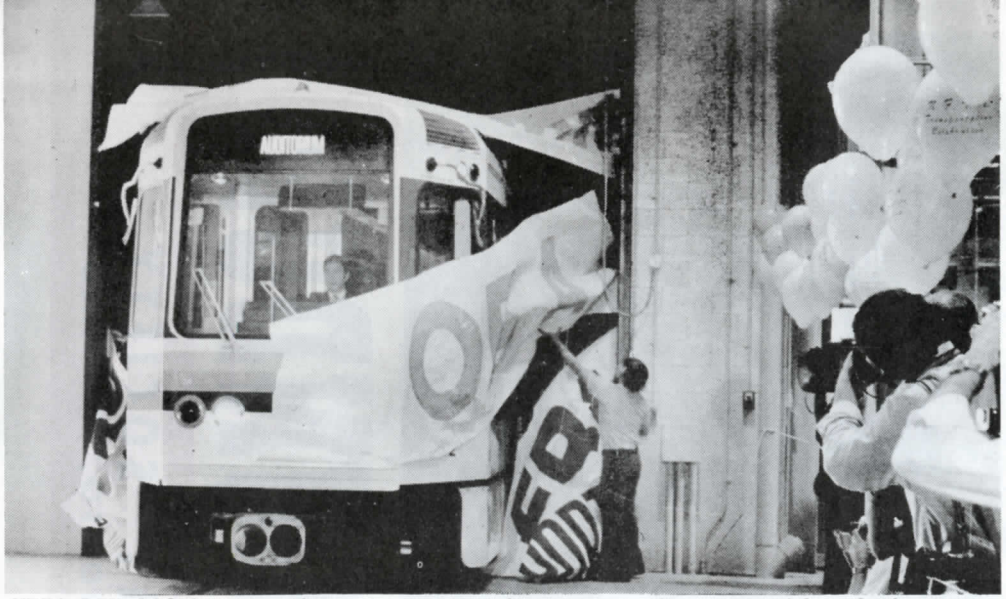
Newsletter

INCORPORATED 1952

NUMBER 406 AUGUST 1983

LRT—ALRT ROUNDUP

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



NFTA LRV 102 bursts through a paper banner at the east side of the new South Park Shop during the unveiling ceremonies on July 15, 1983.

--Photo by Richard W. Roeller, The Buffalo News

Guests at the Buffalo LRV unveiling ceremonies excitedly view car 102, pictured inside the brand new shop at the foot of Main St.

--Photo by John D. Thompson

Ontario Minister of Transportation and Communications James Snow (at lectern) presides at a ceremony at Hawker Siddeley's Thunder Bay plant May 19, 1983, commemorating the completion of the first double deck cab control car, 201. The cars are numbered 200-214, and feature bells, horns, headlights, and red, white and green marker lights.

--Photo courtesy GO Transit

TTC trolley coach 9350 emerges from Eglinton Loop, now located inside a senior citizens' apartment building. Until July, 1976 this loop (in its open air form) was used by the Mt. Pleasant, formerly St. Clair, street cars. The t.c. is in the TTC's new white, red, black and grey livery.

--TTC photo

ALBERTA LRT (and t.c.) Features

1. Edmonton Transit / CALGARY TRANSIT by Ted Wickson

This coming fall, the Alberta Government is expected to announce a five-year extension to its Urban Transportation Program of providing capital assistance to municipalities. Uncertainty over continued Provincial funding (due to expire in 1984 under the current program), coupled with the depressed economy, has slowed light rail planning and construction in both Edmonton and Calgary. In terms of sagging ridership, Calgary has fared the worst.

Edmonton--The 0.56 mile tunnel extension of the LRT line to 108 St. was opened to the public on June 25, with free rides offered between 9:30 a.m. and 5:30 p.m. The total length of the LRT system is now 6.37 miles with this second extension. There had been a preview inspection of the extension for 250 invited guests on June 21, during which Alberta Transport Minister Marvin Moore and Edmonton Mayor Cecil Purves officially opened the new twin tunnel line at Corona Station. The extension took three years to construct and cost $110 million, $103 million of which was contributed by the Province of Alberta.

Meanwhile, with discussions over the use of the CPR High Level Bridge now at an impasse, the City of Edmonton is looking at other alternatives for the South LRT Extension. A City Engineer's report recommends that a new alignment be adopted and that the City construct a new bridge in diagonal alignment over the North Saskatchewan River. The report stresses that this option would be cheaper to build, permit of faster service, and would serve more passengers. 114 Street is the now suggested route; it is about a mile to the west of the old alignment which would have made use of the CPR bridge. Transport Minister Moore said at the Corona Station ceremony that the Province may contribute another $180 million between 1983 and 1990 for further extension of the Edmonton LRT system. On June 20 the City's Public Affairs Committee had recommended that City Council should, on an immediate basis, approve construction of Government Centre Station near the Legislative Building and then apply to the Province for funding.

Construction of the new ETS LRT shop, near the Clareview Terminal, is proceeding well. The structure is basically complete and most yard track has been laid. The facility has been named the Donald L. MacDonald Transit Yard in honour of the former General Superintendent of the system, who held that post for 20 years and who played a leading role in bringing LRT to Edmonton. Mr. MacDonald is currently Project Director for Tri-Met's (Portland, Oregon) new LRT system.

The BBC trolley coaches have produced a few surprises for ETS (see also Terry Thompson's report--April 1983 Newsletter). While there is little doubt that the new trolleys are superior vehicles, their higher than expected power consumption has prompted some temporary operating measures. BBC coaches now provide service on all t.c. routes (except weekends when diesels rule the routes); however, some diesel runs have been added on trolley routes due to limited substation capacity. ETS has acquired the substation equipment from Montreal's Expo Express and, when such is installed in Edmonton, a full trolley service will be re-established. In the interim, all Flyer t.c.'s have been withdrawn, as experience is gained with the BBC vehicles. Rumours persist that restoration of normal trolley coach operations under present ridership conditions will see a sizeable surplus fleet and that some Flyer t.c.'s may be offered for sale.

Finally, history is repeating itself with the return of a funicular railway to Edmonton. It will be an integral part of the new Edmonton Convention Centre. Designed by a local architect, the Centre is a four-tiered structure 'cascading' down the north slope of the North Saskatchewan River. The Swiss firm of Von Roll-Hoffbegger has worked with Otis Elevator to adapt the European design to the complex. The previous funicular was situated three blocks to the east.

Calgary--Construction on the North-East LRT line is progressing well. All stations and structures are in various stages of completion. Some track is expected to be laid this year. The project is coming in under budget and service is expected to be inaugurated, as planned, in 1985.

The North-West line, currently in limbo (without funding), will likely be under construction next year as a result of the aforementioned renewed financial assistance from the Province.

2. THE CALGARY LIGHT RAPID TRANSIT SYSTEM by Ralph Oakley

The use of electrically operated transit vehicles in Calgary commenced with the inauguration of a street railway route on July 5, 1909. Additional routes were added from then until 1913. The first abandonment occurred in 1947 and street railway service was terminated in 1950. In 1930, the use of internal combustion driven buses became extensive. Trolley coaches operated from 1950 until 1975.

Patronage of public transit declined in the 1950 and 1960 decades, but an increase in patronage

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The Newsletter is published monthly by the Upper Canada Railway Society, Box 122, Station "A", Toronto, Ont. M5W 1A2.

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TRANSPORTATION STAMPS--Back in 1975, the Canada Post Office embarked on a program of commemorative postage stamps dedicated to various forms of Canadian transportation. The series started on September 24 of that year when four 8¢ stamps were issued featuring COASTAL SHIPS. The following year, on November 19, four 10¢ stamps presenting INLAND VESSELS appeared, and these were followed on November 18, 1977 by four 12¢ issues for SAILING VESSELS. The ship series ended on November 15, 1978, when four ICE VESSELS appeared on 14¢ values. Canadian aircraft were next in line. On November 15, 1979, four stamps showing FLYING BOATS appeared, and these were folowed by four issues for CANADIAN MILITARY AIRCRAFT on November 10, 1980, then by four TRAINING AND TRANSPORT stamps on the 24th of November, 1981, and finally this past October 5th when four stamps for BUSH AIRCRAFT made their appearance. But now it appears that our time has come, for included in the Canada Post 1983 postage stamp program are four stamps featuring TRAINS--EARLY STEAM LOCOMOTIVES, with an issue date of October 3. The schedule, which is susceptible to changes in issue dates, indicates that two stamps will bear the rate of postage for letters within Canada, one will have the rate for letters going to the United States, and one will be for use on overseas airmail letters. In addition to the stamps, the Philatelic Service of the Post Office also provides Official First Day Covers, which consist of an envelope bearing the new stamp(s), a special Day of Issue postmark, and a drawing or picture relating to the subject matter of the stamp(s). Further, it has been their practice, when a series is completed, to issue a special packet of stamps including all of the stamps in the series, together with a descriptive folder. If the established practice continues, by the end of 1986 we should have a colourful collection of 16 postage stamps of Canadian trains to proudly display along with our railroadiana.

--Dave Stalford

WHAT PRICE FRIENDLINESS?--Commentary at the July UCRS meeting, as a slide of Decapod 4483 was shown: When you visit the Western New York Railway Historical Society's equipment at Hamburg, N.Y., you are met with a bunch of very friendly guys--and a vicious dog.

ONR's POLAR BEAR EXPRESS, which commenced its 1983 operation on June 25, will make 63 trips again this year between Cochrane and Moosonee. The lunch counter car Meechim has undergone extensive modifications such as the renewal of the drop-ceiling and installation of a new counter and stools, while the entertainment car has had nine extra seats installed to more comfortably accommodate travellers. The P.A. system, on-board counsellors and interpretive materials, always popular, will again be available. Package Tours, utilizing the NORTHLANDER from points between Toronto and Timmins, are gaining in popularity again this year.

