



Newsletter

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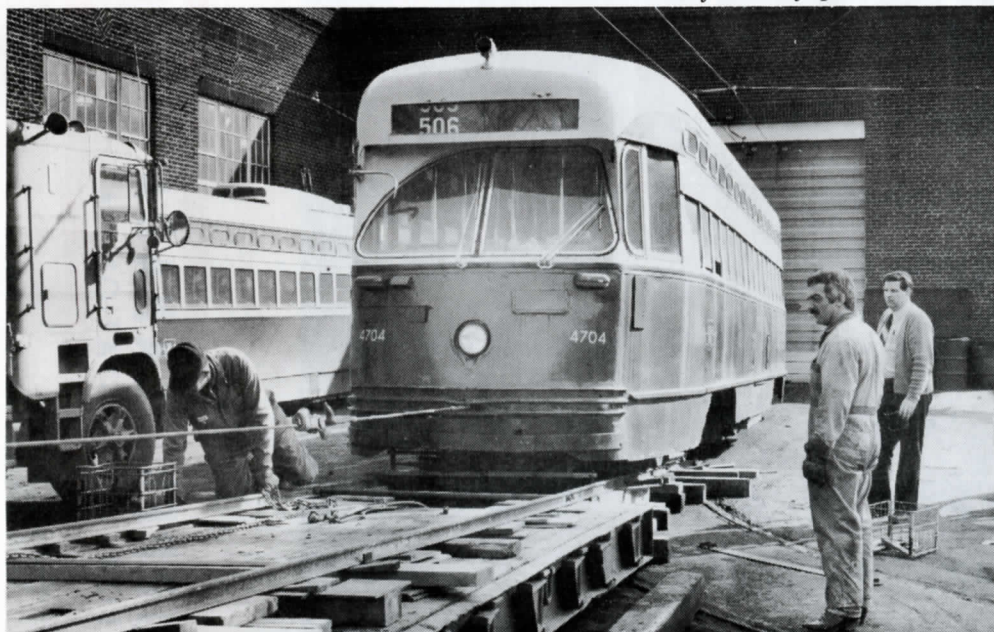
MARCH 1983



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



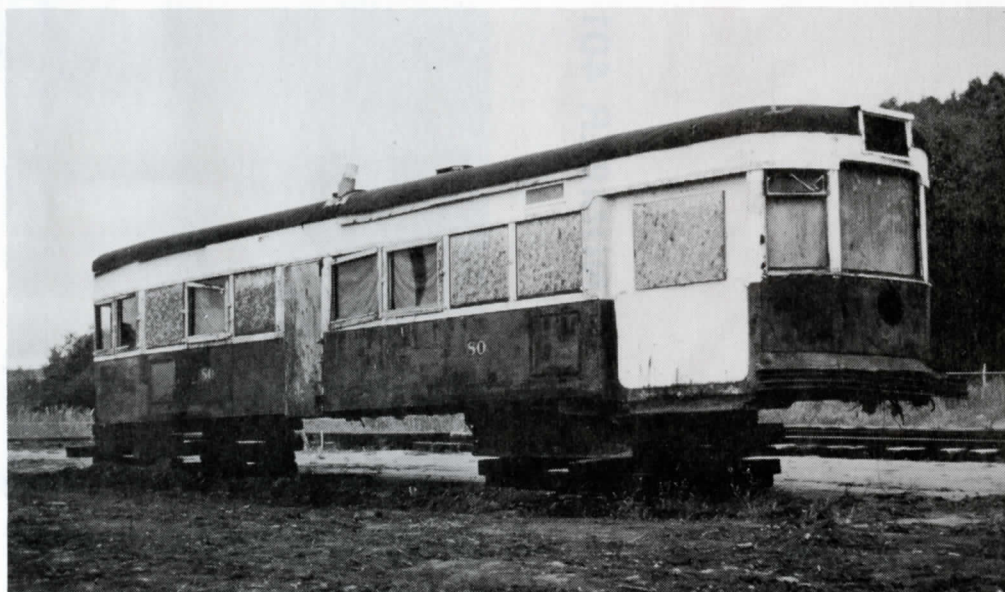
McKinnon Industries' unusual diesel-electric switcher is pictured at the Meritton, Ont. plant of McKinnon, July 16, 1951. The diminutive locomotive, completed by EMD on Aug. 2, 1940, serial no. 1134, is a Model 40. It was acquired from EMD's La Grange, Illinois plant in Feb., 1951. The unit has two traction motors and two diesel engines. --Ray Corley photo



TTC A13 Class PCC 4704 is winched up onto a flatbed trailer at Hillcrest Shops, Feb. 18, 1983. The car, the last of its class remaining on the TTC roster, was being trucked to Birmingham, Alabama, from whose transit system the 1947-built Pullman PCC was bought in 1953. The 4704 has been donated to the NRHS in Birmingham for preservation. --TTC photo



CPR sleeper "Redvers", pictured at John St. Coach Yd., Toronto, circa 1970, is similar to the sleeping cars recently acquired by the B.C. Transportation Museum (see Short Items). The eight section, two compartment, one drawing room sleeper was one of 29 such cars built by National Steel Car/CPR Angus Shops in 1929. --John D. Thompson photo



Edmonton Transit System 80, still wearing its red livery, awaits restoration at the Edmonton Radial Railway Society Museum, on Sept. 2, 1981, some 30 years after its withdrawal from service. Like many street cars, 80 was sold for domestic purposes (storage, etc.) after its service days were over, a fate which saved it from destruction until ERRS acquisition. --John D. Thompson photo



Extensive 1983 construction program

In a massive program of plant improvement for 1983, CP Rail intends to spend \$315 million for capital projects and an additional \$722 million on regular maintenance and repair work during the year. An additional \$39 million, funded by the Federal Government, will be spent to continue the rehabilitation of Prairie branch lines. The planned capital expenditures--about 75% more than would be possible from internally-generated funds--have been triggered by the Federal Government's announcement of interim payments to cover railway losses from grain transportation and continuation of capital cost allowances on railway investments. Altogether, the work program will create approximately 2,200 man-years of construction work in 1983 and will lead to about 400 additional regular job positions on the railway. The principal elements of the program are summarized in the following:

- \$110 million will be spent on track improvements, including 250 miles of new and heavier rail, replacement of more than 1.2 million ties and 420 miles of crushed rock ballast. Seventeen hundred extra gang workers will be taken on for the construction season. Details of the track program are: 126 track miles of new rail will be laid on the Pacific Region (43 in British Columbia and 83 in Alberta), including replacement of 100 lb. rail with 115 lb. on 65 miles and replacement of 115 lb. and 132 lb. with 136 lb. rail on 61 miles of track. The longest single stretch of rail replacement will be 39 miles between Edmonton and Red Deer, Alta.
- On the Prairie Region, 85 miles of new rail will be installed in Saskatchewan and Alberta, including 78 miles of 100 lb. rail to be replaced with 115 and 136 lb. rail.
- Thirty-eight track miles of new rail will be laid on the Eastern Region, of which approximately two-thirds will be installed on the Nipigon Sub. between Thunder Bay and Chapleau, Ontario.
- About 115 track miles of relay rail lifted from the main lines will be refurbished and used on branch lines and main line sidings across the system.
- Sixty per cent of the new ties will be laid on the Pacific and Prairie Regions, with the remainder on the Eastern and Atlantic Regions.
- \$10.6 million is to be spent on replacement of 52 bridges and the completion of 21 other bridges on which work was commenced in 1982.
- \$40.6 million will be spent on "normalized maintenance" of Prairie branch lines. This magnitude of expenditure has been made possible by stepped-up levels of assistance from the Federal Government, under the Branch Line Rehabilitation Program, as recently announced, and is in comparison with the \$13.5 million which would have been spent under the lower level of assistance which had been budgeted for previously. Normalized maintenance involves surfacing and lining of track, fencing, laying of maintenance ties as required, maintenance of ballast and culverts, brush control and track repairs. The work is co-ordinated with the Federal Ministry of Transport, the Canadian Transport Commission and the grain trade.
- A start is to be made on a four-year, \$40 million program to install Centralized Traffic Control on the Thunder Bay-Winnipeg main line, in which \$3 million will be spent during 1983. The system is planned to be operational between Winnipeg and Kenora by the end of 1984, between Thunder Bay and Ignace by the end of 1985, and the remainder of the installation during 1986.
- \$32 million will provide for construction starts on motive power and car shop facilities, including \$16 million for the new Winnipeg diesel shop, previously described in the Newsletter. This facility will have capacity to service 450 units, one-third of the CP fleet. The installation will create 200 permanent jobs. Also to be spent is \$2.5 million on an extension to the wheel shop at the Weston complex in Winnipeg, enabling CP for the first time to salvage and reprofile single wheels and to match them for reuse. The wheel facility is expected to produce annual savings of \$2 million, turning out 6500 reclaimed wheel sets per year. The shop extension will be completed in 1985 at a total cost of \$5 million.
- \$8 million will be spent in 1983 on the start of a \$40 million car repair shop and yard expansion project at Golden, B.C. This facility will service rotary dump cars used in coal service and will provide 300 permanent jobs on completion.
- Work will start in 1983, to the extent of \$4 million, on a car repair and diesel shop at Moose Jaw, Saskatchewan. This installation, ultimately to cost \$15 million, will handle light repair on locomotives and car equipment, and will maintain western yard power. Fifty additional permanent jobs will be created here.
- 1983 is the third year of a five-year program to modify Angus Shops in Montreal and to construct at that location a waste treatment plant and a paint shop. The overall \$8 million project is aimed at modernization of the shop facility in order that locomotive repair can be speeded up and that a systematic procedure can be instituted for the cleaning and rebuilding of locomotives. Downtime for power under repair is expected to be reduced by about 20%, while Angus will have the capacity to overhaul up to 150 units per year.
- \$20 million will be spent during 1983 on Rogers Pass area construction. This is broken down into \$2 million on the tunnel and grade revision project and \$18 million for completion of 16 miles of double tracking between Revelstoke and the west portal of the new tunnel, including new bridges at Greeley and Twin Butte, B.C.
- \$32 million will be expended on various projects in the Eastern and Atlantic Regions, the major among which are detailed in the following list:
 - Laying of approximately 500,000 new ties at a cost of \$11.6 million; approximately 200,000 will be placed in Quebec and New Brunswick and 300,000 in Ontario.
 - Placing of 87 miles of new and relay rail at a cost of \$8.4 million; approximately 80% of the rail will be placed in Ontario with the remainder in Quebec.



