and simply cut the cloth (i.e., car



**Schematic layout - Maintenance & storage facility**



length) to fit. It is to be wondered whether the costs of maintenance of the articulated joints would not over time eclipse whatever savings might initially accrue from elimination of the material in two car ends. GO Transit has qualified the intention to use steerable axle trucks by stating that the initial car order may not be so equipped. The first car is expected to be delivered to the test track (from UTDC, of course) by mid-1986.

**Trackwork, Overhead, Shop Facilities**--Conventional ties on ballast construction will be used on the at-grade sections of GO-ALRT, although whether wood or concrete ties will be used has not apparently been decided to date. Rail, to a weight of 115 lbs./yard, will be continuously welded. A concrete slab foundation will be used in locations such as bridges to maintain track-base continuity. The elevated sections may employ precast or poured in place structures, and consideration is also being given to a steel structure using a stressed concrete deck. 25,000 volt AC and 1500 volt DC (the latter a familiar Southern Ontario interurban voltage) were studied for application to GO-ALRT, but the former has been chosen. Picked up from catenary overhead, power will be converted to 600 volt DC for traction purposes by on-board equipment. Automated operation will require a fully secure right-of-way, just as if there was a third rail. Matters such as high powered headlights and pilots may not be considered necessary on this account (although the TTC's recent addition of ditch lights to subway cars must be regarded as significant).

Shop and yard facilities will necessarily be duplicated for the Oshawa and Hamilton lines, although one major shop facility would be anticipated ultimately when the system is joined. A rather unconventional track and building arrangement is under contemplation, as shown in the accompanying diagram, a design which would seem to consume a lot of land unnecessarily. The site for the Oshawa line facility has been selected, a location on the south side of the line east of Thickson Rd., near the Whitby-Oshawa boundary.

**General**--The system will be made fully accessible to the handicapped. The GO-ALRT staff predict that the Oshawa line will carry between 3000 and 4000 passengers/peak hour/peak direction in 1991, while the Hamilton line would handle between 3000 and 3500. However, as Hamilton is a considerably larger city than Oshawa and can be expected to develop a sizeable commuter traffic of its own, it seems that there will be a sizeable contraflow movement on the Hamilton line. Between 35,000 and 40,000 passengers per weekday are forecast as using the two GO-ALRT lines in 1991. Traffic in the lines would be expected to double over the first 10 years of operation. The long term savings over diesel operation are expected to be in the order of one third. The total costs of the Hamilton and Oshawa lines is expected to be \$460 million (1982 dollars), while the full system will come in at some \$4.7 billion.

**NEW VIA MAINTENANCE CENTRES**--On the basis of a December allocation by the Federal Government of \$306 million for the purpose, VIA Rail has put in gear plans for new equipment maintenance facilities, with Toronto, Montreal, Winnipeg and Halifax as their locations. VIA President Pierre Franche sees the availability of these funds as a fresh statement of the Federal Government's long term commitment to rail passenger service in Canada. There is no doubt that a statement of this kind has been badly wanting since the ravages of Jean-Luc Pepin.

Maintenance expenses account for some 25% of VIA's annual expenditures: the sum was \$165 million in 1983, representing \$8 million more than the carrier earned in revenues. The need to rent aging facilities, which necessarily involve outdated maintenance practices, is a significant factor in current costs. The expectation is that, by 1985, when all four planned facilities are in operation, the annual equipment maintenance costs will be reduced by about \$55 million. The centres will handle 86% of VIA's maintenance requirements. The additional savings from improved equipment performance and reliability are not now quantifiable, but will presumably be another factor not only improving the overall balance sheet but, most importantly, raising public perception of an efficient passenger carrier that can be relied upon to do its job on time. The investment in the centres will have a payback period of about 10 years.

The new shops will be designed and equipped to handle both conventional and LRC equipment. The latter requires special side and centre inspection pits to permit access to below floor components. The present necessity of performing certain maintenance tasks outdoors in all weather conditions will be eliminated, and work will be carried on in a climate controlled clean air environment, these conditions being monitored by a system of exhaust fans and inlet ducts. Taking a page out of GO Transit's book, VIA will service entire coupled trainsets indoors, permitting their release for service as integral units, saving time and switching costs.

Data on the four individual facilities appears in the following:

City	More Specific Location	Estimated Construction Cost	Construction Start	Finish
Toronto	CN Mimico Yd. South Side	\$98.6 million	Jan. 1984	Spring '85
Montreal	CN Pt. St. Charles Coach Yd.	"146.8 million	Apr. 1984	Late '85
Winnipeg	CN Ft. Rouge Coach Yd.	"28 million	Oct. 1984	" "
Halifax	Halifax Stn. Coach Yd.	"32.6 million	Late 1984	Mid-'87

The Toronto facility, which will be "on the other side of the tracks" from GO Transit's Willowbrook Shop, will of course replace VIA's use of the Spadina Coach Yard, while the Montreal installation will supplant the temporary facility which commenced operating in February, 1983 in a former Canadian Car and Foundry plant. While ownership and management of the centres will be with VIA, it is expected that the labour pool will be supplied by CN under contract. The greater efficiency of the new facilities will probably mean an ultimate reduction in the labour force, although it is hoped that transfers to freight equipment maintenance (CN) and retirements will allow the reduction process to occur essentially by attrition.