--ONR "Chevron"

THE ROYAL HUDSON TRAIN--The train operates Wednesdays through Sundays, and on Mondays, August 1 and September 5, the latter being the last day of service for 1983. It leaves the B.C. Rail station, 1311 West Stewart St., North Vancouver, at 10:30 a.m. and returns at 4:00 p.m., with boarding available at 9:30 a.m. The fare is $10 regular, $7 seniors and $5 children 2 to 11. A bus connecting with the train leaves the Vancouver Bus Terminal at 9:30 a.m. and connects with the returning train. Reservations are required 48 hours in advance; the telephone number for them is 668-2501. A combination boat-train trip is available in either direction; the fares are $34, $26 and $17; it operates Sunday, Wednesday and Friday from the north end of Denman St. in Vancouver and connects with a bus to Squamish at Britannia Beach.

--Ralph Oakley

COVER: NFTA LRV 102 presents a grand sight on lower Main St., Buffalo, while on public display on July 15, 1983, after completing its first passenger run out of South Park Shop with guests from the LRV unveiling ceremony. During its stop here the sleek LRV was christened with a bottle of champagne across its anticlimber. This view looks north; note Memorial Auditorium, left, and the Marine Midland Bank Building, right, which straddles Main St., with the LRRT line passing beneath it on the street. Also evident is one of the car's retractable steps, left, for street-level loading, and the full width Operator's cab. As may be seen, the pavement on Main St. has not as yet been restored beside the track allowance.

--Photo by John D. Thompson

commenced in 1970. In 1972, it was realized that the central core of the city could not be served satisfactorily by buses. In the spring of 1977, the city sponsored a survey of light rail systems in Europe, and on May 27, 1977 a by-law relating to the building of a light rail system was passed.

Cars of the Rapid Transit System--Twenty-seven cars were available when service commenced on May 25, 1981. The articulated bodies and the trucks were built by Waggonfabrik AG, under license from DuWag, and the electrical components were assembled by A.G. Siemens. Each car has a truck at each end and one under the articulated joint. Each outer truck has a motor; the truck under the articulation does not have a motor. The cars are double-ended. The driving cabs and the articulation are of reinforced fibreglass; the balance of the body is welded steel. Fibreglass was used to reduce weight and facilitate repair. Seats are arranged compartmentwise and are floor supported or suspended from the ceiling on one side and supported by a wall bracket on the other side.

There are four double bi-parting doors on each side of a car. Doors are passenger activated by push-buttons on the outside and inside of each doorway after the associated electrical circuit is energized by the motorman. The doors have sensitive edges and a photo-electric cell effects re-opening of doors if a person or object interferes with the closing. Passenger operated doors achieve conservation of energy by the elimination of car body heat loss through unused doorways and the saving of energy required to operate such doors. Door operation by passengers can prolong station dwell time if doors are retained open for intending passengers, The upper portion of the double glazed windows can be opened.

Car body heating is from the resistors provided for propulsion control and dynamic braking, supplemented by electric heaters. A public address system is provided. Propulsion control is by an electronically governed, motor-driven camshaft. There is provision for the detection and discontinuance of wheel slipping or sliding. Each operating cab extends over the full width of the car, a requisite when a station platform may be on either side of a car. The provision of passenger activated doors, as on the Calgary and Edmonton systems, much reduces the possibility of passengers stepping against a wall or falling onto the right-of-way because of wrong door opening. Calgary cars or trains are one man operated. The full width cabs preclude the provision of a door at car ends, which doors can equalize the load on cars in a train and can facilitate the evacuation of trains stalled in a subway structure. (Each rapid transit car in Boston carries steps for use in end door evacuation of trains; on most systems, passage between cars of moving trains is prohibited).
Braking on the Calgary cars is by a dynamic brake which reduces speed to three MPH, followed by a disc brake which functions below that speed. Emergency braking also involves the use of track brakes. Power collection is by a single arm pantograph which is raised to the trolley wire, and maintained in contact with it by spring action. Pantograph lowering is by the operation of an electric motor. Wheel profile is dictated by operation on girder rail on the Seventh Avenue Mall and T-rail on other portions.

Car Dimensions (feet): length over couplers--81. Length over anticlimbers--77. Width, outside--8.8; width, inside at seat height--8.5. Height to top of lowered pantograph--12.9.
Capacity: seated--64; standing--98; total--162. Acceleration: 3.3 feet per second (2.61 MPHPS)
Braking: Service--4.4 feet per second (three MPHPS); Emergency: 8.9 feet per second (6.1 MPHPS)

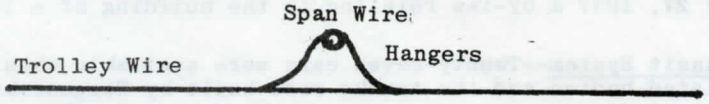
The Calgary cars do not have the following features which are incorporated in some modern cars:
1. Air conditioning--the Calgary climate does not warrant air conditioning.
2. Chopper control--chopper control can reduce energy requirements by up to 30%. It eliminates the waste of energy in rheostats during the acceleration cycle and provides regeneration of power during a portion of the braking cycle. Acceleration is smoother.
3. Provision for passenger ingress or egress from either the surface or from a platform. The light rail cars on the Municipal system in San Francisco have that feature. If the Calgary cars had incorporated it, the station platforms on the Seventh Avenue Mall would not have been required. Construction cost would have been reduced and the impediment to traffic flow, presented by the high platform stations, would not exist.
4. Constant Car Floor Height--With this feature, car floor height is maintained constant regardless of the extent of loading. On the Calgary installation, car floors are higher than platforms. That is conducive to boarding and alighting accidents.
5. Automatic Control--The surface operation on the Seventh Avenue Mall precludes the use of automatic control.

Fare Collection--A fare will not be charged for rides entirely within the Seventh Avenue Mall. For other rides, evidence of fare payment in the form of a ticket purchased from a vending machine, a transfer or a pass must be produced on the demand of a roving inspector. No turnstiles or other forms of entry control are provided and there are no station agents. If evidence of fare payment cannot be produced on the demand of an inspector, a citation is issued and a fine levied. The system achieves a reduction in manpower and is in successful use in Europe, Edmonton and San Diego.

Stations--The original intention was to have stations in the centre of the transit mall, but curbside stations at staggered intervals were provided there. Mall stations are attractive but mar the appearance of neighbouring structures. Particularly affected are the courthouse, the City Hall and a cathedral. A kiosk is located on each mall platform. Some of the stations on other portions of the system have side platforms, while others have centre platforms. The latter type of platform is reached by overhead walkways, stairs, and escalators. "Park and Ride" and "Kiss and Ride" facilities are provided at some stations. Park and ride lots have electrical outlets for connection of automobile engine block heaters. The 42nd Avenue station is Spartan in design. No bus or automobile facilities are incorporated and access to the side platforms is from the south sidewalk on the Avenue.

Trolley Wire--On the Seventh Avenue Mall portion of the system, support of the trolley wire is

by span wires secured to either buildings or poles. The method of attachment of the trolley wire is shown. It provides flexibility and eliminates arcing which may occur with other methods of attachment to span wires.



On other portions of the system, suspension is of the catenary type. The required tension of the catenary system is maintained by an assembly consisting of a counterweight, cable, and pulley. The assembly is secured to a trackside pole. To equalize wear on pantograph shoes, trolley wire is installed in zig-zag fashion.

Signal System--Colour light signals inform operators of proximate cars, provide speed control, and govern movements through switches. Associated magnets on the roadbed initiate tripping of circuit breakers and the application of brakes on trains if a red signal is ignored.

Right-of-Way--Seven per cent of the Calgary system is in a subway; one such portion is under a CP Rail right-of-way and the other is under Cemetery Hill. The balance of the system is surface operation on the Seventh Avenue Mall and on a private right-of-way adjacent to MacLeod Trail and to the MacLeod Division of CP Rail. A bridge over the Elbow River has been referred to as "a bridge and one half". When it was under construction, a collapse occurred and recommencement was required. Four structures provide grade separation at intersecting streets and there are some grade crossings at streets.

Inauguration of Service--May 25, 1981--The first revenue service train, with your reporter aboard, departed from the western terminal at 7th Ave. South and 8th St. S.W. at 1:00 p.m. The opening ceremony was at 7th Ave. South and 2nd St. S.E. Commencing at 9:30 a.m., a combo group presented a prelude which included "I've Been Working on the Railroad". The ceremony commenced at 10:15 A.M., and included brief speeches by Mayor Ralph Klein, the Alberta Minister of Transportation, Henry Kroeger, and the Chief Commissioner of Calgary. Following the speeches, Mayor Klein drove a train through a red traffic signal to achieve the ribbon breaking ritual. The ceremony attracted a large audience. Souvenir passes, permitting unlimited travel on the system for one week, were available for one dollar.

The Future of Rapid Transit in Calgary--The July and August 1982 editions of the Newsletter have articles relative to the proposed northeast and northwest lines and to an extension of the existing south leg of the system. There is a program for completion of the assembly of 40 cars for use on the northeast line (presently under construction--Ed.) in the existing maintenance facility. They will be similar to those in service and will cost $1.25 million each.

General--Patronage of the system has exceeded the original expectations and crush loading has prevailed during rush hours. Three additional cars have been obtained for use during those hours. Whenever a mass transit system commences operation, there are some passengers who encounter inconvenience, loss of comfort and increased travel time. Some who have used one vehicle to reach a destination must transfer to a rapid transit train and perhaps endure crush load conditions. That has occurred in Calgary. Current construction of rapid transit systems, extensions to systems, and proposals for systems ensure that there will be much of interest to those specializing in that aspect of the railfan hobby.

