



HEADLIGHTS NEWS JOURNAL



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ICC GRANTS SOUTH SHORE ABANDONMENT APPROVAL

The Interstate Commerce Commission, under order Docket No. AB-136, 7 April 1977, granted the Chicago, South Shore and South Bend Railroad authority to abandon all trackage rights and services over the lines of the Illinois Central Gulf Railroad from Randolph Street, Chicago to 115th Street Kensington, subject to conditions. This authority will not become effective until approval is granted to the South Shore to abandon and discontinue all passenger service over the line from 115th Street and South Bend.

In a separate decision in ICC Docket No. 28322 the Commission found "that the operation of passenger service by the Chicago, South Shore and South Bend Railroad is required by public convenience and necessity and will not unduly burden interstate or foreign commerce and such operation is order continued for a period of 10 months from the service date [April 7, 1977] of this report and order."

This time period will allow the State of Indiana and the local government units time for funding the acquisition of new equipment, upgrading the roadbed and other facilities and in funding an operational subsidy.

If, by 7 February 1978, the local and state authorities have not been able to arrange to fund the capital improvement program to provide for new cars and upgrading of the operational plant, AND if they have not made arrangements to provide a permanent subsidy to meet the continuing operating losses the ICC will probably allow the South Shore to refile it petition and will allow them to abandon all passenger service. Until that time, the permission to abandon the ICG trackage rights will be held in abeyance.

"We are also concerned with the continued financial health of the South Shore. After a careful examination of the railroad's figures we have found that the South Shore is losing heavily on its passenger service... The South Shore is profitable overall, in part due to its affiliation with the Chesapeake & Ohio Railroad. While many people believe that the C&O has "taken advantage" of the South Shore, we do not think this is the case. The South Shore was in financial difficulties for many years before it was taken over by the C&O. In C&O Ry. Co. -- Control -- C,SS,SB, 330 ICC 477 (1966) we noted that the South Shore had attempted since about 1960 to cure its financial and operational problems by terminating its independent status and that it made overtures to at least 12 other railroads and to principal shippers who might be interested in acquiring it. Only two railroads were interested. One of them was a similarly situated short-line railroad and affiliation with that carrier would not have satisfied the complaints of Bethlehem Steel Company which denied the South Shore permission to service its facility at Burns Harbor unless it became affiliated with a major trunkline carrier. The public feels betrayed because the C&O officials stated in 1966 that they would continue the passenger operations and because between 1968 and February 1973 officials of the

South Shore stated unequivocally that the C&O would stand behind the South Shore's payment of the 20% local match for urban mass transit grant for new cars. Neither of these promises has been kept. It is quite likely true that the C&O paid a lower price for the South Shore stock because of the passenger losses. Yet this does not change the fact that the C&O was the only major carrier interested in acquiring control of the South Shore and that this control was needed by the South Shore to continue in existence. As noted in our financial analysis of the overall South Shore structure, while it appears sound at this date, we have some reservations since the carrier's rather substantial increase in profitability over the last few years appears to have slowed down. While we find the South Shore is able to sustain these losses now, we don't know how long this situation will continue. In any event without new equipment and a firm commitment by the State of Indiana and the local communities for a continuation of the service and the financial backing that entails, the problems of the South Shore will continue.

"In brief many of the participants have cited numerous Commission cases for discussions of the various elements to be considered in a passenger discontinuance proceeding. One element not previously considered in any of these cases is the existence of the Federal policy on mass transit. This policy is reflected in the Urban Mass Transportation Assistance Act of 1964, as amended in 1970 and later

In this statute Congress found that Federal financial assistance for the development of efficient and coordinated mass transportation systems is essential to the solution of urban problems. As administered...the Federal government can provide 80% of the cost of new equipment and other capital items and 50% of the railroads operating deficiencies. Under the statute, the difference is to be made up either by the state or the local communities involved. The carrier cannot be expected to supply these funds, nor did (Congress) have that as its intention when it passed the legislation. The problem before us is a problem for the states of Indiana and Illinois. The State of Illinois has made its position clear but the State of Indiana has not, even though most of the people who will be effected are residents of that state. We recognize the high level of concern of many people in northwest Indiana and their attempts to get action from their elected representatives. Because we are convinced that South Shore's services should be continued if at all possible, we will order the railroad to continue the operation of service for 10 months from the date of service of our order. We expect that this will be sufficient time for the State of Indiana to take steps to save the service. If this does not occur, we think it highly likely that there is no future for the South Shore's passenger service..."

"While the South Shore would be required to file another notice of discontinuance at the end of the 10-months period, this Commission has the ultimate responsibility to decide whether or not an investigation is required. One important consideration will be what the governmental authorities have done. We also wish to make it clear that the South Shore is under an obligation to negotiate in good faith to reach an

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agreement. Any indication that this has not happened, will likewise, be considered if this Commission is required to pass on this matter again. We doubt that it would be in the interest of any party to have this matter returned to the Commission. We think that a satisfactory resolution of the problems posed by the threatened discontinuance more likely can be avoided if both sides are aware that we view the matter as one involving mutual obligations and responsibilities."

This decision by the Interstate Commerce Commission places the fate of the South Shore's passenger operations in the hands of Illinois and Indiana, as it will be up to them to provide the funds needed for capital investments and to provide the operating subsidy. While Illinois has been providing funds to the South Shore for some time through the RETA, Indiana has done nothing to help. RETA has been providing an operating subsidy of about 18%, based on the percentage of mileage operated in Illinois.

