



Newsletter

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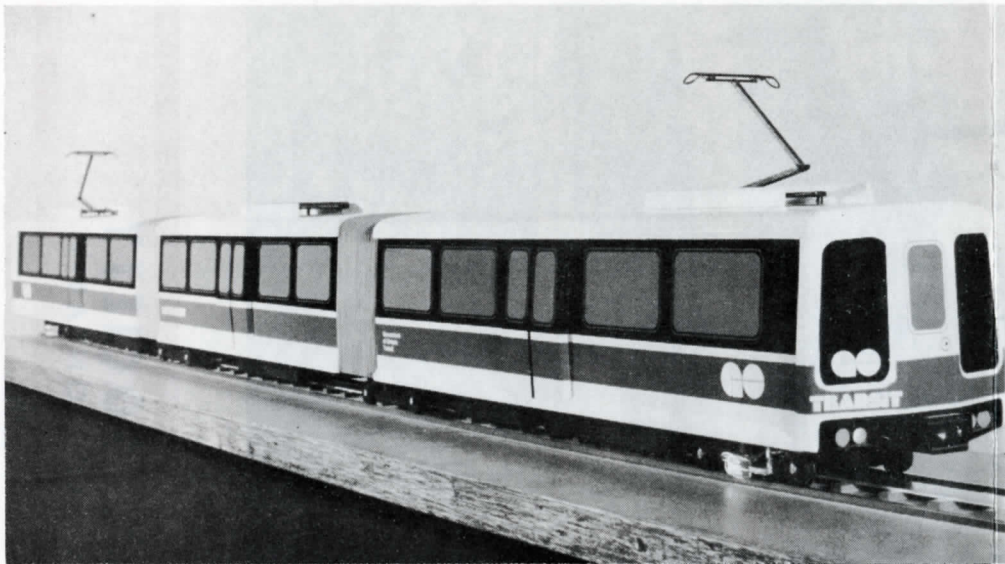
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NUMBER 397

NOVEMBER 1982

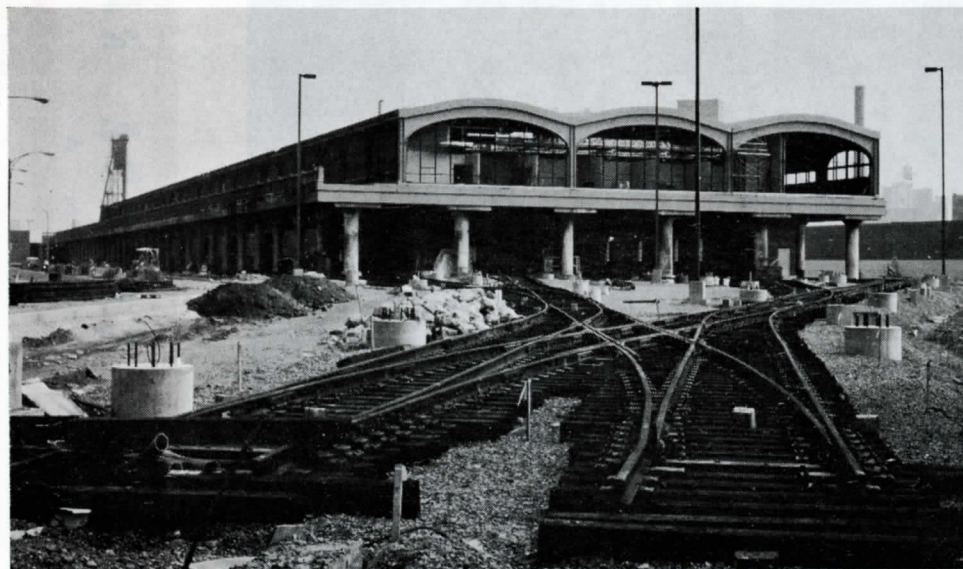


UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO



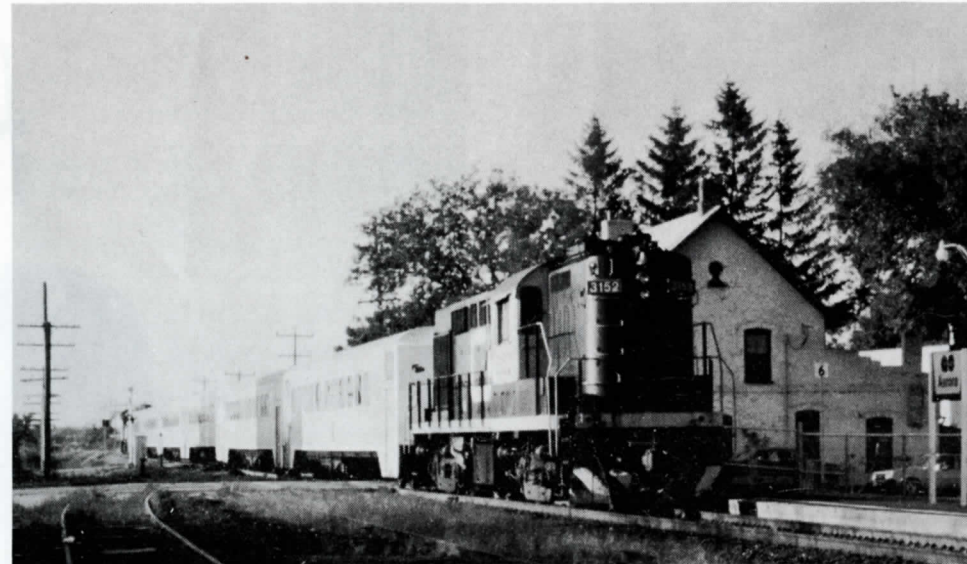
Model of a three-section, four-truck articulated train, to use overhead current collection and conventional rotary motors, as proposed by the Province of Ontario for use on ALRT lines to be constructed between Oakville and Hamilton and between Pickering and Oshawa, and ultimately to replace bilevel commuter trains on the present GO Transit Lakeshore line.

--MTC photo



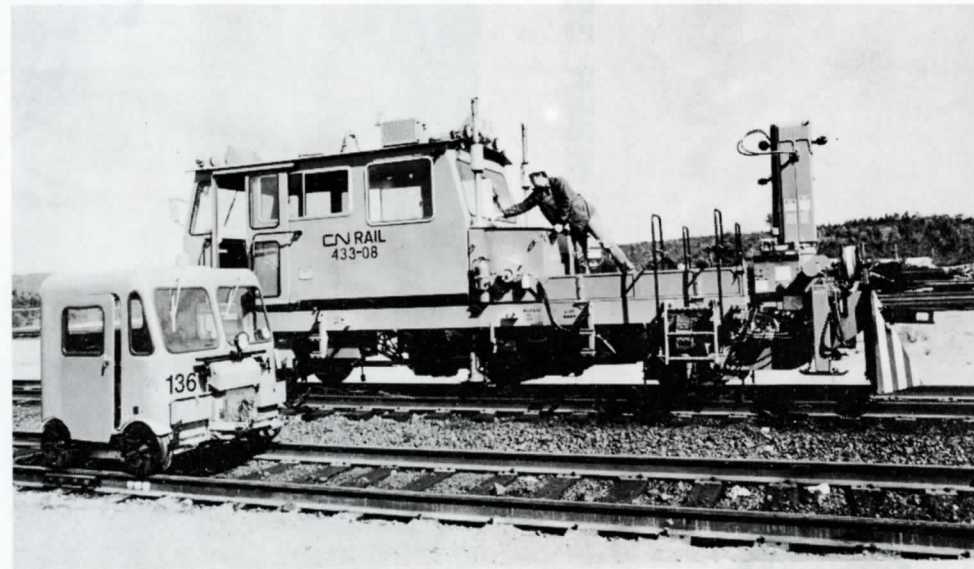
The Niagara Frontier Transportation Authority's new Light Rail Rapid Transit carhouse is pictured nearing completion on Sept. 11, 1982. This view, looking east, shows the new tracks which have just been laid into the structure, which is the former trainshed of the DL&W's Buffalo passenger terminal. The former trainshed on the second level is being converted to offices. The two tracks, foreground, will lead to Main St.

--John D. Thompson photo



GO Transit Train 147 pauses at Aurora on its way to Bradford, on Sept. 8, 1982. On the rear end is CN Montreal Locomotive Works roadswitcher 3152, in its bright orange livery. The locomotive, temporarily on rental to GO, is normally to be found powering VIA's Toronto-Windsor-Sarnia trains. On the head end of 147 is GO locomotive 706.

--Dave Stalford photo



CN crew-crane transporter car 433-08 is shown in the company of a "jigger", the traditional role of which the former is partially replacing. Three of the transporter units now in service on the Northern Ontario Division are the vanguard of an ultimate fleet of 15 such units.

--CN photo



A T.T.C. TRILOGY

1: TRANSFERS

TORONTO TRANSPORTATION COMMISSION: TRANSFER TICKETS AS USED FROM
SEPTEMBER, 1921 TO SEPTEMBER, 1925 by Frank Culham

The first transfers used by the TTC (Form A1) were as of Thursday, September 1, 1921 (takeover day from the Toronto Railway Co.). They followed the latter's Form 7 design, with the addition of the Toronto Civic Railways GERRARD-MAIN and ST. CLAIR routes, of the new COXWELL route, which commenced operation on October 2, 1921, and of the ASHBRIDGE route which was owned by the City of Toronto but operated by the TRC, as well as dropping off PARLIAMENT (route name ceased 1918) and RONCESVALLES (route name ceased 1912). These route names appeared in the section of the transfer that the Conductor punched to indicate the route to which the passenger had stated that he or she was intending to transfer.

The wording on the reverse side of the transfer was almost identical to that used by the Toronto Railway Co. but indicated Toronto Transportation Commission as issuer. To show that the "Night Fare" (15 cents cash for all passengers: 12:01 a.m. to 5:59 a.m.) had been paid, the Conductor punched the "box" that was to the left of the route name KING (see Form A1)--this rule still applied after the "box" was removed (see Form A2) but caused confusion, so the "After Midnight" box was added to later transfer revisions (see Forms A3 and A4).