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the Newsletter to the Editor at the
above address.

Correspondence

Dear Mr. Westland,

The January 1983 issue of the Newsletter which I have just received carries a brief item on Page 18 regarding display of former CN School Car 15089 at Clinton, Ontario. Thought you might be interested to know there's a lot more to that story than appears on the surface, and that the Newsletter played a part in the rescue and preservation of this venerable and historical car.

Fred Sloman, whose family home was in Clinton, started service as the original School Car teacher under the Ontario Department of Education in late 1926 on a route between Capreol and Foleyet on what was CN's Ruel Subdivision (since extended to include the former Oba Sub., Foleyet to Hornepayne). Mr. Sloman and his wife Cela performed a unique service to children and families in that territory, in ways that would fill the pages of several books, until the 15089 was finally decommissioned about 1964. I should mention that 15089 was not the first car in that service--it replaced the smaller original car (15005?) about 1936 or 1937. At various times there were other school car operations in Ontario on both CP and Ontario Northland; however the Slomans were first into school car service, spanned the entire period of its operation, and were the last to retire from it. Mr. Sloman died in the early '70's in Westminster Veterans Hospital in London, Ontario, and his wife still lives in the family home in Clinton. They raised five children in their combination home and school on wheels, which moved every few days from place to place along the line, leaving each group of children in the tiny trackside settlements with enough homework to keep them going for five or six weeks.

When the car was retired from active service in 1964, tentative arrangements had been made with a museum group in Goderich, Ont. to place it on display there, and CN had the exterior paint refurbished in preparation. However, about the same time an Ontario government group was exploring the possibility of establishing a railway museum at North Bay, and the car was redirected to the ONR shops at North Bay where it was stored for a period of time under cover along with several defunct steam engines. That plan was eventually scrapped and the stored equipment disposed of. The 15089 was subsequently spotted at various times and locations in and around Toronto, suffered fire damage and vandalism, and was assumed to have ultimately been scrapped until I spotted in the July 1982 issue of the Newsletter an offer of sale for four pieces of rail equipment by the Ontario Rail Association, including 15089. I passed the item along to Mrs. Sloman who, with one of her daughters, spoke to the appropriate people in Clinton, and the ball began to roll with establishment of a Sloman Park in the town, and formation of a group of volunteers to secure the car and place it on site. Officers of CN Great Lakes Region assisted with arrangements, and the car arrived in Clinton late in October, where I understand refurbishing is well under way.

How come an Edmonton connection? The Slomans were close family friends, and my godparents. The School Car was a big part of our lives as children in the '30's alongside the Ruel Sub. tracks at Tionaga, Ont. We didn't go to school in the car since our village (now non-existent) was big enough to justify a one-room school house, but the car was usually stopped off for Christmas and Easter visits on a convenient back track close to where Dad held forth as local station agent. We've stayed in touch, and all of us are extremely pleased that it has been possible after all these years to see the preservation of a most unusual and interesting piece of Canadian rail history.

--W.R. Stephenson, Asst. Regional Manager, Operations, CN, Edmonton

COVER: Simmering beside the new station at Fort Edmonton Park is Baldwin 2-6-2 107, built in 1916 and purchased from the Louisiana Sugar Co. circa 1975. The coach being pulled by the locomotive appears to be, with its distinctive bay window, of Northern Alberta Railways origin. Date of photo: Sept. 2, 1981.

John D. Thompson photo

CP Rail's 1983 Capital Program

Western Canada

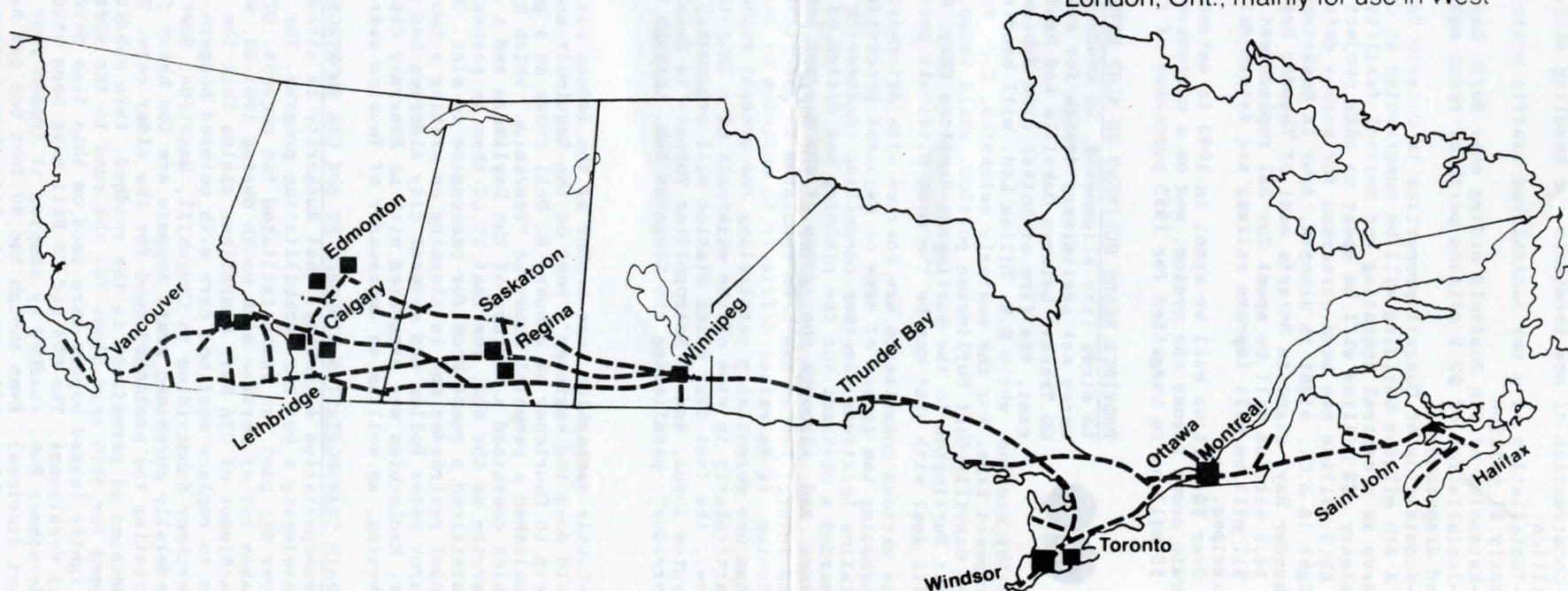
\$230 million in modernization and expansion work including

- rail tie, ballast and bridge replacement
- double tracking, Rogers Pass - Revelstoke, B.C.
- rail yard and repair shop, Golden, B.C.
- locomotive and car repair facility at Moose Jaw, Sask.
- diesel shop, Winnipeg
- intermodal terminals at Edmonton, Calgary and Regina
- new traffic control system
- improved yard and terminal facilities at Calgary, Edmonton and Regina

Eastern Canada

\$85 million to improve system, including

- rail, tie, ballast and bridge replacement
- railway terminal improvements
- new customer facilities
- major shop improvements
- 50 new locomotives, purchased in London, Ont., mainly for use in West



- Construction of new bridges and replacement of culverts, costing \$6 million.
- Laying new ballast on 146 miles of track for \$5.6 million; approximately 60% will go to Ontario with the rest to Quebec.
- Construction of new terminals for handling mixed freight shipments in Toronto, to cost \$1.6 million.
- Installation of a new centralized traffic control facility at St. Luc Yard in Montreal for nearly \$1 million.
- Extension of the Bonfield siding near North Bay, Ont., for \$270,000.
- Installation of \$2.3 million worth of radio equipment for communication between train crews and dispatchers.
- Acquisition of Conrail properties in Ontario for \$13.6 million.
- A \$10 million building will be constructed at Coquitlam, B.C., over the next three years, to serve as a central operating and control facility for CP operations between Vancouver and Calgary. \$2 million will be spent on this project in 1983.
- \$5.3 million has been earmarked for hotbox detector installation during the year, including eight in B.C., eight in Alberta, four in Saskatchewan, one in Manitoba, five in Ontario west of Thunder Bay, eight in Ontario east of Thunder Bay and eight in Quebec.
- \$4.5 million will be spent for 221 replacement highway vehicles and 25 additions to the fleet.
- \$11 million will improve railway and intermodal facilities at Calgary, Edmonton, Regina and Winnipeg.
- Over \$5 million will be spent in 1983 to extend radio communications between dispatchers and train crews across the system, and on a microwave link between Golden and Field, B.C.
- \$5 million is budgeted for 1983 purchases of track maintenance machines. --Various CPR releases



PROVINCE MEANS BUSINESS ON ALRT EXTENSIONS--A team of consultants has been set up to study line alignments, to conduct liaison with affected municipalities, and to carry out preliminary design for six segments of the planned ALRT extensions of GO Transit between Oakville and Hamilton and between Pickering and Oshawa. In the east, the firm of Totten Sims Hubicki Associates will deal with the Pickering-

Whitby section, while M.M. Dillon Ltd. will handle the outer Whitby-Oshawa section of the proposed line. For the westerly extension, C.C. Parker Consultants Ltd. will be charged with the Oakville-East Burlington portion, while Fenco Engineers have the contract for the segment from East Burlington to the Burlington-Hamilton (Hwy. 6) boundary. Finally, Giffels Associates Ltd. will deal with what may be the most difficult portion, from Highway 6 into the City of Hamilton.