3. Edmonton Transit

THE RECONSTRUCTION OF CAR 1010--On September 18, 1981, at 9 a.m., Edmonton Transit System car 1010 was derailed at speed as an automobile rammed it amidships at the 66 St. grade crossing on the LRT line. The LRV slammed into a concrete abutment, then suffered damage at a third location, at the opposite end, as the following car 1004, still on the track, hit the right rear corner of 1010. One of four passengers in the automobile, which had crashed through a lowered crossing gate, was fatally injured; none of the seven passengers aboard 1010 (travelling outbound from downtown) were injured. The LRV came to rest with its pantograph snagged in the overhead, requiring that traction power be shut off, and emergency replacement bus service went into operation between Coliseum and Clareview Stations.

The automobile struck 1010 on the left side of the "A" end, just in front of the articulation. The centre truck derailed first, and the right side of the car hit the wall. Doors, windows, seats, the carbody frame, floor and wiring were all ripped out or suffered damage, from the second door back into the articulation unit. After the "B" end truck of the car had been rerailed, 1010 was towed slowly to Cromdale Shop with a set of dummy trucks under the articulation unit, which did not function properly because of damage sustained in the collision. 1004, in the meantime, had a cracked cab and bent rods, coupler and draft gear. The damage was repaired quickly by ETS and this car was back in service within 2½ weeks. The cost of repairs was $52,000.

However, in the case of 1010, Cromdale did not have the capability of repairing the structural, electrical and frame damage. An estimate of $705,000 was projected to bring the car back to operable condition, a little over half of the $1.3 million cost of a new car. Siemens-DuWag personnel assisted in preparing the estimate. The option of scrapping the "A" half of 1010 and ordering a replacement for it from DuWag was given consideration, but delivery from Germany could not be secured until December, 1984. Another option, promising earlier availability of the car for service, was to send it to Calgary for repair at the CTS Anderson Road Shop, where ETS and Siemens-DuWag personnel could monitor the work.

It was decided to adopt the second option, as the required parts could be secured from Europe

by March-April of 1982, with repair of 1010 beginning in May. The car was accordingly trucked to Calgary on April 25, 1982 on a flatbed trailer, to provide access for which to Cromdale the south shop track had to be removed. All of May was spent in disassembling the car in Anderson Shop, with the body welded to the railheads to prevent the former from moving while cutting was being performed. About one-quarter of the car was removed, and the months of June and July, 1982 were spent in reassembly. The largest parts to come from Germany were a new cab and a new articulation unit. Parts stocked at Cromdale were also used. The most labour-intensive processes during the reconstruction consisted of frame repair, work on the fuse panel, and restoration of the articulation wiring. The frame and floor were installed by June, the cab by mid-July, and August was devoted to wiring work. A new coupler and buffer gear were included in the required wiring.

Following completion, the car was given a total new paint job, then was shipped back to Edmonton on a flat car by way of CP Rail. Returned to ETS rails, 1010 was given complete electronic and operational tests, with minor deficiencies corrected. The final step to ready the car for its first revenue operation in over a year was to apply striping, logos and numbers. 1010 re-entered service on Sept. 30, 1982, one year and 12 days following the accident. ETS personnel feel that they learned much about car repair during the process of bringing 1010 back to life, and that accident damage of the magnititude suffered by it will in the future be able to be handled in the new ETS shop. While this home based expertise may have been developed, it is to be hoped that it will not have to be used.

--Adapted from an article in ETS "Transit News"

BUFFALO

A NEW ELECTRIC RAILWAY ERA DAWNS

by John D. Thompson

Friday, July 15, 1983 will be recorded as one of the most memorable days in the history of Buffalo. Shortly before noon, NFTA LRV 102 burst through a banner across a doorway in the Authority's new South Park Shop and rolled smoothly along a shop track under its own power, coming to a halt before an enthusiastic crowd of politicians, transit officials, railfans and school children.

The debut of the sleek new LRV, resplendent in NFTA's new brown, orange and yellow on white livery, signified the rebirth of electric rail transit in New York State's second largest city. 102 is one of 27 cars (101-127) ordered for the 6.4 mile Light Rail Rapid Transit line extending along Main Street from downtown to the city limits. The car had arrived in Buffalo on June 26 on a railway flat car from California after its overseas journey from Japan. Technicians from the Tokyu Car Corporation, the builders, had hurriedly prepared it for operation, and July 15 was set as the day on which it would be "unveiled" to the public.

The weather was hot and humid, but at least this was preferable to rain. Over 200 guests were seated on folding chairs in front of a stage erected in the middle of the shop floor. The writer was present representing the UCRS; Al Kerr, Dick Olday and George Forman from the Buffalo Chapter, NRHS, were also on hand, as were Stan Lawrence, Manager of Engineering and Construction, and Jim Field, Manager of Administration, TTC.

Shortly after 10:00 John Downing, Executive Director, NFTA, welcomed the guests. The dignitaries included NFTA Chairman Raymond Gallagher, Buffalo Mayor James Griffin, representatives of Secretary of Transportation Elizabeth Dole and New York State Governor Mario Cuomo, and various Federal and State politicians.

The theme of the addresses was that the Buffalo LRRT line was the product of teamwork at the municipal, State and Federal levels, and that it would prove to be a great asset to the City of Buffalo. An encouraging note for the future was sounded by the political leaders when they promised to continue pushing very hard indeed for extensions to the system. In this vein, Tokyu Car Corp. President Ihao Takahashi stated that his company looked forward to supplying NFTA with additional LRV's.

As soon as Representative Henry Nowak had finished speaking, a Tokyu employee operated 102 through the barrier as cameras clicked and whirred. Then, the car was stationed inside the shops near the dignitaries' platform for about half an hour as the guests swarmed aboard. Refreshments were served at nearby tables, while in the west end of the shop a photo display showing the old DL&W terminal, part of which is being used as the carhouse, drew people's attention.

The seating plan of the car is the familiar transverse and longitudinal mixture. The seats consist of molded plastic or fiberglass, with padded inserts in NFTA colours. The car can seat 51 passengers and comfortably hold a total of about 140, seated and standing. It features three sets of sliding doors with wood grain windbreaks, similar to those in the later TTC subway cars. The doors may be passenger operated by means of pushbuttons located both inside and out. The double ended NFTA cars have full width Operators' cabs at each end.

After the inspection period inside the shop, car 102 was moved out into the yard, well filled with riders. The colourful LRV made its way slowly across the shop and out into the sunlight, along the track parallel to the carhouse and South Park Ave. Probably the happiest people aboard were Al Kerr and Dick Olday, for once again they were riding an electric rail vehicle in their home town--33 years, 15 days after the last IRC street car was withdrawn.

The Buffalo fireboat, cruising down the channel beside the yard, saluted 102 with jets of water from its nozzles. We headed out through the yard throat and around a tight curve onto Main St., proceeding about 500 feet north to the present end of overhead. At this point we were on the same alignment as IRC's 8-Main line, which was abandoned on July 1, 1950. Now, on July 15, 1983, a street car was again heading along the same route, which would seem to prove that you can't keep a good idea down. The time of the trolley has returned to Buffalo!

Car 102 remained on public display at its stopping point for the afternoon, with people walking

over from their offices for a look at their city's new pride and joy. A platform with steps was set up beside the car to permit easy loading and unloading, as the car's retractable steps might have proven a bit high for elderly people to use. When service begins, the downtown stations will have low platforms; in the subway high level loading is being used, with the platform level with the car floor and the steps folded away.

That afternoon Al Kerr and the writer drove up Main St., viewing and photographing the above ground station structures on the underground section. These, generally, are nearing completion. We also stopped off at the former IRC Cold Spring Carhouse and Shop, now an NFTA bus garage. Some short sections of rail were still visible in the yard at the back.

Later that evening, I walked up Main from Lafayette Square to the tunnel portal at Tupper St., inspecting track and overhead progress on the surface section. All of the track has been laid and the concrete trackbed poured. Installation of overhead is proceeding slowly. Most of the centre poles--which are very thick, fluted structures--have been set. There is still quite a bit of work to be done installing the rather complicated system of bracket arms for supporting the catenary. Some of this had been completed for a two block stretch, while a few other poles had bits and pieces of hardware on them. A push is underway to complete the overhead from the shop to Seneca St. (about three blocks) as soon as possible, to permit testing of the cars.

The second LRV to arrive will be 101, the first car of the order. It was expected from the Pueblo, Colorado Test Center by late July. The remaining 25 cars will be shipped from Japan as body shells and finished off at a General Electric plant in Cleveland, with delivery taking place next spring and summer.

It had been a great day--it was an honour and a thrill to be on hand as electric traction made its second debut in Buffalo, and to share this historic occasion with Al Kerr and his friends. Now, we can all look forward to opening day in 1985, when Buffalo joins the select group of cities operating rapid transit lines.

• SCARBOROUGH RT TRAIN CONTROL SYSTEM--The TTC has awarded a $12,666,000 contract to SEL Canada, a Division of ITT Industries of Canada Ltd., for the supply and installation of the train control system for the Scarborough RT (ICTS) line. Designated "Seltrac", the German-designed computer-based system is designed primarily for the automatic operation of railway and transit systems and provides also for cab signalling and manual operation (emergency) options. Train functions of acceleration, coasting, deceleration, stopping and door opening will be controlled by a combination of on-board microprocessors and computers located at Kennedy Station and at Hillcrest. Door closing will, however, be performed manually by the train attendant. The Cab Signalling mode involves manual operation by the train attendant and will be used in the yard and in on-line locations where maintenance is under way. The cab displays will include a four-aspect cab signal unit, a dual needle speedometer showing both actual train speed and maximum speed limits on specific track sections, and an audible alarm to warn the attendant of overspeed situations. The Emergency Mode will permit full override of the Automatic (ATO) and Cab Signalling modes. It will permit a train to be operated at slow speed under line of sight conditions in the event of partial or complete breakdown of the train control system.

