Newsletter

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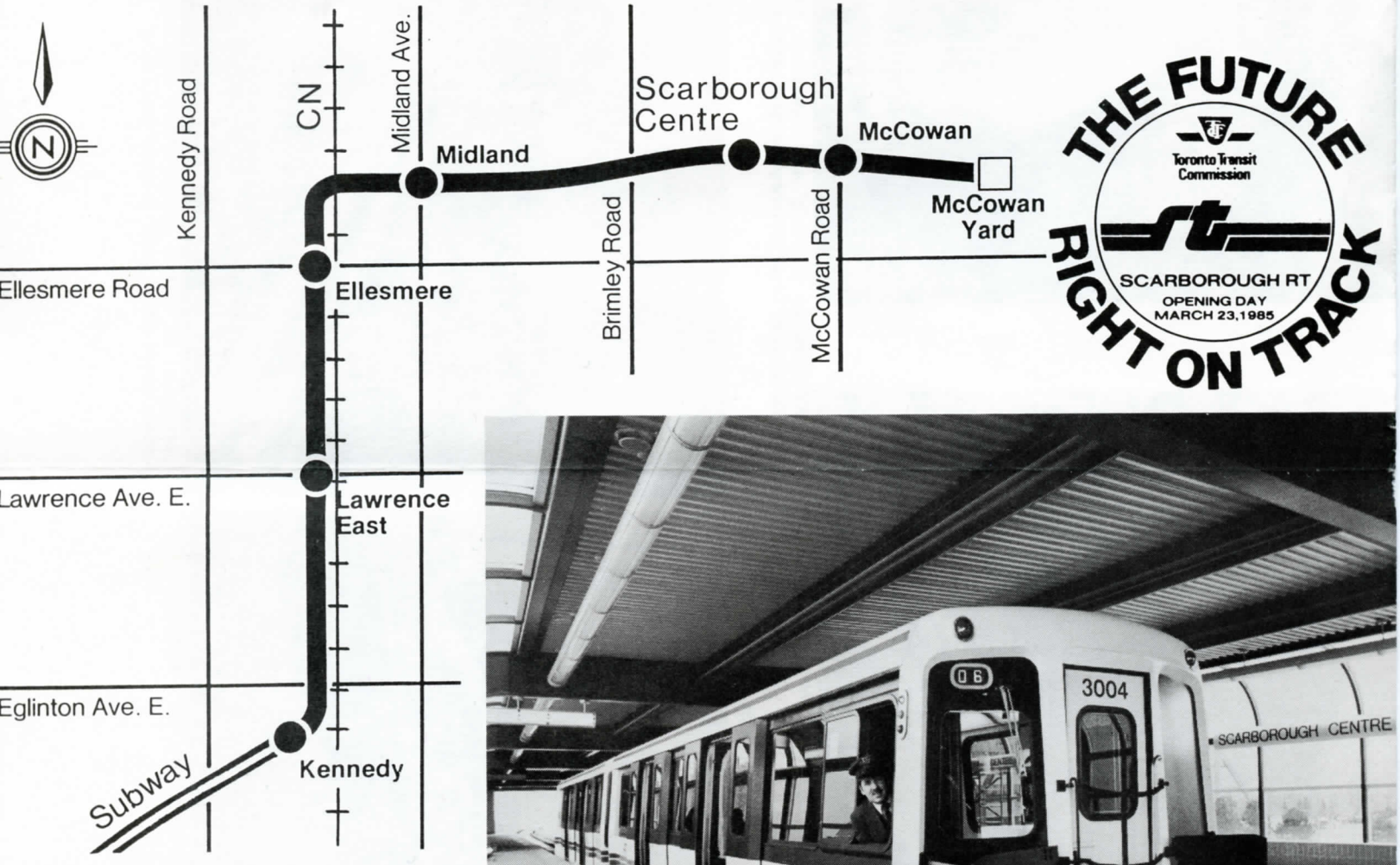
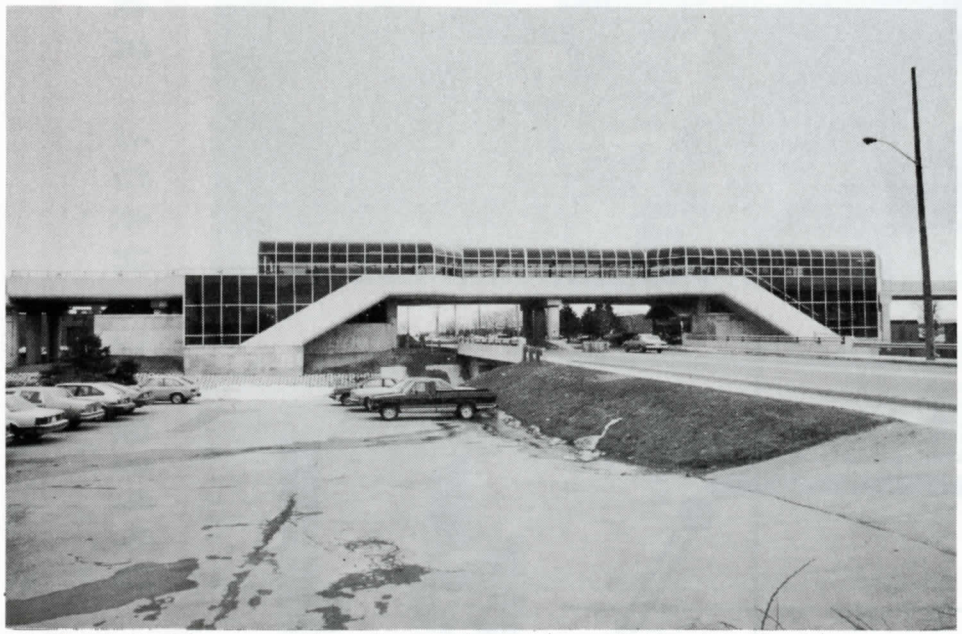


UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO

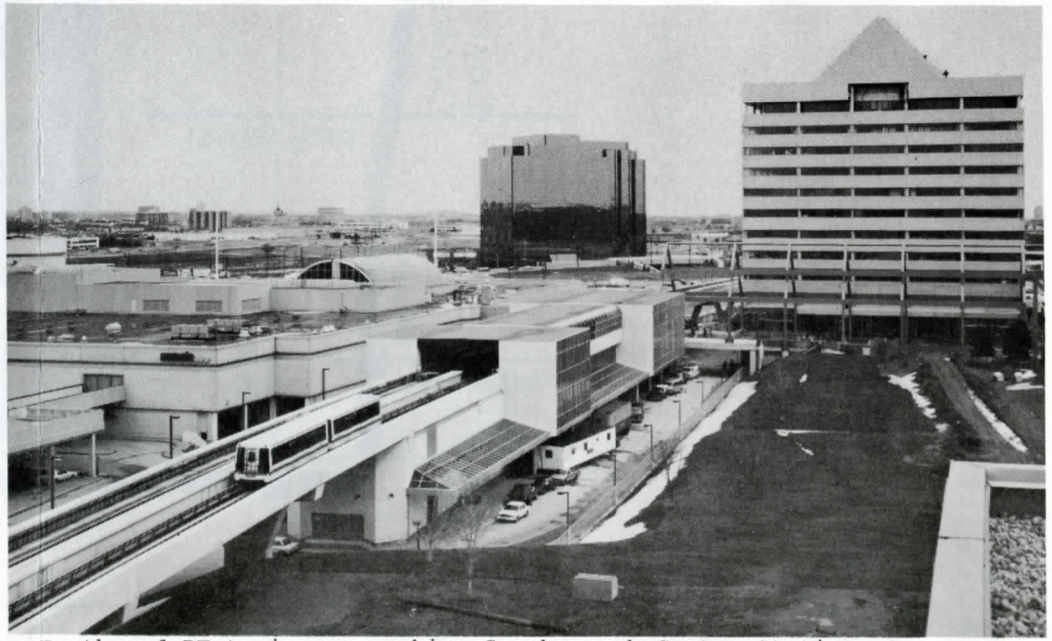
Ramp at Kennedy Station, as seen from Eglinton Ave. overpass.

RT between Kennedy and Lawrence East Stations. View looks south to Eglinton from Mooregate pedestrian overpass.

TTC photos by Ted Wickson



Midland Station, on the elevated section of the RT, looking south.



Eastbound RT train approaching Scarborough Centre Station. Scene looks east from Bell Canada building.

THE T.T.C. IS NOW THREE RAILWAYS

1. Background

With a surface streetcar system dating back to 1861 and an HRT (subway) system which began operation in 1954, the year 1985 will mark the inception of a third TTC electric railway operation, the 4.5 mile Scarborough RT (ICTS) line. The latter facility can trace its origin back to some rather nebulous proposals advanced during the 1960s for what was at the time referred to as a "limited tramline" running north-easterly along the abandoned CN (originally Canadian Northern Ry.) right-of-way from the east terminal of the Bloor-Danforth Subway to some destination that was never really fixed. This limited tramline proposal (how quickly and totally that short lived term has been replaced by LRT) was particularly espoused by former Scarborough Reeve (and later Mayor) Albert (Ab) Campbell. The concept at this time was to use PCC cars rendered surplus by subway construction.

By June of 1976 the Scarborough Town Centre had been committed as a major Civic-Office-Shopping complex in the Ellesmere-McCowan area of the then Borough. Transit planning was by that time oriented to serving the Centre, and in the aforementioned month the Metropolitan Toronto Planning Department made public a series of study reports for an LRT line running north from Kennedy Terminal Station of the Bloor-Danforth Subway at surface level along the CN Uxbridge Subdivision right-of-way and then easterly north of Ellesmere Rd., on a combination of elevated structures and depressed trackage (in cuttings) east to the Town Centre and McCowan Road. A little later a future extension of the line to the Malvern area was also under serious consideration. A carhouse/shop/substation facility was planned to be located on the east side of the CN right-of-way, immediately east of the point where the LRT line would curve from the railway right-of-way to follow the east-west portion of its alignment. For a period of five years developmental work progressed on the LRT line, and the construction of Kennedy Subway Station included upper level LRT platforms and an elevated loop to the west of them to turn back the CLRVs which were intended to be used to provide the service.

Then came the dramatic June 1981 decision to scrap the LRT plans in their entirety and to use the Urban Transportation Development Corporation's ICTS (linear induction/automated operation) technology in its place. Borough of Scarborough politicians had visited UTDC's Millhaven test track and were sold on the technology, although Mayor Gus Harris and at least two Aldermen were highly skeptical and deplored the additional construction time that the decision implied. The LRT line had been expected to be completed in 1983 at a cost of $103 million. The immediately apparent additional cost resultant upon the technology switch was $31 million, which the Province of Ontario agreed to pick up in total. It was hardly foreseen at that time that the ultimate cost of the facility would total close to $200 million. On the matter of additional construction time, the NEWSLETTER (July 1981 issue) made the admittedly bad tempered prediction that the line would not open until 1986. Actually, the opening beat that by nine months.

Toronto (or Scarborough, according to the Scarborough politicians) thus beats both Vancouver and Detroit to the wire in opening the first revenue ICTS line, and most certainly has beaten Hamilton and Los Angeles, where ICTS was considered and then rejected. UTDC officials exhibited some degree of euphoria on the occasion of the Scarborough opening, indicating (despite recent statements that ICTS was no longer the Corporation's principal interest) that they are hopeful of obtaining contracts in Hong Kong, Greece, Turkey and even the U.S. There is no mention of further Canadian installations.