In the past the Indiana local and state governments have not done much to aid the South Shore. The four local governments involved have had taxing authority for some time to impose a manufacturers head tax to collect funds for local transportation, but have not imposed any tax to date. One reason given for not using this authority is that elected local officials did not want to tax local industries to benefit Chicago businesses. There does not seem to be any plans underway to impose any taxes in time to aid the South Shore, either to provide funds for the capital improvement or for the operating subsidy. Nor does there seem to be any attempt to change the head tax to a more "popular form" of taxation, such as a sales tax or gasoline tax.

While the Indiana legislature meet in a special session to provide funding for new equipment, the funds would have to be matched by local and federal funds. No action was taken to provide funds for the operating subsidy.

AMTRAK NEWS

In a recent order, AMTRAK placed operating restrictions on the ASEA engine, #X-995, reflecting the results of the period of road testing which went on this past summer.

In general, the restrictions are the same as those placed on the METROLINER cars and on CG-1 locomotives when they haul METROLINER trains or AMFLEET trains with the Head End Power cars.

HEP cars #1297 - 1299 (EX-MONTREALER baggage/Ski Rack cars.) have been assigned to X-995, and since this locomotive does not haul cars other than AMFLEET, these restrictions - mostly applying to speed - are always in force.

What this means in real speed, is that, unless specific speed allowances are in force, X-995 with the power car and AMFLEET train cannot go faster than 90 MPH. When running light, it cannot go faster than 50 MPH when it travels alone, while the restrictions on the larger electrics apply when it travels light in tandem. All temporary METROLINER speed restrictions apply to X-995, and additional restrictions apply to this locomotive alone.

The specific track prohibitions apply to bad track or, as in the case of Penn Stations' Tracks 18 thru 21, it is a combination of that and lease agreements with the Long Island Railroad. AMTRAK is being specially careful with this engine, since it must return to Sweden for regular service. This care extends to the fact that when the engine arrives in Penn Station with a train, it is cut off from the train, and runs light to Sunnyside for an inspection. Normal practice with GG-1's and E60Cp's is either for the locomotive to haul the train to Sunnyside, around the loops for cleaning and servicing, and then to the yard for the next run, or else for the locomotive to cut off the train, run around, and then remain in the Penn Station yards for further assignment.

As it stands now, the ASEA engine runs like a dream when hauling METROLINER size trains - the service AMTRAK aimed it at - but it also requires maintenance, receives it than the GG-1 and E60CP locomotives in service. If EMD uses its license to build ASEA style electrics for AMTRAK, it will have to infuse them with its proverbial "sewing machine" reliability and ease of maintenance.

AMTRAK will most certainly need more electric engines when the electrification extensions to Boston and Pittsburgh are completed.

Cornelius D. Seon

NEW YORK CITY TRANSIT AUTHORITY

As part of a large economy move based on the requirement of the New York City Emergency Control Board that the Transit Authority reduce its budget by \$30 million, train lengths on most routes have been reduced by as much as 60% on weekdays between rush hours, evenings, nights, and weekends. Typically, trains that operated with eight or ten cars around the clock are now running with four, five, or six cars during non-rush-hour periods. The program was intended to go into effect in stages during the week of January 17th, but was postponed until after January 24th because of cold weather. The cuts resulted in rush-hour-like crowding on many lines during the off-peak periods, with extreme crowding on some lines.

As part of the same economy move, the Bowling Green-South Ferry shuttle ceased operation on February 13th. All Lexington Avenue service to South Ferry has ended, even during periods when No. 5 trains use the South Ferry Loop to reverse. They pass the station on the inner loop, but do not stop, and ferry passengers from Staten Island are forced to walk three blocks to the Bowling Green Station. At one time six major IRT subway and elevated lines served South Ferry; now only the No. 1 Broadway Local of the West Side IRT remains.

Further cuts expected, possibly sometime this summer, include cutting back "N" Sea Beach and "B" West End trains from Manhattan to 36th St., Brooklyn between 1 and 5 AM; cutting back "GC" service from Forest Hills to Queens Plaza and operation of the "F" as a local in Queens between 10 PM and 5 AM; and discontinuing the "AA"

and operation of the "A" as a local between 1 and 5 AM. The Authority had proposed complete elimination of the "AA" and operation of the "A" as a local during all non-rush periods, plus complete elimination of Brooklyn's Franklin Avenue Shuttle, but community opposition and an Authority re-evaluation negated these two additional cuts.

Cornelius Seon and David Klepper

NEW YORK'S GARRETT FLYWHEEL TESTING PROGRAM COMPLETED

In December 1972, New York City Transit Authority's R-32 (Budd) cars 3700 and 3701 were shipped, on their own wheels to Torrance, California, to be equipped by the Garrett Corp. with their stored energy (flywheel) system. The cars were then tested extensively by the U S Department of Transportation at their Pueblo, Colorado test center. After much additional testing on TA lines and in the yards, the cars entered passenger service, flywheel equipped, on February 24, 1976. They operated on the A, AA, B, D, E, N & RR lines, before the program was terminated on August 20, 1976. During the test program on TA tracks, the flywheel cars were permanently coupled with standard R-32 SMEE cars 3702 and 3703. This arrangement allowed simultaneous comparison testing of both types with regard to power consumption and power regeneration capability.

Following the test program cars 3700 and 3701 were stripped to be restored to their original condition. Cars 3702 and 3703 still retain their test recording instruments, and measurements are still occasionally taken for comparison with readings taken on the flywheel cars and regular cars during the test program.