Seltrac provides safe spacing between trains, eliminating the need for wayside signals. It will monitor position, speed and direction of travel, and will issue commands to each train giving updated safe stopping points, maximum allowable speeds and complete gradient information for track sections ahead. Loss of communication between a train and the Vehicle Control Centre at Kennedy Terminal will cause that train to brake to a stop, and the following train to stop automatically a safe distance behind. Data will be transmitted between the VCC and the on-board control equipment by means of an inductive loop laid between the rails and antennae on the cars.

Seltrac's central operational control feature, the Systems Management Centre, will be located at the Transit Control Centre at Hillcrest. The computers responsible for most automatic train supervision functions, and display units, will permit the Central Operator to supervise RT main line and yard operations. The Central Operator will monitor train progress, add or delete trains from service, and adjust schedules. Normally, Scarborough line trains will be dispatched from their terminal stations automatically in accordance with the schedule. As part of the contract, SEL Canada will train TTC maintenance personnel and Inspectors on the operation of Seltrac.

--TTC "Coupler"

SAN JOSE TO BEAT TORONTO?--San Jose, California, through its Santa Clara County Transit District, is planning a 20-mile LRT line along the Guadalupe Corridor, the facility at present being in the preliminary engineering stage. Even though construction has not begun, bids have been called for the supply of 30 cars for the line and UTDC's Metro Canada Ltd. subsidiary is the apparent low bidder at $29.8 million for that number of 88'6" ALRV's ($860,000 per car). The bid included spare parts, special tools, personnel training and technical support. The second low bidder was the Kinki Sharyo Co., followed by Siemens-Allis Inc. and the Budd Co. The UTDC cars would have a seating capacity of 76 and a design capacity of 166 passengers; they would be air conditioned, with four doors per side and a capability of accelerating from zero to 50 MPH in 40 seconds. Equipment delivery is scheduled to begin in July 1986, with the LRT line to become operational in 1987. If the contract is awarded to the apparent low bidder, it is possible that the first production order of ALRV's will be destined for south of the border.

--adapted from Passenger Transport

HEAVY RECONSTRUCTION OF PCC CARS IN PITTSBURGH--Toronto's heavy rebuild program for PCC cars was terminated quite some years ago, and the products of that program are now not given a very great further life expectancy. However, Boston, Philadelphia and Pittsburgh all continue to reconstruct PCC cars with the expectation that such equipment will be in use for many more years, despite the presence of more modern cars on each system. In the case of Pittsburgh, a much to be regretted abandonment program, concentrated in the 1960's, decimated the PCC fleet which at one time had consisted of over 600 cars. Nevertheless a hard core of about 90 PCC's remained to service the South Hills system, of which the bus-minded Port Authority Transit management never could find an effective way of divesting itself. Finally realizing that it is going to be in the street car business for good, PAT has ordered 55 new cars from Siemens-DuWag (Bombardier having been second lowest bidder) and has set about reconstructing 45 of its 1700 series (St. Louis, 1948-49) PCC cars.

The rebuild program has actually been in progress for three years and has cost some $3.5 million to date, but only two reconstructed cars, Nos. 4000 and 4001, are in service. However, it is projected that all 45 cars will have been processed by the end of 1987, provided that governmental financing continues to be provided. Car 4000 took about two years to rebuild and another six months to test, with 4001 requiring about the same length of time. The 4002 is now in the testing stage, while 4003 is approaching completion. The latter, unlike the first three cars, is to receive air conditioning which is yet to be installed. Nos. 4004, 4005 and 4006 have had work started on them, while seven additional cars are expected to enter the shop for commencement of work during 1983. The Urban Mass Transportation Authority has authorized $4.7 million for the rehabilitation of the first 14 cars, and PAT expects that the lower costs associated with the "production" units (from 4004 on) will permit their completion within budget. The rebuilding of the 31 further cars, from 1984 onwards, is expected to be able to be held to a $10 million cost, as the initial $3.5 million expenditure on the rebuild program has included the majority of the parts required for all 45 cars.

Seventeen PAT shop personnel, including a foreman, are engaged in the rebuild program, presently being carried out at the 77-year old South Hills carhouse with machined parts transported from the Authority's Manchester (main)Shop, which is off the rail system. In the fall of this year the work will be transferred to the Authority's new "light rail maintenance and storage facility" (a new carhouse-shop complex) adjacent to the South Hills Village Shopping Center. The new layout will comprise some 148,000 square feet of space and will cost $25 million. The local Westinghouse Electric Corp. is the largest supplier of components for the rebuild program, with about $100,000 worth of propulsion equipment being supplied for each car. At the inception of the program, PAT had to "find and piece together old drawings, fill in gaps on wiring diagrams, and design parts that nobody makes any more", and had to fabricate some of the latter itself. The cars are being stripped down to their basic framing, with steel panels in the main portion of the body retained. Car ends and roofs are being replaced with formed plastic sections. Body walls are being insulated, with new interior panels of molded plastic. Baseboard heaters and fluorescent lighting are being installed, and the operator's console is being modernized; blinker doors are retained.

--Information forwarded by Albert D. Kerr

DALLAS

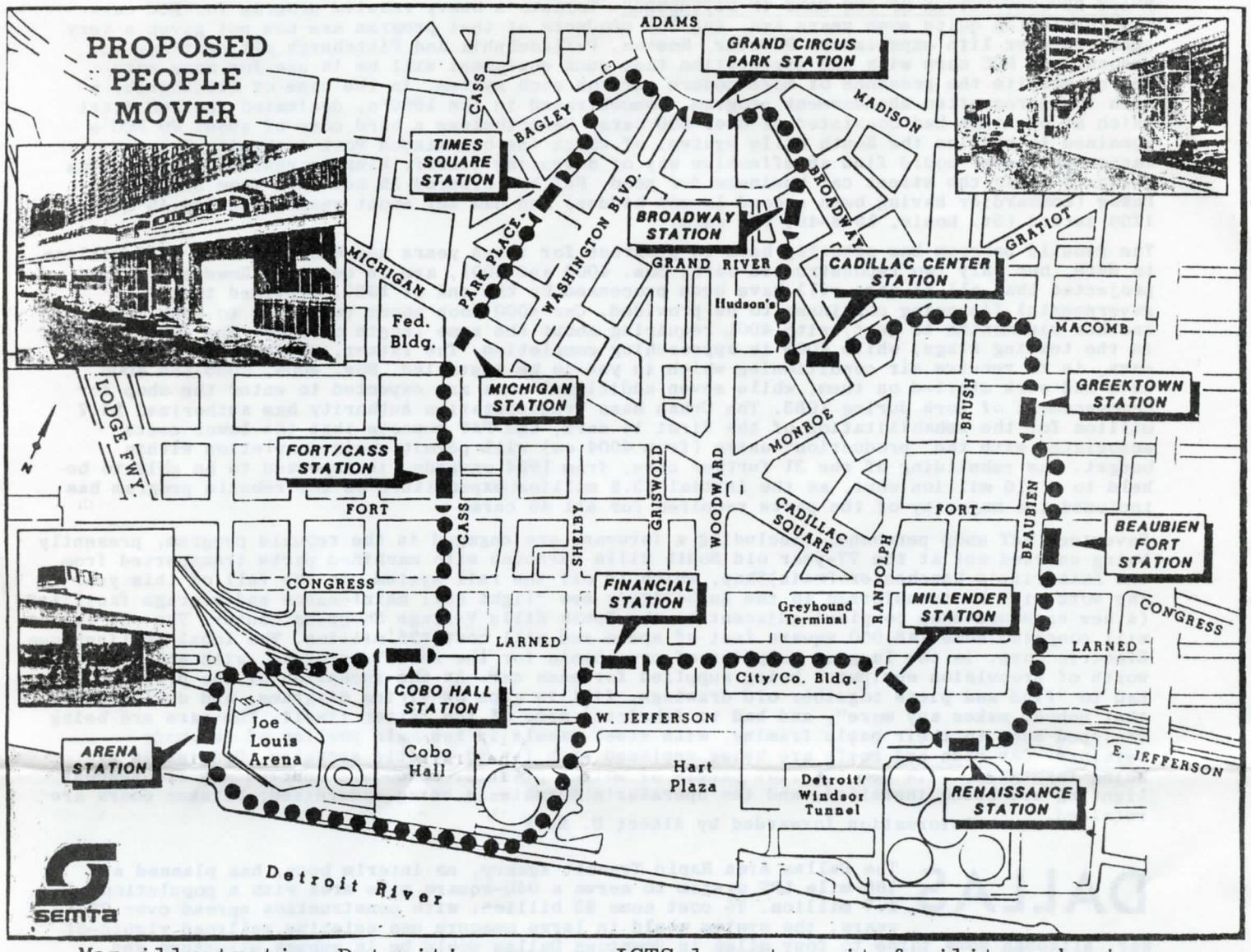
The Dallas Area Rapid Transit Agency, an interim body, has planned a 160-mile LRT system to serve a 940-square mile area with a population of 1.7 million. To cost some $3 billion, with construction spread over 27 years, the system would in large measure use existing railroad rights-of way, although some three to four miles in downtown Dallas would be in subway structure and about 25 miles would be elevated. There would be approximately 100 stations. A critical date for the proposal is August 13, when voters will register whether or not they favour the imposition of sales and use taxes to finance construction of the system. Some $2 billion would go towards track, structures and approximately 500 units of rolling stock. If the vote is "yes", DART will move to the setting up of a permanent rapid transit board and preliminary engineering studies of the LRT system will begin.