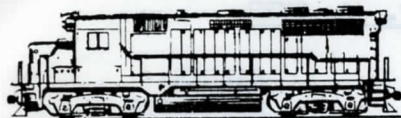
The various consultants are charged with determining a final recommended line location, assessing the impact of same on adjacent properties, roads and utilities, and recommending station locations. Another consulting engineering firm, Cole, Sherman and Associates, has been awarded a contract for the planning and design of carhouse and shop facilities for the ALRT lines. And, although conversion of the present Lakeshore line to ALRT is presumably well into the future, DeLCan has been appointed to undertake preliminary alignment studies for this vital stretch. It is rather difficult to conceive of their finding in favour of any alignment other than one essentially paralleling the present route on the CN Oakville and Kingston Subdivisions, particularly in view of the existence of a four-track right-of-way between Mimico and Strachan Ave., the fact that Union Station will presumably continue to be used as GO Transit's rail system focus, and as Metropolitan Toronto is developing the "Scarborough Transportation Corridor", paralleling the Kingston Sub. through the Borough of Scarborough.

--Information from "GO News"

--Donnie MacLachlan, one member of the famous pair of brothers who, between them, have largely held down the engineer's post on the Esquimalt and Nanaimo Dayliner run, made his last round trip to Courtenay on January 8. Well known as a goodwill ambassador for the railway, he published a pamphlet known as "Trackside" which he distributed to passengers on the run, and which contained a history of the Dayliners and a guide to the trip. He had completed 42 years of service on the E&N, the last 15 of them in passenger service. Over the last four years he had maintained a guest book for passengers to sign. Obviously a rail enthusiast to boot, he is a model railroader and is planning on writing a two-volume history of the E&N. After Victoria Mayor Peter Pollen and several city Aldermen had made the last round trip on his Budd car run, Mr. MacLachlan was presented with an Honorary Citizen by the Mayor at a reception the same evening, as well as an Ambassador of Tourism award from the B.C. Government.

--Mike Mastin

GRAIN TRANSPORTATION HINDERED BY BOX CAR SHORTAGE--According to a press release by the Grain Transportation Authority, that Authority is attempting to prompt the Federal Government into developing a box car rehabilitation program. The surprisingly high box car attrition rate over the past two years initiated the request. GTA figures show that almost 200 box cars were taken out of service each month during 1981-82, which is 36 per month more than expected. Ross MacKinnon of GTA Rail Operations claims that the ideal way of lowering the attrition rate would be to replace most box cars with covered hoppers on all branch lines and especially on CN's Herchmer Subdivision to Churchill, Manitoba. However, most railfans already know that the Federally purchased grain hoppers are too heavy for the light rail on most Prairie branch lines, creating the prolonged need for the older cars. The Churchill line has a rather unique problem. Because of permafrost in the roadbed, this subdivision can accommodate only box cars, creating a need for 4500 cars alone for the runs to the northern port. According to a 1981 GTA study, even lightly loaded hopper cars used on this line develop harmonic oscillations, posing a high danger of derailment. The GTA and CN Rail have been studying the feasibility of stabilizing the Herchmer Sub. roadbed by keeping it frozen year round (by methods which at this time they will not disclose). Even though the 40 foot box car has virtually disappeared in the U.S.A., Canada's grain problems will apparently keep them a common sight for many years to come. --Mike Lindsay



MOTIVE POWER SECTION

• GO Transit is taking delivery of three ex-Burlington Northern, ex-Northern Pacific "B" units which have been rebuilt for an auxiliary power (non-control) function. The equipment was secured through Chrome Crankshaft of Chicago, which removed the prime movers and traction motors before the units were delivered to ONR's North Bay shops for conversion to APU's. The units will normally be used on trains hauled (pushed) by two locomotives, cut in directly behind them, and will supply power for lighting, heating and air conditioning. Numbers and construction dates are as follows:

GO No.	BN No.	Builder's No.	Date built	NP No.
800	717	10924	EMD, 2/50	6009B
801	733	14266	" 5/51	6014B
802	737	14268	" 5/51	6015B

To time of writing, 802 was in service, with the others expected to follow shortly.



CHARLOTTETOWN:

30,35,41
1750-1756

HALIFAX:

1327
1770-1787

GORDON YARD:

1757-1769

SENNETERRE:

1392-1395

TASCHEREAU YARD:

1292-1314
1338-1339
1387-1391

MACMILLAN YARD:

1208
1210-1215
1227-1248
1315-1326
1328-1329
1342
1346
1349-1351
1355
1358
1380-1385
1396-1397

LONDON EAST:

1204-1206

NEEBING:

1377-1378
1900-1917

SYMINGTON:

1003-1005
1011-1012
1025-1028
1050-1055
1065
1252
1362-1363
1365-1366

SASKATOON:

1001-1002
1013-1024
1029-1034
1036-1049
1056-1064
1250-1251
1258-1259
1265-1266
1286

THORNTON YARD:

1000
1216-1219
1249
1271-1276
1279-1280
1282-1285
1287-1288
1330
1332
1334-1337
1345
1348

CALDER:

1006-1010
1072
1077-1082
1209
1253-1257
1260-1264
1267-1268
1289-1291
1341
1343-1344
1347
1359-1361
1364
1374
1386
1504-1508

SARCEE JCT.:

1066-1071
1073-1076

PRINCE GEORGE:

1356-1357
1367-1369.

PRINCE RUPERT:

1352-1354.

SARNIA:

1207.

CAPREOL:

1370-1373
1375-1376
1379

CV ST. ALBANS, VT.:

1509-1511.

as of
Jan. 20,
1982

ASSIGNMENT OF ROAD DIESEL UNITS OF 1500 H.P. & OVERGORDON YARD:

2000-2043
2100-2119
2305-2310
2313-2317
2319-2320
2322-2329
2332-2339
2530-2559
2563-2589
3615-3619
3621-3640
3642-3671
3673-3693
3695-3709
3830-3842

SENNETERRE:

4012-4019
4452
4454
4456-4457
4459-4464
4466-4467
4470
4472-4479
4575-4581
4584-4588
9190-9194

CV ST. ALBANS, VT.:

3600-3605
3609
3611-3612
3614
4442
4445
4447
4450
4548-4551
4558-4559
4923-4928

LONDON EAST:

4502
4504-4505
4512
4514
4510.

CAPREOL:

9664-9667

SPADINA:

3150-3155

TASCHEREAU YARD:

2500-2510
2512-2525
2527-2529
2560-2562
3100
3102-3125
3127-3129
3200-3220
3222-3237
3239
3710-3724
3726-3745
4401
4403
4416-4417
4421

4424-4426

4469
4480
4483-4487
4489-4493
4495-4501
5030-5049
5060-5075
5524-5536
9400-9449
9618-9632

MACMILLAN YARD:

5257
5509-5523
9300-9310
9312-9317
9493-9598
9633-9663

FORT ERIE:

4000-4011
4515-4530
4532-4536
4560
4563
4565-4566
4569
4572
4589-4590
4592
4596
4599
4601
5500-5508

SYMINGTON:

4100-4106
4117-4127
4129-4130
4132-4133
4155-4156
4300-4302
4304-4312
4314-4324
4326-4329
4340
4342
4344
4349
4353
4507
4509
5008-5010
5012-5017
5019-5029
5160-5228
5354-5363
5560-5576
9150-9155
9450-9486
9488-9492
9599-9617
9195-9196
9198

NEEBING:

4405-4406
4408-4409
4411-4412
4414
5000-5007
5050-5059

SASKATOON:

4108-4112
4115
4147
4150
4152
4154
4241
4243-4245
4247-4249
4252-4256
4259-4261

THE PAS:

4263-4266
4268-4275
4277-4278
4280
4282-4285

CALDER:

4213-4217
4219-4226
4228-4230
4232-4240
4298-4299
4330-4334
4336
4338-4339
4341
4343
4345-4346
4350-4352
4602-4611
5116-5139
5141-5150
5152-5159
5239-5252
5254-5256
5258-5333
5592-5599
5700-5703
9166-9179

PRINCE GEORGE:

4206-4212
5577-5591
9156-9165

THORNTON YARD:

4404
5076-5115
5229-5238
5334-5353
5600-5610

DW&P WEST VIRGINIA, MN.:

3606-3608
3610
3613
5904-5911

ASSIGNMENT OF YARD UNITSHALIFAX:

7150

GORDON YARD:

221-222

224

226

279-282

8192-8193

8216

8238-8240

8242-8245

SENNETERRE:

8609-8612

CV ST. ALBANS, VT.:

8081

TASCHEREAU YARD:

106

108

110-115

117

160-168

300-302

305

308-309

351-353

356

461-462

8028-8029

8033

8036-8038

8040-8041

8044-8046

8048-8057

8060-8065

8068-8073

8076-8079

8163

8170

8182

8186-8189

8191

8214

8500-8511

MACMILLAN YARD:

200-208

265-273

7026-7029

7033

7163-7164

7167-7171

7173

7178-7179

7204

7206

7214

7218

7221

7242-7243

7247-7248

7252

8173-8175

8177

8181

8183-8184

8217

8226

8228

8230

8235-8237

8512-8522

HAMILTON:

7000-7009

7200

7215

8164

8166

LONDON EAST:

7151-7152

7160-7161

7203

7222

WINDSOR:

7201-7202

7220

7236

7239-7241

FORT ERIE:

7020-7025

7165-7166

SARNIA:

303-304

306-307

354-355

459-460

8165 7207-7210

8167

8171

8179

8194-8195

8208

8210

8218-8221

8223

8227

8229

8232

8607-8608

8613

SYMINGTON:

209-212

214

260-264

403

454

7031

7154

7157

7159

7162

7172

7174-7177

7180-7182

7211-7213

7216-7217

7223-7224

7235

7246

7605-7606

7608

THE PAS:

7205

7245

SASKATOON:

404

457

7233-7234

7237-7238

7244

CALDER:

213

215-216

218

220

274-278

400-402

405

451-453

458

SARCEE JCT.:

7249-7251

THORNTON YARD:

425-426

455-456

7153

7155-7156

7158

NORTH BAY:

7183

NEEBING:

7030

7032

7034-7035

- RARE LOCOMOTIVE SOLD; ANOTHER CONTINUES ON DOWN EAST--What is said to have been one of Canada's rarest locomotives has been sold recently to a U.S. tourist road. Chessie System 8401 (C&O), a 1942-built EMD model SW-1, which has worked the refineries in Sarnia, Ont. for the last 15 years, was sold to the Wilmington and Western Railroad in Delaware. The unit was built as Pere Marquette 11, and in addition to Sarnia, saw service at the Lake Erie coal port of Erieau, Ont. The SW-1 model was purged from the rosters of most Class One railroads in the U.S. when EMD announced that it would no longer carry parts for the six cylinder 567 series engine (rated at 600 h.p.). Devco Railway 20 now carries on the tradition of being the rarest EMD locomotive in Canada. No. 20 is an Electro-Motive Model 40, which was designed by the Electro-Motive Corp., predecessor of EMD, as competition for General Electric's famous 44 ton model. The diminutive engine appears to be half cab at first glance, with a total length over couplers of 24 feet, and a full-sized NW-SW type switcher cab set between two small hoods. Two Detroit Diesel 6-71 engines rated at 150 h.p. each power this unique centre cab. Wheelbase between the two axles is only 13 feet. Devco 20 was built 8/02/40 as EMC demonstrator 1134 (also its builder's number) and later became EMD plant switcher 10 at La Grange, Illinois. In May of 1951, the unit went to

work for McKinnon Industries (GM Canada) at Merritton, Ont. as their No. 10. Equipment dealer A. Andrew Merrilees (Ltd.) of Toronto purchased the locomotive in late 1963 and subsequently leased it to Lake Ontario Steel (Lasco) in 1965 and later to 4 Star Collieries. Finally, in 1969, the Devco Railway purchased the unit and assigned it to their Glace Bay, Nova Scotia diesel facility as shop switcher. Of the original 11 units built, 20 is one of two survivors.

--Mike Lindsay

• SPECIAL LOCOMOTIVE MOVEMENTS THROUGH CN MACMILLAN YARD, TORONTO, NOV.-DEC. 1981 AND 1982

by George Horner

Abbreviations: EP = Enafer Peru; ER = Egyptian Rys.; AR = Algerian Rys.; DEVC = Devco Ry. (Nova Scotia)

CN 8030, 8067, 8178 Pt. St. Charles to London Scrap Yd. Arr. Mac. Yd. No. 317 Nov. 2/82, dep. Mac. Yd. No. 423 Nov. 8/81

EP 751, 752, 753, 755 From GMD, London to Halifax, N.S. for export to Peru. Weight 251,000 GM designation - GT26CW Arr. Mac. Yd. No. A/414 Nov. 9/81, dep. No. 396 Nov. 10/81

NIMX 9293 (former PC diesel unit) Arr. Hamilton Train 432 Dec. 18, 1981 for Dofasco.

ER 3925-27, 3950 With transition cars CN 662059 and CN 662226, from GMD to St. John, N.B. for export to Egypt. Arr. Mac. Yd. No. 422 Jan. 19/92

AR 6008-6013 With transition cars CN 662407 and CN 662404, from GMD to Halifax, for export to Algeria. Arr. Mac. Yd. No. B/424 Feb. 17/82, dep. No. B/306 Feb. 18

AR 6001-6007 With transition cars CP 300585 and CP 300526, from GMD to Halifax, for export to Algeria. Wt. 243,000 lbs. Arr. Mac. Yd. No. 424 Feb. 13/82, dep. No. 306 Feb. 14/82

AR 6014-6020 With transition cars CP 300526 and CP 300585, from GMD to Halifax, for export to Algeria. Wt. 243,000 lbs. Arr. Mac. Yd. No. 422 Mar. 22/82, dep. No. 306 Mar. 22/82

ER 3952-54, 3956-57, With Transition cars CN 661895 and CN 662716, from GMD to Montreal Wharf for export to Egypt. Arr. Mac. Yd. No. 422 Mar. 25/82, dep. No. B/396 Mar. 26/82

AR 1952, AR 6021-25 With transition cars CN 662407 and CN 662404, from GMD to Halifax, for export to Algeria. Wt. 243,000 lbs. Arr. Mac. Yd. No. A/422 Mar. 28/82, dep. No. B/306 Mar. 29.

No. 20004 With idlers CN 433309 and CN 433449, from Belleville to Welland, Ont., restricted to 30 m.p.h. Arr. Mac. Yd. No. 317 Mar. 31/82, dep. Mac. Yd. No. 433 Apr. 1/82

DEVC 224-227 Lv. GMD for Devco Corp., Cape Breton, N.S. 224, 225 arr. Mac. Yd. No. 412 Jul. 7, 1982, dep. No. 306 Jul. 7/82. 226, 227, arr. Mac. Yd. No. 412 July 16/82, dep. No. 306 July 16. (All four units weigh 238,460 lbs.)

CN 8039 With idlers CN 146060, CN 147318, from Pt. St. Charles to London Scrap Yd. Arr. Mac. Yd. No. 317, July 21/82, dep. Mac. Yd. No. 409 July 21/82

CN 8043, 8058 With idlers CN 143237, CN 142906, from Pt. St. Charles to London Scrap Yd. Arr. Mac. Yd. No. 317 July 21/82, dep. Mac. Yd. No. 409 July 21/82

ER 3982-3989 With transition cars CN 662942 and CN 662855, from GMD to Halifax, for export to Egypt. Arr. Mac. Yd. No. 412 July 30/82, dep. No. B/306 July 30/82.

GO Transit 720-723 From Silvis Shops, Illinois to GO Transit Willowbrook Yd., Toronto GP40 units, 240,000 lbs., arr. Mac. Yd. No. B/410 Aug. 11/82, dep. Mac. Yd. KO 46, Aug. 13/82

ER 3990-3995 With transition cars CN 662942 and CN 662855, from GMD to Halifax, for export to Alexandria, Egypt. Arr. Mac. Yd. No. 412 Aug. 19/82, Dep. Mac. Yd. No. B/396, Aug. 21/82

ER 3996-3999, ER 33601-33602 With transition cars CN 662404 and CN 662407, from GMD to Halifax, for export to Alexandria, Egypt. Weight 172,000 lbs., Arr. Mac. Yd. No. 412 Aug. 24/82, dep. Mac. Yd. No. 306 Aug. 25/82

GO 724-726 From Silvis Shops, Illinois, to GO Transit, Willowbrook Yd., GP40 units, 240,000 lbs. Arr. Mac. Yd. No. 409 Sept. 4/82, Dep. Mac. Yd. Extra 9317, Sept. 5/82

ER 33613-33622 With transition cars CN 662404 and CN 662855, from GMD to Halifax, for export to Egypt. Weight 172,000 lbs. each. Arr. Mac. Yd. No. 412 Sept. 25/82, dep. Mac. Yd. No. 306 Sept. 26/82

ER 33623-33632 With transition cars CN 662942 and CN 662404, from GMD to Halifax, for export to Egypt. Weight 172,000 lbs. Arr. Mac. Yd. No. 412 Oct. 30/82, dep. Mac. Yd. No. 306 Oct. 31/82

ER 33633-33639 With transition cars CN 662855 and CN 662407, from GMD to Halifax, for export to Egypt. Weight 172,000 lbs. Arr. Mac. Yd. No. 412 Nov. 2/82, dep. Mac. Yd. No. 306 Nov. 3/82

ER 33640-33649 With transition cars CN 665536 and CN 662942, from GMD to Halifax, for export to Egypt. Wt. 172,000 lbs.. Arr. Mac. Yd. No. 412 Nov. 16/82 dep. Mac. Yd. No. 306 Nov. 17/82

ER 33650-33656 With transition cars CN 662855 and CN 662407, from GMD to Halifax, for export to Egypt. Wt. 172,000 lbs. Arr. Snider No. 390 Nov. 20/82, dep. Snider No. 390 Nov. 20/82

ER 33657-33661 With transition cars CN 662404 and CN 662352, from GMD to Halifax, for export to Egypt. Wt. 172,000 lbs. Arr. Mac. Yd. No. 412 Nov. 27/82, dep. Mac. Yd. No. 306 Nov. 28/82

No. unknown: loaded on car MTTX 95020 from General Electric Co., Erie, Pa. to Montreal for export to La Goulette, Tunisia. Arr. Mac. Yd. No. 436 Nov. 23/82, dep. No. 396 Nov. 23/82

ONR 1804, 1806 From GMD London to ONR North Bay. Dep. Mac. Yd. No. 471 Dec. 20/82

B 7000 Bombardier test unit, arr. Mac. Yd. No. 251 Dec. 21/82, dep. No. 252 Dec. 22/82 in service

Notes: --Transition cars have one foreign railway coupler at one end of the car, for coupling to foreign locomotives.