For the test program, 3700 and 3701 were equipped with two stored energy (flywheel) devices for each car. The test program has helped Garrett devise a new, more efficient flywheels, which could result in only one flywheel being required for each car. This improvement will improve the usefulness of the flywheel device, as one of the objections to the stored energy system was the additional weight of the flywheel equipment.

Additional testing may be conducted, using improved flywheel devices in an attempt to perfect the stored energy system. However, this system may face some serious competition as chopper control of regenerative braking, returning power to the third rail or overhead wire, is also perfected.

STATE-OF-THE-ARTS CARS

The State of the Art Cars 1 and 2 along with "Support Car" DOTX3 (ex-Railway Express Agency refrigerator car) will leave PATCO's Lindenwold Yard on March 10, Thursday, via a Conrail special freight train to Boeing-Vertol's plant in nearby Essington, Pa. There the SOACs will undergo the Advanced Subsystems Development Program (ASDP) in which new Budd monomotor trucks and Delco self-synchronous propulsion equipment with oil cooled AC motors will be installed.

J. W. Vigrass

NEWARK CITY SUBWAY

With all of the snow, ice, wind, and bitter cold in January, drifts along the City Subway's outdoor right-of-way were not high enough to require the services of the TNJ sweeper. Whenever there was any serious threat, one PCC car ran all night, that is, from 12:32 AM - 4:53 AM, in order to keep the tracks clear.

The TNJ work crew kept switches from freezing by applying a mixture of oil and a solvent. During January the trolley shop under Penn Station and all other underground rooms were painted.

TNJ Rt.7-City Subway became another "exact-fare" line beginning with the first PCC car out of Penn Station at 4:38 AM on Feb. 21. Boxes for the exact fare in coins no larger than a quarter were installed in the cars over the preceding weekend.

As of March 1 twelve cars in the TNJ fleet have received complete new flooring.

It has been announced that a Boeing Vertol LRV demonstrator will arrive in the near future. More specific details are not available.

Construction resumed in mid-March on the east-bound or southerly portion of the Heller Parkway bridge over the City Subway tracks. When that is finished, work will begin on the north side of the bridge. During the month new ties were installed between Davenport Ave. and Heller Pkwy. outbound.

TNJ sweeper No. 5246 was not put to use during the entire winter because snowdrifts were never high enough to require sweeping. Since arriving from Toronto two winters ago the sweeper has never had to be pressed into service, although it was always ready just incase.

PATH

Morning radio announcements to commuters during January's weather extremes reported that all PATH trains were on or near schedule. PATH has what is known as a "snow broom", but it was not needed. Electric heaters are used for thawing switches. Regularly scheduled trains which run all night and an occasional empty train kept the tracks through the meadows clear and the third rail free of ice.

PATH fares on all lines will remain at 30 cents in spite of the system's \$39 million annual operating deficit.

At a time when crime is increasing in New York subways PATH reveals that its security system is good and that the crime situation has been holding firm for the past five years. Very helpful in achieving this record is the closed circuit television surveillance in use at stations. PATH has a \$3 million security system.

When there is a significant service delay during commuter hours, PATH distributes notices of explanation for passengers the next day.

PA representatives have indicated the following options for possible service beyond Plainfield: 1) extension of PATH beyond Plainfield to Raritan; 2) maintaining and/or upgrading existing CNJ rail services; 3) feeder bus service; 4) exclusive bus service along a paved CNJ right-of-way from Plainfield to Bridgewater; 5) electric trolley service to and from existing stations; and 6) direct bus service from Raritan to Newark and New York.

The PATH Newsletter, Spring, 1977, explains the better ride now experienced by passengers to Newark. Last fall PATH surfaced a rough cross-over that many had considered the poorest riding section between Journal Square and Newark, and 350 tons of continuous welded rail will improve the track just west of the Hackensack River.

An environmental impact statement covering the proposed PATH extension from Newark to Plainfield predicts that the rail line would not only improve transportation access to Newark and New York but would also promote economic development along the right-of-way and reduce current levels of pollution. The draft statement, prepared by the U.S. DOT, the UMTA, and the N.J. DOT, will come up for public hearing April 19 in Elizabeth.

A study of the traffic and transportation problem in the Hackensack Meadowlands area suggests as one possible solution "an internal rail system such as a trolley."

With the coming of casino gambling to Atlantic City, Transportation Commissioner Alan Sagner sees no radical, expensive mass transit improvements in that region of the state. He said, though, that the Atlantic City railroad station, on remote Bacharach Blvd., should be "more accessible."

The commissioner has also revealed that a new mass transit package will be introduced in the Legislature in April tightening the transit subsidy procedure and forming a new Public Transportation Agency to consolidate transit efforts now shared by the COA and PUC.

A Bergen County Assemblyman, from North Jersey, has said that he will try to block efforts in the state legislature to spend \$400 million on passenger rail service between Newark and Atlantic City when gambling casinos open next year. A Monmouth County State Senator, from South Jersey, is sponsoring legislation to commit state funds to the proposed rail service.

NYCTA

A rash of teen crimes have occurred on the subway system since the start of the year. Several arrests have been made. To combat this, efforts are being made to allow off-duty police ride subways free, as they did prior to 1975.

Lengths of subway trains during off-peak have been reduced, creating rush-hour like crowding on some lines, other fare quite well.