--based on information in VIA Rail "Vialogue"



# TRIP REPORTS

## NORTH, SOUTH and WEST

### 1

#### TO THE AGAWA CANYON by John A. Fleck

My duties as an auditor for the Ontario Ministry of Health often provide fringe benefits to me as an avid rail buff. Such was the case in late September, 1983 when I drove up to Sault Ste. Marie to undertake an assignment and to take the famous ride on the Algoma Central Ry. to Agawa Canyon!

My wife and her niece arrived by bus later in the week and, after six days with rain, we woke up to pure sunshine on Saturday, Sept. 24, and headed for our seats in coach No. 2, which turned out to be the rear portion of an ex-Southern Pacific articulated coach. On the point were three GM GP38-2's and a steam generator car. We were each given a very useful Guide to the Tour which points out key scenic spots along the 114 miles to the Canyon together with scheduled passing times and the nearest mile boards. The train's P.A. system is also used to point out these spots as well as to announce available seats in the two dining cars, one of which is an ex-Santa Fe stainless steel diner.

We left about 10 minutes late at 8:10 and were delayed another 15 minutes in the freight yard where a minor repair was made. We then began to climb out of the Soo and soon had an overall view of the two cities and of the International Bridge before heading into the hills. The train was at least 21 cars long and, with the numerous curves, one could seldom see the whole train at once. The ACR is apparently open-minded about vestibuling and even my two companions found it quite exciting! Some 92 miles from the Soo we crossed the famous Montreal River trestle, 130 feet high and 1550 feet long, above a power dam. At Mile Post 97 we had ascended 1000 feet. After passing Mile 102 we started to descend over 500 feet to the floor of the Canyon. Before the descent, we saw Lake Superior in the distance.

After our arrival we headed for the 300-step climb to a lookout which affords a spectacular view of the Canyon and of the train. The Guide has a diagram showing the many points of interest in Agawa Canyon Park, including Black Beaver Falls and Bridal Veil Falls on opposite sides of the Agawa River. During our two-hour stop the three engines and the steam generator car ran around the train and the engines also ran around the steam generator car.

We left the Canyon a half hour late at 2 P.M. for our run back to the Soo. Ours was now the second last coach, and I spent some time at the rear vestibule. The two diners were at the centre of the train and they effectively divided the train into two sections, as one is not allowed to walk between them. Although our coach was articulated, there were still two doors to open between the two sections of the coach, unlike the United Aircraft Turbos where one could walk all the way through without opening any doors.

The ACR track is jointed and at times there was a slamming effect as we ran around some of the curves. We arrived in the Soo about 5:17 P.M., 17 minutes off the advertised. It was a very enjoyable and scenic trip and it was announced that the train had over 1200 people aboard! On our way in I saw ACR's streamlined business car CANYON VIEW which previously ran on CPR's overnight Pool Trains 21 and 22 between Toronto and Montreal (I rode in it or a similar car called RIVER VIEW on No. 22 over the night of Aug. 4, 1964). These cars were originally New York Central R.R. CANYON VIEW was attached to the tour train on the previous day, as I saw it leave while I was purchasing tickets for our trip.

When I was buying souvenirs the following Monday evening at the ACR station, I was surprised to see that the tour train for the next day was sold out and that tickets were being sold for the 9:30 A.M. train which stops in the Canyon and then runs through to Hearst. On the day after our ride, Prime Minister Trudeau rode to the Canyon in the old business car AGAWA behind the 9:30 train to Hearst with his children. He then returned to the Soo by helicopter.

Connecting the CPR with the Soo Line is a series of bridges with a swing span over the Canadian Soo lock, a double leaf Bascule or jack-knife bridge over one American lock, and a vertical lift bridge over the other American lock. To see these bridges up close, I recommend the Soo Canal boat ride which takes you through one of the American locks and the Canadian lock. It also takes you close to the Algoma Steel plant.

### 2

#### A JOURNEY TO CHARLESTON, S.C. by John Moseley

In October, 1983 I had an opportunity to visit Charleston, South Carolina. Taking advantage of Amtrak's "All Board America" fares, which effectively reduce the round trip fare by approximately 50%, I decided to travel on the outward journey from Toronto to Charleston via Montreal.

A cool, clear morning found me at Toronto's Union Station in good time to catch Train No. 62, the LA SALLE, which leaves at 11:00. Union Station never ceases to impress me. Of its kind, it may well be the finest example in North America. What a contrast to New York's Grand Central



Station with its grimy interior and its magnificent architecture spoiled by garish illuminated signs and betting shops.

The consist of the train was as follows: locomotive 6789; baggage car 9649; coach 5735; UNIVERSITY CLUB; 5471; 5621; 2505. The timing was as follows: Toronto 11:00 (one minute late), Guildwood 11:24 (four minutes late), arr. Kingston 13:27 (10 min. late), dep. Kingston 13:29 (seven min. late), Dorval 16:07 (27 min. late), arr. Montreal 16:29 (24 min. late). All in all, it was a disappointing run from a timekeeping point of view. Note that the train lost three minutes in the first 13 miles out from Toronto to Guildwood, yet the easy schedule allows for a speed of less than 40 MPH between these two points.

Two miles east of Kingston the train stopped for eight minutes, presumably for traffic control reasons. The train was not able to make up this time and gained only three minutes on the easy schedule of 25 minutes to cover the 12 miles between Dorval and Montreal (Central Station). Clearly, there are significant speed restrictions both out of Toronto toward Guildwood, and between Dorval and Montreal.