--Idler cars are for braking purposes.

• The current economic recession has idled the National Steel Car Co. plant in Hamilton, which turned out the last piece of equipment on its order books in October, 1982. The stilled layout floor currently exhibits another sign of the times--it has become a storage shed for a group of stored serviceable CN diesels. A picture published in the Hamilton Spectator recently, taken by UCRS member Bob Chambers, shows three of the units: 9433, 9434 and 9552.

• CPR FP7a 4075 is the first locomotive in the Montreal commuter train pool to be repainted and renumbered for the Montreal Urban Community Transportation Commission since the authority took over the CP and CN commuter operations last year. The colour scheme is not known as yet, but conceivably it could involve MUCTC's standard blue and white livery. The 4075's new number is 1305. Evidently none of the rolling stock on the CN electrified line north out of Central Station to Deux Montagnes has been repainted as yet.

--David Onodera

POWER NOTES BY BRUCE CHAPMAN

• CPR 4-6-2 1201 is undergoing a complete overhaul, including tube work, at the National Museum of Science and Technology in Ottawa.

• VIA RDC 6146 (ex-CPR 9300) was damaged in a grade crossing mishap on the Calgary-Edmonton run. The unit has been sent to CNR's Transcona (Winnipeg) Shops for rebuilding. Meanwhile, RDC 6144 has been reassigned to Calgary. VIA's RDC's are now equipped with ditch lights.

• CP Rail will soon be borrowing four of CN's new Bombardier HR-616 class locomotives from CN for testing and evaluation. Some 10 years have passed since CP bought motive power from the Montreal builder.

• CP Rail: FP7A 1432 and 'B' unit 1965 have been sent to the railway's Ogden Shops (Calgary) for modifications. FP7A 1402 has been released from Ogden. Work has been deferred on FP9A's 1405, 1410, FP7A 1418, and 'B' unit 1961. 'B' unit 1962 has left Ogden renumbered as VIA 6651 as of Jan. 21, 1983, with only one steam generator.

• CP took delivery of new SD40-2's 6029 and 6030 on Jan. 19 and of 6032, 6033 on Jan. 25.

• S3 6561 was involved in a mishap at Moose Jaw, Saskatchewan on Jan. 21, and was sent to Weston Shops, Winnipeg, on Jan. 31. Its place was taken by S3 6565, dispatched from Winnipeg.

• On Jan. 19 S3's 6518, 6535, 6536 and 6621 arrived at Weston for scrapping, although dismantling has not as yet been authorized. On the same day, S3 6512 was scrapped here. More fortunate was S3 6571, which emerged from Weston on Jan. 14 after repairs and was sent to Sutherland, Saskatchewan, for yard service.

• S4 7110, formerly stored unserviceable at Nelson, B.C., was sent to Weston on Jan. 17 for scrap.

• GP9 8629, which had been stored unserviceable at Winnipeg, was sent to Angus Shops, Montreal, on Jan. 11 for rebuilding.

• C-424 4249 is stored at Winnipeg in unserviceable condition.

• Recently outshopped from Ogden and returned to service were SD40-2 5994 and GP9's 8823 and 8685.

• SW1200 7400 entered Weston on Jan. 17 for rebuilding, followed by SW1200 7405 on Feb. 1.

• GP9 8631, which hit a truck in Edmonton on Jan. 26, has been sent to Ogden for repairs. GP9 8513, which had suffered fire damage, is also at Ogden, for rebuilding.

• Approval was given on Jan. 25 to retire S3's 6539, 6540 and 6603.

• Work began on Jan. 26 stripping Baldwin yard switcher 7070 for scrapping, at Ogden.

• FP9's 1411 and 1412 were cut up at Ogden by Dec. 1982.

• RS18 8742 entered Angus Feb. 3 for rebuilding. GP7 8410 went into Ogden Jan. 14 for the same purpose.

• At Weston, the following units have been cut up to date this year: S3's 6522, 6532, RS10 8583, RS3 8444. Next to go will be S3's 6526, 6555, 6560, 6570, 6599, S11 6617, S4 7103, F7B 4444, to be followed by S3's 6523, 6542, 6547, S2 7051, S4's 7086, 7088, 7093, 7105, S11 6602, and yard booster units B101 and B102.

• S3 6562 has been returned to service at Dryden, Ont.

• F7B 4445 will be rebuilt for yard service at Alyth (Calgary), while F7B 4460 will remain stored unserviceable.

• S3 6549 will be leased to Marathon Pulp and Paper (a CPR subsidiary) at Terrace Bay, Ont. The unit formerly operated at White River, Ont. Taking its place at White River will be S11 6612, which had been stored serviceable at Sudbury.

• With rebuilt GP7's 1508-1509 working the hump at St. Luc Yard (Montreal), rebuilt RS3 8445 will be retired.

• GP9 8490 entered Ogden for rebuilding on Feb. 8; S4 7118 arrived at Winnipeg on Feb. 2 and is stored unserviceable.

• SD40-2's 5519 and 5798 hit a logging truck at Mile 96.6 on the Kaministiquia Sub. (near Thunder Bay) on Jan. 20, and have been shopped for repairs.

• CN: The following units have been repainted in the railway's current colour scheme, featuring diagonal white stripes on the black hood, and orange cabs: RS18's 1769, 1785, C-424 3239, RS18 3715, C-630 2029. The work was performed at Moncton, N.B.; the 1769, 1785 and 3239 were then sent to Montreal for storage. Remaining at Moncton in the old paint are C630's 2017, 2025, 2036, 2040 and 2041. HR-616's 2117 and 2118 now have Japanese traction motors under them.

- **Essex Terminal:** C-420 106 is being sent to Toronto for truck and engine work by CP.
 - **Ex-Algoma Central Ry.** GP7 166, now owned by Canada Lafarge Cement at Exshaw, Alberta, now sports the number 12 and is painted red and black, similar to the old Spokane International colours.
 - **DEVCO Ry:** The following units are up for sale: 61, 203, 209, 215. The 214 may be scrapped. In use are 200, 201, 202, 205, 212, 216-227, and 300; DEVCO has ordered four GP38-2's from Diesel Division General Motors, bringing the total of such units on the roster to 12. The new units will carry road numbers 224-227.
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- The Tunisian National Railway has awarded a \$26 million contract to Bombardier Inc. for 22 diesel locomotives, including 13 2200 H.P. metre gauge and nine 2400 H.P. standard gauge units.

FORT EDMONTON PARK OFFERS STEAM AND STREET CARS FOR RAILFANS

UCRS members who happen to be visiting Edmonton will find not one, but two railway museums. The best known, of course, is the Alberta Pioneer Railway Museum, located in the far north-east section of suburban Edmonton. This museum offers a wide variety of railway rolling stock, including CNR's most famous Mountain type steamer, our old friend 6060. The APRM will be outlined in an upcoming issue of the Newsletter.

Less renowned is the steam locomotive operation and budding street car museum at Fort Edmonton Park, in a valley in the south-east section of the city. This attraction has the advantage of being on Edmonton Transit bus routes 38 and 39, albeit with a fair hike involved from the bus stop to the museum. However, it's well worth the walk.

The theme of the park is similar to that of Toronto's Pioneer Village and Morrisburg's Upper Canada Village, with a restored 19th century town and an early walled trading post. Encircling the park, on about a one-mile length of standard gauge track, is a passenger train of open platform wooden cars pulled by a 1916-built 2-6-2. The train departs from a newly-built station which is a beautifully-crafted full-size replica of an early 20th century Western Canada depot, possibly Canadian Northern (see cover photo). The line is quite open and, with a backdrop of trees, hills and historic buildings, offers some excellent photo opportunities.

Fort Edmonton Park is also home to the Edmonton Radial Railway Society. This organization, comprised of local railfans and present and retired Edmonton Transit System employees, had as its nucleus a few years ago ETS 1, the city's first street car. This car was, with commendable foresight, preserved by ETS following the 1951 abandonment of street car operations and stored in Cromdale Carhouse. Later, it was joined by some historic trolley coaches.

A few years ago ERRS members restored the venerable 1 to operating condition, and it was operated across the High Level Bridge in 1979 in a unique manner. A flat car, with an electric generator mounted on it, was coupled to the street car. The generator supplied traction power to the One-Spot's motors, and the 1908-built car pulled the flat car behind it as it shuttled back and forth across the bridge on CPR tracks (ETS operated street cars on its own tracks across the bridge until 1951; the street car tracks have since been removed). The operation was very popular with the public.