2. Brief Technical Overview

The new Scarborough RT line incorporates three significant innovations in transit technology, i.e., computerized train operation, Linear Induction Motors, and steerable-axle trucks. Although TTC Operators will be aboard all trains, the RT line is designed for complete automatic operation. Each car has two on-board computers which accept commands from the system's three central computers. Underneath each car, a pair of antennae continuously transmits data on vehicle speed and position through cables strung alongside the tracks. The central computers at Kennedy Station monitor the positions and speeds of all trains and by controlling their speeds keeps them separated at safe operating distances. The on-board computers perform the actual function of driving, "instructing" the train to speed up, slow down or stop. This information is received by the undercar antennae from the central computers. No instructions are sent unless at least two of those three computers are in agreement.

The control system for the RT line also permits remote control of the power supply to all aspects of the line, including auxiliary equipment such as escalators and rail de-icing cables.

TO PAGE 5

The Newsletter is published monthly by the
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The Smiths Falls (Ont.) Railway Museum Association (project of the Rideau Valley Division of the CRHA) is mounting a "Save Our Station" campaign for the CNR depot in that town. The station was constructed by the Canadian Northern Ontario Ry. in 1914 to serve Toronto-Ottawa trains, and was last used by Canadian National (not for passengers) in 1983. It was declared a National Historic Site in 1984 and was leased to the Association, also last year. The campaign is for funds to assist in restoration of the structure, and charter memberships are being offered with a single person donation of $5 or family donation of $8. Contributions may be sent to the Association at P.O. Box 962, Smiths Falls, Ont. K7A 5A5.

L&PS ROSTER CORRECTION--Control trailer 21 of the London and Port Stanley Railway is listed as former car 1128 of The Milwaukee Electric Railway and Transport Co. in the roster appearing in the last issue of the NEWSLETTER. The correct former number of this car is 1129.

WESTMOUNT STATION-A SECOND CAREER? by Alonzo Dixon

Late in January, 1985 Montreal GAZETTE reporter David Johnston previewed a possible future for CP Rail's Westmount (Montreal) Station, aged 78, which will become redundant when CTCUM opens its new Metro-Lakeshore Rail interface station at Vendome this spring (NEWSLETTER No. 419, September 1984, p. 3).

Restating its current policy, CP Rail offered to sell the station to the City of Westmount for $1 last year, provided that the building was removed to another location. The City declined the offer. As could have been predicted, a group of concerned Westmount citizens, which includes Arts Westmount, a local arts society, wants to preserve the station. The purpose in preserving the station would be to set up a "charitable foundation", purchase the station and convert it to an art gallery. In restating its policy, CP Rail surprised the concerned citizens by offering to contribute to the costs of relocation an amount of money equal to what it would cost to demolish the station. This was a significant gesture of goodwill on the part of CP Rail.

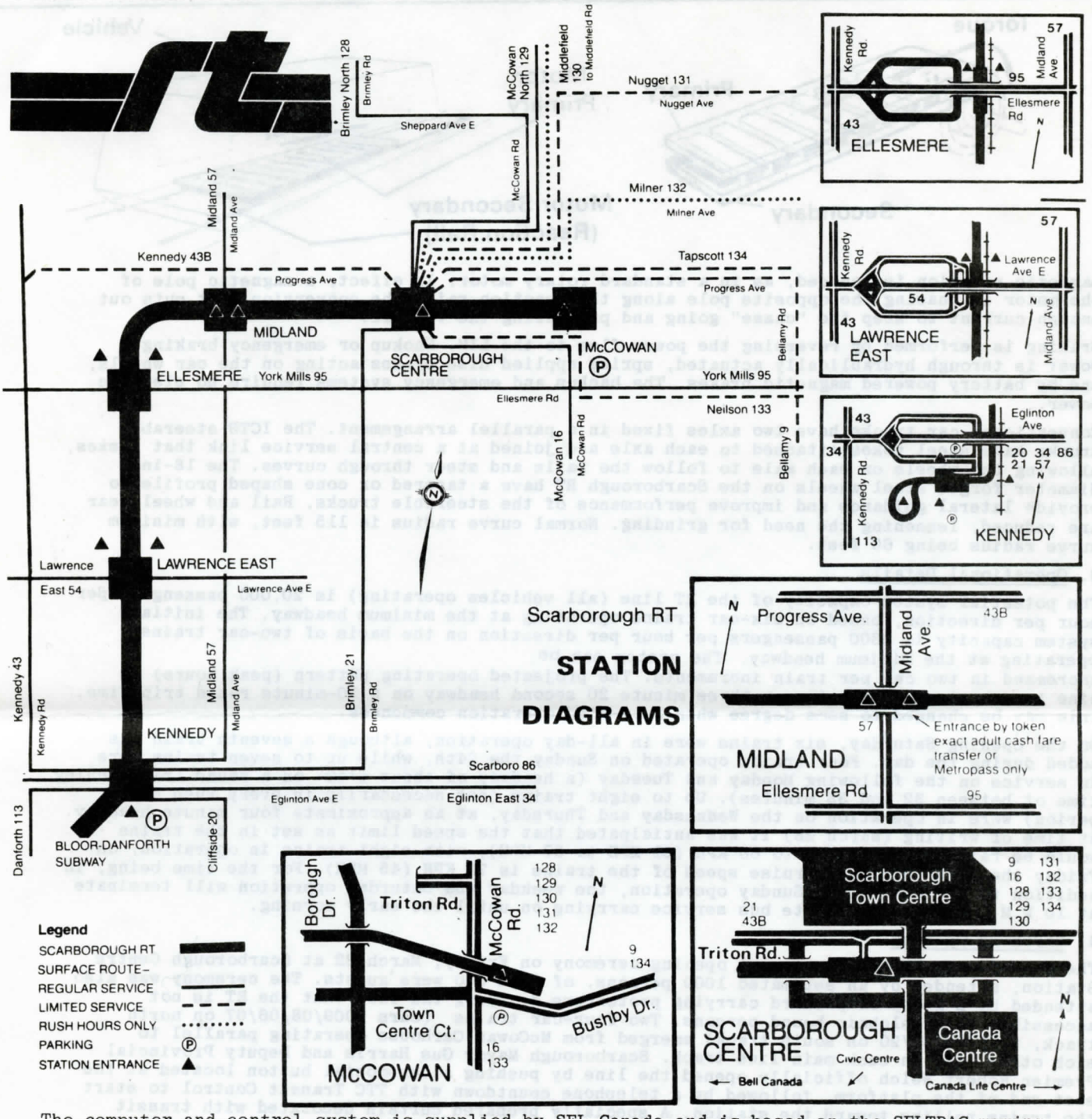
The citizens' group has taken the position that the station should stay where it is, on Ste.-Catherine Street "at the foot of Victoria Avenue". Arts Westmount President Edyth Germain rejected CP's reasons for stipulating station removal: the significant possibility of Company liability for accidents, even with a chain link fence of appropriate height isolating completely the station building from the railway right-of-way and the possibility, perhaps remote, of catastrophic damages resulting from a derailment, a la Mississauga, Ontario. Mrs. Germain pleads that the station is too fragile to be relocated. "It would have to be cut into segments," she said. "It would be a puzzle".

Puzzle or no, CP Rail agreed to meet with the task force of "concerned citizens" of Westmount early in February, to discuss possible solutions to the puzzle. In the meantime, Arts Westmount petitioned the Government of Quebec to have the station declared an historic property, presumably amenable to government funding. A decision on this request is expected within two months.

The first station on this site, Cote St-Antoine, was established about 1890 (NEWSLETTER No. 419, September 1984, p.9). The present building, designed by William S. Painter, an architect who also assisted in the design of CP's Windsor Station (Montreal) and the Chateau Frontenac hotel in Quebec City, was erected in 1907.

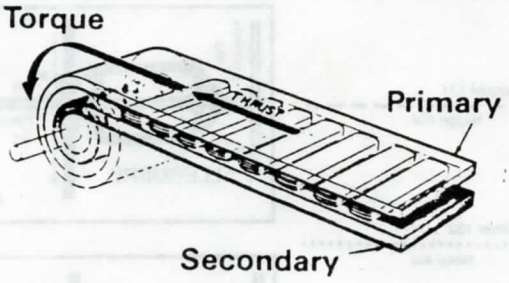
COVER: A TTC Scarborough RT train at Scarborough Centre Station.

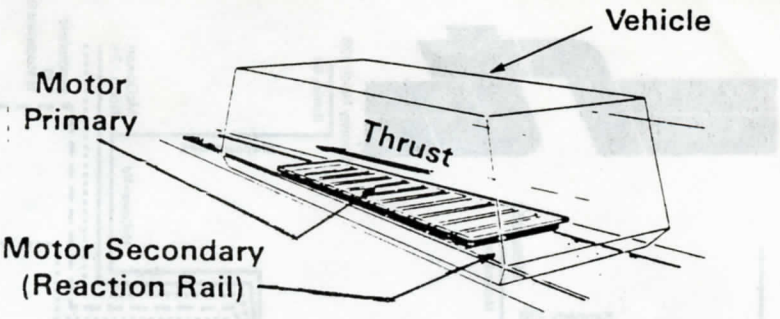
--TTC photo by Ted Wickson



The computer and control system is supplied by SEL Canada and is based on the SELTRAC moving block concept developed and used in West Germany by Standard Electrik Lorenz AG. While the computers run the trains, TTC Operators will be able to manually override the system in case of a malfunction. The Operator will also be responsible for controlling station dwell time and closing doors , verifying that the track is clear of unauthorized persons, animals or foreign objects, maintaining contact with the control centre and responding to emergencies and operating the vehicle manually if necessary. At the inception of service on the RT line all operation was manual, and will continue so for the first weeks of operation.

The Scarborough RT Line uses Linear Induction motors for propulsion. Unlike a conventional rotary electric motor, the LIM is in a flat, or linear, configuration. Instead of the electric current in the primary (outer section) driving the motor, the LIM's flat primary drives against the aluminum covered steel reaction rail laid down in the centre of the track bed. Trains can be moved forward, backward, or stopped by alternating the electro-magnetic forces between the LIM and the reaction rail, which carries no current. The motor has no moving parts to wear out, reducing vehicle maintenance costs. Two Linear Induction Motors are mounted on each car, below the trucks, with one 350KVA inverter per LIM. The motors are manufactured by Bennett and Emott Ltd. The power supply is fed through a third and fourth rail mounted horizontally, one above the other, at trackside. "Paddle" pickups on the cars bear against the power rails, collecting the 600 volts DC which is fed to a converter and changed into three phase AC, producing varying frequencies of AC and voltage. An alternating electro-





magnetic reaction is induced, as in a standard rotary motor. In effect, a magnetic pole of the motor is chasing the opposite pole along the reaction rail. The conversion unit puts out enough current to keep the "chase" going and propelling the vehicle.

Braking is performed by reversing the power flow to the LIM. Backup or emergency braking power is through hydraulically actuated, spring applied disc brakes acting on the car wheels, and by battery powered magnetic brakes. The backup and emergency systems require no electric power.