On the journey I made a point of counting the grade crossings between Toronto and Montreal. A conservative count was 134, but I may well have missed some. Clearly, grade crossings have much to do with the relatively slow speeds of VIA Rail and Amtrak passenger trains. Looking down the track from the vestibule of the rear coach, I could not help thinking what a magnificent potential race track there is between Montreal and Toronto. It is unfortunate that restricted access to railway tracks for vehicular traffic was not introduced from the very beginning as in Britain and France. If it had been, we would likely have trains running at average speeds of 80 to 90 MPH today.

An increasing number of passengers now bring transistor radios on board the train. Several hours of "acid rock", even at low volume, is more than just annoying. The airlines ban such radios outright, and Greyhound Bus Lines insist on the use of an earplug. VIA Rail should have a similar ruling.

The snack bar served excellent coffee and sandwiches; however, it is a far cry from the days when a diner was an essential part of the consist.

After a stay of little more than three hours in Montreal I was on board the MONTREALER bound for Washington, D.C. Its consist was: locomotive 349 (Amtrak), baggage car 1231 (on its side it had stencilled "Montrealer only Trains 60-61", 2994, sleeper PINE LODGE, sleeper 2050, Amdinette 28301, coaches 4728, 4727, 4629. Taking advantage of a Slumbercoach, I was surprised at the roomy accommodation, although the bunk was rather narrow.

The timing was as follows: Montreal 19:44 (four minutes late), St. Alban's, Vt. 21:50 (On Time), arr. Springfield, Mass. 03:45 (O.T.), Bridgeport, Ct. 0607 (three min. late), Stamford 06:29 (six min. late), arr. New York City 07:27 (12 min. late), dep. 0740 (10 min. late), Newark 07:53 (nine min. late), Metropark 08:09 (eight min. late), Trenton 08:40 (11 min. late), Philadelphia 09:16 (15 min. late), Wilmington 09:51 (26 min. late), Baltimore 10:59 (33 min. late), Beltway 11:34 (36 min. late), Washington 11:47 (37 min. late). Again, there was rather mediocre time-keeping, for there seemed to be no reason why the train should not have kept to schedule.

For me the highlight of the trip was the sight of Manhattan from the elevated section of the line crossing the East River and running through Queens. Enjoying a substantial breakfast in the dinette made an excellent beginning to a full day of rail travel.

Following a wait of little more than an hour in Washington, I was on board Train No. 89, the PALMETTO, which originated in New York City, and was bound for Savannah, Georgia. The consist was as follows: locomotive 274; coaches 4718, 4700; lounge 3109; coaches 4016, 4011.

The timing was: Washington 13:12 (32 min. late), Alexandria 13:34 (37 min. late), Quantico 14:00 (35 min. late), Fredericksburg 14:21 (36 min. late), Richmond 15:13 (28 min. late), Petersburg 15:52 (33 min. late), Rocky Mount, N.C. 17:20 (39 min. late), Wilson 17:37 (37 min. late), Selma 18:01 (39 min. late), Fayetteville 18:44 (41 min. late), Dillon 19:30 (40 min. late), Florence 20:05 (40 min. late), Kingstree 20:40 (27 min. late), Charleston 21:44 (41 min. late). Once again, the timekeeping was rather disappointing. However, as if to make up for this deficiency, the train on my way back from Florence, S.C. to Washington, D.C., No. 90, the PALMETTO, left every station, with one exception, on time and arrived in Washington nine minutes early!

Perhaps the most memorable part of the journey was the passage through Rocky Mount, N.C., where the train passes down the middle of the main street; not only is that of note, but the rail track is also the county line.

A long rail journey of 1,512 miles covering a period of 35 hours is more than just locomotives, rolling stock and timekeeping; it is also people. It was interesting to talk with the Vice-President of a well-known American airline over breakfast. His views on the future of rail passenger services in North America were most illuminating.

In Washington a class of kindergarten children got on board to take the short ride to Alexandria, Va. It seemed as if most of them had never been on a train before, and there was much excitement. An anxious teacher turned around and said "Where's Eddie?". A little girl who was sitting next to me immediately enquired, "Is he in trouble?". I got the distinct impression that she was rather disappointed to hear that he was not. I suppose there has to be an Eddie in every kindergarten class.

A young man slept virtually all the way from Washington to Charleston. He was awakened by the conductor on approaching Charleston. It turned out that he was joining the Marine Corps Boot Camp near Charleston. I was surprised at his nonchalant attitude toward the prospect of such a traumatic experience. A bus was waiting for him and several others at the railway station.

All in all it was a memorable journey. As for next year--we'll see!



## 3

## ACROSS THE CONTINENT BY AMTRAK--A HONEYMOON TRIP

by David Onodera

Recently, my wife Margot and I travelled over 6200 miles on trains operated by two of the major passenger rail carriers in North America and operated over the tracks of eight different railroads. The trip covered one province, 15 states, eight cities, and five nights on trains (26 in all). Also included were another 1120 miles by car and a side trip to Vancouver. Sounds like a trip where one has to be well rested and well fed, right? Right. Here are some comments on how we and Amtrak lived up to this trip.