At the new T.A. shop at Linden Blvd. and Rockaway Ave., a large crossover track panel is being fabricated for placement east of the Queens Blvd. Station of the Jamaica El., which will allow turnbacks for the J train once this becomes the 'temporary' terminal later this year, until the connection to the Archer Ave. Subway line is through-routed.

Bicentennial R-46 #1976-1776 (true 680-681) are being assigned on F line. A fan-trip was run by the ERA, using these cars on Feb. 26, 1977.

Time tables have been re-issued in February (this time in brown ink on white paper) for D-Brighton and 7-Flushing. A letter or number in the lower right-hand corner of the front cover designates the location the advertisements pertain to. At the Church Ave. D-line, Bronx timetables were given. Some Brighton line timetables (marked with the code letter E) show the D-line, uptown on one side, and by error show Flushing line, east-bound. Later copies of the E-coded timetables have been corrected. A feature of these timetables, as mentioned on the stickers announcing the availability of these booklets at the stations distributing them, include a key to Manhattan Street Numbers and ways to win free tokens, either by obtaining an entry blank at the advertisers for a future drawing, or by showing dollar bills with certain serial numbers to the Metro Transit Schedules company. In addition, a 1976 revised subway map has been issued, with the Culver shuttle eliminated and the use of the term ConRail.

R-46's have been seen on the GG-Queens cross town line.

The 8 British Leyland double deck buses are kept in the 146 St. Garage when the temperature falls below 32°F (0°C), due to the lack of adequate heat. A technician from England is expected to come to train the crews in the proper way to maintain the non-standard equipment.

Acting MTA Chairman Harold Fisher hopes to use mini-buses in low density lines. More buses, with the kneeling feature, are in the works, perhaps the new RTS-2, despite the recent cuts in bus service.

The Boeing-Vertol Light Rail Cars started service Dec. 30, with a formal inauguration for them January 5. All but one Pullman-Standard trackless trolley will be scrapped once the order of new Flyer tracklesses will have been completed. (note: public reaction to these new coaches have been tremendous. From personal experience; they ride much better than the elder ones. The public has expressed fear when riding the P-S coaches due to their worn-out condition).

Since December 15, Train service on the Arborway line has been discontinued; only single-unit PCC's will be operated. Talk is that Watertown carline will be restored once sufficient B-V cars are on the property, but single-unit Arborway service will remain.

WMATA

The four-block extension from the present western terminal to Dupont Circle started service Jan. 17. The Blue Line, from the Airport to Silver Springs has a tentative starting date of July 1, 1977. One delay is the change of fare system from that in use by buses presently to the one that will be in use by the time the Blue line opens.

SEATTLE

Brill 40SMT trackless has been restored to original livery of Seattle Transit.

CANADA NEWS

Trackage on Mt. Pleasant Road has been removed. GM Fishbowls now serve the former car line on an hourly basis. Plans call for future trackless operation on this line.

Minister of Transport Otto Lang insists that all Canadian rail passenger service must come out of the farebox. A new service, VIA RAIL CANADA, is the merger of passenger operations of Canadian National and Canadian Pacific lines, run by one organization, to see what lines, in their opinion, don't pay for themselves. CN crews operate the former CN services, CP operates former CP lines. Ticket collection, payrolls and the like will now be controlled by VIA CANADA. The proposed date of changeover is March 1, 1977.

Also on this date, through ROHR Turboliner service on the New York-Montreal Adirondack will commence, terminating D&H passenger service in Canada. The Turboliner was on display at Montreal's Windsor Station (Gare Windsor) February 14 & 15, to the delight of all those who saw it. As change of motive power at Albany is not required now, 1 1/2 hour is cut off the present N.Y.C.

Canadian items from G. Portelance & Mike Loik

CABLE CAR PASSENGER LIMIT

The San Francisco Board of Supervisors has decided that the city's historic cable cars are unsafe when loaded to capacity and have decreed the maximum passenger load will now be limited to 60.

The cars have been involved in numerous injury accidents in recent years as motorists appear more and more reluctant to give them the right of way.

The Supervisors also voted to limit the number of passengers who can stand on the running boards of the 9 M.P.H. cars, ending a 104-year-old tradition of packing them in as long as there was an inch of room to get a toehold.

One gripman, who said he once carried 147 people on the Hyde Street run, lamented; "It's just not the same good times that it used to be."

Julian Wolinsky

S. F. LIGHT RAIL IMPROVEMENT PROJECT

An ambitious plan to upgrade the light rail service of the San Francisco Municipal Railway, known locally as the Muni, has run into the same kind of frustrating and expensive delays which plagued its neighbor BART. And BART is partially responsible for the Muni's problems.

Back in the early 1960's, when BART was being designed, it was decided to double deck the Market St. subway, placing BART on the bottom level, the Muni's five streetcar lines just above it with common ticketing and fare collection on a mezzanine level just below the street. The object of the plan was to clear Market St. of the trolleys to facilitate some long overdue clearing up and redevelopment. BART was responsible for all construction because the second level (Muni) tunnels were designed for eventual conversion to wide-gauge BART-type trains as part of a regional transportation system.

Repeated attempts were made to modify the plan, including partial abandonment of rail service, but finally it was decided to make an all-out effort to completely upgrade the Municipal Railway's 50 year-old system. This would include new Light Rail Vehicles (LRV's), new wire and rail, replacement and modernization of the antiquated electrical supply system, construction of a new maintenance shop, extensions of two lines and additional private rights-of-way. The Muni Metro, as it was to be called, would open along with BART in the early 1970's. Then, BART began falling behind schedule.