Subsequently, 1 was returned to its haven in Cromdale. The ERRS decided to launch a street car museum at Fort Edmonton Park. Luckily, the group was able to secure permission to locate here, and to obtain substantial amounts of government funding.

This permitted construction, in two stages, of a frame carhouse which is a superb replica of an Edmonton Radial Ry. structure. Car 1 was then moved out here, and members commenced further restoration work. It was also decided to attempt to expand the collection of Edmonton cars, and both the members and the general public were asked to keep an eye out for ETS car bodies scattered around the countryside.

The results have been gratifying beyond belief, permitting the Society to assemble a street car collection ranging from the oldest to the very newest car types. The roster of cars which have been collected at the museum is as follows:

<u>Car No.</u>	<u>Builder</u>	<u>Date</u>	<u>Car No.</u>	<u>Builder</u>	<u>Date</u>
1	Ottawa Car Co.	1908	38	St. Louis Car Co.	1911
13	" " "	1909	42	" " " "	1911
31	Preston Car & Coach Co.	1910	73	Preston Car & Coach Co.	1913
33	St. Louis Car Co.	1911	80	Ottawa Car Co.	1929

With the exception of 1, which was removed from service intact, these other cars are bodies only and must be outfitted with suitable trucks, motors, controls and seats. This is not the impossible task it might seem as many rail museums in the U.S. and Canada have built up surpluses of such items over the years and frequently sell or exchange items back and forth. Trucks may be obtained from Melbourne, Australia.

The museum is obtaining useful items from the ETS Cromdale Shops, which are being demolished. Recently, 140 tons of 80 lb. rail were also secured. At present, track is limited to the car barn and yard area. It is planned to build a line extending from the carhouse to the ETS bus stop, about a mile away.

Certainly, the Edmonton Radial Railway Society deserves great credit for its efforts to date, particularly in view of the fact that, with the exception of 1, the group is starting from scratch. The carhouse is a short distance from the railway station at the park, and provides a fascinating look at street cars from a system which shut down almost 32 years ago.

--Based on information from Terry Thompson



BRITISH COLUMBIA RY. ELECTRIFICATION--The \$14.2 million additional cost to electrify the BCOL Anzac-Tumbler Ridge branch will be in large measure offset by matching contributions of \$5 million from each of the Federal and Provincial governments. These grants are in aid of the project as an energy conservation measure. A 230 KV. B.C. Hydro transmission line already exists in the Tumbler Ridge area, and electrification of the 82-mile rail line will require the installation of only one substation. The Federal Ministry of Transport funded the study of electrification as carried out by Canadian Pacific Consulting Services between the time that consideration was first given to using electric traction (January 1982) and the decision to proceed with the installation (August 1982). The unit trains will haul 8.5 million tons a year from the Quintette and Bullmoose mines destined for Japan by way of transshipment from CN at Prince Rupert. Although the contract for electrification had not been awarded as of November, such was expected to occur within the next few months, and the target date for commencement of operation on the \$450 million branch is Dec. 1983.

The seven model GF6C juice jacks will be constructed by Diesel Division General Motors, but with Swedish (ASEA) transformers, converters and controls. Of wide carbody design, the units will be rated at 6000 H.P., will have six powered axles, and will weigh in at 178 tonnes. They will be used to power 98-car trains of 118-tonne hoppers. As the accompanying conceptual drawing shows, the locomotives are expected to use single arm pantographs for current collection.

--Based on information appearing in Electrical Contractor and Maintenance Supervisor, via Mike Lindsay



NOTES FROM NEWFOUNDLAND by BOB SANDUSKY

The January flooding of the exploits River at Bishop's Falls washed away two railcars from the local municipal park. The ex-CN diner and sleeper had been set up there in the summer of 1981 to serve as an information centre and boutique. Their opening ceremony had been part of the Centennial Train tour in August 1981.

Rail preservation in St. John's took a strange turn recently. The City of St. John's and Terra Transport moved four rail cars to an exhibit area in Bowring Park in December. On January 17 there was an official presentation of the cars to the city, which took place in the park. Perhaps they were inspired by Corner Brook's plan to move locomotive 593, a CNR 4-6-2, from South Brook into Corner Brook. This new exhibit consists of business car AVALON (which didn't quite make the 1981 tour train due to its age, and which has not been refurbished), along with well known baggage car 1301 and mail car 1805 (which had been restored to Newfoundland Railway red in 1981). A surprise fourth vehicle is CN (mainland) caboose 78700, reported to have been based at Bathurst, N.B. Plans for a transport museum in Terra Transport's former commissary building have come to naught as TT appears to have other ideas for the property. (Many alterations are occurring in St. John's yard as the station gets a facelift and container facilities expand). There is now talk of a diesel going into the park as well as a station building at some future date.

This move surprised local Newfoundland Transport Historical Society members who have been trying to find a suitable location for a museum which could accommodate rail vehicles. (They currently maintain a display in the Avalon Mall). There is some concern that the cars may not be adequately protected from nature or man and the AVALON is particularly susceptible in this regard.

As a matter of historic interest cars 1301 and 1805 made their final revenue run last May 23 on the famous TROUTERS SPECIAL to Argentina, the tickets for which were sold out on the same day they went on sale.

On January 22 a CN advertisement appeared in the St. John's Evening Telegram offering for sale, up to 1200 hours February 11, on an "as is, where is" basis, 23 items of narrow gauge passenger equipment (referred to in the ad as "scrap rail cars") as listed hereunder by location:

Whitbourne: dining car 170, sleeping car 303, coach 762.

Corner Brook: baggage car 1308, express car 1600.

Bishop's Falls: Coaches 752, 759, 765, 766, 767, 768; baggage car 306; mail cars 1800, 1801, 1802, 1804; sleeping cars 5021, 5022, 5024, 5025, 5026, 5027, 5028.

The 5020 series cars at Bishop's Falls are "White Fleet" cars, i.e., road gang sleepers stationed around the system and painted white as a service vehicle colour. Bidders are advised in the advertisement that "these cars have been out of service for many years and are in extremely poor condition", and that delivery must be taken within six months of purchase.

Other changes are in the wind. Terra Transport quietly made application on September 21 to the CTC's Railway Transport Committee to end rail passenger service on the Argentinia, Bonavista and Carbonear branches. No advertisements were placed in local papers. Application has also been made again for abandonment of the Argentinia and Bonavista branches. The latter was temporarily closed again last winter by snow. (It was previously closed for about seven months from December, 1977). Terra Transport claims to have offered an alternative consisting of taxi service but a complaint in a St. John's newspaper suggests that it was given no publicity. An \$84,000 loss is cited by TT on these runs for 1980. The management hopes either to get a subsidy for them or to get rid of them and to be able to concentrate more fully on development of container traffic.

Across the narrow gauge system application has been made to close 32 stations and offer the buildings to the local communities. The only stations to be retained would be Bay Roberts, Clarenville, Gander and Bishop's Falls.

On the redevelopment scene, container conversion is supposed to be completed by the end of 1983. Handling facilities are being provided by TT in St. John's, Gander, Bishop's Falls, Grand Falls and Corner Brook, and by CN Marine in Port Aux Basques. The volume of this type of traffic has exceeded the forecast and given no little concern to other transport companies. The Atlantic Provinces Trucking Association wants the Federal Government to cut back on subsidies to Terra Transport as it fears that private truckers will be put out of business. The Association cites the truckers' ability to handle the important fish traffic from the ports, which TT is not into. It also claims that a 'complete' trucking operation must be offered in order for the operators to be able to take on this one-way haul. It seems that, after losing much traffic to highway competition over the last 15 years, CN is having some success in regaining it.



ITEMS

- **MORE ON THE LONG RANGE REPORT**--The TTC's long range (30-year) plan, the rapid transit elements of which were reviewed in the January issue, is the product of a study which was commenced in early 1981

and which included no less than 13 background reports, of which eight were undertaken by outside consultants. It is intended that the plan be updated on an annual basis with three-year to five-year plans of action included in future updates. The current report indicates that few major breakthroughs in transit technology are anticipated during at least the coming decade, but that certain elements relatively new to North America such as articulated vehicles (not really new), automatic vehicle monitoring, new fare collection systems, and traffic signal pre-emptive technology could see more widespread application. With few major road projects planned in Metropolitan Toronto, the plan report forecasts increasing general congestion and a decline in surface transit speeds overall, leading to increasing transit capital and operating costs. Capital projects, including rapid transit, will be beset with increased approval and implementation times because of the Provincial environmental assessment legislation and escalating construction costs. Operating costs are expected to be impacted both by increased peak period ridership (particularly of an inter-regional nature) and by increased off-peak ridership of a dispersed nature, not well related to the subway system.

The governing theme for the Commission, in the face of the above and other forces which are likely to impact upon its operations, is expressed in the master policy objective "to maintain and improve the present quality of service, and provide increased levels of service, including rapid transit where appropriate, to meet the ridership and public policy needs, coupled with major efforts to reduce per unit operating costs and minimize subsidy requirements". The principal measures to give effect to such overall objectives are listed hereunder:

- Implementation of exclusive transit lanes and other transit priority measures.
- Use of higher capacity (articulated) surface vehicles.
- Systemwide implementation of the Communications and Information System.
- Implementation of advanced fare collection systems.
- Variable work hours and other demand management strategies.
- Maintenance of the transit users' "fair share" (farebox) component of the revenues required to meet operating costs at 68%.
- Recognition that "social" transit services (reduced fares for seniors and students, services for the handicapped, etc.) should be provided through earmarked subsidies from a social services budget rather than a transportation budget.
- Establishment of a forum, and ultimately, a formal "transit union" (including GO Transit and operators operators in areas adjacent to Metropolitan Toronto) for discussion and resolution of interregional transit policy and operational issues, and for the co-ordination and integration of all inter-regional services.
- Monitoring of the "historically volatile" energy sector to provide advance warning of energy shortfalls.