To show where the passenger had boarded the car, the Conductor was supposed to punch, on or between, the street names shown in the two lower boxes (north-south streets and east-west streets). On the accompanying transfer illustrations those streets which were added as the transfer was revised can be seen, and some names were abbreviated to provide additional space.

The first change occurred on Thursday, September 21, 1922 (Form A2), when the new PAPE route was added and GERRARD-MAIN was removed, and KING ceased to be "boxed". The street section had ST. CLAIR added. Six weeks later (October 30th), the MOUNT PLEASANT route transfer was added, with the only recorded variation from the block (capitals) style of lettering in the route name (Form A2R: R-revised).

There was a general street car route revision on Sunday, July 1, 1923, but the new transfers were not used until Monday the 2nd, which caused a great number of "top punched" transfers to be used on Sunday. "Top punching" refers to the practice whereunder divisional office staff (usually) punched a one-quarter inch hole through the top of the transfer, in the route name, to indicate that the transfer was not being used on the route shown.

The new transfer (Form A3) contained the aforementioned box for the Conductor to punch to show that a "night fare" had been paid. Some route names were removed (their use having been discontinued) and some new ones were added. COXWELL was added to the street section, and also added were a couple of blank boxes for use in the case of new or "Special" routes. Forgotten at that time was the reintroduced PARLIAMENT route name, so another transfer (Form A4) was issued as of Saturday, August 18, 1923, that had WINCHESTER removed and PARLIAMENT added.

The transfers for Sundays, and first printings of transfers for a new route (examples: Forms A1S and A1N) were printed in Toronto, as were any extra transfers required (Form A1X). These transfers had the same form as regular transfers (printed by Southam Printing in Montreal), but serial numbers were in a heavier type face, and the route name and date (front and reverse) had a slightly different form. The paper was usually of a heavier quality.

A few "Southam" transfers had the main date on the transfer face in lower case lettering, as on Form A2R, and all known transfers of Forms A3 and A4 followed this style. Advertising never appeared on any TTC Form A transfers.

Strange as it seems, very few transfers were kept by the TTC records, or by collectors of this period. Only by checking all known sources (very few) was the information in this article compiled. Some variations may yet turn up. If the reader has something of interest in this area, he is requested to contact the author at 307-34 Centre Street West, Richmond Hill, Ontario L4C 3P5 or telephone (416) 884-5044.

All Form A transfers had the same wording on the reverse side and no advertising.

Last day used: Monday, September 26, 1925.

Form A1: from Thurs. Sept. 1, 1921	Form A2R: from Mon. Oct. 30, 1922	Form A3: from Mon. July 2, 1923	Form A4: from Sat. Aug. 18, 1923
Form A2: from Thurs. Sept. 21, 1922	(Transfer illustrations on Page 5)		



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Please address all correspondence relative to
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above address.

--Pages From a Railfan's Notebook--On Tuesday, October 26, 1982 the Assistant Editor made his way to the Don River Bridge on Queen Street East, Toronto, to photograph the Great Orange Pumpkin, alias Articulated Light Rail Vehicle 4900, in rush hour service on the Queen route. Before 4900 showed up, however, he was able to photograph an incredible variety of subjects, both railway and traction, at this vantage point just east of downtown. Arriving on the scene, it was observed that a string of boxcars was blocking the CN Bala Subdivision, which passes beneath the bridge. A pair of yard switchers was proceeding leisurely toward the cut of cars. Meanwhile a northbound GO train, with an APCU leading, was held down by the curve onto the Bala, filled, no doubt, with fuming commuters. Eventually the CN crew coupled onto the offending boxcars and pushed them off the main line and down one of the industrial sidings south of Queen Street. The instant the GO engineer received a green signal he opened the throttle and roared northward. A survey down Queen Street revealed no sign of the Pumpkin on the horizon. Then, turning back to the CN tracks at the sound of another northbound train, a second GO train was photographed heading towards Richmond Hill, this time with a CN Tempo locomotive on the point. This train was barely out of sight in the direction of Bloor Street when CP Rail made an appearance, in the form of a track inspection car pattering south at great speed. Swinging his camera back towards Queen Street, the Assistant Editor was amazed to spy Small Witt 2894 rumbling westward along Queen. What the car was doing out on the street during rush hour is anybody's guess--presumably heading downtown for a charter pickup. Finally the tardy ALRV showed up in rather anti-climatic fashion and was duly photographed. By this time your reporter had had enough surprises for one afternoon and proceeded homeward. What all of this proved, though, is that railfanning is a fascinating hobby indeed--there's always the chance for the unexpected when we make our way to trackside.

--John D. Thompson

• White Pass and Yukon Shutting Down Temporarily--The famous narrow gauge railway, extending for 110 miles between Skagway, Alaska and Whitehorse, Yukon Territory, has been closed down for the winter due to a dramatic decline in freight business during this past season. The closure was evidently brought about after the railway's major shipper, Cyprus Anvil Mines, ceased operating. It is not known whether or not this was a permanent move. The bright spot in this gloomy picture is that the railway's passenger business has been booming, and an even better season is forecast for 1983. By shutting down operations for the winter, the railway will avoid the expense of snow clearance. Steam locomotive 73 was damaged after hitting a rock slide in September, but was repaired and returned to service.

• A Hull, Quebec, junk dealer is scrapping a group of about eight Ottawa streetcar bodies which had been at his yard. One of the cars owned by this individual had been bought by the Village by the Grange residential-retail complex on McCaul Street in downtown Toronto about four years ago and is now situated in the middle of the TTC's McCaul streetcar loop within this development, in the company of TTC Small Witt 2806. Before out-of-towners go rushing down to McCaul Loop for a look at the Ottawa car, be forewarned that its appearance has been drastically altered. Fortunately, two Ottawa cars are preserved intact and under cover: 854 at the Museum of Science in Ottawa, and 859 at the Canadian Railway Museum, Delson, Quebec. The Ottawa streetcar system was abandoned in the spring of 1959.

--Ted Wickson

COVER: A VIA Turbotrain snakes around a reverse curve at Scarborough Golf Club Road in suburban Toronto, 13 miles along on its 335 mile journey to Central Station, Montreal. The United Aircraft-built train is operating as Number 64, THE MERIDIAN, leaving Toronto at 1300, arriving Montreal at 1740. The Turbos, after a career which began under the CN herald in 1968, were scheduled to be withdrawn from service after October 31, 1982, as a result of excessive operating costs. Their demise closes an interesting chapter in Canadian railway history, albeit one which was marred by breakdowns and subsequent withdrawals for retrofitting, fires, a collision on a press run, and riding qualities which left something to be desired. Nevertheless, our Turbos outlasted their American counterparts by several years, and constituted Canada's first try at modern, high speed passenger service. As such, they probably attracted many airline travellers back to the rails, and set the stage for the LRC's. Hopefully, one of these unique trains will be preserved in one of our country's museums. Au revoir!

--Photographed by John D. Thompson, on October 24, 1982

A1

A2

A2R

A3

A4

P&M		Tue. Apr. 25		BLOOR WEST		002712		TUE. APR 25			
ASHBRIDGE	1	10	20	BATHURST	2	10	20	BROADVIEW	3	10	20
AVENUE ROAD	30	40	50	BLOOR	3	10	20	EARLTON	4	10	20
BATHURST	2	10	20	BROADVIEW	3	10	20	CHURCH	30	40	50
BLOOR	3	10	20	EARLTON	4	10	20	COLLEGE	5	10	20
BROADVIEW	30	40	50	CHURCH	30	40	50	COXWELL	30	40	50
EARLTON	4	10	20	COLLEGE	5	10	20	DOVERCOURT	6	10	20
CHURCH	30	40	50	COXWELL	30	40	50	DUNDAS	7	10	20
COLLEGE	5	10	20	DOVERCOURT	6	10	20	DUPONT	30	40	50
COXWELL	30	40	50	DUNDAS	7	10	20	GERRARD-MAIN	8	10	20
DOVERCOURT	6	10	20	DUPONT	30	40	50	HARBORD	9	10	20
DUNDAS	7	10	20	GERRARD-MAIN	8	10	20	KING	30	40	50
DUPONT	30	40	50	HARBORD	9	10	20	QUEEN	10	10	20
GERRARD-MAIN	8	10	20	KING	30	40	50	SHERBOURNE	30	40	50
HARBORD	9	10	20	QUEEN	10	10	20	SPADINA	11	10	20
KING	30	40	50	SHERBOURNE	30	40	50	ST. CLAIR	30	40	50
QUEEN	10	10	20	SPADINA	11	10	20	WINCHESTER	12	10	20
SHERBOURNE	30	40	50	ST. CLAIR	30	40	50	YONGE	30	40	50
SPADINA	11	10	20	WINCHESTER	12	10	20				
ST. CLAIR	30	40	50	YONGE							
WINCHESTER											
YONGE											
DOVERCOURT	BROADVIEW	BLOOR	COLLEGE	BATHURST	QUEEN	SPADINA	YONGE	SHERBOURNE	KING		

P.M.

Wed.Nov.1

KINGSTON RD.

004157

WED.NOV.1

DUNDAS
DUPONT
HARBORD
KING
PAPE
QUEEN

YONGE

"GERRARD - MAIN" REMOVED
"KING" UN-BOXED
"PAPE" ADDED
ST. CLAIR ADDED

BROADVIEW
ST. CLAIR
BLOOR
COLLEGE
QUEEN
KING

[illegible][illegible]

<div style="border: 1px solid black; padding: 2px; text-align: center;"> P.M. </div>	Thu. Nov. 22 KEELE 000784 Thu. Nov. 22	1 10 30 30 40 50	<div style="transform: rotate(-45deg); border: 1px solid black; padding: 5px; text-align: center;"> ALL REST OF TRINISTEN AS BORN W.A. </div>	LANSLOWNE PAGE PARLIAMENT QUEEN SHERBOURNE SPADINA ST. CLAIR YONGE	PARLIAMENT ADDED WINCHESTER REMOVED	ST. CLAIR MID-NIGHT BLOCK R COLLEGE BOULEVARD KING
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2: CLRV report

(The text of this article is an abridgement of a staff report recently placed before and adopted by the TTC).

