



Newsletter

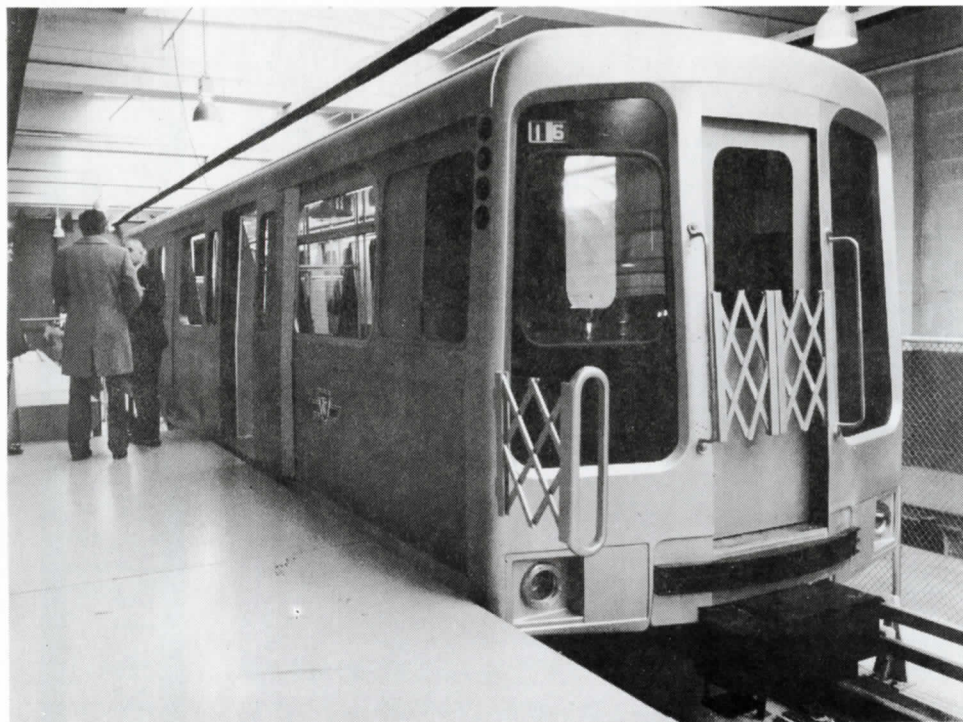
INCORPORATED 1952

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MAY 1982



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



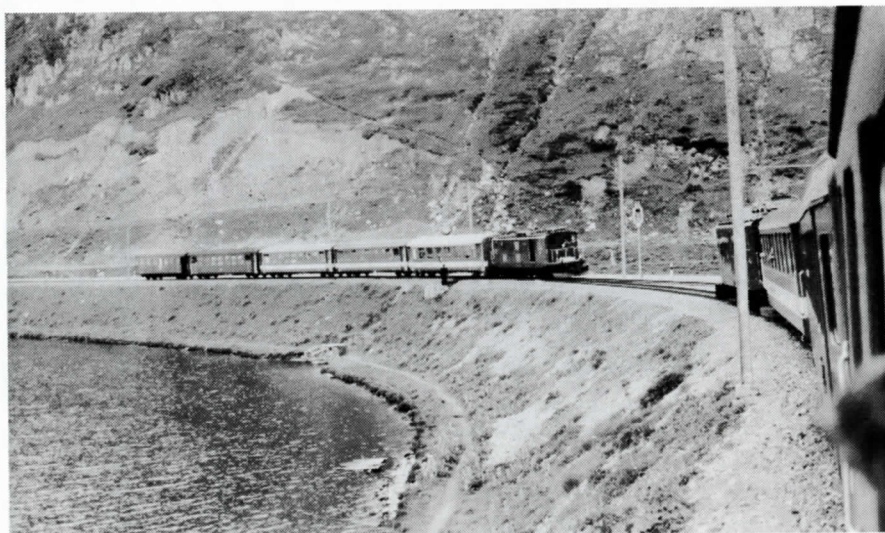
--photo by Ted Wickson

The TTC has constructed this full-scale mockup of an ICTS car, to test seating arrangements, clearances, and other design concepts, as well as to familiarize staff with the project. The car was built of plywood by the Hillcrest carpentry shop. It is located in St. Clair Carhouse. Note the simulated ICTS track, including the positive and negative power rails.



This is a view of St. John's (Newfoundland) yard in August 1975. Above and to the right of the loco are the five tracks which have since been removed to make way for container storage. The Waterford River is on the right, the station and shops left distant, mainline front and centre, ex-mainline (now spur) on far right of river.

--photo by Bob Sandusky



Meet on metre gauge Furka-Oberalp Railway between Oberalp Pass and Andermatt, Switzerland, on Sept. 1, 1981. See "Two Weeks With A Eurailpass Pass" in this issue.

--photo by J.M. Harry Dodsworth



--CP Rail photo

A Kershaw ballast regulator in action--eight of these regulators are included in CP Rail's 1982 order for track maintenance equipment. Adding optional equipment to these machines will allow their use as snow plows at a time of the year when they would normally be in storage.

NORTHERN ALBERTA RYS.

— a brief history



The Northern Alberta Railways Company, now subsumed into the CNR system, served northern Alberta and northeastern British Columbia. The railway was jointly owned by the Canadian National and Canadian Pacific Railways, and was incorporated by Act of Federal Parliament on June 14, 1929. The charters authorizing the construction of the lines later comprising the Northern Alberta Railways were granted many years earlier, except in one instance where construction was carried out by the Alberta Provincial Government. The history of the railways which made up the lines of the NAR follows.

The Edmonton, Dunvegan and British Columbia Railway was incorporated in 1907 to build a standard gauge railway from Edmonton in a north-westerly direction to a point at or near Dunvegan, Alberta and then, following the various rivers, to a point at or near Fort George, B.C. Construction started in 1912 but the line did not reach Dunvegan. It stopped at Spirit River with a branch south from Rycroft to Grande Prairie, which was completed in 1916. In 1924 an extension of 15 miles was constructed to Wembley, and in 1928 a further extension of 24 miles extended the line to Hythe. In 1930 the NAR Company extended the line to Dawson Creek, the present terminus.

In February, 1909 a Provincial Charter was granted to the Alberta and Great Waterways Railway to construct a line to Waterways, Alberta, at the junction of the Clearwater and Athabasca Rivers. As a result of disputes and litigation with the Provincial Government, the original incorporators of the Company were unable to continue with the construction and in 1913, by mutual consent, control of the property was acquired by J.D. McArthur of Winnipeg who was building the ED&BC Ry. Construction started from Carbondale in 1914 and was completed to Lac La Biche in July, 1916. The line was extended to Draper in 1922, and was completed to the present terminus at Waterways in November, 1925.

The Central Canada Railway was incorporated by Provincial Statute in 1913 to build a line from Winagami Junction -- 1.3 miles west of McLennan -- to Peace River Crossing, and construction was started in 1914. This portion of the line was completed in 1916. An extension of 23 miles to Berwyn was completed in 1921; 13 miles further to Whitelaw were completed in 1924; and 14 miles to Fairview in 1928. In 1930 the Northern Alberta Railways added a further extension of 16 miles to Hines Creek.

The ED&BC, A&GW, and CC Railways were built and operated by the J.D. McArthur Co. of Winnipeg until 1920 when, as a result of financial difficulties occasioned by World War 1, the Provincial Government was obliged to take control. A five year operating agreement with the Canadian Pacific Railway was concluded in July, 1920 whereby the latter would operate the ED&BC and CC Railways, but the agreement retained operation of the A&GW Railway for the government.

At the expiration of the agreement with the CPR in 1925 the Provincial Government endeavoured to make arrangements to have the CPR or CNR purchase the properties, but without success, although both railways were prepared to enter into operating agreements. In the meantime, the CPR agreement was continued, subject to three months' notice of termination. Having failed to sell the property, the Provincial Government took over the operation of all lines on November 11, 1926. The Provincial Government, as authorized by Statute in 1926, constructed the Pembina Valley Railway from Busby, Alberta, a point on the ED&BC Railway, to Barrhead, Alberta. The line was completed on October 18, 1927.

In 1928 the CPR made an offer to purchase, contingent on the CNR being permitted to participate on a 50% basis. This was accepted and the Northern Alberta Railways was incorporated as a separate company under joint ownership on January 28, 1929, with principal operating offices located in Edmonton. It must be appreciated that the constituent lines of the NAR were all pioneer roads, built to open up the farm lands of the Peace and the Tar Sands of McMurray, and to connect with the river boats at Peace River. The Hudson's Bay Company operated boats to Hudson Hope and Fort Vermilion and from Waterways, for all points along the Mackenzie River. During the early years of separate operation, traffic consisted mainly of grain, lumber and livestock, with grain shipments reaching a record handling of 11,506,630 bushels in 1927 for all lines. At the same time, farming areas were being further developed and settled. This was reflected in the steady increase of grain shipments with the exception of a few years when crop failures occurred.