Conventional car trucks have two axles fixed in a parallel arrangement. The ICTS steerable trucks have steel yokes attached to each axle and joined at a central service link that flexes, allowing the wheels on each axle to follow the rails and steer through curves. The 18-inch diameter forged steel wheels on the Scarborough RT have a tapered or cone shaped profile to provide lateral guidance and improve performance of the steerable trucks. Rail and wheel wear are reduced, lessening the need for grinding. Normal curve radius is 115 feet, with minimum curve radius being 60 feet.

3. Operational Details

The potential system capacity of the RT line (all vehicles operating) is 20,000 passengers per hour per direction, based on six-car trains operating at the minimum headway. The initial system capacity is 3600 passengers per hour per direction on the basis of two-car trains operating at the minimum headway. The system can be increased in two car per train increments. The projected operating pattern (peak hours) is nine two-car trains operating a three minute 20 second headway on a 30-minute round trip time. This may be changed to some degree when automated operation commences.

On the opening Saturday, six trains were in all-day operation, although a seventh train was added during the day. Four trains operated on Sunday the 24th, while up to seven trains were in service on the following Monday and Tuesday (a headway of about 4'40" on a round trip running time of between 32 and 35 minutes). Up to eight trains (not necessarily in every rush hour period) were in operation on the Wednesday and Thursday, at an approximate four minute headway. At time of writing (March 28) it was anticipated that the speed limit as set in the trains would be raised from 50 KPH to 60 KPH (31 MPH to 37 MPH), with eight trains in operation, on Friday the 29th. Ultimate cruise speed of the trains is 72 KPH (45 MPH). For the time being, in addition to the absence of Sunday operation, the weekday and Saturday operation will terminate at 10 P.M., with a substitute bus service carrying on until the early morning.

4. March 22 Opening

The Scarborough RT had its formal opening ceremony on Friday, March 22 at Scarborough Centre Station, attended by an estimated 1000 persons, of whom 600 were guests. The ceremony was also attended by a group of placard carrying protesters decrying the fact that the RT is not accessible to wheelchair bound persons. Two four-car trains (cars 3009/08/06/07 on north track, 3022/23/21/20 on south track) emerged from McCowan Carhouse operating parallel to each other, one on each main line track. Scarborough Mayor Gus Harris and Deputy Provincial Premier Robert Welch officially opened the line by pushing a ceremonial button located at the east end of the platform, followed by a telephone countdown with TTC Transit Control to start the trains rolling toward the station. A specially prepared curtain decorated with transit vehicles, installed across the east portal of the station, parted as the trains approached at a brisk pace, to the accompaniment of dramatic music and thundering hoofbeats (!) over the PA system. Earlier, speeches befitting the occasion were delivered by TTC and governmental officials at a platform on the mezzanine level.

As soon as the trains had halted, the guests squeezed aboard the two trains which, in a 12-minute run, proceeded to Kennedy Station where champagne and the University of Toronto Engineering School's famous Lady Godiva Band awaited them. Among the onlookers at the ceremony were UCRS member Charlie Bridges, a TTC pensioner, and his wife Helen. Following the festivities at Kennedy the trains returned to Scarborough Centre where the guests dispersed.

There was no further passenger operation on the 22nd, but service began for the general public on Saturday the 23rd with free rides offered all day. Regular revenue service began on Sunday the 24th as a "shakedown" day--permanent Sunday operation will not follow, however, for some time. Several bus routes have been altered to feed passengers to the RT line, even though it is in itself a feeder to the Bloor-Danforth Subway. At time of writing it was apparent that the new facility had attracted much experimental riding and was experiencing crush loading conditions. The situation will presumably ease as "water finds its own level" and some passengers return to their former routes.

--The Editor expresses his appreciation to Ray Corley for his assistance with portions of this article.

more items

TTC PASSENGER CAR ROSTER AS OF DECEMBER 31, 1984 compiled by Ray Corley

Class	Numbers		Totals
A. Streetcars			
K-2	+ 2424		1
P	⊙ 2766, 2894		2 (3 Witts)
A-1	(Extinct 1969--4055 last unit)		0
A-2	(Extinct 1974--4199 last unit)		0
A-3	(Extinct 1972--4247 last unit)		0
A-4	(Extinct 1971--4261 last unit)		0
A-5	(Extinct 1974--4275 last unit)		0
A-10	(Extinct 1975--4578 last unit)		0 (0 Air-Elec. PCC)
A-6	4301-02/05-06/08/10-13/15-20/23-24/26-32/34-36/39-41/43-45/ 47-48/50-52/54-56/59-62/64-68/71-72/74-81/83-84/86-88/90-95/ 97-99	HRB (74)	74*
A-7	4404/06-07/11/17/20-21/24/28-29/32/37-38/40/42/48-49/51/55-56/ 58-60/63/65-66/68-69/72-74/77-78/81-82/84-85/87/91-92/94-97	HRB (44)	
	4422	URB (1)	45*
A-8	4500-03/05-12/14-49	HRB	48*
A-9	(Extinct 1982--4558 last unit)		0
A-11	(Extinct 1982--4666 last unit)		0
A-12	(Extinct 1982--4697 last unit)		0
A-13	(Extinct 1983--4704 last unit)		0
A-14	(Extinct 1977--4766 last unit)		0 (167* All-Elec.PCC)
L-1	4000-4005		6
L-2	4010-4199		190 (196 CLRV)
B. Subway Cars			
G-1	5000-03/06-57/60-99		96
G-2	5100-05		6
G-4	5110-15		6
G-3	5200-03/06-27		26
M-1	5300-35		36
H-1	5336-87/92-99; 5400-99		160
H2 & H3	5500-5575		76
H-4	5576-5663		88
H-5	5670-5807		138 632 Rapid Transit
C. Scarborough RT Cars			
S-1	3000-3023 (delivered, not accepted)		24
Grand total passenger rail vehicles on property			1022

⊕ 2424 leased from OERHA in 1974 for Tour Tram Service.
⊙ 2766 owned as TTC relic; 2894 leased from Ont. Rail Assoc. 1973; both operated as Tour Trams
* Stored 77 cars
PCC service cars not included in totals: 4504 (training); RT-14 & 15 (ex-4410, 4446); W-30 & 31 (ex-4631, 4668).
ᵛ Cars with dual service controls for Operator training (active service only): 4301-02/05-06/08/91-95/97-99. Total: 13. 4404/06-07/11/17/20/87/91/92/94-97. Total: 13. 4500-03/05-08. Total: 8. Grand Total: 34 cars.
Abbreviations: HRB = Heavy Rebuild. URB = Not Rebuilt.

Summary of Rail Vehicles (Passenger and Service Cars)

Vehicles	Jan. 1, 1984	Acquisition	Disposals	Dec. 31, 1984 Active	Inactive	Special	Total
Streetcars	373 (b)	-	6	286 (a)	77 (c)	4 (b)	367
Subway cars	630	-	-	630	2 (d)	- --	632
SRT cars	-	(g)	-	-	- -	----	(g)
Grinding cars (surface)	2	-	-	2	- -	- -	2
Service (subway)	20 (e)	-	-	19	1 (f)	- -	20
Service (SRT)	-	3	-	3	- -	- -	3

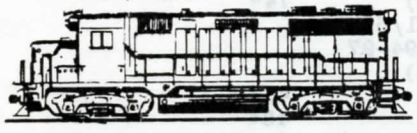
Notes: (a) 90 PCC and 196 CLRV active.
(b) Includes one training PCC, 4504, and three Witt cars (two leased): 2424, 2766, 2894.
(c) PCC: 76 HRB and one unrebuilt (4422) stored. Five HRB and 4422 for disposal.
(d) H-5 cars 5754 (spare) and 5755 (stored due to collision damage).
(e) Special car RT-26 numbered and added to summary.
(f) RT-6 being rebuilt.
(g) 24 SRT cars delivered April-December 1984 but not accepted.

• The TTC has decided to number the 52 ALRV's on order from UTDC (Thunder Bay) 4200-4251 instead of 4600-4651 as originally planned. The numbers will thus directly follow those of the CLRV's now on the system. --Ray Corley

• CLRV's 4002 and 4005, which had been painted in special blue liveries during 1984 for the Toronto Sesquicentennial and Provincial Bicentennial, respectively, were sent to Hillcrest Shops during the last week of March for repainting to their standard red, white, black and gray colours.

• The TTC Equipment Department has begun a program of enlarging the Operators' cabs of its 36 M-1 subway cars, built by Montreal Locomotive Works in 1962, to make them compatible with the cabs on the Hawker Siddeley cars. The larger cabs will permit the cars to be used in base service; as a general rule, due to Operators' complaints about working in the small cabs, the m-1s have been restricted to rush hour service. The first car to be completed, during the last week of March, was 5335, the last car of the series. The work is expected to be completed, by Greenwood Shops forces, within about two years.

MOTIVE POWER



and car equipment

Diesel Division
General Motors of Canada Limited

SUMMARY OF RECENT ORDERS TO FEB. 28, 1985

Compiled by Don McQueen

Order No.	Qty.	Model	Builder's Nos.	Buyer	Road Nos.	Delivery Date
C-448	4	SD50AF	A4468-A4471	CN (1,5)	9900-9903	Apr. 1985
C-449	60	GT26CW-2	A4363-A4422	Iran	60-915 to 60-974	Jan.-June '84
C-450	15	JT22MC	A4348-A4362	Egypt	3445-3459	Mar.-Apr. '84
C-451	8	GT22LC	A4460-A4467	Congo(2)	CC501-508	Feb.-Mar. '85
C-452	4	MP15AC	A4423-A4426	NHB (3)	8403-8406	Sept. 1984
C-453	2	GP38-2	A4427, A4428	ONR (4)	1808, 1809	Oct. 1984
C-454	15	SD40-2	A4429-A4443	CP	5865-5879	Nov.-Dec. '84
"	15	SD40-2	A4444-A4458	"	6055-6069	Dec.'84-Jan.'85
"	1	SD40-2	A4459	"	5583 (2nd)	Jan. 1985
C-455	25	SD50F	A4472-A4496	CN(1,5)	5400-5424	Mar. 1985
C-456	45	GP38-2	A4502-A4546	CP	3041-3085	Commencing Sept. 1985
C-457	5	SD40-2	A4497-A4501	BCOL(6)	763-767	June 1985

--Note varied delivery dates for various orders from dates shown in last list (NEWSLETTER 420, page 13).
--Other notes: (1) Road nos. originally proposed as 5400-5403 (C-448) and 5404-5428 (C-455).
(2) Congo operator is Chemin de Fer Congo-Ocean (CFCO).
(3) NHB units are for Montreal operation; 8405, 8406 have 600 volt AC power standby plugs.
(4) C-453 units have ONR's first installation of Locomotive Temperature Protectors (LTP).
(5) C-448 units have 3800 HP with a 16-710 G3 (900 RPM) prime mover and microprocessors, while C-455 units have 3600 HP with a 16-645F3B (950 RPM) prime mover.
(6) C-457 units will have Locotrol. --from Tempo Jr.