The plan report discusses the honour fare system and recommends that it be given further study, for use not only on the subway system but possibly on surface vehicles. It indicates that fare differentials intended to shift riding to the off-peak have been studied and are generally rejected because the riding public is not sensitive to such differentials. (The truth may lie more in the fact of the still very limited staggered hours opportunities which are offered by employers, with starting and leaving time differentials, when they are in effect, not sufficiently widespread as to remove loads from the peaks).

- As of February 8, 1983, by mutual agreement of the Urban Transportation Development Corporation, TTC and Ministry of Transportation and Communications, the demonstration program for ALRV 4900 was again extended, from February 11 to February 25. The car has since gone into storage at St. Clair Carhouse.

- The 1983 surface track reconstruction program is as follows:

Double Tangent Track

<u>Street</u>	<u>Section</u>	<u>Length</u>	<u>Timing</u>
Queen St. W.	Dufferin to O'Hara	1540 ft.	Apr.-May
Dundas St. W.	Bloor to Howard Park	1870 ft.	" "
King St. W.	Strachan to Sudbury	1160 ft.	May-June
Gerrard St. E.	Coxwell to Hollywood	1500 ft.	June-July
Dundas St. E.	River to Broadview	1802 ft.	" "
Queen St. E.	Woodbine to Wineva	2920 ft.	Aug. - Oct.
Bathurst St.	Front to Queen	2320 ft.	Sept. - Oct.

Specialwork

<u>Location</u>	<u>Timing</u>
Entrance tracks at Roncesvalles Carhouse	Mar. - Apr.
St. Clair-Wychwood intersection	" "
Queen-Dufferin intersection	May
College-Spadina intersection	May-June
King-Church intersection	July-Aug.
College-McCaul intersection	Aug.-Sept.
College-Bay intersection	Oct.

- The Metropolitan Toronto Budget Committee has recommended that \$2.2 million be set aside in 1983 for a design and engineering program for three rapid transit lines, i.e., the Donlands-Union Station "Relief Line", a Union-Canadian National Exhibition waterfront line, and the North Metro line, probably on the Hydro tower line right-of-way north of and parallel to Finch Ave. The work will include soil testing, traffic studies and rough design. Metro Chairman Paul Godfrey says that construction would not be started without a special subsidy agreement with the Provincial Government, whereunder the latter would assume a share of operating costs, such as the arrangement already existing for the Spadina Subway.

- On the basis of the severe weather conditions experienced during the winter of 1981-82, the Commission has made a number of improvements to enhance the reliability of the subway system in winter operations, as follows:

- Thermodynamic drain valves have been installed on all M and H class cars and will be provided on new cars.
- Air dryers have been installed on all H-5 class cars and consideration is being given to installing them on the remainder of the M and H class cars. They will also be provided on new cars.
- Heated door thresholds and heated couplers are provided in the current Specification for the supply of new subway cars.
- The jet snow blower and the ploughs on locomotives RT-12 and RT-18 have been modified to improve their effectiveness.
- Heavy density contact rail heaters have been installed on the eastbound track leaving Victoria Park Station and also approaching Warden crossover. Their effectiveness will be measured this winter and a decision made regarding installation of these heaters at Byng Curve between Victoria Park Station and Warden Station.
- Trip arm heaters were installed at 23 more locations during 1982 and the remaining 40 heaters needed to complete all train stops in open cut sections will be installed during 1983.
- Snow control studies are to be undertaken for Greenwood and Davisville Yards which may recommend additional control measures at these locations.

Consideration was given to covering over the throat area at Greenwood Yard and the area between the hostler's platform and Wilson Station but these particular measures were ruled out because of cost.

- The TTC recently gave its approval to a \$400,000 improvement project at Bloor-Yonge Station, involving removal of the wall between the northbound and southbound Yonge line platforms and the adjoining mezzanines. The walls will be replaced with supporting columns, permitting greatly improved passenger flow between the platforms and mezzanines. At present, passengers must make their way through three openings on each side. The work, to be performed in six stages, a side at a time, to minimize rider inconvenience, will be undertaken over the winter of 1983-4.
- Work began on the elevated section of the TTC Scarborough RT line on February 21, 1983, with the installation of the first supporting beam. The location was the westerly end of the elevated section, west of Midland Avenue, where the line emerges from the short tunnel beneath the CNR Uxbridge Subdivision and climbs a ramp to the surface. There are four beams between each pair of supporting piers. After each set of beams has been installed, wooden formwork is built between them and the concrete trackbeds are poured. The line will be elevated from Midland to McCowan Station, its eastern terminal. Construction will begin shortly on Midland Station,

which will straddle the street. Most of the supporting piers for the elevated section are in place. A temporary concrete manufacturing plant has been built near Brimley Rd. for production of the beams.

MORE (AND CORRECTING) INFORMATION ON CN 15019--Rule Instruction Car 15019 was built in 1912 by Pullman for the Canadian Government Rys. as wood sheathed sleeper STADACONA. It was later CN sleeping car 1497, and in 1928 the car was steel plated. In September, 1951 it was converted to Rule Instruction Car 15019, and in August, 1958 the former Baker heater was replaced by propane heating. In its latter day role the car was operated on the Northern Ontario District from 1951 to 1970 with Rule Instructor Joe Madigan, although a Mr. O'Shell is also reported to have instructed in the car during this period. In 1972, 15019 was donated to the Village of Gogama for use as a library, adjacent to the main street, and was so used between 1972 and 1982. Following official opening in August, 1972 with a ribbon cutting ceremony, the library was operated by Cambrian College students who trained other people in the community to take over as librarians. Last year Gogama obtained a permanent library in a new building, and 15019 was returned to Capreol for possible preservation by the Capreol Historical Society, as previously reported. It is to be noted that the recent article in the CN publication "Keeping Track", citing 15019 as a school car, is incorrect.

--George Horner and Jerry Buck

SHORT HAULS by Bruce Chapman

The CPR yardmaster's tower at Smiths Falls, Ont. has been dismantled...The Burlington Northern is considering rerouting its Nelson, B.C. trains to Cascade, B.C., on the Republic line, then running Cascade-Nelson on CP's Boundary Sub. This would allow BN to abandon its trackage from Salmo east to Troup Jct...The CN Wabamum, Alberta station was deliberately burned down recently, as local folks found a cheaper place to use as a community centre...It has been reported that VIA may drop THE OCEAN (Montreal-Halifax) east of Moncton as of May 29, 1983, substituting RDC's...The Ontario Eastern Ry., extending from Ogdensburg to DeKalb Jct., N.Y., has purchased two VIA coaches for excursion service. The line occupies former Penn Central, New York Central, and Rome, Watertown and Ogdensburg trackage...CN has received CTC permission to remove its Smiths Falls, Ont. station; VIA uses CP's station here...The City of Brockville, Ont. has allocated \$4,000 to refurbish the south doors and stone entrance of the historic CPR tunnel in downtown Brockville...Parks Canada has purchased part of CP's Prescott, Ont. yard, including it as part of Fort Wellington National Historic. The purchase includes the CP Car and Passenger Transit ferry dock, the freight shed, station, locomotive servicing facilities and steamer docks. CP apparently will retain title to that portion of the yard between Boundary St. and New Wexford, to preserve its access to the St. Lawrence River...The CTC has given CN permission to abandon its Coburg Harbour branch, Mile .33 to Mile .85, off Mile 264.35 of the Kingston Sub.

ROYAL HUDSON EXCURSION TRAIN--This is further to the related item on Page 4 of the February, 1983 edition of the Newsletter. On February 7 it was reported that the excursion will not operate unless the cars are restored to safe operating condition. Prior to the report in the February Newsletter, it had been announced that budgetary restraints precluded the operation and subsequently three organizations had indicated interest in assuming the operation. Following are related financial statistics: purchasing and restoring cars and engine (1973 dollars) \$350,000; further grant to cover refurbishing and incurred deficit (1974 dollars) \$750,000; subsidy for each passenger in 1974 season \$17.45, with an average passenger fare of \$3.30; deficit 1982 season \$700,000. The foregoing statistics are from editions of the Vancouver Sun newspaper. Consideration of them is urged for any person or group contemplating a similar operation. Consequent on the demolition of a portion of the former CP Rail roundhouse in Vancouver, the nearest facility for major repairs to the locomotive's driving wheels is in Winnipeg. The cost of restoring the coaches to safe operating condition is estimated to be in excess of \$300,000.

--Ralph Oakley

--MONTREALER Ridership Down--Amtrak has reported that passenger loadings on the Montreal-New York City-Washington MONTREALER have dropped by almost 16% during the past year. Officials are concerned about the train's ability to compete with cut-rate airline fares now available in Burlington, Vermont. In November, 1982, ridership dropped 30% at the Essex Jct., Vt. station, the closest to Burlington. People Express, a no-frills airline, began service between Burlington and Newark, N.J. on November 15, 1982, offering four daily flights at \$19 and \$29. The price of a one-way ticket on THE MONTREALER between Essex Jct. and New York is \$55. The air flight takes one hour while THE MONTREALER requires nine hours, and operates at night. Other stations near Burlington have also noticed a drop in riders. The arrival of People Express prompted U.S. Air to cut its rates considerably, also undercutting Amtrak.