The system was made up of single track lines with light steel which was adequate for the traffic being handled at the time, but in 1930 a rail relay program was inaugurated to provide heavier steel to take care of the increasing traffic with the use of heavier locomotives and larger capacity cars. This program was continued, with the result that all major routes were provided with 85 to 115 pound rail. Up to March, 1942 the traffic was more or less stable and seasonal, but in that month the Alaska Highway project was commenced, with the Canol Project following shortly afterward. These projects changed the character of the railway from that of a pioneer road to an important defence link and, with this change, traffic increased tremendously. For example, on March 1, 1942 16 locomotives were sufficient to take care of the bi-weekly passenger train service to Dawson Creek and Hines Creek, mixed bi-weekly service to Lac La Biche and Barrhead, weekly service to Waterways, and all freight service.

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LETTERS

Dear Stuart:

The article in your February number by Bruce D. Cole was most interesting. I can sympathise with his feelings regarding the poor service provided by VIA. However, when he holds Amtrak up as an example of something better, perhaps he does not know the whole story.

Last fall I lined up a trip to the West Coast on Amtrak, and asked the travel office of the American Automobile Association to get me tickets and reservations. Seven days later they had been unable to come up with any answer whatsoever from Amtrak. Computer trouble, they said. Two or three weeks later, on the TV news, it came out that the computer was still "on the Fritz", and as a result some trains were running empty, while others were double booked. I counted myself lucky that I had not been caught, say, at Ogden, Utah, with someone else in the roomette that I had reserved and paid for! At least VIA had other accommodation for Bruce.

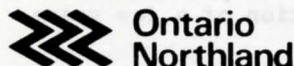
Archie Douglas, Lake Como, Florida

Dear Editors:

Just a line to let you know I enjoyed the March issue of UCRS Newsletter. The cover photo of the PRR at Central Terminal was great. All of the article by Bob Chambers displayed accuracy and brought back memories of when my son used to return to New Mexico after each New Year's. At that time, around 1955-56, departure time of the westbound NEW ENGLAND STATES at the Terminal was always crowded. John Maclean's article on memories of the IRC was fine, and we did appreciate his somewhat complimentary remarks on the long lamented IRC street cars. It was fortunate that he was in Buffalo during some of the best years and that his recollections were so accurate. Witt cars 100-149 came with Brill 39E-1 trucks, while 150-229 originally had two-motor Taylor and arch bar trucks, only to be replaced with Brill 39E trucks in the 1930's from scrapped 3000's and 600's. At this time front platforms had to be lowered, leaving the centre door too high to be used. The Nearsides were indeed used on every line--including Lockport and Niagara Falls. The Park and River (Canadian) Division always had some Nearsides and Witts assigned to it on paper only to take advantage of lower Canadian taxation.

--Albert D. Kerr, Buffalo, N.Y.

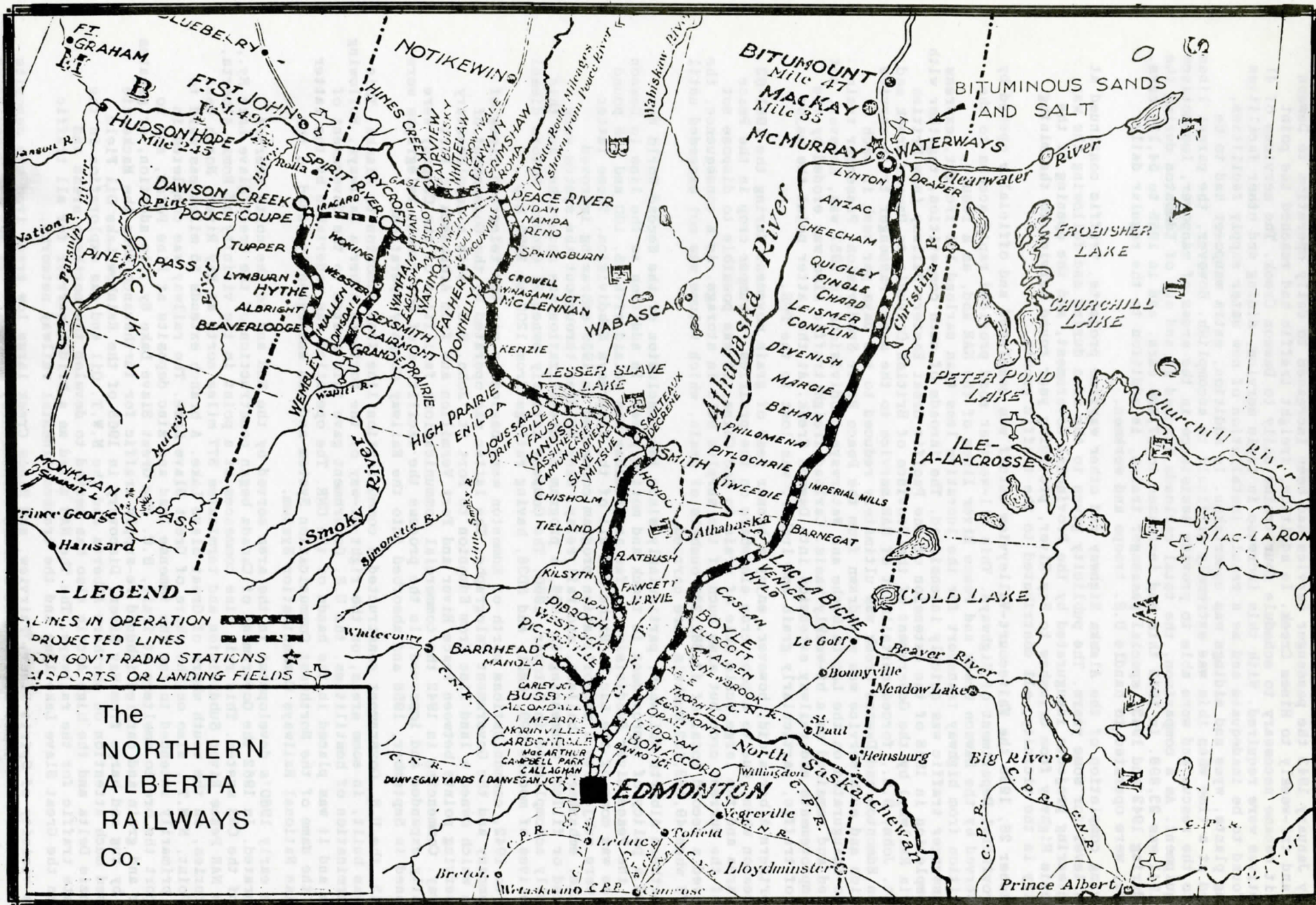
--For the second month in succession, it is the pleasant duty of the Newsletter to offer congratulations to a UCRS member who has received an appointment of distinction in the transit sphere. Well known Toronto railfan and photographer E.A. (Ted) Wickson has recently been appointed Editor of the COUPLER, monthly employees' magazine of the Toronto Transit Commission. Ted has been with the Marketing and Community Relations Department (formerly Public Relations Department) of the TTC since 1966. He succeeds Diana Francey, who has retired following a career as COUPLER Editor since 1953.



The Ontario Northland Railway has a quantity of adjustable cloth/mesh type baseball caps for sale at \$5.35 each (including Provincial Sales Tax). The caps are yellow with a blue ONR crest with yellow lettering. Written orders, accompanied by cheque or money order, should be directed to R.W. Brooks, Manager, Tourism and Public Affairs, Ontario Northland Railway, 195 Regina St., North Bay, Ont. Members who live in North Bay or vicinity, or who may be travelling through the area, may pick up a cap at 510 Main St. East, North Bay.

COVER: A lash-up of Northern Alberta Railways, Canadian National and Canadian Pacific Geeps leads a northbound NAR freight out of Dunvegan Yard, Edmonton. June, 1974.

--by Ted Wickson



But, by January 1943 the passenger service had been increased to daily operation to Dawson Creek and tri-weekly to Hines Creek. In addition, freight traffic had reached the point where it became necessary to schedule four trains daily to Dawson Creek. The services of 41 locomotives were required. With this increase in train service, siding and other facilities were found to be inadequate and as a result installation of new water supply facilities, coaling plants, wyes and sidings was undertaken. In addition, extra manpower had to be secured at a time when this was extremely difficult to accomplish. However, the parent lines came to the rescue and were able to provide assistance in the areas of manpower, locomotives and equipment. As a comparison, the total carloads handled in and out of Edmonton during the year 1941 was 23,898. In 1943 this had increased to 47,226 cars, and in 1955 to 54,130 cars. Also during 1942 and 1943, special passenger trains, in addition to the regular daily service, were operated to handle U.S. troops and workmen.

Following completion of the Alaska Highway and other wartime projects, traffic continued at a high level for some years. The publicity given to the area during and following the war, land clearing projects inaugurated by the Provincial Government, and the opening of the Mackenzie Highway from Grimshaw to Hay River, providing year round service to the mining industry in the vicinity, all contributed to the traffic growth.