SEMTA

Detroit's downtown "people mover", upon which construction has commenced, is to be a 2.9 mile single track one-way counter clockwise belt line encircling the Central Business District. The general contractor is UTDC, with the technology to be employed consisting of the Ontario-based corporation's automated ICTS (ALRT) linear induction motor based system. The track loop will be supported at an elevation of some 15 feet above streets and sidewalks by a precast concrete elevated guideway. Thirteen cars are to be ordered from UTDC, having seating and total capacities of 39 and 91 respectively; they will operate in two-car trains at speeds of up to 30 M.P.H. on an approximate two-minute headway, with the circuit of the loop to take 14 minutes. The operation will be fully automated, with the control computer and a closed circuit TV monitor to be located in the Book Building on Washington Blvd. There will be no emergency walkway on the guideway.

The system is estimated to cost $135 million, with completion scheduled for January, 1986. The Southeastern Michigan Transportation Authority, which will operate the facility, projects a ridership level of 70,000 passengers a day at a 35¢ fare. The primary function of the transit line is as a distributor for persons coming to downtown Detroit by way of SEMTA commuter trains, city and suburban bus services, and by automobile. The circuit (see map) is laid out to serve major downtown traffic generators such as Cobo Hall and the Renaissance Center. The project is officially dubbed the Central Automated Transit System (CATS). It is expected to generate some 2900 construction and related jobs.

--Portland, Oregon expects to receive the first of its order of 26 LRV's from Bombardier this September, with the order being completed a year later. The six-axle articulated cars will accommodate 160 seated and standing passengers and are similar to those in use in Rio de Janeiro, Brazil. Portland's first 15-mile LRT line is presently under construction.



Map illustrating Detroit's one-way ICTS loop transit facility, showing the locations of the planned 13 stations. One cannot help but speculate that the on-again, off-again Woodward Ave. LRT line would do far more for downtown Detroit than this essentially "go nowhere" facility.

CP Rail

CP INTRODUCES NEW TRAILER TRAINS--CP Rail has inaugurated two new high-speed TOFC-COFC trains on its Toronto-Montreal line to compete for piggyback and container traffic between Southern Ontario, Quebec and the Maritimes. The two new trains, numbered 928 and 506, operate five days a week with departure times designed to allow shippers to bring trailers or containers to CP Rail's Toronto piggyback terminal during the evening and still have them delivered in Montreal, to the consignee's door, early the next morning. The same operating pattern is used in the westbound movement. Train 928 leaves Toronto mid-evening and carries only highway trailers and CP Rail's own domestic containers.

Train 506, which leaves approximately five hours later, handles import/export containers bound for the Racine Container Terminal in Montreal and the Brunterm Terminal in St. John, N.B. The new operation can be seen as an "answer" to CN's "Laser" trains which commenced service between Toronto and Montreal in October, 1982. The two trains are given top priority. CP crews wait in Montreal to switch and begin offloading as soon as the trains arrive. CP's ability to be cost competitive, plus the speed and reliability of the new service regardless of weather conditions, promise to make these trains attractive to shippers. To make the seven hour 30 minute trip from CP Rail's Intermodal Terminal in the west end of Toronto to its terminals in the north end of Montreal and the Montreal harbour, the trains are pulled by 3000 HP SD40-2's, which units are easily capable of maintaining train speeds of approximately 65 MPH. Major upgrading of CP's Montreal-Toronto main line, including CWR, slag ballast and massive tie replacement, have enabled the railway to compete effectively for this traffic, providing the shipper with a fast, efficient service.

--adapted from a CP Rail release

book review

BY STEAM BOAT AND STEAM TRAIN--THE STORY OF THE HUNTSVILLE AND LAKE OF BAYS RAILWAY AND NAVIGATION COMPANIES by Niall MacKay Published by the Boston Mills Press Reviewed by John A. Maclean

Some railways are just so "cute" that everyone who knows them falls in love with them. Such a line was the Huntsville and Lake of Bays Railway, unofficially but better known to its many friends as the "Portage Railway." There was something about the combination of small size, narrow gauge, incredibly diminuitive motive power, and makeshift rolling stock, most of it home-made or adapted from street railway equipment, all set down in a remote location amid glorious lakeland scenery, that was utterly irresistible.

While remembered today primarily as a tourist attraction, the railway was originally built to serve a serious transportation purpose: that of hauling passengers and freight across the one-mile portage separating the two divisions of its parent Navigation Company. From early spring, when the ice broke up, to freeze-up time, usually in December, the railway and its connecting steamboats were kept busy serving the local settlers and backwoods industries, chief of which were lumbering and tanning. Tourist and vacation travel commenced with the carrying of summer visitors, their baggage and supplies from main-line trains at Huntsville to the many resorts and cottages which sprang up along the shores of the beautiful lakes of the district. This traffic later dwindled as automobiles arrived in increasing numbers, inevitably accompanied by improved roads upon which to drive them, even as the aforementioned backwoods industries declined in importance. These changes were fortunately accompanied by the growth of cruising for its own sake, an activity in which a ride on the quaint little railway was an added attraction. Even this eventually petered out, leaving what was left of the railway to be transferred to its present location as a park attraction in St. Thomas.

Mr. MacKay is to be congratulated on providing us with a readable and detailed history and description of the Railway and Navigation Companies in the form of a soft-cover book of 80 pages approximately 8½ by 11 inches in size, lavishly illustrated by over 70 black-and-white pictures reproduced from photographs and old postcards, with appropriate maps, a ticket reproduction, drawings of some cars and structures, and rosters of both the steamboats and railway equipment. Layout of the book is attractive, paper and printing are of good quality, the text is interesting and well written, and picture reproduction is very good considering the age of much of the material.

One minor correction is in order. In describing the railway's operations, the impression is given on pages 20 and 21 that the functions of Conductor on the train were regularly performed by the Pursers of the connecting steamers. The railway did in fact employ a Conductor, who went about his duties in full uniform identical with that worn by his main-line brethren. Only occasionally when this individual was unavailable was his place taken by the Purser off one of the boats during his vessel's layover at the portage. Another point worthy of clarification: during much of its life the Navigation Company's full title was the "Huntsville, Lake of Bays and Lake Simcoe Navigation Company", raising the question of whether they ever actually did operate on Lake Simcoe. The answer-not given in the book-is "yes". For four years the HLB&LSNCo. operated the passenger steamer ENTERPRISE on Lakes Simcoe and Couchiching, until it foundered near Barrie on 3 August 1903.

In spite of the widespread affection in which it has long been held, little has previously been published on the Portage Railway, and nothing at all on its parent Navigation Company. "By Steam Boat and Steam Train" is therefore a most welcome addition to our still meagre store of information on the pioneer local transportation enterprises of the once remote but now highly developed holiday country of Central Ontario. The book will find a place in the libraries of all interested in steamboating, small railways, especially those of the narrow and quaint persuasions, pioneer settlement and local industry in out-of-the-way places, and the early development of the tourist and vacation industry.

CONRAIL

CN & CP HAVE INSIDE TRACK--BUT ST. THOMAS (AND THE EMPLOYEES) PREFER CANTUNN--CP Rail's Regional Vice-President D'Alton Coleman and CN Great Lakes Region Vice-President George Van de Water both visited St. Thomas recently in an effort to convince local politicians that their takeover bid for Conrail's Canadian lines would be good for the city. The St. Thomas Council, however, indicated that it prefers the bid of Albert Atwell (Chief Executive Officer of Cantunn Inc. of Michigan). CN-CP appear to have the upper hand in the matter, as they signed a purchase agreement in April, which is still subject to approval by various regulatory agencies including the Canadian Transport Commission. The purchase price will fall somewhere in the range of $22 million to $29 million. Conrail owns 71% of the Canada Southern Railway, formerly part of the New York Central system, while the remaining 29% is in the hands of minority shareholders, to whom CN and CP are offering $200 a share if the purchase of the CASO is approved.

CN has stated that it will spend $1 million to move an unidentified work equipment shop from the Toronto area to St. Thomas and to modify the existing Conrail shops at the latter location. CN states that the shift would provide 64 additional jobs in the St. Thomas area. The two Canadian railways will make submissions to the CTC this coming October with respect to their intended takeover. Mr. Van de Water says that CN's primary objectives are to obtain the former Michigan Central tunnel (Windsor-Detroit) as a new international gateway which would be jointly owned with CP, and to secure a new equipment terminal and yard at Windsor; a third major objective would be to obtain the double track bridge between Niagara Falls, Ont. and Niagara Falls, N.Y.

He says further that CN will expend $34 million between 1984 and 1987 to upgrade the Ontario Conrail lines. Of this, $5 million would be spent in upgrading the Canada Southern between Windsor and Fargo, Ont. (near Chatham), and another $2.2 million would be devoted to a new Chatham-Fargo cutoff to connect the CN and Conrail lines. The bulk of the expenditure, $26 million, would go towards improvements at Windsor. CP, of course, is primarily interested in the Welland-Fort Erie link, to gain ownership of a line over which its now fully owned Toronto, Hamilton and Buffalo Ry. has had running rights for many years.

CN says that 85 of 99 Conrail jobs at St. Thomas would be maintained following the changeover; supervisory staff would be reduced from nine to four through attrition, six maintenance personnel would be relocated, and a few other jobs would be eliminated. There would be a problem of redundancy involving 11 firemen and other train crew personnel, which would have to be resolved with the unions.

Meanwhile, more than 125 Canadian employees of Conrail, from the entire length of the line, attended an information meeting at St. Thomas on July 4 and gave Albert Atwell a standing ovation. The latter indicated that he was confident that the CTC would ultimately support the Cantunn bid in the course of coming to the decision which the Commission is expected to render next November. Mr. Atwell said that he had been informed by the CTC that the issue would be won on the merits and that, on that basis, he believes that he will win "hands down". Cantunn has verified to both the Commission and Conrail that it has the resources to purchase the railroad and to operate it for the first three years even if there is no revenue, and to make promised improvements to the lines and facilities. Mr. Atwell also said that his purchase offer would better that of CN-CP by $2 million, and that his new railway would employ 310 persons at the outset, including office and support staff which would be located at St. Thomas, the intended headquarters of the operation.