Shortly after CLRV's were placed into revenue service in late 1979, the Commission received complaints from citizens about noise and vibration levels as produced by the car. Initially, individual complaints were responded to by having noise and vibration recordings made within the premises occupied by the complainants. This data was analysed and it was found that there was a difference in vibration emanating from a CLRV when compared with that from a PCC passing the same location. In view of this problem the Commission agreed that CLRV's would not be operated in revenue service from 10:00 p.m. to 6:00 a.m. on Queen St. and St. Clair Ave. until a full investigation could be completed.

Staff of the TTC, the UTDC, the Ministry of Transportation and Communications and the City of Toronto, and to a degree, SIG, the car designer, worked jointly to investigate the problem. Vibration recordings were made on the street and within buildings to compare CLRV's which were identified as noisy, CLRV's which were considered normal and PCC's which were considered normal. The comparison of CLRV's with each other confirmed that noisy CLRV's produced a greater vibration than normal CLRV's. An investigation into wheel and track maintenance was undertaken to address this problem. The comparison of normal CLRV's with normal PCC's showed a slightly higher vibration level for the CLRV but, more importantly, served to point out that the greatest level of CLRV vibration occurred at a different frequency than that associated with the greatest level of PCC vibrations. This was also investigated.

Maintenance Practices--All wheel/rail noise is generated by the interaction of the wheel and rail. This interaction produces a force at the point at which the wheel and rail meet, which causes both to be set into a vibratory motion and, in turn, to radiate sound and vibration waves. In an operating environment, there is no such thing as a perfectly round and smooth wheel or a perfectly straight and smooth rail. Imperfections in either will cause noise and vibration. The TTC's track maintenance program controls the track surface to a reasonable degree. The grinding train (W-30 and W-31) smoothes the surface of the rail. In addition, worn joints in the rail, which can produce noise and vibration, are repaired as they wear. The Commission has a very extensive program to replace worn rail. Currently, it is developing an electronic device to accurately measure and qualify the surface condition of small sections of rail. Knowledge gained from this would be used to guide any reshaping of the track grinding program as found necessary.

The initial wheel maintenance facilities for CLRV's consisted of an underfloor lathe at Greenwood Shop. There are now modified underfloor grinding machines at Roncesvalles Carhouse and at Russell Carhouse so that any CLRV's identified as noisier than normal can receive attention. Historically, the cause of noisy rail equipment has been flat spots on the wheels which are generated when the wheel slides on the rail. Recent investigations, including the use of an electronic wheel surface monitor (which is still under development) have shown that even smaller irregularities than normal flats can be a factor in the level of noise and vibration. A program to regrind all CLRV wheels on a regular basis (six to eight months), whether needed or not, has been commenced. This is common practice in Europe. In addition, any CLRV's which are identified as noisy are now quickly scheduled for grinding. Noisy cars are identified by operators, maintenance staff and the public. Commission staff has also developed a hand-held vibration measuring device which is used by maintenance personnel to monitor frequently the vibration level of all CLRV's while in revenue operation.

It has been confirmed by measurements that the vibration levels produced by a noisy car are reduced by grinding the wheels to remove flats or other surface imperfections. Staff is confident that this improved maintenance program, coupled with the early detection of vehicles which have flats, etc., will greatly reduce the noise and vibration levels which the public has experienced heretofore.

Vibration Difference Between CLRV's and PCC's--As previously mentioned, there is a difference in the vibration patterns of the CLRV and the PCC. Of the early investigations and tests, one of the most important was the analytical study of the vibration system using a Ministry of Transportation and Communications computer model. The model was assigned values to cover the resiliencies and masses of the car, truck, suspension, wheel, rail and ground. This model was used to predict the results of changing some of the variables. Originally, it was thought that the 25% greater weight of the CLRV as compared with the PCC was a significant factor. However, the MTC computer analysis revealed that resonant frequencies caused by the bulk of the CLRV weight resting on the primary springs were so low that they were not a significant factor. The computer model did, however, highlight the radial stiffness of the wheel as a significant factor in ground vibration production. Wayside vibration recordings revealed that the greatest vibration levels from a CLRV occur in the 63 to 125 Hertz range. It is significant that the ground transmits, very effectively, frequencies in this range. In addition, humans are more physiologically disturbed by vibrations within this range. The standard PCC produces maximum vibration levels above and below this sensitive frequency range.

Since the radial stiffness of CLRV wheels is ten times that of the radial stiffness of wheels on a PCC, it was thought that changing to a less stiff wheel on the CLRV would change the vibration patterns. In 1981 a CLRV was fitted with PCC wheels and vibration tests were conducted. This car produced a vibration pattern very similar to that of a PCC, that is, lower vibrations than in the 63 to 125 Hertz range. These favorable results led to the testing in 1982 of four specially equipped CLRV's. One was equipped with a redeveloped PCC wheel designed to take the full weight of a loaded CLRV; one with wheels designed and developed by MTC; one with wheels

from SAB, a Swedish railway supply company which has been producing resilient wheels for over 45 years; and one equipped with softer rubber inserts in the original Bochum wheel. Test results showed that the PCC, the SAB and the modified Bochum wheel all produced vibration patterns similar to that of a normal PCC. The MTC wheels developed some problems and did not produce the desired results. Based on these results, TTC staff has concluded that it would be possible to replace the original Bochum wheel with a more resilient wheel and thus alter the vibration of a normal CLRV to one very similar to a normal PCC. However, it is felt that the benefit to be gained by any such change would be marginal and that far greater benefits will be obtained from the improved maintenance program and the early detection of CLRV's that have become noisy.

If a wheel replacement program was undertaken, about six months would be required for material delivery followed by four years of shop work using current manpower and facilities. By performing some operations at St. Clair Carhouse and by temporarily increasing manpower, the program could be reduced by up to three years. The cost for such program would be approximately \$3,000,000 for 196 cars. The authorized level of expenditure for the purchase of CLRV's does not include funds for such project. For the 125 cars which the TTC is purchasing directly, the cost would be \$1,913,000, of which Metropolitan Toronto would pay 25%. For the remaining 71 cars, which the Province has purchased but which the Commission will buy back later, the initial additional expenditure would be \$1,087,000 for the Province, but Metro would eventually be required to pay 35% of this amount.

Complaint Reduction--An accurate record of complaints from citizens about CLRV noise and vibration has been maintained from the beginning of revenue operation. During the first quarter of 1981, complaints averaged 11.4 per week. By the first quarter of 1982, by which time the grinding equipment was operational at the two carhouses, complaints averaged 2.8 per week. During the second quarter of 1982, complaints have been reduced to 1.4 per week. These statistics support the staff opinion that improved maintenance will reduce the noise and vibration levels which the public experiences.

The improvements to the fleet which have been brought about by improved maintenance and early detection of noisy cars have made it practical to remove the night restrictions on CLRV operation. Rather than waiting for completion of the first grinding cycle, which will be at the beginning of 1983, it is proposed that cars be released for night operation after they are ground.

3: T.E. PLAN UPDATE

An editorial remark on the recent silence in connection with the Transit Electrification Program appeared in the August issue. A copy has now come to hand of a TTC paper presented at a Workshop on Trolley Bus Applications which was held in Seattle from August 29 to September 1 and sponsored by the Urban Mass Transit Administration. The paper, authored by Paul A. Wenning of the TTC Planning Department, summarizes the history of trolley coach operation in Toronto, the details of and rationale for the 1981 Transit Electrification Program (a 10-route conversion to trolley coaches to intensify usage of the present 150-vehicle fleet), and also the more recent studies directed to that program. The paper reveals that, in spite of the City of Toronto Council's expressed preference for conversion of the Dufferin route, the TTC believes that the Wellesley route is the most logical first choice, and that recent and more intensive studies have been directed to that route alone. It also reveals a general ambivalence about the whole matter of conversion, which might be regarded as surprising in view of the 90% capital cost subsidy available from the Province of Ontario, although the presentation shows that long term savings from conversion are, in present circumstances, a rather elusive matter.

Mr. Wenning notes that t.c. operation at present accounts for only 3.7% of the annual system mileage (by contrast, diesel buses represent 48.1%, the subway system 39.6%, and street car operation 8.6%). The relative greater importance of the t.c. routes in relation to the diesel bus routes is shown by the fact that the former account for 4.9% of system ridership. The 1981 T.E. Plan would increase annual t.c. miles by some 4 million, about twice the present level. It would save 750,000 gallons of diesel fuel per annum, representing 5% of the Commission's total consumption. The paper points out a dramatic cost differential between diesel buses and trolley coaches (in the 1982 operating budget, 33.20 cents per mile for the former and 18.42 cents per mile for the latter). If capital and maintenance costs did not also come into the picture it would clearly be no contest.

The paper presents an estimate of the costs that would accrue over a 30-year period with conversion to t.c. of the Wellesley route. It points out that this route is particularly worthy of consideration for such operation as it is relatively immune from pressures for routing changes (it is well anchored by having a subway station at each end and another mid-route) and has a high vehicles to route mileage ratio, which increases conversion savings. Electrically powered operation of the line would use 15 of the 21 coaches which are now surplus to peak period requirements. There would be an \$11.2 million capital cost in converting the Wellesley route, this including the ultimate purchase of 15 new (fourth generation in Toronto) trolley coaches for the route and two overhead maintenance trucks, as well as the extra cost for the undergrounding of feeder cable, presumably in the Queen's Park area. The savings over diesel bus operation, if such are to occur, would depend on the level of differential between diesel fuel and electrical energy costs. If this remains at a 5% level, the conversion and operation would represent a net cost of \$3.2 million over 30 years; on the other hand, if the differential rises to 10%, there would be a net saving over the same period of \$11 million.