POWER AND EQUIPMENT NOTES by Mike Lindsay and Doug Page

--Conrail power on the BU-CP and CP-BU from Feb. 20, 1985 to Mar. 21, 1985: 1991-8107-8084, B23-7, GP38-2, GP38-2; 7993-7953-8107, all GP38-2; 8073-7983-7992, all GP38-2.
In all cases the Conrail power was turned at Hamilton. CP Rail units handled the Hamilton to Agincourt portion of the runs. As a result, the Empress of Agincourt, RSD17 8921, was in Hamilton no less than 18 times during the abovementioned period.
--As the result of a Budd car shortage during the spring school break period, VIA runs 651-652, the ONTARIAN (Kingston-Toronto-Kingston) used Tempo equipment (with an LRC locomotive) on Mar. 15 through Mar. 18. Is this the first use of Tempo equipment in revenue service east of Toronto? With the one set of Tempo cars running east, GO equipment was used on some of the Windsor trains.
--Sperry Rail Service Car 119 was operated on the CN Oakville Sub. on Mar. 24.
--CP Rail's RCO unit was taken out of storage at the TH&B's Chatham St. Roundhouse on Mar. 22. Speaking of the TH&B, no more road units failed during this past month; the remaining three Geeps no longer see service on the BU-CP and CP-BU.

--There are rumours that some of the 45 GP38-2's recently ordered by CP Rail will be assigned to the TH&B but, for now, that railway will continue to be operated with CP SW1200RS's in the 1200 and 8100 series, 4200 series C424's, and other spare power from Toronto. There may be an upcoming order from CP for SD50's or SD60's: it seems likely that the recently delivered 6069 and 5583 will be the last SD40-2's to be built for CP.

POWER NOTES BY BRUCE CHAPMAN

CN

Rebuilds: 307 to 8702; 8610 to 8703; 8608 to 8704; 8609 to 8705; 8514 to 8706; 8613 to 8707; 8513 to 8708.
Retired GP9's downgraded to yard units: 4469 to 7000; 4478 to 7001; 4479 to 7002; 4480 to 7003; 4483 to 7004; 4485 to 7005. Next series: 4519 to 7200; 4521 to 7201; 4522 to 7202; 4535 to 7203; 4501 to 7204; 4502 to 7205.
Retirements: 8165, 8179, retired Feb. 4, 1985, scrapped at London. Also retired, on Feb. 13, were 4119, 4221, 4233, 4234, 4237, 4328, 4512, 4584, 8029.
Assignments--SD50AF's 9900-9903 to MacMillan Yard, Toronto; SD50F's 5400-5439 to Thornton Yard, Vancouver.
Miscellaneous--Backshop repairs may be eliminated, due to age, for the following classes: SW8, SW900, SW9, SW1200, SW1200RS, S4/S7/S12/RS18/RS18M/GMD1.
--SD40-2 5334 has been painted up in a special livery for Expo 86, along with some freight cars.
--CNR 4-8-2 6060 may operate out of Jasper this year.
Stored Serviceable, Long Term: 3618, 3625, 3631, 3632, 3636, 3637, 3638, 3656, 3659, 3661, 3669, 3671, 3673, 3674, 3677, 3682, 3686, 3687, 3690, 3693, 3698, 3703, 3713, 3721, 3732, 3735, 3832, 3833, 3838, 3839, 3840, 4211, 4223, 4229, 4230, 4283, 4339, 4396, 4401, 4403, 4421, 4424, 4467, 4491, 4495, 4578, 8050, 8164, 8166, 8167, 8171, 8191, 8229, 8232.
Stored Serviceable, Short Term: 1005, 1007, 1010, 1011, 1016, 1019, 1022, 1025, 1026, 1028, 1029, 1036, 1037, 1058, 1060, 1065, 1066, 1770, 1775, 2500-2509, 2514, 2515, 2518, 2519, 2522-2525, 2545, 2573, 2575, 3648, 3678, 4416, 9190-9196, 9198, 2036.
Stored Unserviceable: 214, 1230, 1237, 1238, 1255, 1257, 1762, 1767, 1781, 3112, 3117, 3649, 3680 3692, 3695, 3699, 3700, 3705, 3706, 3709, 3716, 3722, 3723, 3724, 3730, 3743, 3837, 4271, 4274, 4275, 4405, 4492, 4504, 4514, 4516, 4525, 7177, 7916.
--Several C424's probably won't run again: 3201, 3232, 3235, 3237, 3239.
--1758, 1759 have been repainted. Moncton Shops, while 1766 and 3634 received overhauls as well. Also in the shop were VIA 6313, 6314, 6910.

CP Rail

Rebuildings: 8793 to 1828, outshopped Angus Feb. 8, 1985; 8523 to 1590, outshopped Ogden Feb. 14, 1985; 8774 to 1829, outshopped Angus Feb. 25, 1985.
--7091 has been equipped with roller bearing trucks from retired 6523, while 6537, assigned to John St., Toronto, now has roller bearings, as does 6705, St. Luc.
--Train 482 with 5846-5953-5699 was sideswiped by a westbound grain train at Kanaha, B.C., headed by units 5857-5937-5578. Backshopping of three of the locomotives will be required.
--The derailment at Petawawa, Ont. of Train 471 involved CP 4740-4706-5513-B&O 3722-CP 4221-4730. The last two units and 26 cars derailed.
Retirements--cabooses 434046, 434407.
--Arriving Weston Shops, Winnipeg for stripping on Feb. 21 were 6501, 6521, 6571, 6573, 7019, 7039, 7040, 7106, 7117.
--Robots 1007, 1010 arrived Ogden Feb. 14 for stripping; 7058 at Angus Feb. 13.
--Approved for retirement are 6605, 7104 as of Feb. 22, plus 6500, 7041, 7116, 6565, 6596, 6615.
Stored Unserviceable: 7035, 7116 at Winnipeg, 6614 at St. Luc.
Miscellaneous Business Car 63, a Track Geometry Car, will be repainted in Tuscan red from its former silver scheme.
--CP will test three BN B32-8's starting May 1 on the M&O Sub. They are nos. 5497-99, and at 275,000 lbs. are overweight. The tests will last four days.
--The railway is now going to try to sell stripped yard units from Winnipeg for scrapping. 6606 was sold to General Shredders on Feb. 21; sold to Mandah Metal Processing, Selkirk, Man. were 6535, 7048, shipped Feb. 11.

VIA--All former CN Tempo coaches have been modified to 480 kv wiring, like the LRC's and Amcoaches; GO Transit is 575 kv, therefore their units cannot haul Tempo cars, while Amtrak engines cannot handle GO doubledeckers (which VIA periodically rents).
--The conversion of 9100 class 'A' units to 'B' units has ended at 9108 for the present.
--RDC 6124 has gone to Transcona for wreck repairs; 6147 has replaced it at Alyth.

Miscellaneous--BCR RS3 567 has been retired and will be rebuilt as slug unit S-406. Other BCR slugs include S-402, ex-571, and S-403, ex-577. (see also BCR note below).
--Cameo Plastics of Langley, B.C. has its former Hooker Chemicals Ltd. Whitcomb unit up for sale. The locomotive was built in September 1943, builder's no. 60322.
--Canadian Forest Products 2-8-2 113 passed its air test and has been moved to Englewood, B.C. It may be in steam for Expo 86.
--Ex-CP 7098 has been sold to Abitibi Price Ltd., Kenogami, Quebec.

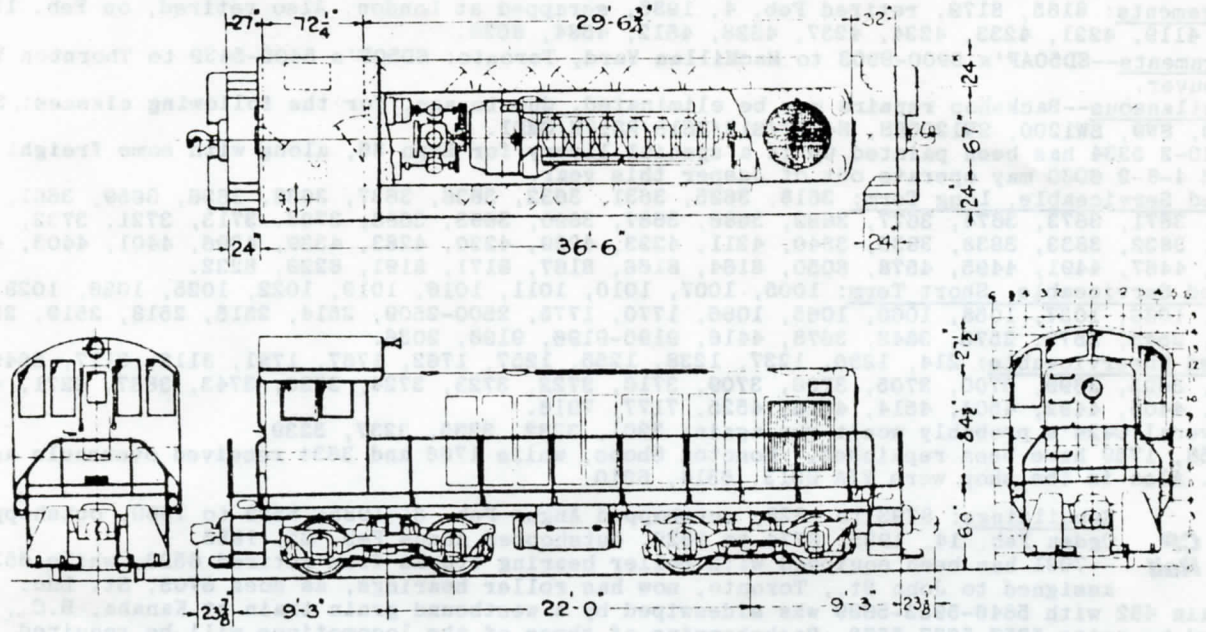
CP INVENTORY CHANGES

NO.	Class	Type	Year Built (Additions)	HP	Date
6062	DRF-30w	Road	1985	3000	Jan. 15, 1985
6063	"	"	"	"	Jan. 15, 1985
6064	"	"	"	"	Jan. 19, 1985
6065	"	"	"	"	Jan. 19, 1985
6066	"	"	"	"	Jan. 25, 1985
6067	"	"	"	"	Jan. 25, 1985
6068	"	"	"	"	Jan. 25, 1985

CP --Commencing with rebuilt unit 1276, which was expected ex-Weston Jan. 18, 23 8100 series switchers will be rebuilt as DRS-12's, numbered 1254-1276 inclusive, with transition making them suitable for road service. 1000 mile inspections will be performed at Winnipeg. The units will be assigned as follows: First five units Dominion Atlantic Ry.; Grand River

Ry.-Lake Erie & Northern Ry.: three units; Toronto Road Switcher assignments, 12 units; St. Luc, 3 units. It is expected that 11 units per year will follow in this rebuild program.

--The Crown Assets Disposal Corp. recently advertised for sale, with a closing date of Mar. 27, six 1951-built MLW 660 HP switchers of the National Harbours Board, Nos. 1003-1007 and 1009, located at Montreal, together with spare parts and batteries. The diagrams reproduced below were included in the advertisement.



--CP Rail has purchased QNS&L SD40's 204-218 as of Jan. 18; assigned CP numbers are 5400-5414 (numbers formerly assigned to CPR's later series of 2-8-2's).

--GMD (London) built New Zealand Rys. G12 DA 1400 (Builder's No. A-790) was donated to the New Zealand Museum of Transport and Technology on Dec. 17, 1984. The 1310 HP B-B unit was shipped on June 29, 1955 and was in service on the North Island by September of that year. It spent its last years in hump service at the TeRapa Yard in Hamilton, N.Z. It was presented to the museum in the maroon and gray paint scheme.

--Above two items from Tempo Jr.