The story really starts before the trip. Our reservations, including some hotel accommodations, were made through the Amtrak desk at VIA's reservation centre in Toronto. In order to give us the best fare, the tickets were written as a Toronto-Chicago round trip paid in Canadian dollars and a "See America" Chicago-Denver-Salt Lake City-San Francisco-Portland-Seattle-Chicago trip paid in U.S. dollars. The Amtrak reservation system is well equipped to answer all inquiries and can provide much more information than VIA's system. To give you one example, Amtrak could provide all necessary information for its hotel and tour packages, but VIA told me that if we were travelling west of Winnipeg we would have to call the Western Canada reservation centre. They in fact did not have any information about tour packages outside of the Corridor area.

On our day of departure, the INTERNATIONAL (Train 365) left Toronto Union right on time behind a single Amtrak F40PH. We travelled in an Amfleet coach, accompanied by an Amcade, and began our 26 day "Amtrip", complete with "Amfood". By the time we left Port Huron, Michigan, we were over 90 minutes late due to a very lengthy border check, much to the chagrin of the crew. The rail is generally good through this corridor though, and our arrival in Chicago was just under an hour late.

As you are likely well aware, all of Amtrak's long distance trains west of Chicago are Superliner-equipped. Train 5 west out of Chicago leaves as a combined 5/25/35 train (No. 5 Chicago-Oakland, No. 25 Chicago-Ogden-Seattle and No. 35 Chicago-Salt Lake City-Los Angeles). Our consist included three F40PH's up front, a standard baggage car, a crew coach-dorm car (the transition car from low level to high level), a sleeping car, two coaches, a dining car, a lounge car, a coach, a sleeping car, a coach and a sleeping car. The last coach/sleeping car set are cut off in Salt Lake City and added to the waiting DESERT WIND, No. 35. The next pair are cut off in Ogden and added to the PIONEER (no. 25) along with one of the F40PH's.

After a night to refresh ourselves in Chicago, we boarded Train 5, the CALIFORNIA ZEPHYR, at Union Station and took our space in Economy Bedroom Number One. Each Superliner sleeping car has five deluxe bedrooms and 10 economy rooms on the upper level, and a family bedroom, a handicapped traveller room, five washrooms, and luggage space on the lower level. Some cars now include a shower/washroom unit on each level. The deluxe rooms include an ensuite washroom and are located in one half of the car with a side corridor. The economy rooms are in the other half of the car in two rows divided by a central corridor.

Each economy room has a sliding glass door which can be locked from the inside, curtains, a small coat closet, two wide, facing single seats and a fold-up table. At night, the seats become the lower bed while an upper bed drops down. The rooms all include reading lights, curtains on the windows, limited ventilation controls, a non-operating music system and attendant call buttons. The rooms are large enough during the day, if you leave most of your luggage downstairs (carrying a small overnight bag is a very good idea). At night they are crowded to say the least. With the door closed there is barely room for one person to stand up, so you learn quickly to do things like dressing in shifts.

I should point out here that in response to complaints of poor service, Amtrak now has a Passenger Service Chief on board all long distance trains to ensure that the crew is doing its job. He has full control over the train's crew except for operating staff.

Our car attendant on this part of the trip was new to Amtrak and she did very well for having been just six weeks on the job. She saw to it that the passengers on her car were well taken care of. This was true for most of our trip; car attendants did take care of their passengers well. The only exception to this was on one leg where we encountered a man who had worked in the days of the Pullman cars and didn't have too many compliments about Amtrak and even fewer about the Passenger Service Chief.

Food service is one area that could use a few improvements. Superliner dining cars consist of two 36-place seats on either side of a central serving area. The kitchen is on the lower level and is connected to the upper level by stairs and food elevators. Most of the food in the dining car is pre-prepared, airline style food, generally edible but nothing to travel miles for (sorry about that). A fellow railfan with whom we dined on the first night suggested that we try the steak, as it was the only entree prepared on board. We did, and we agree that it was best and worth the few extra dollars. We also wondered why our ice cream came with the main course until we discovered that Amtrak keeps its ice cream in dry ice. The Haagen Daas ice cream is so hard that, by dessert time, it's just about right. Whether by design or accident, it works out pretty well.

Dining car attendants seemed rushed, and as a result service was not very good. Two waiters and a steward are expected to serve the entire 72-seat car. While only half of the car is seated at a time, the two dining shifts tend to overlap, which means that, by the time one is ready to leave, the staff is down in the other end of the car making it difficult to get their attention for anything. In addition, because they are rushed, they are, more often than not, not overly courteous or careful. On one occasion we asked for two cups of tea with lemon and received one cup, two containers of hot water, lemon and no tea! It took two requests to get a second cup and tea bags.

Superliner lounge cars consist of a 50-seat observation lounge on the upper level and 24 seats



and the snack bar on the lower level. The upper level bars are not used and the pianos on the lower level have been removed. The upper level includes sky windows but no forward or aft vision. They are also very smoky. Snack service in the lounge car features the same menu as all other Amtrak trains.

Back to Train 5. The ride west from Chicago on Burlington Northern rails was fast and generally very smooth, as it would be for the entire trip on the CALIFORNIA ZEPHYR. The mid-afternoon departure gives one a good look at Chicago's suburbs and the first 220 miles or so of the trip. After an overnight trip through Iowa and Nebraska, the train entered Colorado. Though not due to arrive in Denver until 7:40 A.M., we found ourselves at Union Station over 30 minutes early.