In addition to the uncertainty as to whether t.c. conversion would produce long term savings over diesel bus operation, the paper seems to dwell to an unusual degree upon the possibility of adverse public opinion in relation to t.c. operation. It makes the rather curious statement that "strong concerns" (re visual "pollution" from overhead) have been expressed by local municipal authorities in Toronto. This does not seem to be borne out by the fact that Toronto City Council has strongly encouraged conversion of the Dufferin route. No groundswell of public opposition occurred from the 1981 announcement relative to the possible ten-route conversion. The paper does register a legitimate concern in relation to the new annoyance of having to submit t.c. conversions to an environmental assessment as required by the Province of Ontario. This process would take from six to 12 months for preparation, review and approval of the assessment. If any significant element of public concern should become apparent, from one to two years could be lost in the process. In combination with the lead time required to order overhead line materials, up to three years could be required to put a new trolley coach route in place. It is ironic that an operation which is quieter, and kinder to the atmosphere, than that which it replaces should have to get caught up to this degree in bureaucracy gone wild.

In its concluding statements the paper makes it apparent that the Transit Electrification Program has lost its original impetus. It calls t.c. conversion a marginal investment under present circumstances, says that public acceptance of new routes is a major concern, and indicates that TTC management is presently weighing and evaluating the opposing factors. It seems likely, from the general tone of the presentation, that nothing will occur at an early date, but that further increases in the price of petroleum products could well revive interest in the Plan in a few years' time.

ALRT INTERURBANS



Ontario

Ministry of
Transportation and
Communications

It had been pretty widely known that the Province of Ontario has been very unhappy in recent years with the extortionist attitude of CN, which has readily admitted, through the statements of former President Robert Bandeen, that it regards GO Transit as a "profit centre". Nevertheless few, outside of those "in the know" in Provincial circles, were prepared for the dramatic announcement made on October 7 by James Snow, Ontario

Minister of Transportation and Communications, of a new regional scale electrically powered rapid transit system which would ultimately extend between Hamilton and Oshawa and which would free GO Transit of the CN yoke forever. The text of the announcement is reproduced in full below.

STATEMENT BY HONOURABLE JAMES SNOW, MINISTER OF TRANSPORTATION AND COMMUNICATIONS:
ANNOUNCEMENT OF INTER-REGIONAL RAPID TRANSIT STRATEGY 10:00 A.M., THURSDAY, OCT. 7, 1982

"I'd like to thank you for joining me today for this announcement of an inter-regional rapid transit strategy which, I believe, will be very significant in shaping the growth and development of the urbanizing area between Oshawa and Hamilton...an area which already has a population of 4,000,000 citizens. I know there isn't a person here today who isn't aware of the growing traffic congestion in the Toronto area. The continued development of the region has led to population and industrial growth further and further out from city centres and increased long distance commuting to and from jobs in both directions. Congestion is increasingly a problem, particularly in the area of west Metro Toronto, and there are frequent congestion problems on our transit systems, including the GO Lakeshore commuter rail service, during peak periods. A strong transportation system has been an important factor contributing to the economic growth and development of the Toronto region in the past, and maintaining that excellent system is still a high Provincial Government priority because the continued economic health of this region is vital.

Recently there have been a number of proposals to improve the transit system in the area, including a study by GO Transit of improvements to the Lakeshore Corridor, requests by Oshawa and Hamilton for extensions of full GO rail service, and a proposal for two new rapid transit lines within Metro to meet their transit needs. As well, several municipalities have included transit proposals within their official plans as a means of supporting local objectives, particularly increased self-containment. These individual proposals are each very costly to implement, and they must be integrated with other transit proposals. The time, therefore, seems appropriate for an overall co-ordinated approach to transit in the Greater Toronto Region. And we must ensure the maximum return on our scarce financial resources. With a background then of increasing travel, municipal desires for new transit services and the continuing importance of a strong transportation system, I initiated two studies earlier this year to examine rapid transit in the Greater Toronto Area.

First, consultants were hired to assess alternatives to improve GO service on the Lakeshore--the 90-day study. At the same time, Ministry staff were assessing other transit opportunities in the Region as a means of placing decisions regarding the Lakeshore in a broad regional context, in terms of urban development and travel trends and established municipal objectives. As a result, an inter-regional rapid transit strategy has been developed which

would complement municipal plans and provide a strong basis for municipalities to plan and integrate their own local transit systems. I am here today to announce the details of this strategy to you...a strategy with several elements.

I'm proposing that rapid transit service be provided between Pickering and Oshawa in the east and between Oakville and Hamilton in the west with the design of these services to begin immediately with the participation of MTC, GO Transit and the municipalities. I'm also proposing an east-west rapid transit line north of Highway 401 within Metro, tying together the Scarborough Town Centre, the North York City Centre, serving Northern Etobicoke and the airport, with connections to Durham in the east and the Mississauga City Centre and the Lake-shore transit system in the west. This major transit corridor would serve both inter-regional and local transit needs and integrate all transit systems, including elements of the proposed Metro/TTC Accelerated Rapid Transit Plan, for increased accessibility throughout the region.

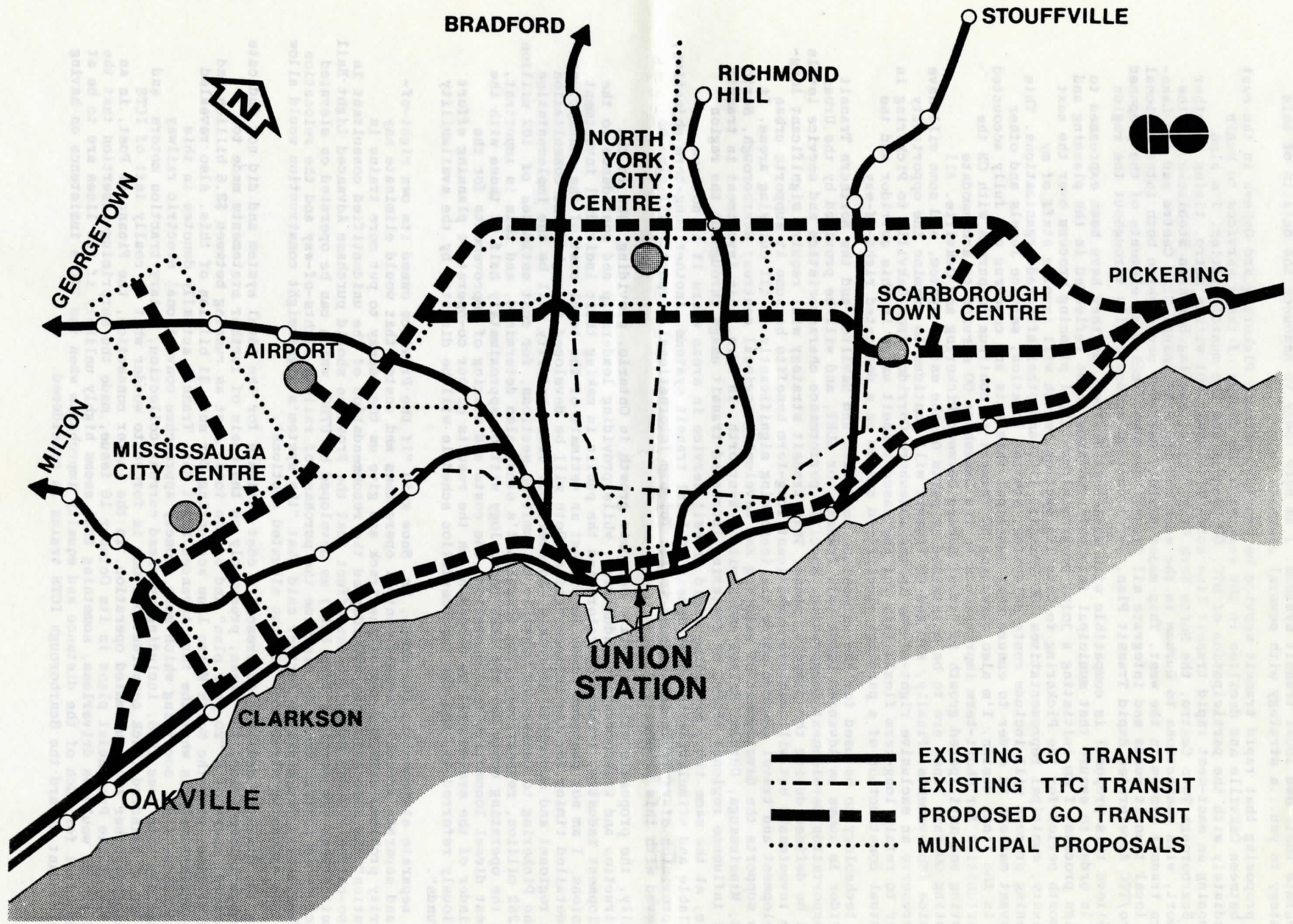
I believe this proposal is compatible with municipal desires, as they have been expressed to me. In order to ensure that municipal interests continue to be reflected in the planning and design process, I am initiating a joint provincial/municipal planning process over the next 18-month period for the Pickering to Oakville section, which will involve staff of my ministry, municipal representatives, GO Transit, TTC, and other affected organizations. This planning process will include route selection, station location, service levels and other relevant matters in order to ensure that municipal interests and concerns are fully accounted for in the final design. I'm also directing GO Transit to continue to pursue with CN the opportunities for short-term improvements to the Lakeshore GO service to accommodate existing and anticipated growth in travel demand between Pickering and Oakville. All existing GO rail lines are to be maintained as parts of the entire system, and some will have service improvements. Finally, MTC and GO Transit will continue to examine the opportunity to preserve an exclusive right-of-way in the Lakeshore Corridor from Oakville to Pickering in order to retain long-term flexibility for increased transit usage in this corridor and the eventual construction of a parallel electrified system on a dedicated right-of-way.