BCR--Of the eight units involved in the wreck near Chetwynd last June, five have been rebuilt/repaired at Squamish Shops and one (RS18 606) withdrawn. Two of the SD40-2's involved, 755 and 760, have been sent to GMD for rebuilding. New RS18u 601 has been constructed from 583 and the former 601. The two RS3's purchased from the Lake Superior and Ishpeming have been withdrawn and rebuilt into slugs: S-404 (ex-560) and S-405 (ex-559). As other RS3's are withdrawn, they too will become slugs. Current slug masters are RS18's 603, 607, 608 and C420's 631, 632. The "lightning stripes" livery has been applied to all power except the RS3's. Its life is limited, however, as all units will henceforth be painted in the red, white and blue colour scheme pioneered by the seven new GF6c electrics.

--The Sandhouse (CRHA Pacific Coast Division)

SOME RECENT SIGHTINGS

--VIA rebuilt FP9 6310 at Spadina on Feb. 24.

--VIA Train 665 (dp. Toronto 1630) on Sunday, Feb. 24, consisted of GO Transit equipment. GP40-2 704 hauled doubledeck cars 2054, 2117, 2111, 2059, 2042, and APCU 900. The equipment would have returned to Toronto on Train 670 (dp. London 2030). Train 665 is a regular user of GO equipment on Sunday afternoons. At Kitchener that day, 665 passed CN freight 411, led by GP40-2's 9553, 9545, 9405, and 9463.

--Pat Scrimgeour

--All leased GO Transit cars were withdrawn from service on Feb. 1 by the Massachusetts Bay Transportation Authority by order of the local Fire Marshall. This action followed two fires in cars caused by defects in the electrical heating system. The second of the fires is said to have destroyed car 1075 in a matter of only a few minutes. Neither car was in service at the time of the respective fires. The equipment has been replaced by 40 ex-New Haven cars activated from the dead line.

--George Chaisson

WINDSOR AREA SIGHTINGS by Allan Rudover

--Feb. 27: C&O GP7 5773 on Walkerville local; Feb. 28: C&O GP38 4822 on Walkerville local; on N&W Train 28: C30-7 8062, SD40-2 6172, SD45 1711. March 3: On VIA 73: LRC 6900, FPB 6861. March 5: C&O GP38 4825 on Walkerville local. March 10: on VIA 72: FP9A 6506, CN GP9 4366, Steam Generator 15424; on VIA 78: FP9A 6504, FPA4 6788. March 18: N&W C30-7 8079 (maroon and gold). March 20: C&O GP38 4825 on Walkerville local. March 24: as of this date Windsor-assigned CN SW900's renumbered from 7200 series into 7900 series; on VIA 71: LRC 6095, Steam Generator 15424; on VIA 73: FPA4 6764, CN GP9 4364, Steam Generator 15455; FPA4 6772 was on standby in Windsor; on N&W 28: SD40-2 6195, Norfolk Southern (N&W, ex-IJC) GP38 4160, C30-7 8075, GP30 2906, C30-7 8073.

ADDITIONAL CN SW900 RENUMBERINGS (SOUTHERN ONTARIO ASSIGNED UNITS LISTED IN MARCH ISSUE)

Previous No.	New No.	Re.No. Date	Assigned	Prev. No.	New No.	Date	Assigned
7211	7911	Jan. 8	Taschereau	7234	7934	Jan. 7	Regina
7213	7913	Jan. 15	"	7235	7935	Jan. 17	Taschereau
7216	7916	Jan. 10	"	7237	7937	Jan. 4	Regina
7217	7917	Jan. 4	"	7238	7938	Jan. 7	"
7223	7923	Jan. 23	"	7245	7945	Jan. 3	The Pas
7224	7924	Jan. 3	"	7246	7946	Jan. 27	Taschereau
7233	7933	Jan. 7	Regina	7249	7949	Jan. 10	Sarcee

--from Tempo Jr.

CN GFA-17'S REBUILT INTO GFB-17'S--9100 to 9108--DETAILS:

Assignments: 9100-9104 Symington; 9105-9108 Calder; front windshield covered with 1/8" mild steel and painted; side windows blanked with 1/8" mild steel plate and painted; cab doors and windows operative; headlight kept in operation; two emergency brake valves; no horn; nose door operative; no hostler control; no brakes control; unit unable to operate independently.

CN 1985 REMANUFACTURED LOCO. PROJECT SCHEDULES

Old Class	GR-17 2 or 4 fan	GR-17 4 fan only	GY-00a	GR-12 (SW1200RS)	GR-17 Frame
New Class	GS-418a	GY-418a	GY-00b	GS-413a	GY-00c
Qty. (1985)	14	14	4 conv.	11	4
Material Lists for Outside Purchase	May 22/84 Oct. 15/84	May 22/84(base)	Oct. 15/84	Nov. 9/84	Apr. 1/85
Start Drawings	Jan.-Apr. '84	Late June/84	Late June/84	May /84	Early Mar./85
Completed Drawings to Shop	Sept. 1/84	Mid.-Dec./84	Mid.Dec./84	Early Mar./85	Early Sept./85
Prototype Unit in shop	Mid.-Dec./84			Late May/84	Early Mar./85
1st Production Unit in Shop	Mid. Oct./84	Mid.Jan./85	Mid. Jan./85	Mid. Apr./85	Mid.Aug./85
1st Unit out of Shop	Early Jan./85	Mid-Apr./85	Mid. Apr./85	Early July/85	Mid. Dec./85

--GO Transit has sold 20 of its surplus single deck cars to the Ontario Northland Transportation Commission for conversion into "modern long distance coaches". Following a reconstruction program at ONR's North Bay shops, the cars will be used on the summer only Cochrane-Moosonee POLAR BEAR EXPRESS, and on the year-round mixed train on the same route. The rebuild program is expected to be ongoing for five years. ONR is planning to re-equip its Toronto-Kapuskasing NORTHLAND with double deck cars similar to those of GO Transit. These will enter service on the ONR following their use on VIA during Expo 86.
--CN has placed a $34 million order with National Steel Car of Hamilton for 52 low-deck articulated flatcars, to be used for piggyback trailers and 40-foot containers on the new Toronto-Chicago LASER train. The low decks will allow the cars to travel through the Sarnia-Port Huron tunnel. Delivery will begin in the spring, and is expected to be completed early in the second half of this year. As well, CN has ordered 153 enclosed bi-level auto rack cars, for transporting vans and light trucks, from Hawker Siddeley's Trenton, N.S. plant. These cars will be delivered starting in April.

--Conrail has ordered 25 SD50's from Electro-Motive and 25 C36-7's from General Electric, for mid-1985 delivery.
--Norfolk Southern has placed orders for 100 new diesels to be delivered in mid-year: 50 SD60's, the first for a U.S. railroad, from EMD, and 50 C39-8's from GE.
--American Coal Enterprises of Lebanon, N.J. has completed a 30-day test, using ex-C&O 4-8-4 614 (renumbered as 614T during the test. The test proved quite favourable; 614 succeeded in pulling a string of loaded coal cars up a grade where a diesel would normally have failed.

GATINEAU VALLEY RAILWAY--A short line railway company has been formed to look into the purchase of CP Rail's Maniwaki Subdivision. The Gatineau Valley Railway would operate the National Museum of Science and Technology's ex-CPR 1201 and some revenue freight service. The venture has the support of the National Capital Commission, Transport Canada and community groups. The CTC is investigating the proposal, and has directed CP to co-operate. CP has quoted a price, thought to be excessive, of $3 million. A major fund raising drive is upcoming to support this joint privately and government financed project. One problem that remains is the operation of the steam excursions on CN and CP rails out of the museum. Solutions under consideration involve CP crews operating the full route of the train, or a CN/CP pilot to assist museum staff on the railways' lines. --J.M. Harry Dodsworth and others

STEAM ON THE E&N?--The City of Victoria has reached an understanding with CP Rail for the operation of steam powered trains on the Esquimalt and Nanaimo. The City would take over part of the E&N roundhouse in Victoria for conversion to a museum and shop facility, as well as contributing to the construction of the new VIA station, on the site of the old E&N station, closer to downtown. The engine planned for use is CPR D10 4-6-0 926, from the National Museum of Science and Technology, Ottawa. The city already owns part of the old E&N steam auxiliary: at least the crane and boom car have been preserved. CTC hearings were held during the week of Feb. 11 on the subject of improved service and marketing on the Victoria-Courtenay Dayliner.

CALIFORNIA HERE WE COME!

by John A. Fleck

Christmas 1984 and New Year's 1985 were among the most exciting ones in my life as my wife and I spent them in California visiting our relatives in Los Angeles, San Diego and, most of all, San Francisco. After arriving on the People Express Airline on Dec. 22, I got down to business the next day by taking my father-in-law from the Philippines on Amtrak's SAN DIEGAN No. 574 at 10:30 A.M. from L.A. to San Diego.

We arrived at the handsome Spanish-style L.A. Union Passenger Terminal in lots of time to get good seats on the train. The station was opened May 3 to 5, 1939 and was built to replace several separate stations and many level crossings in L.A. The interior is very spacious and deep; comfortable arm chairs are provided in the waiting room. The newsstand is most interesting for railfans as one wall is covered with railway postcards, such as CN's CONTINENTAL LIMITED near Lachine, Quebec in 1958 and Northern 6401 near Montreal's Central Station in 1951. There I also bought Bill Bradley's book "The Last of the Great Stations" about LAUPT.

At 10:10 A.M. Amtrak's No. 3 THE SOUTHWEST CHIEF arrived 2½ hours late and we saw it as we boarded our train, which started backing out towards Mission Tower almost two minutes late. All tracks swing east and then we backed east to north around the Santa Fe connection onto its main line. We then proceeded south, crossing the diamonds of the Southern Pacific at Mission Tower as well as the Union Pacific, then running beside what is called the Los Angeles River, but which is actually a concrete channel with a few spoonfuls of water. The river was on the left and we soon passed a roundhouse on the right. At Anaheim, we stopped by the parking lot of the Anaheim Stadium which is quite similar to New York City's Shea Stadium in Queens. No. 577 was waiting in the hole just south of Anaheim and we were running beside the Pacific Ocean and Interstate 5 before noon. Ours was the only southbound train of the day to stop at San Clemente, just a few steps from the ocean and a long pier with a restaurant. Then we passed No. 579 in the hole and ran between the north and south lanes of I-5. After our last intermediate stop at Del Mar, we turned inland and made a long climb with sharp curves through the Carroll and Rose Canyons before descending into San Diego. Before our arrival five minutes early at 1:15 P.M., we passed No. 581 heading for L.A. This L.A.-San Diego corridor on the Santa Fe line is second in the U.S.A. only to the Northeast Corridor, although it has single track most of the way, a top speed of 79 MPH, and a maximum of seven trains each way daily, including a Metroliner southbound except Saturday and northbound except Sunday. These are also the only Metroliners outside of the Northeast Corridor and they will be discontinued on April 28, 1985.

The San Diego Santa Fe station also has Spanish style architecture and looks like a large church. The two domes each have four Santa Fe crosses on them. On the east side is the Santa Fe Depot terminus of the famous San Diego Trolley. This very successful line was opened in July, 1981, at a cost of $86 million, on time and within budget, as no funding was requested from the Urban Mass Transportation Administration. Most of the right-of-way was purchased from the Southern Pacific's 109-mile San Diego and Arizona Eastern Ry. for $18 million, and the initial 14 and additional 10 U-2 six-axle articulated LRVs were obtained from Waggonfabrik Uerdingen AG in Dusseldorf, West Germany. Similar cars are operating in Frankfurt as well as in Calgary and Edmonton.