On October 26, 1955 the Whitecourt-Valleyview cutoff was completed and officially opened by the Provincial Department of Highways. This all-weather road provided rapid access to the area served by the Dawson Creek and Peace River lines of the NAR and, as a result, competition from highway transport for the lucrative less than carload lot freight, express and passenger traffic was quickly intensified. The inroads of such competition, together with the completion in 1958 of the extension of the Pacific Great Eastern Railway (now British Columbia Railway) by the Government of the Province of British Columbia to Dawson Creek and Fort St. John, B.C., forced curtailment of NAR service to the area. Passenger train service between Edmonton and Dawson Creek was ultimately reduced to two days per week in each direction and such service was withdrawn from the Peace River Subdivision. Passenger train service inaugurated on the Lac La Biche and Waterways Subdivisions in 1957 was, however, not affected and remained on a bi-weekly basis. Carload freight traffic also was eroded by the road improvements and railway extension into Dawson Creek. At the latter point the major share of traffic, particularly grain and lumber, was lost to the PGE.

The Northern Alberta did, however, enjoy a banner year of grain movement during the 1961-62 crop season when, due to a poor crop elsewhere on the prairies, a bumper crop in the Peace River area and the large scale sale of grain to Red China, it was possible to dispose not only of the current crop but also much of the surplus held in storage. As a consequence, the NAR moved a record total of 43,381,236 bushels of grain, which volume was not exceeded until 1975-76 when 49,183,452 bushels were carried.

The Northern Alberta Railways, particularly since the conclusion of the Second World War, pursued a policy of improvement in track and motive power. In addition to the line to Dawson Creek, the Peace River Subdivision as far as Grimshaw was relaid with 85, 100 and 115 pound rail, as was most of the Lac La Biche and all of the Waterways Subdivision. These latter lines were subject to a rehabilitation program commenced in 1959 embracing improved drainage, embankments, ballast, and rail relay. Many bridges throughout the system were replaced or filled. Commencing in 1958, a program of dieselization was undertaken and this was fully accomplished in October, 1960. The Company latterly owned 21 General Motors diesel locomotives of models GP9, GMD1, and SD38, having ratings from 1200 to 2000 h.p.

Prior to 1942, communications north of Edmonton were basically via the telegraph lines of the Company and the Government Telegraphs. The latter was operated by the Government of Canada which owned a land line from Edmonton to Fort St. John, B.C., with a supplementary line serving points between Peace River and Fort Vermilion and from Athabasca to Fort McMurray. Commencing in 1942 the commercial communications facilities of the Company were gradually expanded and improved. In the process the facilities of Government Telegraphs were abandoned in September, 1956 and absorbed into the Railway Company operations.

In 1943, the U.S. Government constructed a communication line from Edmonton to Alaska. This line was built, in some areas, on the right-of-way of the Northern Alberta Railways. Following the termination of hostilities, the U.S. Government gave this system to the Government of Canada and it was placed in the hands of the CNR. The operation was undertaken by the latter under the name of the Northwest Communication System and was subsequently added to the Canadian National Railways Communication System.

In the early 1960's development in the area served by the NAR and to the north thereof accelerated. In 1962 the Government of Canada began construction of the Great Slave Lake Ry., part of the CNR system. This rail line commences at a point in the vicinity of Roma, Alberta, on the NAR Peace River Subdivision and terminates 377 miles north at Hay River, North West Territories, on the south shore of Great Slave Lake. A branch extends 55 miles eastward to Pine Point, N.W.T., also on the shore of Great Slave Lake. The railway was completed in 1964, primarily intended to tap the immense lead and zinc deposits at Pine Point, and to transport the ore to smelters at Trail, B.C. The Great Slave Lake Ry., in addition, originates lumber and grain and carries inbound re-supply traffic for furtherance down the Mackenzie River by tug and barge from Hay River. Discovery in 1965 of the Rainbow Lake Oil Field focussed much attention on northern Alberta and the N.W.T. Oil and gas exploration in the Mackenzie Delta and the high Arctic also has served to develop the northern areas and generate traffic for the railways. The NAR acted as a bridge carrier for all traffic between the Great Slave Lake line and the transcontinental railway networks.

In the vicinity of Spirit River, Fairview, and Hines Creek large low grade iron ore deposits await the time when their development becomes economically feasible. Oil and gas exploration activities have in the past resulted in the establishment of a number of development areas

in or near the territory served by the NAR. There are many significant areas of production, and the former NAR lines have played and continue to play a part in carrying inbound and outbound traffic from these fields. The NAR, keeping pace with the expanding economy in the north, on May 31, 1965, inaugurated daily truck service to handle l.c.l. freight and express on four different routes. NAR truck service reached 38 communities on the railway.

On July 15, 1965 station facilities were established at Dunvegan Yards, Edmonton, to expedite the handling of freight, express and passenger business, formerly handled at the CNR freight shed, and effective October 31, 1965 all passenger trains on the NAR originated and terminated at Dunvegan Yards. A new 6,000 square foot freight and express warehouse at this terminal was opened on November 2, 1968. This building was of steel construction and was designed to handle loading and unloading at 18 truck doors and two rail car doors simultaneously. Centralized Agency Services were inaugurated in February, 1970 when 34 agents and 12 caretakers were withdrawn from service. Operators and terminal operating staff, where necessary, were established at Dawson Creek, Grande Prairie, McLennan, Peace River, Smith, Lac La Biche and Waterways. Travelling Representatives were located at Grande Prairie, McLennan, and Dunvegan Yards.

In 1970/71 a new 7,000 square foot Maintenance of Way Equipment Repair Shop was erected. This facility enabled off-track equipment to be overhauled and rebuilt during the winter months, a process which was impossible under former conditions. Yet another step was accomplished in the modernization of the Company's facilities when a new 14,000 square foot Stores Building was opened in late 1971. The structure housed the combined Purchasing and Stores Departments, and protected stocks varying in value from month to month between \$350,000 and \$400,000. In February, 1973 the headquarters staff of the NAR moved into the Company's new 24,000 square foot office building at Dunvegan Yards. The new structure accommodated all departments of general administration, accounting, transportation, engineering, equipment, traffic, real estate and telecommunications.

End to end train radio was introduced in 1967 to become part of the overall internal communication system. A VHF radio network was turned up in 1973, providing radio-telephone contact between the train dispatcher located at the Company's headquarters in Edmonton and all trains standing or moving, major maintenance crews and officers and supervisors travelling in automobiles equipped to receive the signals from a series of strategically placed towers connected by land line. The location of trains and vehicles was automatically recorded and displayed on a Cathode Ray Terminal monitor in the dispatcher's office. At the same time the status of the communications system was automatically checked and recorded on the supervisory equipment in the Wire Chief's office where another CRT monitor displayed conditions. By means of selective signalling the dispatcher could contact a desired train or vehicle through the nearest of the 25 radio base stations located over the system. The network blanketed almost all of the Company's lines and continued improvements made it into one of the most technologically advanced systems in North America.

--Northern Alberta Railways release, forwarded by Pete Wegner



OCEAN LIMITED RECEIVES REORGANIZED DINING CAR SERVICE

VIA Rail introduced during April an altered concept in dining car service on the Montreal-Halifax OCEAN LIMITED. The new service features limited choice fixed price menus, with breakfast at \$3.95, lunch at \$5.95 and dinner at \$6.95, these prices representing a 25% to 30% decrease from meal prices on the train prior to the change. VIA had recognized that meal prices, driven

higher by food and labour costs rising at a rate of 10% to 15% per year, had been discouraging patronage. The volume of business in the dining car had dropped to the point, during the off-season, that it no longer made sense to maintain a menu with four or five entrees. The new fixed price menu is limited to two basic choices for a full course meal (one meat and one fish for the lunch and dinner menus).

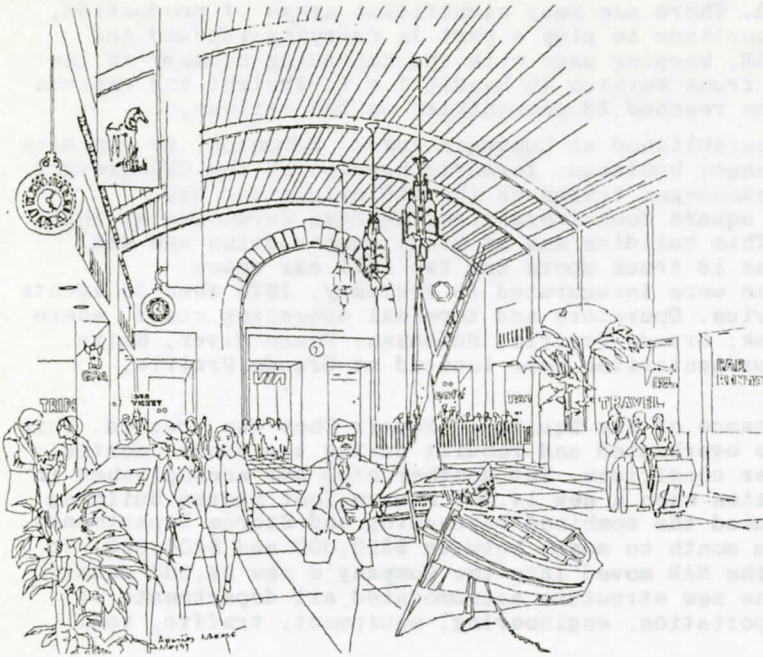
Costs are considerably reduced under the new service, as food preparation time has been cut roughly in half, and less staff is required in the dining car. VIA expects to save some \$500,000 to \$750,000 annually in dining car expenses on the OCEAN. Lunch and dinner are served on a prepaid basis, although there continue to be provisions for passengers without reservations. Dining car personnel circulate through the train in advance of meal times, showing passengers the day's menu and making reservations (breakfast does not require the latter and money is collected following the meal).