Two days later, we reboarded Train 5 at Denver bound for Salt Lake City. As this was a day trip, we had two coach seats. The Superliner coaches include 62 long distance seats on the upper level and 15 long distance seats, and washrooms, on the lower level. Smoking is restricted to the last 24 seats in the car but we found that smoke still managed to fill the car.

The ride west from Denver into the Rocky Mountains is perhaps the most scenic of the entire trip. The train now follows the old RIO GRANDE ZEPHYR route through the Moffat Tunnel and the Glenwood Canyon. It was a bright, sunny and beautiful trip. The Utah desert offered a stark contrast to the Rockies. Arrival in Salt Lake City was only minutes late.

After a 24-hour stopover in Salt Lake City we travelled again on Train 5 to Oakland, California. The daylight part of this trip is again very scenic, notably in eastern California. Upon our arrival in Oakland, a waiting bus took us across the bay to San Francisco to enjoy a week of sightseeing and rest.

We spent some time walking around San Francisco and were able to view the cars of the San Francisco Trolley Festival running along Market St. The most unusual was the Blackpool open car. Also in evidence were plenty of Boeing LRV's, PCC car 1040 (the last U.S.-built car) and PCC work car 1008. The MUNI trolley bus fleet is suffering from a bad case of scratched Lexan windows, making it virtually impossible to see in or out of them. The cable car restoration is coming along, although there is a great deal of work to be done. We also visited the Cable Car Museum at its temporary home at the Embarcadero Center.

A week later we checked most of our luggage at the Transbay Terminal and boarded the Amtrak chartered bus for Oakland. The northbound COAST STARLIGHT (Train 14) was waiting for us and we headed north in a Superliner economy bedroom. At 3:52 A.M. (or close to it) we stopped at Dunsuir, California. Six hours later, we were still there. A Southern Pacific freight derailment the previous day had closed the line; however, the delay had been expected to be short so no trains were rerouted. Around 9:00 A.M. we proceeded to find that at least 165 feet of new rail had been laid and that the southbound COAST STARLIGHT was now more than 10 hours late.

The crew managed to make up some time but Amtrak arranged for passengers connecting with the eastbound EMPIRE BUILDER from Portland to be bussed from Klamath Falls, Oregon to Pasco, Washington, a distance of over 370 miles. The rest of us were offered a free dinner to make up for the delay (the train would not normally serve dinner, arriving in Seattle at 6:25 P.M.). We chose to pass on the offer of free "Amfood", instead opting to dine at our hotel in Portland.

Upon our arrival in Portland, we encountered one other problem: lost baggage, one shoulder bag to be specific. The station baggage attendant was extremely helpful in trying to locate the bag, phoning both Vancouver, Washington and Seattle to alert crews about the missing bag. When it could not be found, he told us that he would check down the line to San Francisco in order to find the bag, and not to worry. In fact, 24 hours later the bag arrived in Portland intact, delivered to our hotel. It seems the bag missed the train, having fallen off the baggage cart in either San Francisco or Oakland.

Two days later we travelled from Portland to Seattle aboard the MOUNT RAINIER, a three car Superliner coach train headed up by a single F40PH. One of the coaches had a snack bar installed on the lower level to provide food service. The coaches are all long distance cars complete with wide seat spacing and leg rests. They are very comfortable cars in which to ride.

We then spent the better part of a week in the Vancouver and Vancouver Island areas visiting two of Margot's sisters. In between I managed to visit CP Rail's Coquitlam Yard (including their new diesel shop), ride BC-1 and BC-2 on the BC Transit ALRT demonstration line, and photograph the Vancouver trolley bus fleet. Flyer E901A trolley buses predominate but there are still plenty of Can Cars in both rush hour and base service. The Flyer E800A series trolley buses appear to be restricted to peak hour use.

The last Superliner leg of our trip was also the longest trip in one segment: the EMPIRE BUILDER from Seattle to Chicago, 2206 miles in 45 hours. Parts of the route are very scenic (leaving Seattle and travelling along Puget Sound, Glacier Park and the Mississippi River) but generally there is little to see except for many miles of flatlands.

Thus far on the trip, the ride had been very smooth. Miles of welded rail and the height of the Superliner cars give a quiet, relaxing ride. The poorest stretch of track was on the Milwaukee Road between Minneapolis-St. Paul and Milwaukee. The rail was in such bad condition that it was difficult to do anything, even just sit.

Arrival in Chicago was right on time. After two days on the train, though, one starts to feel grubby and the first thing we did after checking in to our hotel was to have a nice, long, hot bath. After two more days we returned to Toronto aboard the INTERNATIONAL.

How well did Amtrak do in keeping us well rested and well fed? Generally, they did pretty well. The train crews, particularly the sleeping car attendants, were helpful and friendly. "Amfood" is passable but, unless you're a steak lover, only for a day at a time. The concept of a Passenger Service Chief is a good one, but perhaps some of them could have been drawn from the train crews rather than from "fresh out of school". The Superliner cars are comfortable to ride in but are



already showing signs of aging (lower berths that wouldn't stay down, washrooms that plug up, etc.) Despite these minor inconveniences, I think we'd do it all again (packing fewer things)!