After purchasing our $1.50 tickets from a machine (a souvenir stand sells round trip tickets only), we boarded the 1:45 P.M. Trolley for San Ysidro. The destination sign used to say "Border", but public pressure changed it to say "San Ysidro". We left right on time and headed east on "C" Street through the downtown area, then turned right onto 12th Ave. to near Imperial, then cut over to 13th St. where the Trolley's service facility was built. Here we entered the private right-of-way for the 14-mile run to San Ysidro. The stations are more than a mile apart and, after approaching San Ysidro on a high bluff, we descended on a long ramp into a two-block median strip to a stub terminal in the centre mall. A few feet away are pedestrian ramps leading to a bridge across I-5 to the border. As we walked halfway across, someone saw my camera and said I might get pictures of Mexicans leaping over the fence! We then boarded the Trolley to ride two stops to Iris Avenue, where our relatives picked us up. Two of my

wife's nieces drove her to San Diego to meet us and we all drove back to L.A. After visiting the Spruce Goose and the QUEEN MARY in Long Beach on the 24th and having an enjoyable Christmas, we drove to the highlight of our trip on Boxing Day: San Francisco for the first time in my life!

While driving around S.F., we saw a BART train heading east from Daly City running beside us on I-280. The next day we rode an Alameda and Contra Costa Transit Authority (AC Transit) No. 51 bus from the City of Alameda, on an island off downtown Oakland, through the Posey Tube (at the Oakland end of which is a Southern Pacific steam locomotive, 4-6-2 No. 2467), under the Oakland Inner Harbour into downtown and the underground 12th Street BART station at Broadway. This and the 19th Street Station have two levels of platforms like Toronto's St. George Station. We boarded a train for S.F./Daly City after obtaining BART tickets with magnetic coding stripes from machines like those in the Washington and Baltimore Metros. The Rohr-built cars are very spacious with large windows, well upholstered seats and centre parting doors at the ends of the cars which are almost all glass so that one can see and walk through the whole train. The system runs on a track gauge of 5½' and trains can reach 80 MPH. There is a centre glass door behind the full width driver's cab and he has a right side front window. It is just possible for passengers to see straight ahead through the two windows. The driver also operates the doors and has to cross over to the left side at island platforms. The controls are very different as the trains are driven automatically. A small red digital indicator shows the permitted speed and a larger green indicator the actual speed. A dial is set at "auto".

After leaving 12th Street we swung right at a "Y" junction, all three sides of which are fully used: one by Richmond and Concord trains to San Francisco, another by Richmond to Fremont trains and the third by Daly City-San Francisco to Fremont trains. We then rose to an elevated structure over the main SP tracks near the Oakland Station (served by Amtrak's COAST STARLIGHT), stopped at the Oakland West Station and then dove into the Transbay Tube where we reached 70 MPH. This is the normal top speed although 80 MPH is attained when trains are late. It did not take long to reach the Embarcadero stop in San Francisco. We got off two stops later at Powell, visited the S.F. Convention and Visitors Bureau on the lower level of Hallidie Plaza right outside the station and then headed for the Powell-Hyde Cable Car.

These unique cars were placed back in service in June 1984 after a $65 million complete rebuilding which lasted almost two years. This project was crucial to the survival of the cable cars as the physical plant was literally falling apart. The brick and concrete pillars holding U-shaped iron yokes every four feet, which supported the rails, had crumbled in places so that the rails floated free and provided a rocking motion to the cars. Now the rails are supported in a continuous reinforced concrete channel and have deeper flangeways to help prevent derailments. Before, one single motor operated all three lines; now, four 400 H.P. motors operate the California, Hyde and two Powell-Mason cables. The San Francisco Municipal Railway (MUNI) publishes a handsome Cable Car Guide which tells everything about buying tickets and riding cars. In addition to single $1 tickets which are also good on other MUNI vehicles for about 90 minutes, the machines at the five terminals plus two other locations (California and Powell where all lines cross, and California and Grant) sell a $3 Adult MUNI Day Pass which allows unlimited travel on all MUNI vehicles (buses, LRVs and cable cars) until midnight of the day of purchase.

We boarded the cable car at Powell and Market to ride to Hyde and Beach. The Gripman operates two large levers--one to grip the cable and the other for the track brakes, as well as a foot pedal for the wheel brakes. The Conductor operates a brake at the rear with a crank. Although the cable is always moving at 9½ MPH, the acceleration is quite smooth. Loud bells are rung to signal the Gripman and to warn other traffic on the street. After dropping the cable and coasting across the California tracks, we went downhill three blocks to Washington, where the southbound lines separate from the northbound lines between Powell and Mason on the route to Bay and Taylor and between Powell and Hyde on the route to Hyde and Beach. About one half block north of Washington the northbound line splits into two lines with a common centre rail--the right side of which is used by the Mason cars and the left side by the Hyde cars. This three-rail line then turns left to Jackson St.--the split being made downhill so that cars can coast through it. After one block on Jackson, the Mason line turns right to separate completely from the Hyde line, proceeds north on Mason, jogs left one block to Taylor and ends at Bay St. near Fisherman's Wharf. We continued west on Jackson from Mason up a steep climb to Hyde where we turned north to follow Hyde to Beach, passing the top of the Crookedest Street in the World (Lombard Street) on the way. The Hyde-Beach turntable is in Victorian Park; although members of the public used to help turn the Powell cars at the three turntables, it appears that now only MUNI staff do the turning.

We used our tickets to board a 32-Embarcadero bus over to Pier 39 near Fisherman's Wharf. After lunch we each paid the very reasonable sum of 60¢ to ride the No. 32 bus over to the foot of Market St. at the Embarcadero Centre where, after visiting the handsome Hyatt Regency Embarcadero, the inside glass elevators of which were filmed in the Steve McQueen movie "The Towering Inferno", we boarded a MUNI Metro LRV to head for the Balboa Park BART station via the M-Ocean View line. MUNI also publishes a handsome and very helpful Metro Guide. Although the BART line within S.F. and to Daly City was opened on Nov. 5, 1973 and a MUNI Metro subway was built directly above the BART line to a point just west of the Civic Centre Station, the Metro did not open until Feb. 18, 1980. The four combined BART/METRO stations are, from east to west, Embarcadero, Montgomery, Powell and Civic Centre. They all have common mezzanines, but their booths and turnstiles are separate as only BART uses magnetic tickets, and escalators to the BART platforms pass right through the Metro platforms. After Civic Centre the BART line turns south under Mission St. and heads for Daly City. Three more Metro stations are Van Ness, Church and Castro. The J and N streetcar lines turn off west of Van Ness to run on the surface. The eastbound track from the surface passes under the westbound tunnel track to Church and beyond to avoid a flat conflicting crossing. Just west of Castro are very steep tracks leading

to the surface eastbound and from the surface westbound. Right after these tracks is the east portal of the Twin Peaks Tunnel, about two miles long and completed in 1917. The new Metro connects underground into the tunnel, which has one station within it called Forest Hill--a rather dark and dismal station in the slow process of being modernized to complement the other Metro stations. To give an idea of the land elevations in S.F., the Twin Peaks are 910 feet high! Originally, when PCC's used the tunnel and ran downtown on Market St., its west portal faced right onto the north side of Ulloa St. Then, as part of the Metro project, the portal was moved back from the street and a new West Portal station was opened on June 11, 1980 with turnstiles and high level platforms like the other Metro stations, at a cost of $9 million. Half of this station has an arched roof with many openings to let in lots of daylight.

After leaving West Portal Station, we followed West Portal Ave. to Junipero Serra Blvd. Here the K-Ingleside cars turn left on Junipero Serra Blvd. and we followed a private right-of-way to 19th Ave. The M route used to end at Broad and Plymouth, but on Aug. 30, 1980 a 1.1 mile extension was opened along Broad and San Jose Ave. to the Balboa Park BART Station and the new Metro Rail Centre maintenance and storage facility (built for $17 million to replace the now-demolished Geneva Carhouse which was made unsafe by the 1906 earthquake). We got off and walked into the BART station to board a K streetcar which went around two sides of the Metro Rail Centre before entering Ocean Ave. In the Centre I saw an old streetcar, Type K No. 178, owned by the California R.R. Museum at Rio Vista. (Also, while driving around S.F. two days later, we saw another old car, Type B No. 130, in operation near downtown). The K line used to end at the Phelan Loop and only barn movements used the tracks from there to the Geneva Carhouse. As we approached the West Portal Station, an L-Taraval two-car train turned left into the station in front of us and then we came in and coupled to the L train for the run to Embarcadero. This was done because all five LRV lines terminate downtown at Embarcadero, where there is no loop. Two minutes are required for the Operators to change ends, and when cars for two or more lines are coupled into one train, the number of reversals needed at Embarcadero is reduced. We got off downtown and passed up a BART ride back to Oakland as my wife's wealthy nephew took us around and then home to Alameda in his two-door 12-cylinder Jaguar XJ-S!

Friday, Dec. 28 was one of two days I had set aside to go around on my own, so I got up early and took the AC Transit "O" bus direct from Alameda over the Bay Bridge to the Transbay Transit Terminal at First and Mission Sts. in S.F. The direct elevated ramps from the bridge and the Terminal itself were used by electric interurban trains of the Key System, Interurban Electric and the Sacramento Northern (the former until April 1958). Until then, the Bay Bridge carried two tracks and three truck and bus lanes on its lower deck and three auto lanes each way on its upper deck. Now it carries five lanes west above and east below. My bus arrived on time at 7:11 A.M., and I walked to 4th and Townsend to board the 8 A.M. Caltrans/SP "commute" (no "r") train to San Jose. A modern and simple station was built here as the classic mission styled SP station at 3rd and Townsend closed on June 21, 1975. My train consisted of an SP SDP-45, 3202, and some gallery cars similar to those used in Chicago and Montreal except for one thing: they are never pushed. As we pulled out on time, I saw some of the old arch roofed Harriman coaches built in the 1920s by Pullman and Standard Steel Car. These are still in use, but their days are numbered as new cars arrived by ship for introduction into service in April, 1985. A TV news film showed these cars under **wraps** and passenger comments are negative because their 18" high steps are five inches higher than those of the present cars. The new cars will operate in push-pull fashion; as the line to San Jose averages 12 level crossing accidents per month, passengers are afraid that, without a locomotive at the front to take the impact, they will run more risk of injury in the new cars while same are being pushed. The passengers take no comfort from the fact that commuter trains have been pushed in Chicago, Montreal, New Jersey and Toronto for years. Also, 18 new F40PH's have been ordered, nos. 900-917.

After passing the new Fifth Street Tower on my right, I could see the engine and front cars as we swung left to head south along the Peninsula. The first part of the route has a few tunnels, and we kept good time despite 22 intermediate stops until south of Santa Clara, where a wait for a northbound freight to cross over ahead of us put us into San Jose six minutes late at 9:31 A.M. North of Santa Clara the main SP tracks from Oakland and beyond (used by Amtrak's COAST STARLIGHT) come in on the left side to join the Peninsula line. I originally planned to ride the BART to Richmond, take No. 11 the COAST STARLIGHT to the same station in San Jose and the 10 A.M. commute train north to S.F., but the Amtrak train from Seattle is often late and in that event I would not make the 22-minute connection in San Jose and thus face a long wait until the next train at 12 noon.