In 1970 it was announced that full operation of the renewed system would begin by early 1975. By late 1973 the riding public was told part of the improvements might be ready in the summer of 1976 with the rest in service six months later. As of April 1, 1977, none of it is operational and probably won't be until the fall of 1978.

The first two of the new Boeing LRV's will be delivered for testing in August and September of this year. Delivery of the other 98 will begin in late 1978 and be completed by mid-1979. But, as one top Muni official said, he'll be able to draw on the experience of 175 test cars, referring to the Boston order now being delivered. The official added that Boston has been slow to accept cars for revenue service because of numerous bugs. Meanwhile, the aging fleet of San Francisco PCC's do their best to maintain service as parts become increasingly difficult to find. Many replacements must be manufactured by the Muni but it's a losing battle.

In other areas work is proceeding after many delays. Construction of the new Metro Center shops adjacent to BART's Balboa Park Station should be completed by next March, replacing a facility which still shows scars from the 1906 earthquake. Rerailing and rewiring will also be complete by next spring. The new wire is designed for pantograph-equipped cars and the 100 lb. and 104 lb. welded rail will give passengers a much smoother ride. All feeder cable is being replaced and put underground, all substations are being modernized and two new ones installed. The Muni saved a great deal of money and beat inflation by ordering all its rail and wire at once before work began.

One of the biggest delays encountered has been in construction of a new station at the West Portal of the Twin Peaks tunnel. Scheduled for completion in July, 1972, various problems prevented work from even getting underway until last fall. It should be finished by early 1979 along with the rebuilding of the existing Forest Park station halfway through the 2.3 mile tunnel. Muni also had to cut back on ambitious plans to construct exclusive rights-of-way along several of its street routes because of opposition from property owners. They complained that eliminating traffic lanes, parking and left turns congested traffic and made it difficult for them to leave their driveways.

When completed, the Muni Metro should save commuters a great deal of travel time. Subway speeds of up to 50 M.P.H. between stations are anticipated, chopping 22 minutes off the M Line's current 53 minute running time and cutting the J Line from a 36 minute run down to just 20 minutes. The Market St. subway will link up with the Twin Peaks tunnel which, interestingly enough was designed with such a connection in mind 65 years ago. This will give the L, M and K Lines a sub-surface run all the way from San Francisco's Embarcadero Center to West Portal, a distance of six miles. The L Line will continue to its present terminus at Wawona St. But the M and K Lines will both be extended to BART's Balboa Park station, also giving them access to the new Metro Center shops. The K Line extension is only a few blocks long and uses existing trackage not previously in revenue service. Those tracks led to a storage yard now being incorporated into Metro Center. The M Line will be lengthened about a mile from its Plymouth Ave. terminal with construction scheduled to begin shortly and complete after the first of the year. Also under study is a two-mile extension of the J Line from Church St. along San Jose Ave. to Metro Center. The line would significantly reduce deadhead time for

cars on the J and N lines and, initially at least, would not be used in revenue service. Incidentally, the new station being constructed for the K and M Lines as part of the Metro Center job will have cross-platform connections with BART.

The N Line will remain unchanged and, along with the J Line, will emerge from the Market St. subway at the Duboce Ave. Portal and link up with existing street trackage.

Most of the subway work is completed with the major exceptions of signaling and fare collection. Installation of the signals is just getting underway and bids for fare collection equipment will be advertised before mid-summer. Muni intends to convert one line at a time to the LRV's as the cars are delivered. In the subway they will operate with the convertible steps in the high platform mode. In street service the steps will be changed over to the conventional mode. Outbound, the J and N Line cars will be made up into two-car trains and routed to the Duboce Portal where they'll separate. The L, M and K Line cars will make up three-car consists and head for the West Portal of the Twin Peaks tunnel where they, too, will go their separate ways.

Inbound, Muni plans to try a daring and still experimental method of operation. The plan is to have the single cars meet at their respective Portals and couple, thus reducing subway congestion and resulting delays. Muni officials are aware of the probability that cars will get hung up in traffic and arrive late for the job but they want to give the unique system a chance because they feel train operation is the only efficient way to use the subway to maximum capacity. Also planned is a car identifier at the two main junctions which will sort out cars into the proper mix at the link-up points.

The delays in rebuilding San Francisco's street rail system have been expensive and, at times, hard to justify to a riding public anxious for new equipment and faster service. But when it's completed, the Muni Metro will be a model light railway and an example for other cities which want to ease traffic and pollution problems while making mass transit attractive.

Julian Wolinsky

TORONTO TRANSIT COMMISSION

Ted Wickson

ARRIVAL OF FIRST TWO H-5 SUBWAY CARS

On Tuesday, Oct. 12th cars 5670 and 5671 arrived on flat cars at our Greenwood Yard. They are the first 2 cars of a \$65.7 million, 134-car order being built for the TTC by Hawker-Siddeley Canada Ltd. in Thunder Bay. They will be used on the Spadina Subway and to meet additional service demands on the existing subway system. The design of the new cars is somewhat different from previous models built by this manufacturer. Exterior restyling on the car ends has given them a simpler appearance and a new look with the

extensive use of black paint. (I can't decide whether this represents an improvement or not.) Other improvements, however, include air-conditioning, cantilevered seats and engineering improvements in truck design and sound dampening. The first few H-5 cars will not enter revenue service until December or January. They will undergo extensive line testing first. The Garrett chopper and new trucks must be proven beyond a doubt.