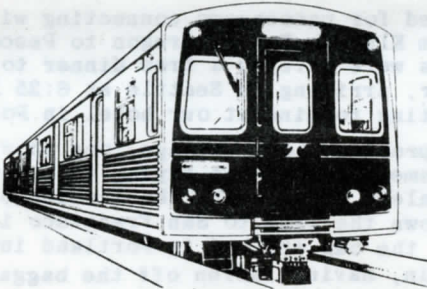
The best part of Amtrak (besides travelling with my new wife and getting away from work) are the train crews from the operating railroads. Conductors and trainmen are still supplied by the various operating railroads and generally the Amtrak assignments are the premium trips. The crews are all very knowledgeable about the countryside, and most are extremely friendly. They provide passengers with many interesting anecdotes and descriptions about their part of the USA. I think my favourite was the conductor from Montana on the Burlington Northern, who read us a poem he had written about his favourite part of the world. It's people like that who make the trip enjoyable and provide the memories for many years. The Superliners are nice, and Amtrak does a satisfactory job, but it makes me sure something is missing from the pre-Amtrak days of rail travel.

#### Trip Log--Amtrak

Date	Train Number, Name and Accommodation		Miles	From/To	*
Sept. 17	365--INTERNATIONAL	Coach (A)	495	Toronto, Ont.--Chicago, Ill.	VIA, CR, GTW, BN
Sept. 18	5--CALIFORNIA ZEPHYR	Economy Bdr. (S)	1034	Chicago, Ill.--Denver, Colo.	BN
Sept. 21	5--CALIFORNIA ZEPHYR	Coach (S)	571	Denver, Colo.--Salt Lake City	D&RGW
Sept. 22	5--CALIFORNIA ZEPHYR	Economy Bdr. (S)	816	Salt Lake City, Utah--Oakland, Calif.	UP, SP
Sept. 23	5--CALIFORNIA ZEPHYR	Bus	7	Oakland--San Francisco, Calif.	
Sept. 29	14--COAST STARLIGHT	Bus	7	San Francisco--Oakland, Calif.	
Sept. 29	14--COAST STARLIGHT	Economy Bdr. (S)	737	Oakland, Calif.--Portland, Ore.	SP
Oct. 2	796--MOUNT RAINIER	Coach (S)	184	Portland, Ore.--Seattle, Wash.	BN
Oct. 8	8--EMPIRE BUILDER	Economy Bdr. (S)	2206	Seattle, Wash.--Chicago, Ill.	BN, MILW
Oct. 12	364--INTERNATIONAL	Coach (A)	495	Chicago, Ill.--Toronto, Ont.	CR, GTW, VIA
			Total 6552	Note: mileage figures from Amtrak timetable.	

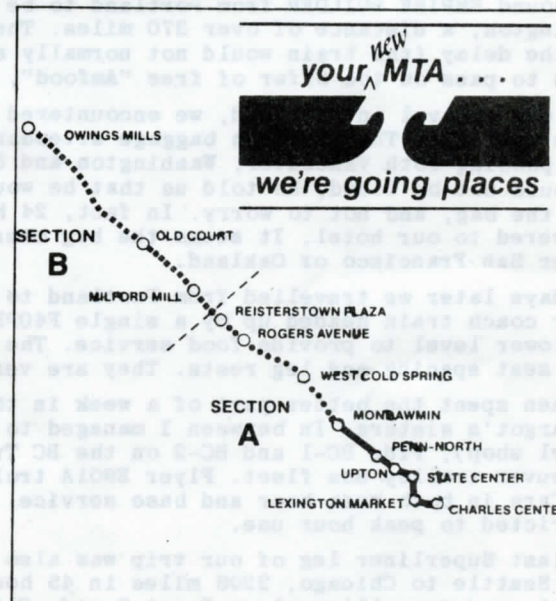
\* -- Operating Railroads: BN -- Burlington Northern; CR -- Conrail; D&RGW -- Denver and Rio Grande Western; GTW -- Grand Trunk Western; MILW -- Chicago, Milwaukee, St. Paul and Pacific; SP -- Southern Pacific; UP -- Union Pacific; VIA -- VIA Rail Canada (operated by CN).

(A) -- Amfleet equipment; (S) -- Superliner equipment



## The Metro comes to Baltimore

BY RONALD H. DEITER



Here's a coincidence--Baltimore, Maryland, the ninth largest city in the United States, is the ninth U.S. city to join the league of rapid transit operators, heavy rail division. And, as rail lines go, one might be tempted to call the Baltimore Metro small potatoes--eight miles, nine stations, only 58 cars in operation. But a little perspective, please--only 40 miles away in my home town of Washington, we all resented having our 4½ mile initial operation of 1976 belittled by the New Yorks, Bostons, et al. And as I recall, Toronto once had 4½ miles too! Baltimore, which call itself "a city on the move", started talking subway in the early 1960's, while the old, cash-poor Baltimore Transit Co. was rolling out the last miles on its two remaining trolley lines, and struggling to hold together a huge and motley fleet of ancient buses. The first concrete result was a 1965 plan for six lines radiating out from a downtown loop, totalling 72 miles.