The San Jose SP station is quite large with a high-ceilinged waiting room, several platforms and an underground concourse. While waiting to see and film No. 11's arrival, I phoned Gordon Handforth, a long time UCRS member who lived in Toronto until 1959 when he moved to San Jose. I had a long and enjoyable conversation with him and I hope to see him when I return to the Bay Area in the Fall. A note on the forthcoming LRT line in San Jose, the cars for which are to be built in Thunder Bay: virtually no actual construction of right-of-way had taken place as of Christmas, 1984. North of downtown this line crosses an SP freight only line to Oakland and SP wants no part of a level crossing. No agreement has yet been reached concerning this crossing at First and Bassett Sts.

The COAST STARLIGHT arrived one hour and 25 minutes late at 11:03 A.M. with an SP/Cotton Belt unit, two Amtrak F40's, two regular baggage cars, an ex-Santa Fe high level car and the following Superliner cars: three sleepers, one diner, one lounge-cafe, and six coaches. The Bay Area is blessed with an excellent and well co-ordinated transportation system. Waiting on Cahill St. in front of the station was a Santa Clara County Transit Express Bus No. 180 to the Fremont BART station. I took this routing to cover the most ground in the least time. The bus left promptly at 11:20 A.M., then followed Santa Clara and First St. to the Nimitz Freeway State Highway 17 North to and through Milpitas to I-680 North to Mission Blvd. and the BART station at the end of Walnut. The 45-minute run was slightly bettered and soon I was heading for Oakland on the

24-mile section of BART from Fremont, almost all of which is elevated. On the way to Oakland is the Coliseum/Oakland Airport Station which has a pedestrian bridge to the Coliseum and Exhibit Hall. The line goes underground before the Lake Merritt Station where I got off my S.F./Daly City bound train to wait for a Richmond or Concord train into downtown Oakland. Although below ground, this station receives daylight and BART's headquarters is above it. All BART and Metro stations have overhead electric signs showing the destination of the next train as well as the time, service announcements and advertisements. On 14th St. near Harrison in Oakland is the Holmes Bookstore which has a large supply of railroad books, including "Interurban Railways of the Bay Area", by Paul C. Trimble, which details their history, rolling stock and routes.

I then got on a BART train for Richmond. After the two-level 19th Street Station, the line surfaces to run in the median of State Highway 24 and enters the MacArthur Station which has four tracks and two island platforms. Here, across-the-platform transfers can be made between Richmond and Concord trains in one direction and S.F./Daly City and Fremont trains in the other direction. After leaving MacArthur we dove underground for the Ashby, Berkeley and North Berkeley stations. The Berkeley Station is on the west edge of the University of California's Berkeley Campus and a free bus called the Humphrey GO-BART runs into the campus from the station. I noticed in this section of tunnel that the crossovers between the two tracks are just two pairs of switches, one after the other, and requiring a long section of tunnel without a central wall support. The TTC, by contrast, uses scissors crossovers to minimize the length of tunnel without the central wall. After North Berkeley the line rises to an elevated section for the next two stations and then drops to ground level for the Richmond terminus, which is right beside SP's main line station served by all Amtrak trains running north and east from Oakland. Amtrak's ticket office is built right into the BART station near its gates. I then returned to downtown Oakland, and just before exiting the 12th Street Station, I obtained from a machine a two-part transfer which got me onto the AC Transit No. 51 bus to Alameda for just 25¢ instead of 60¢.

My other "free" day was New Year's Eve and, using the second half of my transfer, I rode a No. 51 bus to Oakland to board an ontime 6:21 A.M. BART train to Concord. This line is 21 miles long, the Richmond one being 11 miles. After MacArthur, this line stays in the median of State Highway 24 until after the Rockridge Station where it enters a 3.1 mile tunnel through the Berkeley Hills. This tunnel was extremely difficult to build as it passes through 19 distinct rock formations and the Hayward Fault. Its diameter was made one foot larger at 17½' and wooden ties were used to permit easier realignment of the track if necessary. The line then continues in the median of Highway 24, which has its own much shorter Caldecott Tunnel through the same Hills--the scene of a major truck explosion a few years ago. The BART trains usually leave the cars behind on the freeway! Nearing Concord, the line leaves the freeway and passes a large maintenance facility before reaching the terminus. I then rode all the way to Daly City on one train. The final portion of this line runs on an elevated structure along the south side of I-280 which becomes the east side as Daly City, which is outside the City and County of S.F., is reached. This terminus is 15 miles from Oakland.

I then returned to Montgomery Station in downtown S.F. to have a look at the handsome Sheraton Palace Hotel on Market St. It was built around 1909 and features the huge Garden Court Dining Room with glass domes. After walking to California and Drumm, I purchased the $3 Adult MUNI Day Pass and boarded the California cable car. This line has double ended cars, so no turntables are needed, unlike the two Powell lines. Cars approaching the end of the line coast through a switch onto a single track. After a lever beside the track was thrown 180 degrees, the car departed and climbed up California to Powell where its lines are crossed and then up one more block to Mason where I got off to visit two classic hotels: the Mark Hopkins on one side and the Fairmont (featured in ABC-TV's "Hotel" Wednesday nights at 10 P.M.) on the other, in the Nob Hill area. On the sidewalk I could hear the constant whirring of the cables underneath the street. Then I reboarded to head for Van Ness where the California line ends. An articulated No. 42 Crosstown MUNI bus took me to Market St. where I got on the outbound N-Judah LRV at the Van Ness Station. Soon after leaving, the LRV swung right off the Metro to surface at Duboce and Church. We proceeded straight on Duboce through the Fillmore District, once reported in our Saturday Star's Travel Section as dangerous, and it was even mentioned by our Canadian actor John Vernon as the Mayor of S.F. in the Clint Eastwood movie "Dirty Harry". However, we soon entered the two mile long Sunset Tunnel which has no stations inside. At the other end is the Haight-Ashbury District which gained nationwide notoriety in the 1960s as a haven for hippies and drug pushers. I got off here and eagerly awaited an inbound LRV back to Duboce and Church where I got on a J-Church LRV. This line runs south on Church to 30th St., and between 18th and 22nd Sts. it runs in a private right-of-way to avoid a steep section of Church St. itself. Part of this section is through Mission Dolores Park and at the 19th St. stop in the park there is a concrete arch bridge over the tracks. I got off at 21st St., and at 18th St. on my return run a special green "X" signal on the traffic light cleared us onto Church St. ahead of the vehicular traffic. It is interesting that the J-Church LRV crosses over the top of the Church Metro station rather than operating through it. I got off at Market to enter the Church Station and headed back to downtown, and then took the Powell cable car to the Cable Car Museum at Washington and Mason to see the actual operating machinery. After returning to Powell and Market I rode the Metro to the West Portal Station to watch LRVs passing through. There is a crossover for passengers inside the paid area and benches upon which to sit and watch the action. Upon riding to the Metro Embarcadero Station, from the mezzanine of which I could see, first, LRVs on storage tracks and then BART tracks farther below, I walked to the historic Ferry Building to board one of three $4.2 million 725-passenger ferries to Larkspur in Marin County. The ferries look like 747s inside with wall-to-wall carpeting, upholstered seats with drop-down trays, and lounges. One was just converted from gas-turbine to diesel and the other two will be as well. It was a perfect sunny day; the ride takes 50 minutes each way.

Approaching Larkspur, one can see the Richmond-San Rafael Bridge with its two decks and then San Quentin Prison. The open air Larkspur ferry terminal cost $25 million, and a pedestrian bridge connects it to the Larkspur Landing Shopping Centre. Upon returning to S.F. I rode a No. 14 Mission trolley coach (still using my $3 pass!) to First St. and the Transbay Transit Terminal to catch AC Transit's 4:54 P.M. "O" bus back to Alameda.

A few notes in closing: BART also issues two-part transfers good (free) on MUNI vehicles from and to BART stations, and MUNI Fast Passes (like Toronto's MetroPass) are good on BART between stations in S.F. only--Embarcadero to Balboa Park.

The Boeing-Vertol LRV's were built in a joint order with those for Boston's Green Lines (as the Budd-built cars were ordered jointly by Baltimore and Miami for their new Metros). The MUNI received 100 cars initially and then 30 more cancelled by Boston. Two unique features of the MUNI cars are centre door steps which rise to form a flat floor for the Metro's high level platforms, and Automatic Train Control as the Metro was built exclusively for the LRV's, whereas Boston's Green Line streetcar subway operated for decades before the new LRV's came on the scene. Originally the Metro operated on weekdays only due to a staffing shortage on weekends. MUNI LRV's cannot load through the front doors by the Operator in the Metro because of the high level platforms, the tapered front ends, and the fact that the front steps do not rise as the centre ones do; ticket agents are thus required in all Metro stations. PCC's ran on Market St. and looped at the Transbay Transit Terminal on weekends.

An excellent publication entitled "The San Francisco Bay Area Regional Transit Guide" lists all transit routes and frequencies in the Bay Area and contains several maps of key cities and transfer points. The diagram for the Transbay Transit Terminal, for example, shows where each bus stop is located on its platforms, and the one of San Jose shows the SP station and adjacent streets with all bus stops clearly marked.

On Jan. 2, my wife Letty and I boarded the COAST STARLIGHT at the Oakland SP station at 16th and Wood Sts. Part of the upper level of the station, once used by electric interurban trains, is still there. This was our first ride in Superliner cars. We sat upstairs, although there are coach seats downstairs, and the seats are very comfortable, with leg rests. We left 42 minutes late at 9:07 A.M. and soon rolled down First St. past Jack London Square. The train makes only six stops during the 467 mile run to Los Angeles. We walked into one of the sleeping cars and the porter showed us one of the deluxe bedrooms on the upper level with a shower and the lower bed which has room for two people, unlike the older "Heritage" bedrooms where the second person would have to sleep in the upper bed. It was another perfect sunny day and the last 15 miles before entering San Luis Obispo are very spectacular with five tunnels and views of U.S. Highway 101 far below. At one point we saw a railway bridge a long way below and wondered what line it was. Then we swung from west to north, circled left around a tight horseshoe curve and soon we were on that same railway bridge! This stretch of line is through the Santa Lucia Mountains and the Cuesta Pass. As we pulled out of San Luis Obispo at 2:55 P.M., No. 14 pulled in almost on time. Soon afterwards we were running on a cliff high above the Pacific Ocean for a long stretch before Santa Barbara, during which we passed the Vandenberg Air Force Base (to be used in 1985 in the U.S. Space Program) and saw the sunset. After the last stop at Glendale, we passed through a large freight yard and ran along the east side of the L.A. River. Finally we swung slightly left onto the SP connection and then made a sweeping right turn joining the SP rails from El Paso, crossing the L.A. River and the Santa Fe diamonds and then curving left into LAUPT at 8:04 P.M., one hour and nine minutes late. Across the platform was No. 590, the 8:20 P.M. train to San Diego, and the SOUTHWEST CHIEF NO. 4 was a few tracks over and being held a little past its 8:10 P.M. departure time. It was a very enjoyable and pleasant ride for us. It was 75 degrees in L.A. on Jan. 4 and snowing in Newark the next day! Thus ended a very exciting holiday in California. If anyone is planning to go there, I have lots of pictures, films, and transit maps and schedules and I'll be happy to share them. My phone no. is (416) 431-5731.