Passengers not choosing to partake of a full meal may obtain sandwiches and other items from the lounge car or from the wider selection available in the cafe. Sleeping car attendants are responsible for explaining the new service to passengers, who also have the option of having snack items brought to them in their seats.

VIA hopes that reduced costs and improved patronage will put the dining service on the OCEAN on a much sounder footing. The carrier is also looking at ways of accomplishing the same end on other trains throughout the system, although it recognizes that the solution will require variations in the case of other services.

--VIA Rail "Vialogue"

MORE ON REGINA'S MULTIMODAL TERMINAL--The \$10 million revamping and conversion of the CPR-owned Regina Union Station into a multimodal transportation terminal, the concept of which was born as long ago as June, 1978, was announced jointly by VIA Rail and the Saskatchewan government on January 15th. This will represent the first major multimodal passenger terminal in Canada, although similar facilities are being considered for Vancouver, Winnipeg and Moose Jaw. VIA Rail and the Province are in the process of purchasing the station from CP, and



Artist's rendering of the main
entry hall of Regina Union Station
as put to multimodal terminal use



following redevelopment it will be a joint facility for VIA trains and buses of the Saskatchewan Transportation Company (provincially owned, this fact answering last month's editorial question as to why bus operators were not footing part of the bill). While renovations to the building will be extensive, with accommodation for future expansion, its architectural and historic character will fortunately be preserved, including the three-storey high main entry hall, which is of Art Deco character. Renovations will commence during 1982 with the installation of new mechanical and electrical systems throughout the building, including updated heating and air conditioning systems. New landscaping will enhance the exterior appearance of the terminal. Negotiations will begin to include such additional facilities in the building as airline ticket outlets, car rental agencies and travel agents. VIA expects that the new terminal will do much to upgrade its image, a significant factor in which will be the retention of the facility in the heart of the downtown area of Regina (showing the way in which things should be done, while Saskatoon, the province's second largest city, provides an equally eloquent example of a way that is dead wrong).

--Based on report in VIA Rail "Vialogue"



\$6 MILLIONS WORTH OF MAINTENANCE EQUIPMENT--CP Rail has ordered 120 track maintenance machines from U.S. and Canadian manufacturers, to be distributed across the system as follows: 54 pieces, costing approximately \$2.6 million, will be assigned to the railway's Pacific Region; 14 units, worth approximately \$1 million, are destined for CP Rail's Prairie Region; and 32 units, costing about \$1.3 million, and 20 units, worth approximately \$1 million, will be used on the Eastern and Atlantic Regions respectively. Of the total number, 48 units will replace equipment being retired, 22 will be high-production equipment for track renewal, and 50 machines will be used to mechanize smaller maintenance crews. Delivery has begun and will be completed in time for the railway's 1982 work season. Among the new pieces of equipment ordered are eight Kershaw ballast regulators and two laser indicators for track alignment. The former will be used for the spreading, final regulating and dressing of ballast. One of these regulators is pictured on Page 2. With the addition of optional equipment these units can also be used by the railway in snow clearing operations when they would otherwise be in storage. The laser equipment, used in conjunction with an automatic tamping machine, is expected to speed track alignment operations by at least 50%. The laser provides increased accuracy in aligning track over long distances, of up to 2000 feet.

---CP Rail release

- The theme seemed to be "Feel Sorry for Vancouver" at a recent international LRT conference held in San Diego, sponsored by the Urban Mass Transit Administration and the Transportation Research Board. Quotes in connection with the Urban Transit Authority of B.C. choice of ICTS as the rapid transit technology for Vancouver as reported from the conference include:
 - "The rest of us are watching in disbelief that Vancouver would buy that technology--some of us have a lot of money on the bet that thing will never work".--Gerald Fox, Tri-Met, Portland, Oregon.
 - "It's not so bad for us; we're looking at a downtown people mover--passengers can walk the two or three blocks when it breaks down".--Daniel Jones, Southeastern Michigan Transportation Authority, Detroit.
 - "Didn't anybody question when Hamilton said 'you're (the Province of Ontario) almost giving it to us but no thank you?'".--Daniel Jones.
 - "The linear induction motor--that's really unproven; as it was with BART, anything you get that is unproven, there have got to be problems".--Rudy Luepke, formerly with BART, San Francisco.

TRIP REPORTS:

1

TWO WEEKS WITH A EURAILPASS

by J.M. Harry Dodsworth

A Eurailpass gives unlimited first class travel on the trains of 16 Western European countries (excluding Britain). While some railfans try to cover high mileages or visit many countries, I used mine to travel from the Channel to Italy (for a sports car club reunion) and back through Switzerland to Paris. Even on this limited itinerary, I saved money; my 15 day pass cost \$276 in 1981 while the travel would have cost over \$400 at regular prices.

My European travel began at Calais Maritime after a hassle-filled bus/boat trip from London. However, my pass was soon validated and I settled down on the train to Paris. French standard Corail cars are quiet and comfortable although, as elsewhere in Europe, I wondered how far the track was responsible for this. Even on branch lines, tracks were smooth and well ballasted and track gangs were frequently seen. The train was hauled by two blue Alsthom B-B diesels as far as Amiens where an electric locomotive replaced them for the last 80 miles into Paris. This was one of only three diesel trains that I rode, and it is targeted for early electrification as French Railways (SNCF) are budgeting for \$15 a gallon diesel fuel by 1990. At Paris Nord, I made a reservation for the TEE after some difficulty with the clerk who said he didn't speak English although I was speaking French at the time! I took the Metro (more automated since my last visit) to my hotel on the Left Bank where the price had gone from \$5 to \$35 a night in 12 years.

Next day I caught the TEE Cisalpin at Gare du Lyon for Milan. This is made up of Budd type stainless steel cars and, as far as Vallorbe on the Swiss frontier, had a grey and orange Alsthom C-C electric. Speed averaged over 80 m.p.h. across France but slowed very noticeably as we got to the single track mountain sections. From Vallorbe, a Swiss locomotive took us along the shore of Lake Geneva, up the Rhone Valley to Brig and finally through the Simplon Tunnel to Domodossola in Italy. Here an Italian Railways (FS) articulated B-B-B engine pulled us along the shore of Lake Maggiore into Milan. The three railways each use different electrical standards.

Milan is a great city for traction fans; street cars everywhere, some modern, some orange Peter Witt cars fitted with pantographs, mostly running on reserved track. I managed a trip downtown by street car to La Scala Opera House and back on the new subway--this is unusual in using catenary in the tunnel. The mid-day train to Turin brought back English memories as FS use three-a-side compartment stock with side corridors. Italian trains are either very good or very bad. Mussolini's influence on timekeeping is wearing off. The standard colour for passenger cars is a drab olive brown. Some suburban cars still have wooden seats and I saw quite modern four wheeled coaches.

Turin is another good streetcar city. Here they run through narrow streets and archways in colonnaded buildings in most intriguing ways. After three days, the sports car meeting moved to Florence so I caught an early train to Genoa and Pisa. This is a scenic trip hugging the Mediterranean shore on ledges and through many tunnels. I had lunch in Pisa to see the Leaning Tower, then took a local to Florence.

Two days later, our party moved north to Brescia. My plan was to go via Verona, but at the station I found that trains were full and up to two hours late as it was the end of the Milan holiday period. I forced my way on to the first train out, which was going to Milan. I stood for four hours in the vestibule near the washroom. After a while, people came, looked at the latter, and went away muttering--and this in First Class! Although a regular traveler would have regarded this as a trying journey, as a railfan it had benefits as I was able to travel with my head out of the window most of the way and, as many railfans would agree, this is the only way to travel! Fortunately, Italians feel the same way; other trains were festooned with heads and the engineers of trains which we met (about every five minutes) usually gave a warning whistle. In Switzerland, signs in French, German and English warned that it was forbidden to lean out but in Italian merely pointed out the danger; a pleasant change from VIA where I was recently scolded for opening a Dutch door while standing in Guildwood Station. Italians ignore most other warning signs, including those forbidding them to cross the tracks. Several times passengers walked across mainline tracks, climbed on board our train, walked through it, then jumped down the other side to reach a train stopped further over. Passing through Bologna, I saw the only steam locomotive of the trip, dead at the roundhouse.