During the 60's and early 70's, while Presidents Johnson and Nixon occupied the White House,



several U.S. metropolitan areas felt certain of the availability from the Federal Treasury of capital funds for subways. They could plan large comprehensive systems, to be built as single projects and not piecemeal as has been the history of most rapid transit systems. The San Francisco Bay Area got a full 71-mile system out of this short period of Federal largesse. Washington (planning for 101 miles) and Atlanta (55 miles) made a start, but then ran into the more frugal attitudes of the Ford, Carter and Reagan years. Today, Washington's system is a little under half completed, and Atlanta's about one-third.

Baltimore never had a chance. Years of political squabbling at the city, the metropolitan region, and the state levels doomed the idea of a comprehensive system. It was not until 1976 that the State Legislature at Annapolis could agree on any level of state funding--necessary to get money out of Uncle Sam--and by then it was for only one 14-mile line. The first eight miles of that opened in December.

What did Baltimore get for U.S. \$797 million? It got 4½ miles of twin rock tunnel, with six stations, and 3½ miles of surface and elevated right-of-way, with three stations. It got avant-garde artworks in those stations. It got 58 plain-Jane cars. It got a yard with a huge modern shop building. And it got another shot in the arm for the pride of one of America's oldest industrial cities, one that has remained "on the move" despite the general decline of so-called "smokestack industry" in the United States.

Like Washington's, the rail line is called the "Metro". Unlike Washington's, the name is likely to stick to the rail line, without being confused with the operator itself. Baltimore's transit system today is run by the Mass Transit Administration (MTA), familiar initials with a different meaning. There's no "Metro" in that name to muddy the issue, as in Washington.

As a member of the Baltimore Chapter of the National Railway Historical Society, I got an advance glimpse of the Metro on May 22, 1983. The long-delayed cars were beginning to arrive in quantity from the Budd Company, and the MTA's acceptance testing procedure called for checking their operation under a live load. Project Manager Peter J. Schmidt, himself an NRHS member, had no trouble providing that live load--150 railfans!

This was a foretaste of the showmanship that marked the opening. During the week of Nov. 14, "mini-grand openings" were held at each of the eight stations other than the downtown terminal, Charles Center. Ribbons were cut, balloons were released, songs were sung, and Baltimore's showman Mayor William D. Schaefer was in his glory (Schaefer is the Mayor who once promised to "take a swim" if the city's new aquarium was not ready to open on time. It was indeed delayed, and on opening day, there was His Honor, complete with "rubber duckie", in the tank with the sea lions).

In the clear, cool mid-morning of Saturday, the 19th, the Baltimore and Ohio R.R. Building at Charles and Baltimore Streets looked down on the newest manifestation of the railroad history whose beginnings it represents. About 1500 people, invited guests and the general public, were gathered outside the entrance to Charles Center Station to hear a collection of notables singing endless praises to the Metro they all wanted to ride. The Mayor was upstaged by Ralph Stanley, newly-appointed Director of the Federal Urban Mass Transit Administration, who started out badly by stammering that he was "happy to be here in Boston...in Baltimore..." but then recovered nicely by claiming "I was just thinking ahead to next fall's World Series". He also commented that today, on his first day on the job, "here I've opened a subway system and spent \$43 million, and it isn't even lunchtime".

Yes, the subway did open. The first train out of Charles Center carried the invited guests and left before the public was allowed in. It ran under manual control, rather than the usual Automatic Train Control (ATC), just so that Maryland's Governor Harry R. Hughes could have the honour of handling the controller. As the train took the tight right-angle curve out of the terminal, the ATC repeatedly applied the brakes as the enthusiastic Governor tried to exceed the controlled speed signal (another case of the problems that arise from mixing politics and transit).

After the VIP train departed, the public finally had its chance. From about 11:00 a.m. until 4:00 p.m., four-car trains ran on about a 15-minute headway from Charles Center to the outer station, Reisterstown Plaza (known to employees as "R.P."). Outbound trains would pause at each station without opening their doors; the inbound trip was made non-stop. No stations outside of Charles Center were open for entry, while at the one open station no fares were collected. And Baltimoreans finally got to ride on the Metro they had dreamed of for two decades.

Revenue service began on Monday morning, Nov. 21. For the time being, until operating problems are ironed out and reliability assured, the Metro will run only Monday through Friday, 5:00 a.m. until 8:00 p.m. A similar precaution was used in the early days of Washington's and Atlanta's systems. Four-car trains are used (the maximum length is six), and headways in midday and evening are 10 minutes, cut only to eight minutes in rush hour. This is a very conservative operation, with only seven trains, or 28 out of the fleet of 58 cars, in rush hour service. The fare is consistent with the bus fare structure: a flat fare of 75¢, except to R.P. which is in the first suburban (85¢) zone. Fares are collected with small fixed rate tickets inserted into entry and exit faregates to activate them electronically. As in Montreal, buses soon will begin issuing similar tickets as transfers. Transfer to or from a bus costs 10¢. At present there are not many connecting buses, except downtown. As a precaution similar to the hours-of-service restriction, the planned conversion of bus routes in the north-west parts of the city and suburbs will not take place until the spring. Despite this, and despite the hours, ridership in the first month of operation was reported to have run between 17,000 and 23,000 persons per day, significantly higher than predictions.