The Conrail employees were openly skeptical of the CN-CP plans at the July 4 meeting, feeling that the Canadian railways are interested only in the gateways and will end up abandoning the major portion of the CASO. Letters intended for Ontario Premier William Davis and Minister of Transportation and Communications James Snow were signed at the meeting, urging the Provincial politicians to support Cantunn at the fall hearings.

--Abstracted from London Free Press reports, from Mike Lindsay

--The Central Vermont Railway is no longer for sale; officers of Grand Trunk Corporation, CN's U.S. subsidiary, said in a recent statement that no substantial offers had been received over the several month period during which the railroad was for sale.

--Portland (Me.) Press Herald, by way of Boston & Maine R.R. Historical Society Newsletter

--Conrail recently opened its new Buffalo area offices at 2929 Walden Ave., Depew, N.Y., across the main line tracks from the recently constructed Amtrak station, near Frontier Yard. For the past several years the general offices had been on Delaware Ave. in downtown Buffalo, with the operating department at Central Terminal. The new location permits consolidation of facilities, with a new computer assisted CTC system installed.

--The Delaware and Hudson recently signed a long term lease with Conrail for portions of the former Erie-Lackawanna East Buffalo Yard, near Bailey Ave. and William St. The yard has not been used by Conrail for several years. The D&H began running into Buffalo in 1976 when it was granted running rights over Conrail tracks into Bison Yard. With the recent closing of that facility, the D&H was forced to explore other options; the railroad will conduct its own switching and locomotive servicing at East Buffalo Yard, and track rehabilitation is underway.

--Two items from the Western New York Transportation Council "Transporter"

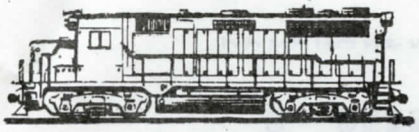
Newfoundland

The Railway Transport Committee of the CTC held hearings on June 20 and 21 at Bonavista and Clarenville, Nfld., on CN's application to discontinue passenger service between Clarenville and Bonavista and to abandon completely the Bonavista Sub. from Shoal Harbour (Mileage 0.0) to Bonavista (Mileage 87.89). Hearings were held in St. John's on July 5 and 6, in Placentia on July 7, and in Carbonear on July 8 on the railway's application to discontinue passenger service between St. John's and Argentia and between St. John's and Carbonear, with a separate hearing in Placentia on July 7 to deal with the application to abandon all operations on the Argentia Sub. from Placentia Jct. (Mileage 0.0) to Argentia (Mileage 20.65).

In 1978, actual losses for the operation of the Bonavista Sub. were $262,732. In 1979, this figure had climbed to $450,109; in 1980 to $718,708; in 1981 to $724,941. Actual losses for the passenger train service between Clarenville and Bonavista in 1978 were $3,435, at least by CN's accounting methods, the following year $4,557 and in 1980 they were $7,801. For the Argentia and Carbonear passenger services, CN has cited for 1978 total costs of $63,893, while revenues were $9,599 and actual losses amounted to $54,294. The following year, costs came to $64,859, revenues to $13,852 and actual losses to $51,007. In 1980, costs were $93,921, revenues were $11,501 and losses $82,420. Operation of the Argentia Sub. in 1978 resulted in actual losses of $79,648; in 1979 they were $70,350, in 1980 $242,329 and in 1981 losses were $192,551.

The June 20-21 hearings on the Bonavista Sub. resulted in no submissions opposing abandonment. The Argentia Sub., however, appears to be another matter, as several town councils, the Provincial Government, labour groups and other organizations all anticipated, at the time of the most recent report, to intervene in the hearing on this line. CN-Terra Transport told the press in mid-June that the branch line abandonment applications (not those with respect to the passenger services) were merely the technical procedure to capture subsidies to help to cover losses, and that abandonment of the lines was not really being pressed for. CN applied for permission to abandon the Bonavista and Argentia Subs. in 1967, but hearings were never held on that application.

--Tom Ronayne via Bob Sandusky



Motive Power Section

POWER NOTES BY BRUCE CHAPMAN

CP Rail

--CP has retired on paper RS2's 8401-8404, which were based at Newport, Vt. The 8402 made its last run June 25 on a wayfreight; 8401 June 28 in yard service; 8403 June 29, also working the yard, and 8404 working the St. Johnsbury yard June 30, arriving in Newport on Train 937 July 1. The 8400 was still active at last report at Richford, Vt. These units have spent their entire working lives on this line, almost 35 years.
--On July 17 GP9 8621 was observed at St. Luc Engine Terminal, Montreal, with footboards applied, replacing its former solid pilot.
--GP38-2's 3037 and 3038 were received from GMD on June 23; 3039, 3040 on July 1.3033, 3035 June 9;
--The following units (GP9's) are being shopped at Ogden: 8663, 8668, 8684, 8688, 8834.
--6577 was in a collision with SD40-2 5542 on June 8 and was subsequently stored unserviceable at Sutherland, Sask. The 5542 was repaired at Weston Shops and released.
--1301, ex-4071, was outshopped from Angus on July 7 after rebuilding.
--SD40-2's 5574, 5627 are presently in Ogden for wreck repairs.
--1818, ex-8735, emerged from Angus on June 21 after rebuilding; 8506 has been rebuilt as 1552, with work completed on June 24.
--GP9 8837 was sent to Ogden June 22 for repairs after experiencing fire damage at Coquitlam, B.C. June 15. It is being rebuilt as 1693.
--Weston Shops is to scrap 4427, 4434, 4440, 4441, and 7111.
--Rebuilt units have been assigned as follows: 1552 ex-8506, 1556 ex-8507 to Sutherland, Sask.; 1557 ex-8664 to Edmonton, 1554 ex-8499, 1553 ex-8623, 1555 ex-8618 to Moose Jaw, Sask.
--Robot 1006, ex-CLC 'B' unit, was retired May 16.

CN

--CN Tempo units 3151-55 were stripped of reusable parts at Spadina Engine Terminal, Toronto, and shipped to Moncton, N.B., presumably for scrap.
--CN's trackage into the town of Murray Harbour, PEI, is being upgraded to permit the use of 1700's (rebuilt MLW road switchers with six axle trucks), permitting the replacement of GE 70 tonners 30, 35 and 41.
--RS18 3102 is stored serviceable at Moncton with fire damage; the unit may be repaired.
--GP9 4316 is stored unserviceable at Symington Yd., Winnipeg.
--S-12 8241 has been sold for parts to the Potash Corp. of Sussex, N.B.
--8054, 8072 were retired on June 6.

VIA

--RDC 6224 is now equipped with Cummins engines and is assigned to Halifax. The following RDC's have been transferred from Moncton and Halifax to Montreal: 6200, 6203, 6216, 6217. Remaining in Moncton are 6112 and 6118; Halifax has 6218, 6219, 6220, 6222, 6223, 6224, 6108, 6106, 6119, 6122, 6136, 6137, 6138, 6139, 6141-43.
--CN (VIA-owned) steam generator car 15464 has been observed still sporting CN colours.
--VIA has given CP approval to store unserviceable FP7A 1407, as of June 30.

CN LIST OF YARD UNITS WITH HUMP CONTROL AND OTHER SPECIAL FEATURES

Hump Control Power (MU): Lead Units: 106, 108, 110, 112, 114, 200-222 (even nos.), 226, 305-309, 400-404, 425, 426. Trail Units: 111, 113, 115, 117, 201-215 (odd nos.), 221, 224, 300-304, 405, 7605, 7606, 7608, 8607-8613. Slugs: 160-168, 260-282, 351-356, 451-462.

Switchers With Special Features: 7000 PF 7002 S 7005 PF-S 7007 S 7008 PF-S
7009 S 7020-7022 INT-S-PF 7023 INT-S-WH 7024 INT-WH 7025 INT-S-WH 7026-7029 S
7031 S 7157 PF 7159-7162 PF 7164 PF 7165 PF 7169 PF 7170 PF 7172 PF
7174 PF-WH 7175 PF-WH-S 7176 PF 7177 PF 7180 PF 7181 PF 7203 PF 7204 SP
7212 PF 7217 SSC 7218 SSC 7221 S 7223 S 7243 SP 7250-7252 PF 8029 PF-S-C
8037 S 8040 S 8041 PF-S-C 8044 S 8046 PF-S 8049 PF-S 8050 PF-S 8053 PF-S-C
8055 MU-PF-S-c 8056 S 8057 S 8060-8062 S 8063 MU-PF-S-C 8065 MU-PF-S-C
8066 MU-S 8068 MU-PF-S-C 8069 MU-PF-S-C 8071 S 8073 S 8076 PF-S-C 8077 MU-PF-S-C
8078 MU-PF-S-C 8079 MU-S-C 8170 PF 8179 PF 8186 S 8189 PF 8192 MU-H-S
8193 MU-H-S 8194 MU-H-P-C 8195 MU-H-F-C 8214 PF 8229 PF 8238 PF 8239 PF
8240 PF-SSC 8242 PF-SSC 8244 PF-WH

Symbols: C -- Class Lights (permanent); H -- Hump Control; INT -- International Service; MU -- Multiple Unit; PF -- Pilot and Footboard; S -- Air Signal Line; SSC -- Snow Plow Electrical Connection; WH -- Watchman Heater.

● CN transfers, July 12: 1267 Calder to Symington; 7605, 7606 and 7608 Symington to Sarnia (instructions issued that the 7600's not leave Symington until after 1267 arrives).