--Deliveries have begun of the 50 new locomotives ordered by CP Rail from Diesel Division General Motors, including 20 SD38-2's, numbered 3021-3040, for branch line service, and 30 SD40-2's, numbered 6025-6054, for main line service in Western Canada. Unit 6028 has already been pictured in CP Rail News. Deliveries are expected to continue through to August.

--CP release

Answer to Last Month's "Brain-teaser" (bottom of Page 17): According to employee timetable No. 10, CNR Southern Ontario District, London and Stratford Divisions, dated September 30, 1956, Train 173 left Hamilton at 5:50 A.M. and arrived at Guelph Junction (CN) at 7:55 A.M. As Train 166 it travelled to Guelph station from Guelph Junction, arriving at the former point at 8:00 A.M. It left Guelph at 9:43 A.M. as Train 173 again, proceeded back to Guelph Junction, thence went on to Palmerston and Owen Sound, tying up at Owen Sound at 1:45 P.M. The southbound counterpart left Owen Sound at 1:45 P.M. as Train 174, arriving at Guelph at 5:53 P.M. It left Guelph as Train 165 at 6:15 P.M., arriving at Guelph Junction at 6:20 P.M., from whence, at 6:34 P.M. it travelled, as Train 174, to Hamilton, arriving at 8:24 P.M. Trains 165 and 166 must surely be two of the shortest distance trains ever ordered/timetabled; covering a distance of 1.2 miles each.

--George W. Pearce



UCRS and other events and activities

by Ed Campbell

The Annual Meeting and election of Directors of the UCRS was held on Friday, February 18 in the auditorium of the Education Centre. Three members only were nominated for the three positions open, and as a result the three nominees were elected by acclamation. The Directors of the Society are now Charles Randall, George Meek, Irene Shadlock, Marge Seidel, Norm English, John Laraway, John Thompson, Allen Maitland and David Scott. At the Annual Meeting President Randall stressed the need which the Society has for new members and expressed the hope that each member would do his best to bring into the Society one new member during the coming year. The problem of declining membership is common to many clubs, but it can be reversed by every member conducting his own membership drive among his rail enthusiast friends.

Three events to broaden the range of Society activities during 1983 are listed hereunder:

1. A walking tour of the CN Spadina Roundhouse in Toronto (still subject to confirmation) on Sunday, April 24. Details will appear in the next issue, but please reserve this date.
2. Plans are well under way for a weekend "tulip time" tour to Ottawa on Saturday, May 14/Sunday, May 15. The present plan is to leave Toronto Union at 1730 on VIA Rapido No. 46 on Friday evening. Saturday would include a visit to the National Museum of Science and Technology (with its many railway and transit exhibits) and Walkley Yard. The return to Toronto would include a run from Ottawa to Montreal and from Montreal to Toronto, most probably on an LRC train. The cost would be based on VIA group rates. Full details will appear in the April Newsletter.
3. There is a strong likelihood of a Fall Colour Trip to Gravenhurst, with a side trip to Huntsville. GO Transit bilevel cars with ex-Rock Island and ex-Milwaukee Road power would be used. The probable date is Saturday, October 1.

Activities beyond those of our regular monthly meetings help to make the Society a success. The President, in his remarks at the Annual Meeting, stressed that suggestions for activities from the members are very welcome at any time. Do not forget that you have a chance to help the UCRS at the Society's booth at the Canadian National Sportsmen's Show, to be held at the CNE Coliseum from March 18 to March 27 inclusive. Jim Walther (phone 1-473-3878) and Norm English (phone 691-8541) are looking after the booth. Please call one of them to offer your help in staffing it. It will be much appreciated.

Friday March 18--The regular UCRS monthly meeting in Toronto at the Education Centre (6th floor auditorium), corner of College and McCaul Streets. Doors will be open at 7 p.m. for the usual get-together prior to the 8 p.m. start of the meeting. The entertainment will feature UCRS member Doug Wilson, whose subject will be "Railways of Northern Quebec", illustrated with slides. Do not forget to bring your "newscast" slides.

Friday March 18 to Sunday March 27-- UCRS booth at the Canadian National Sportsmen's Show (see above).

Friday, March 25--Regular UCRS Hamilton Chapter meeting in the CN station, Hamilton at 8 p.m. Members and visitors are always welcome. Bring your slides, as the program features a showing of members' slides and a discussion of newsworthy items. A ride on GO Transit bi-levels is available direct to Hamilton Station from Toronto Union on trains leaving at 1719 and 1803.

Saturday April 9--The Toronto Transportation Society will be holding a bus tour of interesting transit sites in the central and eastern portions of Metropolitan Toronto. The tour will leave from the corner of Yonge St. and Berwick Ave. (one block south of Eglinton Ave.) at 10 a.m. and will return at approximately 4 p.m. The fare will be \$15. To reserve a space on the bus call Alan Gryfe at (416)441-2778 or John Kay at (416)781-7310. Send money orders to the Toronto Transportation Society, P.O. Box 575, Station J, Toronto, Ont. M4J 4Z2.

Friday, April 15--UCRS Toronto meeting at the Education Centre, 6th floor auditorium, corner of College and McCaul Streets, Toronto. Usual 7 p.m. get-together for the 8 p.m. sharp start of the meeting. The fourth Leaside Loco League Slide Show Spectacular will be shown. The balance of the evening's entertainment will be announced in the April Newsletter. Don't forget to bring your "newscast" slides.

Friday, April 22--Regular Hamilton Chapter meeting in the CN Station at 8 p.m. The entertainment at this meeting will also feature the fourth Leaside Loco League Slide Show Spectacular.

--The Pacific Northwest Chapter of the National Railway Historical Society is operating an excursion from Portland, Oregon to Penticton, B.C., on May 21-23, 1983. The five car train will traverse considerable freight-only trackage, including the Burlington Northern between Seattle and Vancouver, and the remnants of CPR's Kettle Valley line between Spence's Bridge and Penticton. The train will be hauled by an ex-Northern Pacific F7, restored to its original colours, between Portland and Vancouver, and by CPR power between Vancouver and Penticton. The schedule will be as follows: Friday, May 20 (evening), leave Portland. Arr. Vancouver (time unknown). Saturday, May 21, dp. Vancouver, B.C. 0700, arrive Penticton 2200. Sunday, May 22, dp.

Penticton 0900, arr. Princeton, B.C. 1200. The excursion then returns to Penticton, where Sunday night is spent. It departs Penticton at 0900 Monday, arriving back in Vancouver at 2100 on Monday evening, then (presumably) continues on to Portland. Tickets may be purchased on a one-way basis from Vancouver to Penticton, including three meals, for \$125, or round trip, with six meals, for \$225. Further details may be obtained from the Pacific Northwest Chapter, NRHS, Room One, Union Station, Portland, Oregon 97209. Bookings for the Canadian portion of the trip are being handled through Skyline Travel, Granville Street, Vancouver, B.C.

VANCOUVER COMMUTER SERVICES ABORTED--AT LEAST FOR NOW

by Ralph Oakley

Vancouver-Port Coquitlam--Activity relative to the proposed Vancouver-Port Coquitlam commuter service over the CP Rail right-of-way has been suspended. It was intended to be a joint venture of CP Rail and BC Transit. Stations were to be in Vancouver, at the former CP Rail station, and in Port Moody, Coquitlam and Port Coquitlam. Feeder buses would have been provided at the stations. Five diesel-electric locomotives have been secured from the Quebec, North Shore and Labrador Railway and 22 single-deck coaches were to have been leased from GO Transit. Two trains from Port Coquitlam to Vancouver were to have been operated in the morning and two in the reverse direction in the evening. The Urban Transit Authority, predecessor of BC Transit, had estimated the cost of upgrading the rail line at \$2 million, but CP Rail provided an estimate of \$30 million. An additional track, involving extensive earth moving, would have been required in some sections and signals would have been required at all level crossings. In May, 1979, it was estimated that service would commence in mid-1982; in May, 1982, start-up of service was projected as summer, 1983. There is speculation that the massive indebtedness of the B.C. Government, occasioned by indulgence in several megaprojects, prompted the suspension of the project. It has not been possible to ascertain if modifications have been made to the locomotives.

Vancouver-Horseshoe Bay--In 1981, a commuter service between Vancouver and Horseshoe Bay, in the District of North Vancouver, was considered. The proposals were for an all-rail line utilizing the B.C. Railway and CN, and for a combination rail and seabus route. After determining that neither would offer much reduction in travel time over that provided by buses, it was decided to retain the latter.

--There are six pieces of rolling stock, acquired for use on now-abandoned projects in the Vancouver Metropolitan Area, in storage. In addition to the five locomotives for the proposed Vancouver-Port Coquitlam service, there is a street car, manufactured by DuWag, formerly operated in Frankfurt, West Germany and brought to Vancouver in January, 1976. It was intended to operate the car on railway tracks in Vancouver, Burnaby and Victoria to demonstrate its capabilities to the public. That did not occur, as the profile of the wheel treads was that for operation in streets.

Late news--NRHS Buffalo and the Niagara-Orleans Model Engineers railroad and trolley photo display, film showing and model r.r. operation, Mar. 6-27, daily, 2-5 p.m., the Kenan Center, 433 Locust St., Lockport, N.Y. Films on Mar. 20.

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