The cars are being built by Budd in a joint order with Miami's Metro Dade Transportation Administration. The original plan called for 72 Baltimore cars to be delivered before Miami got its first. But those delays in the delivery of the cars, mainly (but not only) due to the 6½-



month Westinghouse Air Brake strike of 1982, caused a conflict. While Baltimore's completed Metro waited for its cars, Miami's Metrorail caught up. So a deal was concluded between MTA and M-DT whereby 14 of Baltimore's cars were diverted to Miami, in return for diversion of some Federal construction funds to Baltimore from Miami (which, with its 16 cars, counting a prototype pair delivered earlier, hopes to open limited service very soon. Perhaps by the time the reader sees these words Miami will have become the tenth city).

Each car is 75 feet long, 10 feet two inches wide, and 12 feet high, and weighs 76,000 pounds. The sides and roof are gleaming unpainted stainless steel, with blue and white fiberglass ends. Three double doors per side admit passengers to 76 seats and standing room for 90. Cars come in married pairs.

Like most newer systems in North America (Washington excepted), Baltimore has opted for individuality in its stations. Each of the six underground stations has its own atmosphere and finish, though all are of the same general dimensions and island platform pattern. In fact, the word "atmosphere" is particularly applicable to Lexington Market downtown, which may be the only subway station in the world that is identifiable by aroma. The many meat, fish, produce, and deli stands in the huge municipal market above produce a pungent air that is wafted into the station by the ventilating ducts. It was not planned that way, but just happened.

Aside from that, avant-garde artworks provide a theme for each of the nine stations, underground or above. For instance, Charles Center and R.P. feature neon sculptures. Lexington Market has multi-coloured mosaics on the ceiling beams spanning the platform, visible either above or below. Three backlit photo montages of idealized human faces overlook the Mondawmin station, while a mural depicting a frenetic jazz band swings across a wall at Upton.

The 3½ underground miles curve through the downtown area and the congested residential areas of the near north side, all deep in rock tunnel on a continuous upgrade. In fact, Penn-North may be the only station built on a grade since the inexperienced early years of subway building. Deepness is attested to by the 120-foot high escalator entrance at Penn-North.

After Mondawmin the line surfaces for a half-mile stretch which includes a track connection to the Chessie System (formerly Western Maryland Ry.). From there to the north-west terminus the line is elevated, except for a short surface stretch passing the yard between Rogers Ave. and R.P. The structure runs over a grassy strip between the WM tracks and a parallel street. It is of reinforced concrete sitting on a single row of pillars, and, seen from below, some of those pillars seem disconcertingly off centre under the trackway, because of special clearance problems. Sound barriers, car floor height, flank the tracks—a boon for the neighbourhood but a frustration for the photographer.

Eight miles of Metro is all that Baltimore will have for three more years. A further six-mile stretch to suburban Owings Mills, with two intermediate stations, is under construction now in the median of an expressway. This is due to open in 1987. After that, plans are now being drawn up for a 1½-mile extension on the downtown end, east and north to John Hopkins Hospital. Anything beyond that is speculation.

Still, Balamer (as the natives pronounce it) has been bitten by the same Metro virus that infected Washington in 1976—a virulent early strain. The interest and enthusiasm I saw in the streets, the media, the everyday conversation in Baltimore were for me a pleasant change from the muted praise and the ho-hum attitudes that have seemed to pervade recent expansions of Washington's Metro. In "The City on the Move" you can be sure it won't all end with 15½ miles.

**Toronto Transit  
Commission**



**News**

● **126 SUBWAY CARS ORDERED**--The Toronto Transit Commission, after deliberating only five minutes over a report on the matter at its special meeting on Dec. 6, decided to place an order with the Railtrans division of UTDC for 126 75-foot subway cars at a price of \$185 million. The order was based upon a report of the "referee", Ian D. Sinclair, former Chairman of Canadian Pacific Enterprises, who was retained by the TTC to advise on the fairness or otherwise of the prices offered by UTDC in the circumstances of there not having been a tender call. Mr. Sinclair advised the Commission that the price was "within a range of reasonableness". The TTC had requested quotes from Hawker Siddeley on quantities of 26, 60 and 126 cars, and the order for the largest of these figures would appear to indicate that a cost advantage in buying in bulk was present. Purchase of the cars from UTDC will result in the Province of Ontario paying 75% of their cost. The large order also presages a single stage replacement of the Gloucester car fleet. A further implication of the large order is that deliveries, expected to commence in late 1985, will likely spill over into 1987. The absence of an odd numbered car quantity would seem to indicate that a replacement for damaged H5 car 5755 is not involved in the order. The new cars will be designated as Class H6, and will be basically similar in appearance and technical aspects to the H5's.

● A scrapping program for heavy rebuild PCC's is under way. As of Dec. 1, cars 4300, 4322, 4370, 4385 and 4400 (inclusive of the first cars of Classes A-6 and A-7) were on the Hillcrest scrap track awaiting disposal. A count of PCC's in storage at St. Clair Carhouse shortly before that date by UCRS member George Meek revealed that about 60 cars were in dead storage on nine outside tracks. As of time of writing the expected order for CLRV's to permit retirement of all PCC's had still not been placed, and the matter was still in the hands of the TTC vs. UTDC "referee", Ian D. Sinclair.

● TTC vehicles carried 405,476,000 passengers in 1983, an increase of more than 4.5 million over 1982, to set a new yearly record. Over one million Metropasses were sold last year, this representing a 16% increase over 1982 sales. A new one-day ridership record was set on Friday, Nov. 18, when 1,553,000 passengers were carried; it was the first of four consecutive Fridays

CONCLUDED BELOW 'EVENTS'