KING EDWARD HOTEL TOUR TRAM SERVICE

Sheraton Hotels have just sold this hotel to the Seaway Hotels Group with transfer to be effective Oct. 31. All top King Edward Hotel management have been fired including those who conceived this tour tram idea. Mike Filey plans to approach other hotels in the downtown area with the idea. I rode the Witt car yesterday and both cars had full loads for two of the three trips - a good response for late October. Oct. 26 Note: New hotel owners are willing to continue tour tram service for a while.

BAY TROLLEY COACH ROUTE

Trolley coach service on the new BAY route commenced as scheduled on Sunday, Sept. 5th. It is now one of our heaviest routes. In rush hours 28 coaches are scheduled on a 2' headway between Bloor St. and the Docks.

PCC'S TO PHILADELPHIA

As of Oct. 2nd only 5 cars remained to be shipped: 3 Birmingham and 2 Kansas City cars. The second to last shipment will go this week. It will include Kansas City car 4761 which leaves car 4779 as the last car of this class still in service here.

TORONTO PCCs TO SEPTA

The 30th and last car in the sale of second-hand PCCs to Philadelphia was recently shipped from Toronto. This car, class A-14 (ex Kansas City) #4779, made its last revenue run on Monday October 25th on 38 run Earls Court: out at 6:44 A.M. and in at 9:42 A.M. The car was then operated to Hillcrest Shop for regauging. 4779 was loaded on Nov. 19 and picked up by CP Rail on Nov. 22nd. This class is now extinct, save for two derelict cars, 4766 and 4774, which are about to be scrapped.

TORONTO LIGHT RAIL DEVELOPMENTS

At its meeting on November 9th, the Toronto Transit Commission approved a proposal from the Urban Transportation Development Corporation that the present order for LRV's with the Schweizerische Industrie Gesellschaft (SIG) be changed so that the Commission receives six 4-axle cars and two articulated 6-axle cars; the original order called for ten standard 4-axle cars. The UTDC

SPADINA SUBWAY CONSTRUCTION

Not much new to report. All contracts are progressing well. The opening date, however, has been moved back to October 15th, 1977. In the vicinity of St. Clair West station, a 1500' track diversion was completed Oct. 17th on St. Clair Avenue; to allow for construction of the ramps in the middle of the street (leading to the underground streetcar platform) the tracks were moved to the south side of the street so that streetcar service could be maintained through this area.

TORONTO LRV UPDATE

No major delays have been experienced in the production of TTC's first 6 new cars from SIG (4000-4005). Delivery of the first car is expected in early October of this year. Plans to display one of the new SIG trams at this year's Canadian National Exhibition have regrettably been abandoned.

The two 6-axle cars are due to arrive in July of 1978. Contrary to previous reports, these articulated cars will not be assimilated into the TTC roster. They are owned by the Urban Transportation Development Corporation (UTDC) and as such they will be strictly experimental, no TTC vehicle numbers have been assigned them and it is likely they will bear the UTDC logo and color scheme. Their delivery will be to the UTDC Transit Test and Development Centre near Kingston Ontario (150 miles east of Toronto) where much of the testing will be carried out. At some point in time one or both vehicles will be shipped to Toronto for further testing and demonstration to potential customers of the UTDC. The TTC is expressing only guarded interest in the demonstration of the 6-axle vehicles in the present surface system. As the planning for new LRT lines progresses (see news item below), the TTC will examine the use of longer articulated LRV's in that context.

Tenders for the 190 Canadian built 4-axle LRVs (4010-4199) were opened yesterday (Mar. 17) by the UTDC. Interested companies were bidding on an 80% data package - the successful company therefore had to anticipate the final spec for some of the hardware and design features that had not been finalized at the time the quotations were requested. The production contract will be awarded in early June and the first car will be delivered to Toronto or to the Kingston test facility in July of 1978. The order will be completed by mid-1980.

SCARBOROUGH LIGHT RAIL

This proposed 3.5 mile LRT line from the new eastern terminus of the Bloor-Danforth Subway (at Kennedy and Eglinton Avenues) north and east to the Scarborough Town Centre is very much in the news. A new master plan for Metropolitan Toronto, "Metroplan", in the year 2001 has been

are anxious to include an articulated LRV in their "family of vehicles" being marketed and felt that now was the opportune time to get underway with production of such a prototype. UTDC hopes that this six-axle car will be the vehicle chosen for the Scarborough Light Rail Line, expected to open about 1980. It should be interesting, in the meantime, to see over which TTC surface routes the vehicles will operate in revenue service. The 6-axle car will have a different operating characteristic - slower acceleration rate (middle truck is not powered) but higher top speed. In designing the articulated LRV, the UTDC staff are making use of the technology in the 4-axle version to cut development cost and, ultimately, the market price.

Delivery of the first six single cars from SIG will be as planned - between September and December of 1977. It is expected that the two articulated vehicles will follow about 6 months later.

NEW CANADIAN TRANSIT TEST FACILITY

In a move anticipated for some time, the UTDC on November 23rd announced plans for the construction of a major rail transit test facility to be located 10 miles west of Kingston, Ontario (near the eastern end of Lake Ontario). To be known as the UTDC Transit Test and Development Centre, this \$17.2 million, 480 acre site will be completed in 1 1/2 years time. The center is designed to test the two rail technologies now being developed and marketed by the corporation - viz. light rail transit (variations of the Toronto LRV) and the advanced technology rail system. The later system evolved from the recent misadventure with the Kraus-Maffei magnetic levitation concept. The advanced concept technology is another intermediate capacity transit system that basically envisages trains of small vehicles operating on steel rails and powered by linear induction. An automated train control will be another feature of this concept.