After the meeting finished in Brescia, I went to Venice for a day. Going was fine, on an air conditioned railcar set; Venice lived up to expectations and I expected an easy run back to Brescia on the same railcar. However, when the conductor came around he said 'Niente Brescia'. It turned out that there had been a wreck ahead and the Milan bound electric multiple unit train was being diverted through Bologna (about 70 miles extra). Passengers for intermediate stations were put off at Padua to catch a local train, and, after proceeding across Lombardy in stops and starts, I finally reached Brescia at 1 a.m.

Next morning I had planned to go to Milan and Tirano, but the main line trains were still delayed so I struck out across country on a privately owned line by diesel railcar to Edolo. My Eurailpass was not accepted, but the three hour trip (very scenic) cost only \$4. From Edolo, two buses and much frustration got me to Tirano.



I backtracked to Brig and caught a Berne-Lotschberg-Simplon train through the Lotschberg Tunnel to Spiez with a connection to Zweisimmen where an over-the-platform transfer put me back on the metre gauge; this time the Panoramic Express of the Montreux-Oberland-Bernois. This was a

My original plan was to return to Paris before my pass expired and spend the weekend there, but all Paris hotels were full; so I chose to stay in Orleans. This involved a cross country

journey from Lyon to Tours (Corail cars and a C-C diesel) and electric trains into Orleans. On my last day in France, I travelled from Orleans to Paris Lyon (\$12 for 75 miles), reached Gare du Nord by Metro (the transfer bus was full), and by train to Charles de Gaulle Airport at Roissy. The airport was aggravating; the rail link still needs a shuttle bus, the mob at Passport Control was incredible, and the security police insisted on X-raying my films. However, Air Canada came up with the best in-flight meal I've eaten and I was soon at Mirabel where I waited three hours for a bus to the nation's capital.

This report has dealt primarily with transport observations but some practical hints may help other members. The Eurailpass must be bought in North America but only one travel agent in Ottawa sells it. For planning, I found Eurail Guide by Saltzman useful but, when there, found Cook's Continental Timetable indispensable. George Drury's series in Trains, Feb.-May 1981, gives much useful information. Air Canada will sell an open jaw round trip fare (going to London and returning from France or Germany) which is ideal for travellers visiting both Britain and the Continent--but they need reminding about it! Overall it was a marvellous trip; I hope some other members will try it and share their experiences with us.

2

SHORT IN MILEAGE, LONG IN UNUSUAL EVENTS

by E. Everett Edwards



On Thursday, February 11th I had occasion to perform some errands in "center city", as Philadelphians refer to their downtown. The 20-minute ride from Jenkintown to Reading Terminal on SEPTA's older Silverliners 9016-9012-9017, still lettered READING COMPANY, was uneventful. Next was a seven-block bus ride on the reduced price Penns Loop. However, bus No. 6018 was not quite up to it; after three blocks the bellows dropped and the driver would go no further. Transfer to a following bus was accomplished without benefit of paper transfers or identification checks.

The plan was, after concluding the errands, to try the new Kawasaki trolleys by making the loop to Darby, going via Route 13 and returning on 11. Route 13 now runs many more trips through to Darby, since this is now used as the access route to the new Elmwood Depot which recently replaced the Woodland car barn. Then the plan was to return home on the 5:28 Glenside local train, which usually has the old 1931 MU's. However, as the reader will see, things do not always go according to plan.

Arrival at the 13th St. station cashier's booth of the Market-Frankford Subway-Elevated, which is used for access to the Juniper St. (City Hall) subway-surface terminal indicated that something was amiss. There were no rapid transit trains running between 2nd St. and 30th St. as someone had jumped off the 15th St. eastbound platform in front of a train and could not be removed until the coroner arrived. Westbound El passengers were being told to take the subway-surface trolley to 30th St., where the El trains were being turned back. You can imagine the crush at the beginning of the rush hour with single trolleys on about a one-minute headway trying to handle their own normal loads plus the passengers from the six-car El trains on a three-minute headway. I decided to ride the first trolley on to which I could squeeze and get to 30th St., where I could still catch the 13 car to Darby where the load would be lighter.

This five-minute trip took 15 minutes because of slow loading at the 15th, 19th and 22nd St. stops. The Darby car was so late I would not have been back in time to catch the 5:28 train, so I elected to visit 30th St. station, and watched the BROADWAY LIMITED to Chicago arrive from New York, drop its electric locomotive on the south end, add two diesels to the north end to haul the train under the electric wires to Harrisburg, and on to Chicago. The train, which looked as though it had not been washed all winter, left at 4:38 on time with nine cars (two baggage, diner, lounge, two coaches, two sleepers, slumbercoach).

The next leg of this odyssey is probably the shortest train trip in history. A \$1.00 ticket for the four-minute trip from 30th St. upper (suburban) level to Penn Center (suburban) Station got me on SEPTA Silverliners 316-317 from Trenton at 4:48, right on time. At 4:49, before we reached the tunnel portal at 20th St., there was a flash of sparks and a bang. The power and lights went out and we stopped. While the conductor ran back to a trackside phone to find out what had happened, the trainmen jovially announced "It looks like dinner by candlelight tonight, folks".

It developed that a couple of Amtrak Metroliner cars from a five-car Harrisburg train derailed coming into the west end of 30th St. Station (they nearly fell into a parking lot below the tracks, and some autos had to be towed to allow access for the rerailing equipment). Not knowing how long the power would be off, passengers on our train were given the option of waiting, or walking back along the four-track line to 30th St. and finding alternate transportation. I made the short walk back, and went across the street to the subway (the underground concourse connecting the two facilities had been closed for some months). There were now 14 shuttle buses marked "Emergency Service" to take the El passengers from 30th St. to 2nd St., but the subway-surface trolleys were running so I made the return trip again by trolley.

As a postscript, the 5:28 Glenside local train did not have the old MU's this day, so I chose the 5:25 West Trenton express only to find it making four extra local stops between Reading Terminal and Wayne Junction. The reason for these variations from normal was that the Chestnut Hill West line was not operating because of a fire in a warehouse near the tracks at Wister Station. The surplus cars were thus displacing the older cars today and the West Trenton train was making the Chestnut Hill train stops in the area of common territory.

So, even a short trip can be eventful and interesting.

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A BITTERSWEET TRIP TO FLORIDA

by Bruce D. Cole

When was the last time you took the train to Florida with three children aged twelve, ten and eight? Well, I did recently. I am a seasoned train traveller and have taken one or two of my kids with me on some trips, but with taking all three kids this time for two days, I just didn't know what to expect.

There are two routes to Florida out of Toronto: either take the MAPLE LEAF to New York, stay overnight in New York City, then take the SILVER STAR on the next day from New York; or (the route I decided to travel), take the VIA RAPIDO, Train 62, at 10:45 a.m. from Toronto and arrive in Montreal at 3:50 p.m., then take the MONTREALER to Washington, and the SILVER STAR to West Palm Beach. This way, you get a three-hour break in Montreal and a three-hour break in Washington.

On the RAPIDO we had four club car seats. We boarded at 10:15 a.m. and got settled away. Our porters took our coats and gave the kids models of a VIA train to put together. I made sure the kids brought lots of books and games to keep them occupied for two days. The club car was only one third full. Luncheon menus were passed out with two selections. We pulled out promptly at 10:45 a.m. We had two units, one baggage car, one club deluxe car, one club car, one snack car and three coaches. The club car was starting to show signs of wear and tear. The crew still do not wear name badges. Passing through Cobourg, Trenton and Belleville brought back memories of taking steam up to Ottawa in the glorious days. We kept going from one track to another, having to pass freights and freights having to pass us, with some passenger traffic. There is still lots of snow on the ground.

Lunch was served at 12:30 p.m., and I must say, it was excellent; even the kids liked it. We ended lunch with cheese and a hot towel to wipe our hands and faces. After lunch, we all walked through the train and stopped at the snack bar; you'd think you were doing the attendant a favour by buying something--no "Can I help you" or "Thank you", not even a smile. He acted this way with everyone, not just with me.

We arrived in Kingston on time--1:07 p.m. I must say that the crew in the deluxe club car were the best I have ever had on a VIA train; they were most obliging, friendly and talkative to the kids; one was amazed that I was going to Florida by train and said that I deserved a medal for taking three kids. Arrival in Montreal was on time--3:50 p.m. Other than the attendant in the snack car, I found the service excellent. Full marks to VIA on this run, and I would hope so.

We boarded the MONTREALER (Amtrak 61) at 6:30 p.m. We had two bedrooms. Our porter showed us to our accommodation and took out the centre partition so that we had one large bedroom. The MONTREALER consisted of one unit, one baggage car, two sleepers, one cafe car, one dinette car and three coaches. We left promptly at 6:55 p.m. On looking over our bedroom, it could use a good cleaning and paint job. All employees had name badges and very sharp outfits.

After settling down, we all went to the snack car. The selection of items was excellent and the steward serving was very courteous. The best item for the kids was the buttered popcorn made in the microwave. Upon our return to the bedroom, the beds had all been lowered, so the kids got ready for bed. They all had their play items, so they were nice and quiet. One thing puzzled me--why did they put the sleeping cars right up front? You could really hear the horn. Upon walking through the train, I noticed that it was more than one third full out of Montreal. The sleepers were rebuilt cars, but all of the others were Amfleet cars.