● Burlington Northern, while carrying out feasibility studies for electrification of certain heavy density lines, is also conducting static tests of a GP9 powered by natural gas. Road tests may begin this month with the unit, which carries as a "tender" a flat car upon which is mounted a tank type truck trailer hose-connected to the locomotive.

--Railway Age via C.P. Randall

CN

ASSIGNMENT OF ROAD DIESEL UNITS OF 1500 H.P. & OVER

GORDON YARD:

2000-2043	44	
2104-2119	16	
2305-2310	6	
2313-2317	5	
2319-2320	2	
2322-2329	8	
2332-2339	8	
2530-2559	30	
2576-2589	14	
3100	1	
3102-3111	10	
3615-3619	5	
3621-3640	20	
3642-3671	30	
3673-3693	21	
3695-3709	15	
3737-3738	2	
3740-3742	3	
3744	1	
3830-3842	13	254

SENNETERRE:

4000-4021	22	
4452-4457	6	
4459-4464	6	
4466-4467	2	
4470	1	
4472-4475	4	
4477-4479	3	
4575-4576	2	
4578	1	
4580	1	
4584-4588	5	
9190-9194	5	58

***CV ST. ALBANS,VT.:**

3600-3614	15	
4442,4445	2	
4447,4548	2	
4550-4551	2	
4558-4559	2	
4924-4928	5	28

LONDON EAST:

4126-4127	2	
4129-4130	2	
4132	1	
4502-4512	11	
4514	1	17

CAPREOL:

9460-9463	4	4

SPADINA:

3150-3155	6	6

TASCHEREAU YARD:

2500-2510	11	
2512-2525	14	
2527-2529	3	
2560-2575	16	
3112-3125	14	
3127-3129	3	
3200-3220	21	
3222-3237	16	
3239	1	
3710-3724	15	
3726-3736	11	
3739	1	
3743,3745	2	
4100-4106	7	
4155-4156	2	
4211-4212	2	
4219-4220	2	
4223-4224	2	
4226	1	
4228-4230	3	
4234-4235	2	
4238-4241	4	
4243-4247	5	
4298	1	
4327-4329	3	
4342,4344	2	
4349,4353	2	
4401,4403	2	
4416-4417	2	
4420-4426	7	
4458,4469	2	
4480	1	
4483-4487	5	
4489-4493	5	
4495-4501	7	
5040-5049	10	
5060-5067	8	
5076-5083	8	
9400-9432	33	
9618-9622	5	261

MACMILLAN YARD:

5257	1	
9300-9310	11	
9312-9317	6	
9433-9459	27	
9493-9598	106	
9640-9641	2	
9653-9656	4	157

NEEBING:

4405-4409	5	
4411-4412	2	
4414	1	
5050-5059	10	
5068-5075	8	26

FORT ERIE:

4117-4122	6	
4124-4125	2	
4133,4476	2	
4513	1	
4515-4530	16	
4532-4537	6	
4560,4563	2	
4565-4566	2	
4569	1	
4571-4572	2	
4577,4579	2	
4581,4589	2	
4590,4592	2	
4595-4596	2	
4599,4601	2	
5030-5039	10	
9195-9196	2	
9198	1	63

SASKATOON:

4108-4112	5	
4115	1	
4147,4150	2	
4152-4154	3	
4248-4249	2	
4252-4261	10	23

SYMINGTON:

4123,4131	2	
4300-4302	3	
4304-4312	9	
4322-4324	3	
4326,4347	2	
5008-5010	3	
5012-5017	6	
5019-5029	11	
5180-5228	49	
5354-5363	10	
5519-5536	18	
5560-5576	17	
9100-9103	4	
9150-9151	2	
9153-9155	3	
9464-9486	23	
9488-9492	5	
9599-9617	19	
9623-9632	10	206

THE PAS:

4206-4207	2	
4209-4210	2	
4263-4264	2	
4266-4285	20	
4287-4297	11	
4340	1	
9156,9159	2	40

CALDER:

4213,4215	2	
4221-4222	2	
4225	1	
4232-4233	2	
4236-4237	2	
4299,4334	2	
4330-4332	3	
4336-4339	4	
4602-4611	10	
4351-4352	2	
5116-5139	24	
5141-5150	10	
5152-5179	28	
5239-5252	14	
5254-5256	3	
5258-5333	76	
5500-5518	19	
5577-5599	23	
5700-5703	4	
9160-9161	2	
9163-9167	5	
9169	1	
9171-9173	3	
9175-9179	5	247

***DW&P WEST VIRGINIA,MN**

*5850-5853	4	
5904-5911	8	12

PRINCE GEORGE:

4208	1	
9633-9639	7	
9642-9652	11	
9657-9667	11	30

PRINCE RUPERT:

4341,4343	2	
4345-4346	2	
4350,9158	2	
9162,9168	2	8

THORNTON YARD:

4214	1	
4216-4217	2	
5000-5007	8	
5084-5115	32	
5229-5238	10	
5334-5353	20	
5600-5610	11	84

TOTAL: 1492 UNITS.

-includes all units in storage (service--able & unserviceabl
-does not include (*) CV's & DWP 5850's...

ASSIGNMENT OF ROAD DIESEL UNITS UNDER 1500 H.P.

CHARLOTTETOWN:

30,35,41	3	
1750-1756	7	10

HALIFAX:

1770-1787	18	18

GORDON YARD:

1327	1	
1757-1769	13	14

TASCHEREAU YARD:

1295-1310	16	
1338-1339	2	
1390-1391	2	20

SENNETERRE:

1392-1395	4	4

MACMILLAN YARD:

1213-1215	3	
1227-1246	20	
1311-1326	16	
1328-1329	2	
1346	1	
1349-1350	2	
1355	1	
1358	1	
1381-1385	5	
1387	1	
1396-1397	2	54

LONDON EAST:

1204-1206	3	3

SARNIA:

1207	1	
1247-1248	2	3

CAPREOL:

1370-1373	4	
1375-1376	2	
1379-1380	2	8

CV ST.ALBANS,VT.:

1509-1511	3	3

NEEBING:

1377-1378	2	
1388-1389	2	
1900-1917	18	22

SYMINGTON:

1003-1008	6	
1010-1012	3	
1025-1028	4	
1050-1055	6	
1065	1	
1208-1209	2	
1252	1	
1262	1	
1362-1363	2	
1365-1366	2	28

SASKATOON:

1009	1	
1013-1016	4	
1018-1022	5	
1029-1034	6	
1036-1039	4	
1041-1049	9	
1056-1064	9	
1072	1	
1250-1251	2	
1258-1259	2	
1265-1266	2	
1286	1	46

CALDER:

1077-1082	6	
1101	1	
1123-1124	2	
1117	1	
1140	1	
1253-1257	5	
1260-1261	2	
1263-1264	2	
1267-1268	2	
1289-1291	3	
1343-1344	2	
1347	1	
1359-1361	3	
1364	1	
1374	1	
1386	1	
1504-1508	5	39

SARCEE JCT.:

1066-1071	6	
1073-1076	4	10

PRINCE GEORGE:

1341-1342	2	
1356-1357	2	
1367-1369	3	7

PRINCE RUPERT:

1351-1353	3	3

THORNTON YARD:

1000	1	
1002	1	
1210-1212	3	
1216-1219	4	
1249	1	
1271-1275	5	
1279-1280	2	
1282-1285	4	
1287-1288	2	
1292-1294	3	
1330	1	
1332	1	
1334-1337	4	
1345	1	
1348	1	34

As of June 13, 1983

ASSIGNMENT OF YARD DIESEL UNITS

Units	No.	Total
GORDON YARD:		
221–222	2	
224	1	
226	1	
279–282	4	
7150	1	
8238–8240	3	
8242–8245	4	18
SENNETERRE:		
8609–8612	4	4
CV ST.ALBANS,VT.:		
8081	1	1
TASCHEREAU YARD:		
106	1	
108	1	
110–115	6	
117	1	
160–168	9	
300–302	3	
305	1	
308–309	2	
351–353	3	
356	1	
461–462	2	
7151–7152	2	
7168–7171	4	
7183	1	
7211–7212	2	
8029,8037	2	
8040–8041	2	
8044–8046	3	
8049–8050	2	
8053	1	
8055–8057	3	
8060–8063	4	
8065–8066	2	
8068–8069	2	
8071	1	
8073	1	
8076–8079	4	
8163,8170	2	
8182,8186	2	
8189,8191	2	
8214	1	
8500–8511	12	53
MACMILLAN YARD:		
200–208	9	
265–273	9	
7026–7032	8	
7163–7164	2	
7167	1	
7173	1	
7178–7179	2	
7204	1	
7206	1	
7214	1	
7218	1	
7221	1	
7242–7243	2	
7247–7248	2	
7252	1	
8512–8522	11	52
HAMILTON:		
7000–7009	10	
7033–7035	3	
8164,8166	2	15
LONDON EAST:		
7160–7161	2	
7200	1	
7203	1	
7215	1	
7222	1	6
WINDSOR:		
7201–7202	2	
7220	1	
7236	1	
7239–7241	3	7
FORT ERIE:		
7020–7025	6	
7165–7166	2	8
SARNIA:		
303–304	2	
306–307	2	
354–355	2	
459–460	2	
7207–7210	4	
8165,8167	2	
8171,8179	2	
8194–8195	2	
8229,8232	2	
8607–8608	2	
8613	1	23
NEEBING:		
425–426	2	
455–456	2	4
SYMINGTON:		
209–212	4	
214	1	
260–264	5	
403	1	
454	1	
7154	1	
7157	1	
7159	1	
7162	1	
7172	1	
7174–7177	4	
7180–7182	3	
7213	1	
7216–7217	2	
7223–7224	2	
7235	1	
7246	1	
7605–7606	2	
7608	1	34
THE PAS:		
7205	1	
7245	1	2
SASKATOON:		
404	1	
457	1	
7233–7234	2	
7237–7238	2	
7244	1	7
CALDER:		
213	1	
215–216	2	
218	1	
220	1	
274–278	5	
400–402	3	
405	1	
451–453	2	
458	1	18
SARCEE JCT.:		
7249–7251	3	3
THORNTON YARD:		
7153	1	
7155–7156	2	
7158	1	4