The Light Rail Vehicle test track will be a 4.8 km closed loop with all track constructed at grade. There will be two 2 km tangent sections in the loop

The Advanced Technology test track will be a 2.5 km closed loop including a 410 metre elevated section and station.

A large two-storey building will provide storage and maintenance for both types of rail vehicles and ultimately provide employment for up to 200 people. Both test tracks will be operational by the summer of 1978. This will permit the two 6-axle LRVs from SIG and the first production models of the Canadian-built 4-axle LRV (the contract for 190 of these is expected to be awarded in March of 1977) to be tested at the Kingston track.

prepared by the Metro Toronto Planning Board and has been sent to the planning boards and councils of the City and various boroughs for discussion and modification. The Borough of Scarborough is by far the most vigorous supporter of light rail transit. The long term transportation plan outlined in "Metroplan" calls for a Scarborough Line as the first priority - to open coincidentally or shortly after the eastern extension of the subway to Kennedy & Eglinton in 1980. The second and third priorities are intermediate capacity transit lines along Eglinton and Finch Avenues. The transportation mode for these two ICTS routes may not be light rail. The UTDC is lobbying for the application of their new Advanced Concept Technology which envisages automated trains of small cars running on rails and powered by linear induction. There has been so much opposition to the Eglinton line at recent public meetings that any form of rapid transit along Eglinton Avenue is unlikely, especially within the time frame outlined in Metroplan.

The only real concern over the Scarborough line is its estimated cost of \$80 to \$100 million. This may have resulted from the influence of the TTC's Subway Construction Department which has a reputation for "overbuilding". The Scarborough Line, no doubt, would also be a show piece and could be expected to show some frills. General feeling, however, is that this line will be built without much further delay and that money will be found.

SPADINA SUBWAY PROGRESS

Despite one of the severest winters in recent memory, construction progress on the Spadina Subway Line has not fallen any further behind. Some contracts remain 2 to 3 months behind schedule - most notably St. Clair West station. Trackwork has been delayed because of late delivery of switches and special work; a problem has also arisen with the epoxy used in mounting the rubber pads used on the track bed for sound dampening. Sometime in April, hopefully after an electricians' strike has been averted, the Commission will decide on a firm opening date and give final approval to the surface route changes. At the present time, October 15th is the tentative opening date. If this is to be a firm date, then overtime must be authorized in April.

The Subway Art program launched last year is now close to reaching its goal; it will be remembered that public opposition to the use of tax dollars had forced the Commission to seek outside help which turned out to be the Ontario Heritage Foundation (responsible for collecting private donations) and Wintario (a provincial lottery that matches dollar for dollar all funds raised privately). There is now enough money for art works in all stations except Yorkdale which was to feature the expensive electric light show, "Arc en Ciel", in the sky light; the light patterns would be activated by incoming and outgoing trains.

TTC SURFACE TRACKWORK

As part of the TTC's ongoing 5 year capital works program (begun in 1974) for rehabilitating street car trackwork, \$1,045,000 has been authorized for the following projects in 1977:

Specialwork at intersections
Queen & York, Queen & Parliament, and Gerrard & Parliament.

Tangent Track

Dundas St. E.: Parliament to River (2100')
St. Clair Ave. W.: Bathurst to Winona (3900')
Carlton St.: Ontario to Parliament (700')
Queen St. W.: Claremont to Shaw (1840')
Broadview Ave.: Victor to Withrow (1150')

CITY HALL LOOP

When City Hall Loop (i.e. Bay, Louisa, James and Albert Streets) was closed in January 1975 to permit the construction of the new Eaton Centre, the developer, Fairview Corp., agreed to provide the TTC's DUNDAS route with a new loop in the vicinity when construction was completed and to pay the additional operating cost resulting from a temporary loop close by during this period. For the last 2 years the DUNDAS short-turn "City Hall" cars have been looping on existing street trackage: clockwise via Dundas, Church, Wueen and Victoria Streets. This rush hour loop has required the use of one extra car resulting in an additional annual operating cost of \$30,000 which has been borne by Fairview Corporation. With the recent opening of Phase 1 of the Eaton Centre last month, the TTC was asked by the developer if it wished to exercise its option to have the original City Hall/ Eaton' loop restored. At its meeting on March 10th, the Commission decided to waive this option and to adopt the "Church" looping on a permanent basis. The financial arrangement with Fairview terminated this week (March 15th). REasons given for not restoring City Hall Loop were: a desire for all DUNDAS service to connect with the Yonge Subway at Dundas Station; and the change in the demographics of the area of the old loop - with Eaton's Queen Street and Budget store closed, a restored "City Hall" loop would see very little traffic (the main entrance to the new Eaton Centre is now at Dundas and Yonge and should be served by all Dundas cars).

At the same time the DUNDAS short turn loop was resolved, it was decided not to proceed with a "City Hall" loop for the BAY trolley coach route; such a loop had existed 2 years ago when the route was operated by diesel buses.

QUEEN MULTIPLE-UNIT SERVICE

The P.M. rush on Friday, February 4th saw the last m.u. PCC service on the Queen route. PCCs 4464 and 4400 (runs 43 and 15) were the last cars to be coupled up at Russell Division at 3:36 p.m. that afternoon.