We cleared U.S. Customs before we got to St. Albans, Vermont. (I have a Wentworth Folkins original done at St. Albans with steam--an excellent picture in water colours). I went up to the lounge car for a night cap and then to bed. It was difficult to sleep as the horn was so close and the track was very rough.

We were all up at 7:30 a.m.--no snow! We were all hungry, so up to the dinette car we went. A poor selection--either French toast or an omelette, twin doughnuts, Danish and Canadian bacon (which they don't have). It is all served with plastic service. Considering the limited selection, it was good.

We were now behind an electric locomotive to Washington. The right-of-way south of New York is one long garbage dump almost all the way to Washington; there is almost no pleasant scenery. Between New York and Washington, the two and three tracks were busy with freights, commuter and intercity passenger trains. I timed our train at some spots--we were travelling at 80 m.p.h. The beds were all made up when we returned from breakfast. We arrived on time in Washington. Full marks to this train crew. What a vast improvement from taking the MONTREALER two years ago. A small trivia note: from Montreal to Washington, you travel through one province, eight states and the District of Columbia, and on five different railway lines.

Lots of action at Washington Union Station; with all the Metroliners and regular passenger trains, it was very crowded. The main hall (which was closed for renovations) reminded me of Toronto Union Station. At 1:33 p.m. the SILVER STAR (Train 81) pulled in. We all boarded this section to Florida.

We had one bedroom and two roomettes, but the roomettes were not in the same car as the bedroom. The sleeping car conductor made moves so that I had some control over my kids; he gave me two roomettes in the same car as my bedroom. Again, they put the sleeping cars behind the engine, so you heard the horn all night long. Amtrak, in its timetable, states "Sterling service aboard the SILVER STAR". Well, the windows were absolutely filthy dirty and the condition of the equipment was not too terrific (all rebuilt cars).

We had two units and 14 cars on this train. The dining car was five cars up from our sleeper

(there were two sleepers). Why could they not put it closer to the sleeping cars? Upon walking through the train, I noticed that it was about 95% full. The crew so far were most helpful. The scenery south of Washington started to get interesting. The station at Richmond, Virginia is quite modern. The rail itself, south of Washington, is all welded for a smoother ride.

They didn't have any reservations for dinner, so it was interesting to see how long I would have to wait in line. We went up to the dining car at 5:00 p.m. and sure enough, it was filled. Also, they were not using all of the tables. I waited and waited with others and nothing happened; no steward to take names and numbers of those waiting. After 30 minutes I decided to take the kids to the snack car; no line there, but all the tables were taken with people reading and a few people drinking and eating. There were also two crew members taking up tables. There was a sign at each end of the car stating "During meal times, please let people who are eating use the tables". I found the service director in the snack car and let my feelings be known about the meal service, and that sleeping car passengers should have first choice; also, about meal tickets at specified times, and why weren't all the tables being used in the diner? The only excuse he gave me was that they were short one waiter in the diner. He could not have cared less about the other items which I mentioned.

After our supper (if you could call it that) in the snack car, we headed back to our sleeping car. The lineup at both ends of the diner was long and, by the way people were talking, they were very irritated. Also on my way back, I saw the service director sitting in the crew car; he should have been helping out in the diner with a 95% full train. By 8:30 p.m. everyone was in bed, including me.

It was a pleasure to wake up and see grapefruit and orange groves beside the train. At 6:45 a.m. we were in Sanford, Florida. Sanford was the southern terminus for Auto Train; lots of their cars were in the yard here. We were ready for breakfast at 8:30, so we went up to the diner; no waiting this morning. The selection was poor and the quantities of food were small. During breakfast, the train was split--seven cars to St. Petersburg and seven to Miami. We were on the Miami section. There was an empty dining car in front, so we went up there to read and play cards. We met the northbound SILVER METEOR at Indian Grove. We arrived on time at West Palm Beach at 11:20 a.m.

Other than the terrible food service, it was a most enjoyable train trip. The SILVER STAR, which is supposed to be one of Amtrak's premier trains, was very disappointing as far as the equipment and the food service was concerned. Since my last trip two years ago, everything seems to have gone downhill on this particular train.

A footnote to the meal service--Amtrak has come out with Sectional menus for each area of the country, which are very limited as far as selection is concerned (see portion of menu reproduced below). Also, everything is now served on plastic and paper service, with plastic cutlery for all meals.

EVENING FARE

Please make a complete menu selection at this time
and pay when order is placed

Dining Across America Dinner Selections

Use This
Column
To Total
Check

COMPLETE ENTREE SELECTIONS

Served With Appetizer, Lettuce And Tomato
Salad, Amtrak Dressing, Roll and Butter and Beverage
☐ Coffee ☐ Tea (Iced or Hot) ☐ Milk ☐ Sanka

☐ **Braised Boneless Short Ribs of Beef** 7.25
French Cut Beans with Mushrooms and
Spiral Noodles

☐ **Baked Breast of Chicken** 6.25
Rice Pilaf, Buttered Mixed Vegetables

☐ **Mixed Seafood Americana** 6.25
Baby Shrimp, Crab Meat and Scallops Prepared
in a Light Sauce. Steamed Rice and Buttered
Peas

☐ **Lasagna** 5.50
The Classic Italian Pasta Garnished with a
Vegetable Medley

For Younger Travelers and Passengers Desiring Lighter Fare

☐ **Roast Turkey Breast And All The Fixin's** 4.75
Giblet Gravy, Country Stuffing, Candied Sweet
Potatoes, Garden Vegetables.
Choice of Beverage

☐ **Spaghetti and Meat Balls** 2.75

☐ Coffee ☐ Tea ☐ Milk ☐ Sanka

Desserts

☐ Apple Pie ☐ Cheese Cake 1.25

Beverages

☐ Seven Up60 ☐ Beer 1.25
☐ Diet Soda60 ☐ White Chablis Wine .. 2.00
☐ Coca Cola60 ☐ Red Burgundy Wine .. 2.00

Price Includes All State and Local Taxes

Table No. _____ Total Check _____

Table No. _____ Receipt
Total Check _____

Amtrak





Southwestern Ontario Notes

BY BRIAN C. NICKLE

- The final chapter for Canadian National's Drumbo Subdivision was written on February 23, 1982, when a 19 mile section of the line from a point near Paris, Ontario to Tavistock was officially abandoned. The rail line, considered to be among Ontario's pioneer railways, was constructed as part of the Buffalo and Lake Huron Railway in 1856. The B&LH, originally called the Buffalo, Brantford and Goderich Railway, was built between 1854 and 1858 to provide a link between Buffalo, New York on the Erie Canal, and the Port of Goderich, Ontario on Lake Huron. The B&LH was acquired by the Grand Trunk Railway of Canada through stock purchases in the 1860's, and eventually became part of the CNR in 1923. Under CN control, the route of the B&LH was divided into three sections, with the middle segment being the Drumbo Subdivision. The surviving eight miles of the Drumbo Subdivision between Stratford and Tavistock has been renamed the Tavistock Spur with train service being "as required" by wayfreight 581 based in Stratford.
- The CNR recently received permission from the Railway Transport Committee of the Canadian Transport Commission to remove the station agents at the following locations in Ontario: Aylmer, Brantford, Burlington, Caledonia, Chatham, Dain, Glencoe, Goderich, Guelph, Ingersoll, Komoka, Niagara Falls, Owen Sound, Palmerston, Port Colborne, Port Robinson, Simcoe North, Stratford, St. Catharines and Woodstock. At the same time, permission to remove the station buildings was given for the following locations: Aylmer, Atwood, Caledonia, Drayton, Goderich, Komoka, Merriton, Moorefield, Owen Sound, Palmerston, Port Colborne, Port Robinson, Ripley, Simcoe North, Stoney Point, Thamesville, and Thedford. In addition, the RTC has allowed the passenger shelter at Rockwood to be removed. It is interesting to note that the station buildings have long since been removed at Atwood, Drayton, Moorefield, and Thedford, so, in effect, the RTC is giving the railroad permission to remove stations which have in fact been gone for years! At Drayton, for example, local residents reported that the station had been sold and subsequently pulled down at least six years ago. As well, there is no sign of any sort of passenger shelter today at Rockwood.
- The Canadian Transport Commission currently has a proposal before it submitted jointly by CN and CP called the Mid-Western Ontario Bruce Railway Branch Line Rationalization Study. Under this co-op plan, 27% of the existing rail network (both CN and CP) in the Bruce region would be abandoned, including CP's Walkerton Subdivision, CN's Kincardine Subdivision, the Durham Spur, and the section of the Fergus Subdivision between Palmerston and Fergus--while almost all of both railways' current customers would remain with service.
- The traditional increase in passenger traffic over the March Winter School Break saw VIA Rail replace the normal RDC equipment with conventional consists on the Toronto-Guelph-London route. On March 22 VIA Toronto-London Train No. 661 (returning as No. 666) operated with FP9 6525 and three coaches, while London-Toronto Train No. 664 was assigned Tempo RS18 3152, steam generator 15472 and four coaches. March 23 saw Nos. 661/666 operating with FP9 6506 and three coaches; No. 664 with RS18 3113, a SGU, and four coaches; while Nos. 663/668 had RS18 3122, a SGU, three coaches and a baggage car. For the balance of the holiday period, conventional equipment powered by FPA4's, FP9's, or RS18's and expanded RDC schedules, numbering up to five Budds, were daily occurrences along this route.
- On March 25 Stratford-Toronto VIA Train No. 660-assigned five RDC's: RDC1's 6135, 6100; RDC9's 6005, 6006; RDC2 6209--experienced a combined equipment failure which left the train sitting right at the station in Stratford unable to move in either direction. CN GP9 4415 was added to No. 660 to power the crippled Budds into Toronto, but the train wound up running one hour and 30 minutes late.
- On March 27 VIA Toronto-Guelph-London Train No. 663 was involved in a crossing accident and fatality just east of Guelph which left the train's leading unit too badly damaged to continue on to London. As a result, the balance of No. 663's schedule was annulled, and buses were ordered to transport the passengers. Since No. 663's equipment returns from London to Toronto as No. 668, buses were chartered to handle passengers from that schedule.
- On April 2, CN Toronto-Sarnia freight B-411 operated via Guelph with an interesting lash-up consisting of GP9(u) 4009, F7B(u) 9195, and GP38-2 5527.
- As ample evidence of this year's severe winter in the snowbelt regions to the lee of Lake Huron, CN was forced to operate a snowplow extra powered by GP9's 4517 and 4509 from London to Goderich via the Exeter Subdivision and returning through Stratford on April 7. On the previous Sunday, April 4, VIA Rail passenger trains were the only method of transportation moving in or out of Stratford, as all of the area's highways were closed due to poor visibility and drifting snow caused by an early spring snowstorm.