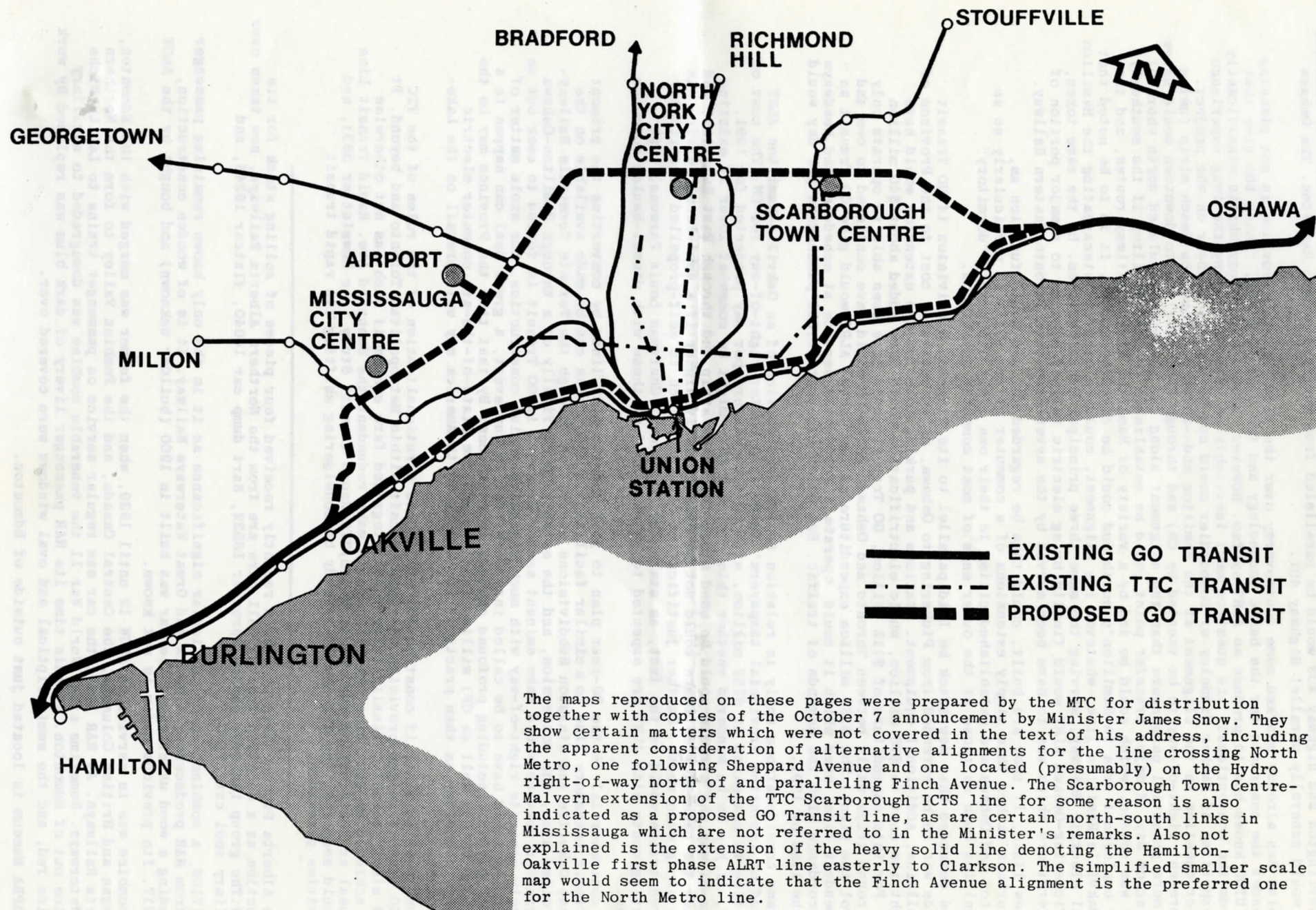
The technology to be used for the extensions to Oshawa and Hamilton and the Northern Transit Corridor is known as Advanced Light Rail Transit, or ALRT, and will be provided by the Urban Transportation Development Corporation. Specific performance characteristics and service levels will be defined during the planning phase. This transit strategy will require significant long-term investment, but will achieve significant long-term benefits because it supports urban development and travel demands which are increasing significantly in all outlying areas. It also supports the development of existing and developing regional centres: Scarborough, North York, Mississauga, Durham, Halton and Hamilton-Wentworth. In turn, this investment in transit will influence regional travel by fostering increased transit usage throughout the region while, at the same time, providing rapid transit service in areas where it is not now available and stimulating the development of local transit systems. Another long-term objective, the provision of rapid transit access to the Toronto International Airport, will also be achieved with this proposal.

Finally, the proposals will stimulate economic growth in Ontario, providing jobs in the construction and transportation industries, while providing leadership and confidence to the development industry, transit operators and the public in making their individual investment decisions. I am not prepared today to present an estimate of the total cost of the concept, or the detailed timing for its implementation. Both will be developed through joint consultation with regional and municipal officials. However, our first priority will be the implementation of the Pickering to Oshawa and Oakville to Hamilton sections, for cost estimates of 162 million and 252 million, respectively. The consultant's study also determined, and this is important, that the operating costs for the ALRT technology will be approximately half of those with the present diesel locomotive type operation. The costs and staging of improvements for the remainder of the system will be dependent on the results of our co-operative planning effort previously referred to, and the implementation schedule will be dictated by the availability of funds".

In a separate statement to the press, Mr. Snow said "If the Province owned its own right-of-way and separate tracks, it could control operations and costs; that would eliminate any priority problems with the use of the track and give us the leeway to put more trains in operation". He also said that MTC adopted the recommendation of the unidentified consultant in the so-called "90-day Study" to the effect that the Province should purchase Advanced Light Rail Transit trains (as distinct from ICTS) as developed by UTDC, which can be operated on elevated structure in certain areas to minimize the purchase of railway rights-of-way and the relocation of facilities. The Minister further said that "the system's lightweight construction would allow for less expensive structures for the elevated sections".

While the Minister declined to present a cost estimate for the total system and did not indicate an overall time frame, the press, presumably on the basis of further statements made to reporters, spoke of a "20-year plan" and of the total cost as running between \$2.6 billion and \$2.9 billion, with the North Metro line accounting for some \$1 billion of this. Also revealed more definitively is what the term Advanced Light Rail Transit actually denotes in this application, i.e., something which more closely approaches conventional electric railway technology than does ICTS, including overhead current collection, rotary traction motors and the use of standard track construction. One is forced to wonder what is really left of ICTS technology other than automated operation. In the latter connection, the Financial Post, in an article on the Provincial plans in its October 16 issue, made the surprising assertion that the ALRT trains would be driverless, something that seems highly unlikely if the lines are to be at grade level for much of the distance and equally improbable when the TTC's insistence on having an attendant aboard the Scarborough ICTS trains is considered.





Alignments for the Hamilton and Oshawa lines are not known with any precision at this time, although there is a reported suggestion that a Hydro right-of-way would be used between Oakville and Burlington and Highway 403 would be paralleled from Burlington into Hamilton. The Oshawa line would generally parallel Highway 401.

The plan has already sparked some controversy over the fact that the Province is not planning to tender the contracts for the basic technology and the rolling stock, taking the view that only UTDC knows how to produce an ALRT system. However, as the technology shifts significantly towards the conventional, the question must inevitably be asked as to why the long experience and expertise of Hawker Siddeley or Bombardier could not be brought to bear on the project. Another question is the alignment at the Hamilton end--a route across the Beach strip (using the present right-of-way to be vacated by CN) and through East Hamilton to downtown would serve many more potential passengers than the alignment along the sparsely populated north shore of Burlington Bay. A major transfer point could be established in East Hamilton if the southerly route was chosen, which could be fed by a variety of Hamilton Street Railway routes, and the heavy employment area in Hamilton's north end could be directly served. It is to be noted that the Oakville-Hamilton line, whatever its alignment, could be seen as reincarnating the Hamilton Radial Electric Railway, serving the same three principal municipalities. By the same token, the Pickering-Oshawa ALRT would finally bring electric railway service to a major portion of the territory which was to have been served by the never-completed Toronto Eastern Railway.

The new links, if they are built, could thus be regarded as, and would function as, interurbans rather than simply extensions of a commuter system. This is particularly so as Hamilton and Oshawa are established cities in their own right and hardly "dormitory" communities such as those at the outer ends of most commuter operations.

CN had demanded that new track be laid parallel to its Kingston Subdivision if GO Transit service was to be extended from Pickering to Oshawa, at an estimated cost to the Province of \$40 million; additional equipment, stations and parking lots for the extension would have brought its cost to \$75 million, while electrification would have added about \$40 million more. For this expenditure of \$115 million, GO Transit would have been able to operate only five round trips daily between Toronto and Oshawa, while CN would have continued to own and control the plant. The \$162 million expenditure on the Oshawa ALRT would give GO Transit an independent line, over which it could operate a full daily service at schedules and headways in accordance with the demands of traffic. Estimates are that 11,000 passengers per day would use the line by 1991.

The same considerations apply in relation to the construction of an Oakville-Hamilton ALRT instead of investing Provincial taxpayers' funds in a better right-of-way for CN. The cost of this line is estimated at \$252 million, with 6000 passengers per day projected for 1991. Again, it has to be wondered whether this cost estimate might be somewhat lower if existing rights-of-way and streets could be used along the Beach strip and through East Hamilton, and whether the passenger estimate could not be substantially higher if a semi-local service was given along such route. Further justification for the switch to self-propelled electrically powered trains would be the fact, as stated by GO Transit Chairman Louis Parsons, that operating costs with ALRT are expected to be only half of those with diesel-hauled commuter trains.