SHORT HAULS by Bruce Chapman

VIA--Some information has been obtained concerning the schedules of the trains which are to be restored on June 1: NO. 12, THE ATLANTIC LIMITED: Lv. Mtl. 2025, Lennoxville 2315 (20 minute stop), arrive St. John 0945 (Halifax arrival time not known at press time). The former stops at Westfield Beach, Harvey, Mattawamkeag, Scotstown and Cookshire have been eliminated. Speed limit is 65 MPH on the McAdam Sub., 45 MPH on all other subs--a slow trip. However, Maine travellers are ecstatic over the return of the train, and will charter a car for the first run. Toronto-Havelock: No. 187, daily except Sunday, leaves Havelock 0730, arriving Toronto 1135; 188, daily except Sunday, leaves Toronto 1730, arrives Havelock 2135. Train 189, Sundays, leaves Havelock 1710, arrives Toronto 2115; 190 leaves Toronto 2130, arrives Havelock 0135. The speed limit will be 30 MPH east of the main line.
THE CANADIAN, Trains 1 and 2: Will again run Montreal-Vancouver via Ottawa, replacing the RDC service between Ottawa and Sudbury, but will operate on the CN line between Montreal and Ottawa as the CP line has been downgraded to 40 MPH. No. 1 lvs. Ottawa 1355, arr. Sudbury 2145; No. 2 lvs. Sudbury 0925, arr. Ottawa 1705. The corresponding trains between Toronto and Sudbury will be 9 and 10. No. 1 from Ottawa to Sudbury is expected to have one unit and five cars, with the unit to be held at Sudbury for No. 2 the following day, and four out of five cars will be added to No. 9. The consist between Montreal and Sudbury will include a baggage car, a coach, Skyline Coffee Shop car, a regular sleeper, and a Manor sleeper. The coach and Skyline will go on the head end at Sudbury of No. 9 from Toronto; the other two cars go ahead of the Park car. No. 9 out of Toronto will comprise a baggage car, coach, cafe-coach, Day-Nighter coach, five sleepers, a diner, and a Park car (round end observation). In addition, with the three-night schedule for 1-2, VIA has advised that RDC trains 185-186 Sudbury-White River will operate year-round; tri-weekly 185 will leave Sudbury Tuesdays, Thursdays and Saturdays at 0940, arr. White River 1800; 186 lv. White River Wed., Fri. Sun. 0930, arr. Sudbury 1900; two RDC's will be used in the summer, one in the winter.

CONT'D. AFTER "EVENTS"

UCRS and other events and activities

by Ed Campbell

The UCRS booth at the Canadian National Sportsmen's Show attracted a very satisfactory number of people. The sales were good and many stopped to look at the pictures displayed at the back of the booth and to watch the trains run on the HO model layout. Many members helped at the booth and the Society is very grateful and wishes to thank them indeed. These members included Vic Borrow, Richard Carroll, Art Clowes (who was responsible for the back of the booth, including picture arrangement, etc.), Ken Davis, Norm English, Edward Ellis, Art Faber, John Fleck, John Hinbest, John Laraway, Art Leiper, Mal Marchbank, Ben Mills, Ed Misera, Ivor Samuel, Chris Spinney, Gerry Sturgess, Mal Smith, John Thompson, Tom Thompson, John Walker, Terry Walsh, Ed Campbell and George Meek.

We are sorry to report that Mrs. Millie Sandusky, who has helped at the booth for about the past 14 years, was unable to do so this year because of illness. We wish her a speedy recovery. Ralph Percy was able to make the necessary arrangements for us at the show before entering hospital; we wish him well and thank him very much for his help again this year.

Friday, April 19--The regular Toronto meeting of the UCRS will be held in the 6th floor auditorium of the Education Centre at the corner of College and McCaul Streets. The doors are open at 7:30 P.M. for a gettogether on the 6th floor so that the meeting can start at 8 P.M. sharp. Be sure to bring your newscast slides. The program will consist of 16mm sound movies of Ontario Rail Association steam trips of the 1970s and ex-CPR Royal Hudson 2860, provided by Adrian Schuman.

Friday, April 26--The regular UCRS Hamilton Chapter meeting at 8 P.M. in the CNR Hamilton station. Bring your 35mm slides to show them; the evening's entertainment will consist of members' slides of interest. Why not take the GO train direct to the station? Two trains leave Toronto Union, one at 1719 and the other at 1803.

Saturday, May 4--Forest City Railway Society 12th Annual Slide and Photo Trade Day, All Saints Anglican Church, 249 Hamilton Rd., London, 1 to 5 P.M. Admission $1.

Thursday, May 2 to Sunday, May 5--Pennsylvania Junction '85 Quad meet. To register write 3962 Brookridge Dr., Mechanicsburg, Pa. 17055, U.S.A. Meet NMRA members.

Saturday, May 4, Sunday, May 5 and Saturday, May 11 and Sunday, May 12--Aberfoyle Junction O Gauge Model Railroad Open House.

Thursday, May 9--CRHA Toronto and York Division meeting at 235 Queen's Quay West (York Quay Cafe), 8 P.M. Visitors welcome, admission free. The program will consist of a showing of slides from his collection by long time Toronto electric railway enthusiast Harvey Naylor.

Friday, May 10--Ontario Society of HO Model Engineers meeting in Rosedale Presbyterian Church, Mt. Pleasant Rd. and South Dr., Toronto, 8 P.M. Visitors are always welcome, no charge.

Friday, May 17--Regular UCRS Toronto meeting at the Education Centre, College and McCaul Sts. The time is 8 P.M., with doors open at 7:30 P.M. for get-together outside the 6th floor auditorium. The program will be announced in the May NEWSLETTER. Please bring your newscast slides.

--D&H may soon begin operating into CN's Fort Erie yard.
--CN's Kamloops Jct., B.C. roundhouse will be demolished shortly to make way for a double tracking project.
--CP Dorval, Quebec station closed Jan. 4.
--BCR is testing 520 Australian-produced steel ties weighing 150 lbs. each and costing $96, near MP 64 (near Squamish).
--Creosote may be banned in Canada for railway ties (it is restricted severely in the U.S.). (There goes another typical railway aroma--Ed.)
--The CTC has approved the removal of the Agent-Operator on the Dominion Atlantic Ry. at Middleton and Windsor, N.S., except that the Operator must be at Windsor for passengers, and at Middleton a VIA agent is required; also withdrawn are the Agent-Operators at Fredericton and Aroostook, N.B.; VIA attendants are required at Fredericton.
--Stations to be improved in Quebec for VIA are New Richmond, Bonaventure, Chandler; renovations at Matapedia, Sayabec, Amqui, Causapscal, Carleton, New Carlisle, Port Daniel, Grande-Riviere, Perce and Gaspe.
--CN has been authorized to remove the agents at Churchill, Iford, Thicket Portage, Gillam, Wabowden, Sherridan, Lynn Lake and Cranberry Portage, Man.; and also Hudson Bay, Sask. The railway may also remove the stations once suitable passenger shelters with heating, lighting and washroom facilities have been installed, and on-hand representatives appointed with baggage and LCL-express facilities commenced.

Abandonment Applications--CP has been ordered to keep operating on the Temiscaming Sub. between Gendreu, MP 47.9 and Laverlochere, MP 106.5, Quebec, and on the Ville Marie Sub. from Gabony MP 0 to Ville Marie MP 7.7; total loss was $773,527.
--Conrail wants to abandon its Montreal Branch between the US-Canada border MP 10.75 to Huntington, Quebec, MP 17.48; no traffic has been operated since 1980.
--CN has authorization to abandon a portion of the Monk Sub. from Pelletier, Quebec, MP 68.23 to Ste. Claire, MP 196.3, originally part of the National Transcontinental Ry., opened Oct. 1, 1915. CN reported a loss of $3,086,078 from 1980-83.

Readers' Exchange

• John Thompson, 19 Glencrest Blvd., Toronto, Ont. M4B 1L2, (416) 759-1803, is offering for sale TRAINS magazines from the late 1940's, 1950's, and 1960's.
• Frank Iacino, 306-15 LaRose Ave., Weston, Ont. M9P 1A7, wishes to obtain photos and information about Pennsylvania R.R. 6-8-6 steam turbine locomotive 6200 (built 1944).
• Hubert T. Allen, 525 Eglinton Ave. East, Toronto, Ont. M4P iN5 has for sale copies of the UCRS NEWSLETTER and Rail and Transit, 38 issues from Sept.-Oct. 1973 to Sept.-Oct. 1979, Newsletter Informer (monthly) 16 issues Oct. 1978 to Jan. 1980, NEWSLETTER, 62 issues, Jan. 1980 to Feb. 1985. Make offer for lot at (416) 489-5422.
• A.W. Boyd, 9603 Keele St., Maple, Ont. L0J 1E0, is researching information and photographs to compile short biographical sketches of his great-great grandfather, Henry Peter Roberts, and his great grandfather, Edward James Pim, both of whom worked for the Northern Ry. of Canada in the mid-1850's. Henry Peter Roberts was a conductor on the NRC in 1856 and possibly earlier. Edward James Pim started with the NRC about 1861 as a baggage master, which position he held until 1866, when he became a conductor and remained as such until his retirement about 1901 from the then Grand Trunk Ry. of Canada. Any member having any relevant information or knowing the whereabouts of material on the operation of the NRC or the Ontario Simcoe and Huron Union R.R. is requested to contact Mr. Boyd at the address given above.
• Harvey W. Elson, P.O. Box 412, Victoria Station, Westmount, Quebec H3Z 2V8, is compiling a history of Toronto railways (radius: Oshawa-Aurora-Oakville) and would like to hear from any member who may be in a position to supply construction and demolition dates for stations in the defined area.

Buffalo's LRRT (Metrorail) line is now scheduled to commence revenue operation north to Amherst Station on Saturday, May 18, 1985. In the weeks prior to that, there will be a series of individual station "Open Houses" as per the schedule below. On each first date there will be a dedication ceremony, attended by a variety of dignitaries, occurring between 9 a.m. and 10 a.m.; thereafter the station will be open to the public for inspection until 8 p.m. on each day indicated: April 12, 13, 14, 15, 16--Delavan-College; April 19, 20, 21, 22, 23--Humboldt-Hospital; April 26, 27, 28, 29, 30--Amherst Street; May 2, 3, 4, 5--Allen-Hospital; May 7,8,9--Summer-Best; May 10, 11, 12, 13--Utica.

--At time of writing, the concrete base for a new Cabin D had been poured, just east of the presently used trailer west of the Bathurst St. (Toronto) overpass.

--British Columbia Ry. has announced a profit of $42 million for 1984, its best year to date; in 1983, the railway's profit was $39.96 million. This follows the somewhat confusing financial reorganization and part privatization of the the railway.

--CN is applying for abandonment of its former Midland Railway of Canada lines from Stouffville (Ont.) to just north of Belleville. The railway's actual plans are for subsidized freight service (for which it must apply for abandonment) between Stouffville, Peterborough and Lindsay, and for removal of the line between Lindsay and Belleville.

--The restored Toronto-Havelock trains will be equipped with Cummins-engined Budd RDC cars (VIA 6100 series) and, by one means or another, commuters within Metro will not be encouraged to use the train. The RTC recently inspected the Havelock line and the Peterborough station. The rest of the shelters on the line (apart from the Havelock station) were removed following the train's discontinuance in September, 1982.

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