Examination of this route had shown it to be over serviced. With M. U. service, 28 trains had operated on a 4' 17" headway over the entire route from Neville to Humber (10.5 mi.). Effective Monday, Feb. 7th, rush hour service on the Queen route has been provided by 49 single cars operating on a 2' 18" headway between Neville and Sunnyside and a 4' 36" headway between Sunnyside and Humber (i.e. every other car turns at Sunnyside). This schedule change has allowed a saving of 7 vehicles in peak hours and 4 vehicles in the late evening - a saving of 145,000 miles annually or \$232,000.

The service reduction on the QUEEN route will be accompanied by similar (albeit very minor) reductions on the CARLTON and LONG BRANCH carlines and the JUNCTION and LANSDOWNE trolley coach routes. With an anticipated operating deficit this year of \$45 million, the Commission is under great pressure to trim service wherever possible. However, the Spadina Subway opening and associated surface route changes this fall will result in a 1977 net increase in service of 1,387,000 miles.

H-5 SUBWAY CARS

As of this date, ten H-5 class subway cars (5670-77 and 5680-81) have been delivered to Greenwood Yard and another 28 completed cars are in storage at the Hawker-Siddeley plant in Thunder Bay. The delivery agreement calls for no more than 8 new cars to be on TTC property in an unaccepted state. Critical storage capacity at Greenwood Yard is the prime reason for limiting the flow of new subway cars from Thunder Bay. Hawker-Siddeley, in the meantime, has installed additional track at its plant to store finished cars as they come off the production line and the backlog grows. After many months of testing and minor retrofits, TTC acceptance of the first pair of H-5 cars is expected by the end of March. The H-5 order was also recently increased to 138 cars when the Commission decided to replace the 4 cars lost in last October's disastrous fire at Christie Station.

TROLLEY COACH ITEMS

When the TTC capital budget for 1977 became known the Plant Department indicated that the BAY trolley coach installation in 1976 came in well under budget: \$700,000 was authorized but only \$545,944 was spent.

Overhead crews are now working on the MT. PLEASANT trolley coach route and opening date has been set for Sunday, June 26th.

PETER WITT TOUR TRAM SERVICE

Tour Tram service this year will again be run by private enterprise. Following a very successful season last year, the King Edward Hotel plans to continue the combined Sunday brunch and vintage streetcar sightseeing tour, commencing May 8th. The hotel has booked the 2 small Witt cars, 2766 and 2894, for the entire summer season. The Sheraton Centre Hotel has expressed interest in a similar venture (also requiring 2 cars) but with only large Witt 2424 available, it is uncertain whether the hotel will go ahead with its operation.

McCAUL LOOP

When McCaul Loop (North of Queen Street) was closed in September 1975 to permit the construction of a major office/commercial development on the east side of McCaul Street between Dundas and Queen, the DOWNTOWNER cars were temporarily routed to Wolseley Loop at Bathurst and Queen. McCaul Loop will be restored to its original location "inside" the new development which will

be known as Village by the Grange. Immediately adjacent to the loop will be a unique restaurant-perhaps the most ambitious eatery anywhere with a streetcar theme. The Ontario Electric Railway Historical Association (OERHA) has been retained by the developer, Delzotto Enterprises, to provide two genuine "old Time" streetcars for the restaurant. TTC small Witt body 2806, having resided for many years in a construction equipment work yard just north of Toronto, is one of the cars; the car has been stripped of its trucks and other hardware for use at the OERHA's operating museum at Rockwood, Ontario. Details of the second car which presented much of a challenge for the museum group are not known at this time; under no circumstances will a PCC car be used. McCaul Loop should be open to streetcar traffic late this year and the planned opening date for the restaurant is May 1, 1978.

NO FEDERAL AID TO MASS TRANSIT

The recent announcement that no financial assistance from Ottawa will be forthcoming has not had any major effect on the TTC's capital works projects. The Commission commented that it regrets the decision but that its budgets have always been prepared on the assumption of no federal aid. (The Province of Ontario and the Municipality of Metropolitan Toronto fund TTC projects on a 75% and 25% basis, respectively). Some long term projects may be delayed, but nevertheless will be built eventually: i.e. expansion of the Union Subway Station and implementation of the LRT routes.

TTC STEPS UP SECURITY IN SUBWAY

As a result of a few bodily assaults and a violent murder in the TTC Subway last year, security in the subway has been very much in the news in recent months. Although the incidents (some with racial overtones) were blown out of proportion by the media, the Commission decided to embark on a security improvement program.

To improve the motorman's and guard's awareness of an emergency situation on board a train, a system of touch strip alarms and interior mirrors are being installed in all subway cars. The alarm system is activated when a passenger presses any one of the six 7' X 1" yellow, tape alarm switches mounted above the windows on both sides in each car. Once the yellow tape switch is pressed, it triggers audible alarms in the subway car and in the motorman's and guard's cabs. Pressing the switch also illuminates an exterior indicator light to identify the subway car in which the alarm was activated.

In the stations, there are increased patrols by TTC Security staff and Metro Police. New public telephones are being installed in open areas. At Queens Park and St. Patrick stations all unused alcoves have been closed in.

In April the TTC plans to set up displays at several busy subway stations and at shopping malls to acquaint the public with the new safety measures; a working tape alarm will be included and TTC staff will be present to answer questions.