More controversial is the 20-year plan to join the two ALRT lines by converting the present GO Transit Lakeshore line to a similar facility. If two tracks can be made available on the present Oakville and Kingston Subdivisions as well as through the Toronto Terminals Railway-controlled area, the conversion, and the establishment finally of a through Hamilton-Oshawa no transfer service would make eminent sense. However, if GO Transit is forced to seek out an entirely separate right-of-way with much expensive aerial construction, the whole matter of conversion would have to be called into question. In any event, a great deal can happen in a 20-year period, including profound changes in attitudes. By that time the Province may be the owner and CN (as well as CP) willing tenants, and the state-of-the-art commuter electric railway technology as then practised throughout North America may well prevail on the Lakeshore line.

The North Metro line, if constructed, will force a rationalization of the roles of the TTC and GO Transit in the provision of rapid transit within Metropolitan Toronto and beyond. It would also, probably, finally trigger an integrated fare system if such has not otherwise been achieved by that time. The line could make redundant the Sheppard Ave. Rapid Transit Line proposal as contained in the recent Metro/TTC Rapid Transit Study (see Newsletter 393), and it would seem that the TTC should already be considering shifting its rapid transit priorities elsewhere.

--The Alberta Pioneer Railway Museum recently received four pieces of rolling stock for its collection as a donation from CN. All cars are from the Northern Alberta Railways, now taken over by CN. The group includes Jordan spreader 16522, Hart dump car 14040, flatcar 16345, and auxiliary tool car 17106.

Car 17106, a combine, is of particular significance as it is the only known remaining passenger car from NAR predecessor Alberta and Great Waterways Railway. It is of wooden construction, including a wood underframe. The car was built in 1900 (builder unknown) and bought by the A&GW in 1917. Its previous owner is not known.

The combine was in service as A&GW 12 until 1929, when the former was merged with the Edmonton, Dunvegan and British Columbia, the Central Canada, and the Pembina Valley to form the Northern Alberta Railways. As NAR 1650, the car saw regular service on passenger trains to Lac La Biche and Waterways. Sometime after World War II the venerable combine was downgraded to auxiliary service out of Edmonton. At this time its NAR passenger livery of dark blue was replaced by work service red, and the semi-elliptical and oval windows were covered over.

The APRA Museum is located just outside of Edmonton.

DIESEL DIVISION, GENERAL MOTORS OF CANADA LTD. -- SUMMARY OF RECENT LOCOMOTIVE ORDERS AS OF FEBRUARY 20, 1982

Compiled by Don R. McQueen

Order	Qty.	Model	Serial Nos.	Purchaser	Road Nos.	Delivery Date	Notes
C-426	30	SD40-2	A3875-A3904	CN	5324-5353	4/5-80	
C-427	10	GL22MC	A3905-A3914	NZR	(See Note A)	9-80	A
C-428	20	G22W(AC)	A4042-A4061	Egypt	3698-3917	7/8-81	
C-429	12	SD40-2	A3945-A3956	BCOL	751-762	9/10-80	
C-430-1	75	"	A3957-A4031	CP	5950-6024	10/3-80/81	
C-431	10	"	A4032-A4041	CN	5354-5363	12-80	
C-432	4	GP38-2	A4063-A4066	DEVCO	220-223	4-81	
C-433	1	MP15DC	(See Note B)	QI&T	10	10-80	B
C-434	6	GT22LC	A4073-A4078	Ivory Coast	CC2220-CC2225	Et. 6-81, del. 11-81	C
C-435	-	-	-	-	-	-	
C-436	5	GT26CW-2	A4079-A4083	Enafer (Peru)	751-755	9/10-81	D
C-437	6	GP38-2	A4067-A4072	ACR	200-205	4-81	
C-430-2	1	SD40-2	A4062	CP	2nd 5560	3-81	E
C-438	25	GT26CW	A4176-A4200	Algeria	060DL25;1-24	for 1/3-82	
C-439-1	82	G22W (AC)	A4084-A4165	Egypt	3918-3999	(See	F
"	10	"	A4166-A4175	"	33601-33610	Note	F
C-439-2	51	"	A4201-A4251	"	33611-33661	F)	F
C-440	4	GP38-2	A4278-A4281	DEVCO	224-227	For 8-82	
C-441	26	GT22LC-2	A4252-A4277	Zimbabwe	1036-1061	For 4/5-82	
C-442	2	GT26CW-2	A4282, A4283	Enafer (Peru)	756, 757 (?)	For 9-82	

Abbreviations: NZR -- New Zealand Rys.; QI&T -- Quebec Iron & Titanium; ACR -- Algoma Central

Notes: A -- Road nos. originally to have been 1671-1680; NZR renumbering scheme changed road numbers to 6219, 6225, 6231, 6248, 6254, 6260, 6277, 6283, 6300, 6317.

B -- Transferred to Electro-Motive Division, serial no. 808006-1.

C -- Operated by RAN (Regie de Chemins de Fer Abidjan-Niger).

D -- Enafer Peru = Empresa Nacional de Ferocarries del Peru.

E -- CP Rail supplied trucks, prime mover and generator.

F -- 34 units delivered 12-81; remainder of total of 143 units were scheduled for delivery between 3-82 and 10-82.

--The locomotive groups being constructed for Egypt, as appearing in the adjacent Diesel Division order list, result from a \$155 million package covered by an agreement between the Trade Ministry of the Canadian Government and the National Organization for Egyptian Railways as signed in mid-1981. The 92-unit order was consummated in June of that year, while that for 51 units followed two months later. The sale involves a loan agreement for \$109 million by the Export Development Corporation and an additional \$26,350,000 from the Canadian International Development Agency. The EDC is a Crown Corporation that provides financial services to Canadian exporters and foreign buyers to encourage export trade through insurance, guarantee and loan services not normally provided by the private sector. The loan gives the NOER a grace period of 10 years without interest charges and is repayable over 50 years at a rate (not revealed) as negotiated with the Development Agency. The Egyptian agreement covers the largest export order which DDGM has received to date.



REORGANIZATION OF MAINTENANCE CREW ACCOMMODATION AND PRACTICES IN NORTHERN ONTARIO--Canadian National is bringing in new arrangements for accommodating maintenance of way personnel on its 540-mile line between Capreol and Armstrong, Ont. The new scheme is the result of an engineering study

completed in 1980, which sought ways and means of making life more bearable for maintenance personnel in the harsh weather conditions and isolation of Northern Ontario. The program, which has been dubbed The Northern Ontario Maintenance Accommodation Development, will be phased in over a six-year period. It involves the placing of modern dormitory accommodation, contained within prefabricated structures having a motel-like configuration, at 40-mile intervals between major terminal points. Each of these complexes will contain up to 20 private bedrooms, communal washrooms, a lounge and recreation room, laundry facilities and a cafeteria. Concomitantly with this improvement in facilities and amenities for personnel, maintenance territories are being enlarged. Phase 1 of the program, to be completed this fall, involves placing of the new facilities at Cavell, Auden and Wagaming, Ont., along the 112-mile section of line between Nakina and Armstrong (the Caramet West Subdivision). These replace previous section facilities at six points along this line. Further progress of the camps is scheduled as follows: Ruel East Sub. (Capreol-Foley), 1983-84; Ruel West Sub. (Foley-Hornepayne), 1984-85; Carmet East Sub. (Hornepayne-Nakina), 1985-86. The camp buildings are constructed by the Bridges and Structures Division at Mimico Yard, Toronto, and are transported by flat car to the site to be placed on prepared foundations. Adjacent to the dormitory is placed a heated shelter (car barn?) for a crew-crane transporter unit (see below), where maintenance can be performed in comfort and the unit protected from vandalism. Maintenance employees have heretofore relied on VIA Rail trains to reach section headquarters points, but under the new program they will be transported by special On Company Service passenger trains to and from the camp locations at the beginning and end of each work cycle. The work schedule is being dramatically changed from the old five-day work week; henceforth, a 14-day work cycle will include eight days of work, 10 hours per day, followed by six days off, the latter period permitting employees to return home regularly.

THE CREW-CRANE TRANSPORTER--Perhaps the most interesting adjunct to the Northern Ontario Maintenance Accommodation Development is a new piece of motorized rail equipment known as a crew-crane transporter. These vehicles are in the general form of a cab on a flat car (see illustration, Page 2), and do not have a prototype on any other railway on the continent.

They are powered by a centrally mounted diesel engine with a transmission connected to each axle (note vertical exhaust pipes in picture). General data on the cars is presented in the following tabulation:

Builder: Plasser Industries, Chesapeake, Virginia

Unit cost: \$200,000

Number of axles: two

Motive power: 210 H.P. Caterpillar diesel engine

Weight: 17 tons

Maximum speed: 50 MPH (each direction)

Transmission: Automatic four-speed

Drive: Four-wheel

Seating capacity: 10

Special Equipment:

--snow plow each end (permanently mounted)

--telescoping floodlight tower

--six-ton crane mounted at rear, capable of lifting one ton at 28½-foot maximum span

--turntable mounted underneath for rotating unit 180 degrees and detracking

--refrigerator, hot plate, convection oven

--pulls two-axle trailer having capacity for ten 39-foot rails

The transporter and its crane can be activated by remote control from as far as 25 feet away. The car generates its own electric power, one of the uses of which is to provide heating for an exterior box within which power tools are stored. Four 15-foot pre-drilled closure rails are affixed to the side of the transporter, permitting immediate response to broken rail or "pull-apart" emergencies. Parallel "take-offs" are located every two or three miles between sidings; constant radio contact with dispatchers will permit crews to get the transporters off the line quickly to clear it for train movements. The four-wheel drive provides traction in conditions of heavy snow.

The units take "commuting" workers from the dormitories out to work sites daily, along with necessary materials, and return the gangs at the conclusion of the workday. Three of the cars have thus far been acquired by CN, which is testing them on the Northern Ontario Division and plans to increase the fleet to 15 by 1987. The crew-crane transporters will reduce the role of the traditional section speeder, in the territory where the former are used, to that of track patrol.