--The City of Hamilton is seeking a sum of slightly over \$40 million in a statement of claim filed in the Supreme Court of Ontario against the Toronto, Hamilton and Buffalo Ry. Co. and Canadian Pacific Ltd. The city's claim is based on a 1976 statement by CP that it would honour the terms of an 1894 by-law whereunder the former loaned the sum of \$225,000 to the TH&B on condition that passenger service be maintained between Hamilton and Welland. One further condition was that the railway repay the loan with interest if the service was discontinued. The Canadian Transport Commission, upon considering the CPR's application to abandon the service, which occurred on April 25, 1981, had disagreed that the city's by-law prevented the abandonment, but had also observed that the city had a possible remedy in the courts.

SEMTA to the Superbowl

by Julien R. Wolfe

In its surprisingly successful bid to host the first Northern Superbowl, Michigan, Pontiac and Detroit business and political leadership promised many things, one of them being direct rail access to the 80,000 seat domed Pontiac Silverdome, home of the Detroit Lions. Primary responsibility for planning and operating the two football specials fell upon the South-eastern Michigan Transportation Authority (SEMTA), whose rail activities are usually limited to providing weekday commuter train service over the 26-mile Pontiac-Detroit segment of Grand Trunk Western's Holly Subdivision. Initial planning started in 1980 for the January 24, 1982 Sunday event, but the pace really picked up steam during the five months prior to the game.

Although SEMTA regularly operates Specials to Detroit for the Hudson's Department Store Thanksgiving Day Parade, Christmas season and the Freedom Festival Fireworks at the end of June, the football trains required more advance planning than all of the previous specials combined. For one thing, both trains would terminate at the Silverdome on a single track stretch of GTW's Romeo Subdivision, normally a freight-only branch. There were no platform or lights at the site, nor any facilities to water locomotives (SEMTA still uses five conventional steam generator equipped GP9 units); to run locomotives around the train; nor to service food and bar cars.

Solutions to the problems were found, however, as Superbowl XVI became a symbol of a depressed state and region's attempt at turning around its sluggish economy and somewhat tarnished image. Full co-operation was provided by GTW, and Consumers Power Corporation allowed one train to be stored during the game on its siding across from the Silverdome. Even more importantly, Consumers Power agreed to the use of its water hydrants for servicing the locomotives, and the Pontiac Fire Department loaned SEMTA 1400 feet of hose and many brass fittings, and even showed up on the Saturday before the game to set up the hoses under bitterly cold, icy conditions.

A major plus came from Amtrak, which agreed to lease four steam heated "Special Service" cars, which conveniently happened to be in the "dead storage" line at Detroit's massive Amtrak Terminal. By November, 1981, SEMTA's new coach storage and maintenance facility started to look like an Amtrak shop, with most deferrable work on SEMTA's equipment having stopped and air-brake "cleaners", battery installation, steam testing and general cleanup being provided to Amtrak's 3344 (Budd '47, ex-Seaboard Coast Line 5844, ex-Seaboard Air Line 6604, and only "one" removed from the 3343, pictured in Rail Travel News issue 241, on the tail of Amtrak's last "steam train"); 3366 (flat end stainless steel observation-lounge, Budd '47, ex-SCL 5836, Atlantic Coast Line 257); 3353 (Pullman-Standard '54, ex-parlour lounge 3751, Northern Pacific 493); and 8025 (ex-Louisville & Nashville diner 2790, Budd '49). Adding to the bizarre scene inside SEMTA's shop building was the presence during November of one of the former Pennsylvania R.R. "Keystone" cars, being used to assist in preparation of specifications to rebuild the seven car Keystone train, once briefly owned by Amtrak and owned by SEMTA since early 1976.

Another major "retrofit" to SEMTA's 23 active coaches was the addition of one chemical toilet in each car; the first few were purchased in 1980 from the Roanoke Chapter of the National Railway Historical Society, and after installation and successful use on several specials, SEMTA purchased new toilets from the manufacturer for its remaining cars.

Unlike all other SEMTA specials, trains A and B were to operate outbound from Detroit's Renaissance Center terminal to suburban Oakland County and return, requiring a pair of deadhead moves, and two GTW road crews for each train. To avoid time consuming and potentially troublesome engine changes under frigid conditions, each train was planned to operate with two engines at both ends. During the week of January 18th, SEMTA operated the 3336 and 3344 on Trains 996-991, and the 3353 on Trains 994-997 for test purposes. It had been decided not to operate the 8025. With the round obs end of 3344 facing the rear on the inbound train, SEMTA provided a very photogenic train under mid-winter morning light conditions. A small group of SEMTA and GTW officials enjoyed a catered breakfast ride in 3344 on January 19th and passengers eventually filtered through to also enjoy free coffee and danish in the purple and blue "pre-earth tone" luxury of these Amtrak observation cars. This run was also taped from a helicopter by Detroit's Channel 4 and a few scenes were included in a pre-Superbowl special on January 22nd.

Train B was chartered entirely to CBS Sports (one car was set aside for guests of the National Football League), while train A was open to the public for the price of \$25 round trip (\$50 with the food-drink package provided by a local restaurant operator).

Train A's consist out of Pontiac Yard was: SEMTA GP19 904, GTW GP9 with SEMTA steam generator, 4813, 3336, 104, 109, 102, 112, 105, 108, 111, 101, 106, 905, 5831. SEMTA GP10 905 dropped in Detroit, 5831 dropped Pontiac Yard; 5901 added in Detroit.

Train B's consist was: GTW GP38 5829, SEMTA GP10 902, 4810, 4814, 4816, 3353, 3344, 4812, 4815, 4817, 4809, 4811, SEMTA GP18 903, SEMTA GP10 901.

Prior to leaving Pontiac GTW GP38 5831 was dropped from the north end of train A, and at Detroit SEMTA's 905 was dropped due to cold-induced air brake problems, and GTW SD40 5901 was added, making for an unusual northbound (west) operation. (SEMTA's 4808-17 are ex-Union Pacific, ex-GTW coaches, P-S '50. The 101-112 are ex-PRR, ex-Penn Central stainless steel coaches, built as 21 roomette cars for PRR by Budd in 1949, rebuilt to coaches in 1963-64. SEMTA normally keeps both series apart).

The 3336 on train A was reserved for a special party which included Michigan's Governor William Milliken, Ontario's Premier William Davis, and Detroit's Mayor Coleman Young, among others. Showing up quite unexpectedly on train B was California's Governor Jerry Brown.

Train A left Detroit on time at 1:00 p.m., with train B following on time at 1:30 p.m.; both trains reached the Silverdome site where the State of Michigan had funded a "temporary" 410-foot asphalt platform, 90 minutes later, as planned. The long trip time for the 33-mile one way run was necessitated by each train having to poke through the Pontiac freight yard and then proceed slowly over seven miles of unsignalled freight tracks.

The return after the game also went as planned, with the CBS train leaving approximately 45 minutes after the game (around 9:00 p.m.), and train A 25 minutes behind it.