--Information courtesy CN

Montreal Commuters:

VIA AND CP OUT FROM UNDER

• While Toronto-Peterborough-Havelock line commuters were losing their train service, as reported in the October issue, their unhappy experience was being paralleled by that of the patrons of VIA Rail Trains 142, 143, 144 and 145 on the Montreal-Sherbrooke run. Train 145 left Sherbrooke daily except Sunday at 0630 for the 99-mile trip to Montreal, while 144 returned in the afternoon, leaving Central Station at 1750. Trains 143 and 142 were Sunday only, leaving Sherbrooke and Montreal at 0900 and 2000 respectively. Most of the commuter traffic was handled between St. Hilaire and Montreal, on the inner-most 20 miles of the line; the situation was thus somewhat similar to that on the Havelock line, and the Mexican standoff on the intercity vs. commuter question seems to have doomed this service also. The last trains ran on September 6, and the outbound run from Central Station had aboard Guy Chartrand, President of Transport 2000, and Peter Blaikie, National President of the Progressive Conservative party. The former pointed out to newspaper reporters that Sherbrooke is now a city without either rail or air passenger service, while the latter said that it was "a tragedy to see this train go" and that he was taking the ride "to salute the passing of another link in Canada's transportation system". Michel Clair, Quebec Transport Minister, had dispatched a letter to his Federal counterpart, Jean-Luc Pepin, stating that the Province should have been consulted before the train-off decision was made, and requesting a two-year stay of the axe. Mr. Pepin responded on September 3 with a rejection of the request, pointing out that the train service was losing at the rate of \$1 million a year. St. Hilaire commuters have the alternative of a CN service, one which has not as yet been assumed by the Provincial government.

• **CP RAIL -MUCTC AGREEMENT**--Effective October 1, the Montreal Urban Community Transportation Commission took over the West Island commuter rail operation from CP Rail on the basis of two agreements. Under one agreement, MUCTC will purchase CP's fleet of single and double deck commuter cars, while, under the other agreement, CP will continue to operate the trains for a ten-year period with levels of service and fare structures to be established by MUCTC. Coincident with the transit system's takeover, the weekday service was increased from 22 to 28 trains, the Saturday service from four to eight trains, and Sunday service was inaugurated, with a six-train schedule. The new arrangements are the culmination of two years of negotiations as among railway, municipal, provincial and federal officials following the late 1979 announcement of the Quebec Government's master plan for the upgrading and integration of transit and commuter rail operations in the Montreal area (see Newsletter 364, Page 9).

Fares between points within the Montreal Urban Community have been reduced by more than 50% for adults, by 66% for students and by 75% for senior citizens. Within MUC territory all tickets and monthly commuter cards are interchangeable as between trains, the Metro, and MUCTC buses. However, beyond Ste. Anne-de-Bellevue, limit of the MUC area, fares remain at the same levels as those charged by CP Rail prior to the takeover, and MUCTC service to Hudson and Rigaud has

been reduced to two trains (one per day each way) in place of the former four. Tickets and commuter cards for stations on the outer portion of the line are not interchangeable with MUCTC city services. MUCTC has trimmed the number of stations on the line from 26 to 16, with the following remaining: WINDSOR, WESTMOUNT, MONTREAL WEST, GROVEHILL, DORVAL, PINE BEACH, VALOIS, CEDAR PARK, BEACONSFIELD, BEAUREPAIRE, BAIE D'URFE, STE. ANNE-DE-BELLEVUE, ILE PERROT, VAUDREUIL, HUDSON, RIGAUD.

Commuters in Vaudreuil and Rigaud are understandably unhappy over the way in which they have been dealt with under the integration plan. An association known as "Gens de la Terre", located in Hudson, sent a telegram of protest to Transport Minister Clair and, as of the takeover date, was planning to present a 600-name petition to the Mayors of municipalities along the line, asking them to lobby for retention of the four trains-a-day service. However, CP Rail's Atlantic Region Vice-President, Gerry Benoit, has commented that the estimated 200 commuters residing in Vaudreuil, Hudson and Rigaud do not constitute a patronage level such as to warrant continuing the old level of service, adding that "it is ridiculous to run two trains in the morning 18 minutes apart" and that "the majority of people who go to Rigaud at 5 p.m. will be able to catch that train--a lot of people work flexible hours these days".

THE PRAIRIE PEANUT

by Joseph Kazmar

The short trip from Burlington to Toronto on VIA No. 80 gave us an hour and a half stopover before boarding VIA No. 1 west, THE CANADIAN, which was to have departed at 11:59 but left at 00:07. Despite the large number of children in the day coach in which we chose to ride to our destination, Brandon, Manitoba, the two days and nights were reasonably pleasant, except for the fact that the air conditioner stayed on long after we left the humid August heat of Toronto. Some passengers who knew better came prepared with blankets; others tried to keep warm with whatever they came with, while still others complained to insensitive ears.

Our arrival in Sudbury was about 30 minutes early, and as the train was to sit there for at least an hour and a half, we took the opportunity afforded by the still train to have breakfast, and we were quite surprised that it was served on china and not on plastic; although pricy, breakfast was good. From Sudbury the trip was uneventful as far as scenery goes until we arrived at Terrace Bay, Ont., and from there it seemed like a long descent to the north shore of Lake Superior.

The engineer in the FP9 (assisted by two 'B' units) used the brakes frequently along this stretch to hold back the 17-car train until it seemed to level off somewhere near Red Rock. The scenery along here is quite impressive, with three tunnels, and as THE CANADIAN snakes through numerous rock cuts, passengers (particularly those in the dome cars) get a good view of the head and tail ends. But as twilight came the rest of the magnificent scenery disappeared into darkness as we approached Thunder Bay. A sleepless night, and stiff neck muscles, convinced my wife and me that we would get a sleeper on the return trip.

The rocks and scrub brush of North-Western Ontario finally gave way to the vast flat prairie of Manitoba near Whitemouth. When we arrived in Winnipeg there was to be a three and a half hour stop. Travellers who wanted to could freshen up at a nearby hotel, with rooms for \$20. VIA says that these long stopovers are necessary so that arrivals and departures at major cities will be at a reasonable hour, and also in order that THE CANADIAN will go through the Rockies in daylight. The glass on the front of the dome car was very dirty when we left Toronto, and, despite the long stay in Winnipeg, it was still like that when we left. A CN crew now boards THE CANADIAN, even though it is only 54 miles to Portage La Prairie, where the train there will switch back on to CP Rail trackage. Our journey ends at Brandon, Manitoba, a city of about 35,000 people, and a rail terminus between Winnipeg and Broadview, Saskatchewan. Brandon is for the most part a "railway town" with CN and CP employing many people. Most of my old school friends are employed by CP in one way or another, and because of this I was afforded a railfan's dream by being given the opportunity to ride up front on a diesel for a trip to Broadview, some 129 miles distant.

Our run began on VIA Train No. 109 which originated in Winnipeg, and would end in Saskatoon. Because the train consists of only one coach and a baggage car, pulled by an FP9 (6514 on this trip), the train is dubbed by the crew as the PEANUT. The engineer will be H. Jason; the regular brakeman was relieved to the coach by engineer Reg Stotts who was deadheading a crew to Broadview.

The PEANUT left Brandon at 14:05 and before long we were covering the long expanse of the prairie where grain elevators could be seen five miles away. And because of the long stretches of straight track and few curves, the PEANUT was able to maintain speeds of 75 M.P.H. for long periods. Spilled grain from many grain trains attracted numerous birds along the right-of-way, and they seemed to heed Jason's whistle as we passed many crossings used by farmers as the line slices through their endless wheat fields. It is mostly single track to Broadview, but every 10 miles there are sidings or holds long enough to accommodate 150 cars. We were signalled into one of these holds to let THE CANADIAN, NO. 2 east, pass, which was now 45 minutes late due to ribbon rail work further west. Out of radio range with the dispatcher, communication had to be by phone from a shed at one of these sidings. The orders were to observe a 25 M.P.H. speed limit while passing outfit cars at Virden, Man., to use the horn freely, and not to pass red flags until instructions were given by Foreman Schroder, whose gang was laying ribbon track. The train pulled into Broadview at 15:30.

My impressions of the bunkhouse at Broadview, where we were to stay for the next eight hours, should not go without mention as it appears that CP has cut no corners to make the crew's stay as comfortable as possible as they await their runs back home. There are some 50 or so rooms for sleeping, a large well-equipped kitchen with two of every appliance, a recreation room, and a TV room. While I barbequed the steaks on the outdoor gas barbeque, Stotts prepared the vegetables and salad. The rest of the time was spent photographing some of the train action, in a few games of snooker, and with a walk around the village. We finally got our orders at 23:00; the consist was made up of 131 cars: four empties, mostly hopper cars and all grain headed for Thunder Bay. The weight was 12,200 tonnes. The train came in with three units, but one was taken off. Extras such as this one do not have a train number but are instead identified by the diesel road number. Our two SD40-2's, 5727 and 5930, 3000 H.P. each, whined into action as we headed east out of Broadview at 23:45, and I'm sure the head end must have moved about three car lengths before the tail end reported that "we're on the move". At Milepost 77, near Fleming, Man., the scanner picked out something hot on the train. B. Thompson, the brakeman, checked the bearing in question, and it was O.K.; nevertheless B. Gradige, the conductor, along with the brakeman, ordered a complete check of the entire train. Forty-five minutes later, the O.K. was given to proceed. The two units complained on starting as the last half of the train was on a slight upgrade. Stotts had to do some throttle manipulating to get slack in the couplings and sand on the rails before he could get his train moving again. Anyway once again, and moving at a respectable 55 M.P.H. down the straight track of the prairie, the monotony broken by occasional clusters of grain elevators, I was treated to one of those spectacular electrical storms that are unique to the prairie. The countryside for miles around was lit by continued lightning flashes.

Well, having my boyhood dreams fulfilled by ringing the bell and blowing the horn, we finally brought the 131-car train into Brandon at 04:15, where a new crew waited to take it on to Winnipeg.

On the return trip back to Toronto, I purchased lower berth sleepers, and after being shown to our sleeping room seats, I began to have second thoughts. The facing seats that we were to share with two other people who would occupy the upper berth were much too close together, even for short legged people. The pillows which you were to use were with you all day, so you either had to sit on them or keep them on your lap. Smoking was not allowed during the night, but during the day non-smokers had to escape to the dome car if they were lucky enough to find a seat there. And once again VIA left that ever-present air conditioner on, regardless of the temperature outside. As I walked from car to car the scene was reminiscent of a cold winter day when the heating had failed, and the mummified forms on the seats made me wonder why anyone other than railfans rode the train.

Niagara Falls:

MAY GET A NEW RAIL TRANSIT SYSTEM--The perennial warm weather traffic and parking problem in the vicinity of Victoria Park in Niagara Falls, Ontario is prompting city, Niagara Parks Commission, tourist association and Provincial officials to give consideration to a system which would combine new parking garages, located remote from the river, and a special transit system which would connect the garages with the Falls area. Whether a fixed rail or auto train type of system would be adopted has not to date been revealed, but Mayor Wayne Thomson of Niagara Falls has stated that he would prefer to have "transit cars moving on rails". The system would also serve other tourist attractions in the area, such as Marineland and Game Farm, Pyramid Place, the Panasonic Tower, the Skylon Tower, the Lundy's Lane motel strip, Ferry Street and Clifton Hill. The system would also connect the tourist areas with downtown Niagara Falls, where a ten-block redevelopment scheme is presently proposed, including a shopping mall, office buildings, a convention centre and a hotel. The actual resident population of Niagara Falls is about 70,000, but the number of people in town on an average day during the tourist season greatly swells that number.

A prime concern is that congestion in the tourist areas causes the average visitor to stay in the city less than 2½ hours, while the average length of stay in other resort locations is two to three days. John Hoffner, President of the local tourist association and a member of the transit planning committee, says that the new transit system has to be a unique one, and not just "some standard system" which people can see in their home towns. (Until 1932 the area had the open cars of the Great Gorge Route, without any doubt one of the most spectacular and memorable trolley rides ever to have been operated on this continent). The thinking is further that daily passes would be sold for use on the new system, at a price in the region of \$2 to \$3, enabling the tourist to use the facility not only for sightseeing purposes but also for multi-ride hopping between the various points of interest, more conveniently and quickly than he drives his car (or walks) at the present time. Meanwhile, the Niagara Parks Commission is planning to install a people mover system of its own (technology not revealed) in the area of Victoria Park, and design work is reputedly already under way. The intention would be to incorporate the people mover into the larger citywide system when the latter is constructed.

--The original gray marble ticket counters at Toronto Union Station are being replaced by new counters of red marble. About half of this work had been completed as of Oct. 3. The new counters are somewhat lower than the original ones.

--This past summer saw the retirement of the last CN NW2, 7941. Its duties as a switcher at the standard gauge yard in Port Aux Basques, Newfoundland, have been taken over by SW8 7150.



UCRS and other events and activities

by Ed Campbell

--The Upper Canada Railway Society will have a sales booth at the Barrie Railroad Show, to be held in the Barrie Armoury on Saturday, November 20 from 12 noon to 6 P.M. and on Sunday, November 21 from 12 noon to 5 P.M.

--Our very sincere sympathy is extended to our Past President, Peter Oehm, whose father died recently.

--John Robertson is improving following his accident and has been removed to the Hillcrest Nursing Home, which is on Austin Terrace at Bathurst Street. We wish him well.

--The Model Railroad Club of Toronto, located at 37 Hanna Avenue, will have an Open House on Sundays, November 7, 14 and 21, from 1 P.M. to 5 P.M. Admission is \$2.25 for adults.

Friday, November 19--The regular monthly Toronto meeting of the UCRS will be held in the 6th floor auditorium of the Education Centre at College and McCaul Streets. Why not come at 7 P.M. and enjoy a get-together with other members before the 8 P.M. sharp start of the meeting? The entertainment will consist of an address by Larry Schieber, Public Information Officer, Niagara Frontier Transportation Authority on the subject of progress on the construction of Buffalo's light rail rapid transit line. The address will be illustrated by the use of slides. Bring your latest slides to show during the "Newscast" portion of the meeting, which precedes the featured entertainment.

Friday, September 26--The regular Hamilton Chapter Meeting will be held at 8 P.M. in the CN station, James Street, Hamilton. The entertainment will feature members' 35mm colour slides. Do not forget that there are two GO trains from Toronto Union Station direct to the Hamilton Station, leaving Toronto at 1719 and 1803. The 1719 train operates express to Oakville, while the 1803 makes all stops. Bring your slides to show them at Hamilton.

Friday, December 17--The regular Toronto meeting will be held in the 6th floor auditorium of the Education Centre at the corner of College and McCaul Streets, Toronto. There will be the usual foyer get-together starting at 7 P.M., with the meeting starting at 8 P.M. sharp. The entertainment will be provided by member Charles Cooper who will give an illustrated talk on the Toronto and Nipissing Railway, reputed to be North America's very first narrow gauge railway. Don't forget to bring slides for the "newscast".

EX-TTC PCC'S BEING SOLD IN CLEVELAND--Sometime before the end of the year the Greater Cleveland Regional Transit Authority will be selling to the highest bidder all nine of the PCC cars it purchased from the TTC in 1978. The TTC had bought the cars, together with 66 others of two classes, from the Cleveland Transit System, an RTA predecessor, in 1952 when the Ohio system was in the process of converting its operations to diesel buses and trolley coaches. The TTC sold the cars back to Cleveland when they became surplus to its needs after CLRV's began arriving. The cars were used on the Shaker Heights LRT lines, but reportedly the boomer PCC's were in poor condition insofar as the bodies were concerned and were not up to high speed private right-of-way operation. They were soon withdrawn from service. With the recent arrival of new Italian-built (Breda Costruzioni Ferroviare) and declining ridership, the PCC's are no longer required. They have been sitting out in the open between the new Central Rail Service Building (under construction) and the heavy/light rail mainline at East 55th Street. Many of the cars' windows have been broken by vandals.

At this time (mid-October) 42 of the 48 Breda LRV's have been conditionally accepted while the manufacturer and propulsion system supplier (Brown Boveri) work out bugs in the propulsion and heating systems. The cars were somewhat cold last winter. The remaining six LRV's have been in Cleveland awaiting performance testing (on GCRTA property) before Breda turns them over to RTA.

--Based on information from Dale Madison

**SHORT
ITEMS**

CP Rail will close its three main shops (Angus, Weston and Ogden) from mid-November until after the New Year's weekend--3800 employees will be affected by the layoff...It has been reported that the ICTS (ALRT) line in Vancouver will cost \$1 billion; far more than originally estimated; increasingly it appears that light rail transit will have to return in very substantial measure to surface alignments along public streets, fighting off the environmentalists and "concerned citizens' committees" and aided by tough traffic engineering measures that will give real priority to the rail cars... In the vein of the foregoing item, a recent City of Toronto Planning Department report strongly recommends that reconstruction of the Spadina Ave. bridge between Front St. and Lake Shore Blvd. be at a width sufficient to accommodate LRT tracks on a separate right-of-way...TH&B General Motors yard switchers 53 and 54 have recently been given a complete repaint in that railway's standard scheme, indicating that the separate identity of the railway will continue, at least pro tem...Less fortunate is TH&B GP9 402, which reportedly will be scrapped as the result of a recent derailment at Obico. It was one of the railway's three steam generator-equipped units...CP is setting up 12 specialized rapid deployment teams across Canada comprised of "para-chemics" who will respond to derailments involving hazardous chemicals; each team will have a four-wheel drive road-railer, equipped with a radio-telephone, breathing apparatus, chemical suits and hazard detection equipment, such vehicle to be used primarily when road access is not available to a derailment site...The 1914-vintage brick CPR station at Streetsville, Ont. was demolished on October 22 despite some local agitation for preservation; it is to be replaced by a metal clad building (Bob Sandusky, Peter Oehm)...As part of the project to install a third main track through the Parkdale area of Toronto, CP Rail moved its bridge over Queen St. at Dufferin St. some 20 feet to the west on October 24, using three 98-wheel trailers on the street below, upon which the bridge was jacked up; the new third track will avoid slowdowns on the GO Transit Streetsville-Milton and Georgetown services...Larry Schieber, NFTA Public Information Officer, guesting on a radio phone-in talk show on October 10, said that completion of the surface section of the Buffalo LRRT line is targetted for July, 1984, at which time it is intended to open same as a shuttle route, ahead of the opening of the remainder of the facility; he indicated further that the 8-Main St. bus route, successor to the 8-Main streetcar route of the IRC, will continue to provide local service to downtown, paralleling the rail line, following the full opening of the latter...A few years ago GO Transit embargoed smoking on its trains and buses; now, as announced in the September issue of the "GO News" take-one, there is a ban on refreshments, the management being concerned about possible passenger injury as resulting from slipping on discarded wet paper cups or pop cans...Parking at Brampton GO station is being increased from 284 to 334 spaces...One CP Rail station that is to be saved, but at a price paid to the railway of \$2 million (you don't get them for \$1 unless you move them) is Jean Talon (Park Ave.) station in Montreal, which the City has agreed to purchase for conversion into a library and cultural centre with the surrounding grounds to become a park.

The International Trade Centre at Malton, Ont. is urging VIA Rail to make a passenger stop at GO Transit's Malton Station (on the Georgetown line) to assist in bringing patronage to the 4500 hotel rooms in the area; eight VIA trains pass through the station six days a week (six on Sundays), but VIA Ontario Vice-President Raymond Borden says that his organization should not compete with GO Transit.

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