Each train was virtually filled to capacity (700 on train A, 600 on train B), and although two GTW uniformed officers were on each train as a precaution in case some passengers became unruly, no problems arose and no vandalism or equipment damage took place. All in all, it was a very successful use of rail facilities to serve a special event, and the passengers seemed pleased that they had taken the train rather than fighting traffic on the roads. (Approximately 45 GTW employees, including supervision, were required to handle the trains).

As a postscript, it should be noted that the game took place several days after GTW's former passenger car shop in Port Huron, Michigan was destroyed by fire. Also lost was GTW's six-axle inspection car, No. 15013. It was suggested that a suitable replacement might come from one of the Amtrak cars used in SEMTA service, and GTW apparently agreed, as by late March they had purchased the 3353 from Amtrak for conversion to an inspection car.



Edmonton transit

SECOND JASPER AVENUE TUNNEL NOW BEING BORED--The tunnel boring machine broke through at 107 St. last October 15th to complete excavation of the southbound tunnel on the Edmonton Transit System's "SLRT" (South Light Rapid Transit) Extension. The new line is being constructed in the form of twin tunnels on the alignment of Jasper Ave. from Central Station (102 St.) to 107 St. Work on the southbound tunnel commenced in January, 1981 and culminated in the October 15 breakthrough of the TBM at the south end. The average rate of excavation, once full efficiency had been reached, was 16 feet for every eight-hour work shift. Installation of the steel ribbing and wooden lagging which form the primary liner was also completed in the southbound tunnel in October. The 135-ton TBM was disassembled at 107 St. and returned to the Central Station area by way of a construction train hauled by locomotive 2001. At the latter point the machine has been reassembled and it has started on its way back to 107 St., this time boring the northbound tunnel, an operation which is expected to consume four months. Construction of the SLRT project remains within budget and on schedule, as the two major Alberta cities continue to show the rest of the transit industry how it should be done. The extension will have two stations, to be named Bay and Corona (at 104 St. and 107 St. respectively), the concrete walls for which were poured during the time that Jasper Ave. was closed (between March 2 and November 1, 1981). Temporary road decking was laid in the station areas. Work is now continuing below this decking on construction of the station mezzanines and the track level platforms. The stations are scheduled for completion in June, 1983.

--ETS "Transit News"

MORE NEWFOUNDLAND NOTES (Bob Sandusky)--Two corrections require to be made to the article "Centennial Train and After" (March issue), as follows:

1. The centennial train locomotive was 944, rather than 943 as stated.
2. The exhibited steam locomotive, 4-6-2 593, is located not at Deer Lake but at South Brook, which is 15 miles south-west of Deer Lake station.

Since writing the article I have received word that the Bonavista branch has stopped operating due to heavy snow on the line. In St. John's it is hoped that the 'Trouters' Special' will operate again this year on the May 24th weekend. This is a special passenger train which loads up with anglers in St. John's and runs to Argentia, stopping at fishing spots along the way. If it does operate this year, it would appear to be the last such opportunity for an all-passenger run on the branch.

CP has shown up in St. John's! CP Rail box cars seem to run as well on narrow gauge trucks as those of CN, and have been appearing recently in St. John's yard.

A new paint shop for locomotives and freight equipment has been installed in the car shops. The road cruiser bus operation has now moved into the railway station, leaving the commissary building vacated.

As the move to containers on the railway picks up, the yard in St. John's is undergoing change. All tracks on the south side of the yard, beside the Waterford River, have been removed to make room for container storage, as 40 foot containers on converted flat cars are showing up in increasing numbers.

At Whitbourne the town council is considering turning the station into a museum.

--Tom Ronayne

A string of Alaska Railroad equipment was observed at the rear of a CN freight in Capreol, Ontario, in late March, en route to Anchorage via Prince Rupert (CN lines), thence on a barge. The consist included an E8B unit rebuilt into a Head End Power unit, coaches, diners, dome cars, and baggage cars. The equipment had been overhauled by General Electric at their Hornell, N.Y. plant (formerly the Erie Railroad's steam locomotive backshop).



UCRS and other events and activities

by Ed Campbell

Participation by members makes a Society healthy, and so I am sure we all thank the following members who helped to erect, staff and dismantle the UCRS booth at the Canadian National Sportsmen's Show recently. Ralph Percy assisted in obtaining the space at the show and he also helped in the booth. Jim and Heather Walther and John Robertson set up the show. Chris Spinney provided the model railroad which operated throughout the show. Chris, and Mal Marchbank drove trucks to bring the materials for the booth to the Coliseum and to remove them after the show was over. George Meek, who scheduled the staff for the booth, and the following members who formed that staff are also due thanks: Mrs. Millie Sandusky, Ed Misera, Charlie and Helen Bridges, Carlyne Buck, Norm English, Gerry Sturgess, Chris Spinney, Ralph Percy, Jim and Heather Walther, John Robertson, Tom Thompson, Art Leiper, Art Clowes, Bill Corns, Ed Campbell, John Laraway, Pat and Robin Scrimgeour, Mal Marchbank, George Meek and John Walker.

Jim and Heather Walther and John Robertson are to be further thanked for presenting a brief railway historical program to the Georgina Historical Society on April 13. The audio-visual program dealt with the Ontario Simcoe and Huron Railway and the Toronto and York Radial Railway. The same trio set up and staffed a UCRS booth at the Lindsay Model Railroad Show on March 27 and 28; thanks again to them.

Friday, May 21--Regular UCRS Toronto meeting, to be held in the 6th floor auditorium of the Education Centre at College and McCaul Sts. at 8 p.m. sharp. Doors will be open at 7 p.m. for the usual informal get-together prior to the formal portion of the meeting. If you have any recent newsworthy slides, be sure to bring them for newscast. The program will be provided by Brian Denton and will consist of slides of British Railways today, including steam and electric operation.

Friday, May 28--Regular Hamilton Chapter meeting, to be held in the CN Hamilton station at 8 p.m. The program will be a presentation of members' 35mm slides. All members are always welcome, so bring some slides and show them. There are two direct GO trains from Toronto to Hamilton station, leaving Union Station at 5:19 p.m. and 6:03 p.m.

Friday, June 18--The regular UCRS Toronto meeting will be held in the 6th floor auditorium of the Education Centre at College and McCaul Sts. The meeting starts at 8 p.m. sharp, but the doors are open at 7 p.m. so that members may have an informal get-together prior to the formal part of the meeting. This will comprise a talk about the LRC train by Mr. William Bailey, of Alcan.

Friday, June 25--The regular Hamilton Chapter meeting will be held in the CN Hamilton station at 8 p.m. The program as usual will be a showing of members' 35mm slides. The Chapter will not be holding meetings during July and August, so why not go over to Hamilton for their last meeting prior to the holidays and show some of your slides? All UCRS members and friends are always welcome at Hamilton.

--The Pittsburg, Shawmut and Northern Railroad Historical Society's flea market of railroadiana will be held on Sunday, June 6 from 9 a.m. to 3 p.m. at the Allegany County Fairgrounds, Angelica, N.Y. (Exit 31, Route 17, Southern Tier Expressway, County Road 16). Admission is \$1, senior

citizens 50¢. Tables are \$6, reserved in advance (Jim McHenry, R.D. 1, Angelica, N.Y. 14079).

HELP YOUR SOCIETY GROW--The UCRS has just printed a new membership prospectus which provides complete information about our club for prospective members. Most of us probably are acquainted with other railfans who are not yet UCRS members. You can do them and the Society a favour by giving them a prospectus and "selling" them on our group. Remember, the larger our membership, the better services we can provide to members. It would also be a good idea to carry a few copies of the prospectus in your camera bag or glove compartment, to hand to railfans you meet at trackside. A supply of the prospectus will be available at the May Toronto and Hamilton meetings. Alternatively, write Membership Secretary Marg Seidel at Box 122, Station A, Toronto, Ont. M5W 1A2, or call her in Toronto at 444-2093. She'll be happy to send you some copies.

READERS' EXCHANGE

• Robert Pineault, 120 Maitland St., Apt. 308, Toronto, Ont. M4Y 1E1, would like to obtain photos of PCC cars in the following TTC loops: old Docks Loop at York St. and Queen's Quay, Lipton Loop (Pape Ave.), Glen Echo Loop (night car shots), Asquith Loop. Also would like slides or other shots of TTC post-war Twin Coach (Fageol) buses and of Sherbourne Garage when it was a red bus operating division.

• R.D. Tennant, Jr., Box 997, Armdale Postal Station, Halifax, N.S. B3L 4K5 is looking for photos from New York Central's steam or diesel days on the Canada Southern. These would be to illustrate a manuscript to be published on this line.

--VIA Train 66, the RENAISSANCE, to Montreal, was handled by the Turbo trainset until mid-March, when LRC's appeared on that run as well as on No. 60, the YORK, which leaves Toronto at 0710. While I haven't seen the Turbo on No. 66 since March 16th, I have seen it in Spadina Yard twice since then; once as recently as April 8th. Obviously it still functions. --Bob Sandusky

--The Ohio Railway Museum, of Worthington, Ohio (near Columbus) has obtained TTC ex-Cincinnati PCC 4558 for its collection.

UPPER CANADA RAILWAY SOCIETY

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