ASSIGNMENT OF EX. CN – VIA-OWNED DIESEL UNITS

DIESEL UNITS:

Units	No.	Total
TASCHEREAU YARD:		
6516	1	
6523–6537	15	
6539–6542	4	
6612–6637	26	
6758–6765	8	
6767–6791	25	
6793	1	
6858–6871	14	94
SYMINGTON:		
6501–6502	2	
6504–6512	9	
6602–6607	6	
6610–6611	2	19
CALDER:		
6513–6515	3	
6518–6521	4	7
	120	120
LRC ENGINES:		
SPADINA:		
6900–6906	7	7
CAN. CAR:		
6907–6920	14	14
	21	21

UNITS UNSERVICEABLE:

6516	6759
6535	6768
	6771
6537	6776
6629	6858
	6866

ELECTRIC GENERATOR UNITS:

Units	No.	Total
SPADINA:		
15300–15302	3	3

STEAM GENERATOR UNITS:

Units	No.	Total
HALIFAX:		
15413	1	
15415–15426	12	
15441	1	14
SENNETERRE:		
15427–15433	7	7
PT. ST. CHARLES:		
15458–15469	12	12
SPADINA:		
15454–15456	3	
15475–15476	2	
15478	1	
15480–15486	7	13
SYMINGTON:		
15405	1	
15410–15411	2	
15434–15435	2	
15437–15438	2	
15442	1	
15453	1	
15457	1	
15470–15474	5	
15477	1	
15487–15494	8	24
SASKATOON:		
15450–15452	3	3
THE PAS:		
15400	1	
15439–15440	2	
15443–15445	3	6
CALDER:		
15401–15404	4	
15406–15407	2	
15409	1	
15448	1	8

NOTE:

1. SGU's equipped for tail-end operation: 15458,15460,15475–15476,15480–15494 (19).
2. Water and fuel capacity of SGU's:
   15400–15478** 500 gals. fuel/3000 gals. water
   15480–15494 600 gals. fuel/4000 gals. water
   15464–15469** 800 gals. fuel/3000 gals. water

1983 SEASON: 1201 TO WAKEFIELD, P.Q.--July 3 to Oct. 10--Sundays and Wednesdays only. Train leaves Canada's National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa K1A 0M8, (phone: 613-998-4566) at 10:00 A.M. Eastern Time, arrives Wakefield 11:45 a.m. leaves Wakefield 2:00 p.m., arrives Museum at 4:00 p.m. Fares: Adult, $10.50, children 12 or under, $5.25, free for children not occupying a seat. Tickets available at the Museum.

--Jack Bost

WOODEN CABOOSES REMAINING IN SERVICE AS OF JUNE 13, 1983

Atlantic Region: Pool 1972: 78214, 78513. Pool 1973: 79027. Pool 1993: 78279, 78829, 79077, 79082, 79184. Total: 8.
St. Lawrence Region: Nil.
Great Lakes Region: Pool 3993: 75831, 77562, 78245, 78338, 78362, 78416, 78491, 78501, 78547, 78591, 78647, 78653, 78730, 78781, 78881, 78941, 79118, 79146. Total: 18.
Prairie Region: Pool 4970: 77295. Pool 4982: 78175. Pool 4984: 78919. Pool 4993: 78687. Total: 4.
Mountain Region (Does not include former NAR cabooses): Pool 5993: 75866, 78526, 78642, 78876, 78939, 79034, 79045. Total: 7.

Grand Total: 37.

SHORT HAULS by Bruce Chapman

--CP's Staynerville, P.Q. station, on the Montreal-Ottawa North Shore line was demolished in June.
--Canadian Refractories at Marlean, P.Q. has torn down the old station there. The present station, a new building, still stands.
--CP's Ste. Agathe Sub. (between Ste. Therese and Mt. Laurier, P.Q.) has been given a reprieve from abandonment until the Maniwaki Sub. (Ottawa-Maniwaki, P.Q.) abandonment hearings come up again, on January 22, 1984, when both will be examined for abandonment.
--CN has received permission to abandon its Rhein Sub. in Saskatchewan between Ross Jct., Mile 0.0, to Hamton, Mile 13.0, as of Aug. 31, 1987, conditional upon a connection being built from Hamton to Gorlitz, on the Yorkton Sub. CN also has approval to abandon a portion of a branch line northwest of Moose Jaw on condition that the remaining Riverhurst-Central Butte tracks are joined to the CP. Forty-seven miles of track from Moose Jaw to Manner, Sask. will disappear.
--CP has won an architectural award for its renovations at Windsor Station, Montreal.
--CN's MacDonald Hotel in Edmonton will close for two years for renovations.
--CN has called for tenders for removal of track on the Yarmouth Sub. in Nova Scotia, Mile 0.92 to Mile 132.60, including all yard tracks and sidings.
--CP's new yard at Lethbridge, Alta. opened June 18.
--The ex-CPR single deck Montreal commuter cars are now being painted with blue stripes where the CP red formerly was.
--Federal Transport Minister Jean-Luc Pepin has stated that THE CANADIAN will continue to operate out of Montreal for the present, rather than being cut back to Toronto as was rumoured.
--As of July 1 the Maine Central was to begin interchanging cars with CP at Mattawamkeag, Maine, instead of St. Johnsbury, Vt.
--Financier Timothy Mellon has obtained permission to purchase the Delaware and Hudson Ry., over CN's objections.
--CN has received permission to remove the diamond crossing with the CP at Mile 28.50 of CP's Lachute Sub. (Montreal-Ottawa North Shore Line) and Mile 1.11 of CN's St. Augustin Spur.
--CN has obtained permission to abandon its Caledonia Sub. in Nova Scotia from Caledonia Jct. to Caledonia, Mile 0 to Mile 21.92; in 1981 CN reported losses of $140,000 on the line.
--CP has received the authority to abandon the Shore Line Sub. in New Brunswick from Lepreau, Mile 22.5, to St. George, Mile 42.6. Losses in 1981 were $86,790. Brief history: Built 1877-78 by the Grand Southern Ry. Co., which was authorized to build from St. Stephen to Spruce Lake. In 1889, the Shore Line Ry. Co. acquired the trackage; in 1901 it was bought by the New Brunswick Southern Ry. which in turn was leased to the CPR for 999 years on Jan. 1, 1911. In 1935, 28.8 miles between St. Stephen and Benny River was abandoned, then in 1954 5.5 miles from Benny River to St. George was removed. In 1977 another 3.7 miles near St. George was abandoned.
--CN has been given permission to remove agencies at New Richmond, Carleton and Matapedia, P.Q., provided that an operator and baggage man are there at train time. Agencies at New Carlisle, Causapascal, Dalhousie, Amgui and Jacquet River may be removed provided that there is an operator on duty at train time. And, at Barachois, Perce, Grand Riviere, Newport, Port Daniel, Bonaventure, Caplan, Maria and Norvelle, permission has been received for agency removal provided that a VIA rep is on hand, and improved phone service supplied. Those agencies at Charle, Petit Rocher, Ste. Godfroi and Sayaber can be removed, and a caretaker has been appointed. Both the agencies and stations at Kedgwich and Saint Quentin and the caretaker at Padoue are to be removed.
--CN will remove the agency and station at Flin Flon, Manitoba.
--CN will be building a pedestrian bridge across the business car track at Toronto Union Station.
--Abitibi-Price, on behalf of the Grand Falls Central Ry. in Newfoundland, has obtained authority to abandon the Grand Falls Div. from Grand Falls, Mile 0, to Botwood, Mile 21.5, and the Windsor Sub. from Grand Falls, Mile 0, to Windsor, Mile 1.5. Traffic on the GFC has been suspended since June 30, 1977, although Terra Transport was using the Bishop's Falls interchange track with the line to switch Bishop's Falls Wholesalers, now COFC with containers trucked in from Grand Falls.
--CN has applied to abandon its Sorel Sub. in Quebec, from Bellevue Jct., Mile 52.48, to Nocolet, Mile 77.54. The last revenue car was one inbound in 1980. The CTC will determine whether a public hearing is required.
--CN has approval to remove the agency at Atikokan, Ont., but the station will remain.
--CP has authorization to remove the agent-operator at Fort MacLeod, Alta.
--Brockville, Ont. has acquired the abandoned CP tunnel beneath the downtown area and adjacent waterfront property for $1; in addition, the railway gave the city $100,000 for restoration of the tunnel as an historic site. A prominent Brockville developer who died recently left the city $325,000 for development of a park near the tunnel. The city will refurbish the portal and the first 20 feet of the tunnel, which will be open to the public.
--TH&B Wrecking Crane H766, still on TH&B property, may be transferred to CP Rail's Pacific Region later this year.
--CP has cut its rates on cattle traffic between Western Canada and Toronto by about 38%.

--Entreprises Mini-PSC, Box 1331, Place Bonaventure, Montreal, P.Q. H5A 1H1, a dealer in HO gauge model railroad equipment, indicates in a recently issued price list that a brass model of UCRS Car 13, CAPE RACE, is under consideration for production "if there is enough demand". Society members can indicate that there is indeed enough demand by contacting the aforesaid dealer. The price list indicates a number of HO models of Canadian steam and diesel prototypes as well as car equipment.

--Peter F. Oehm

UCRS and other events and activities

by Ed Campbell

--As is customary, the UCRS will staff CNR Northern 6213 during the run of the Canadian National Exhibition (Wed. Aug. 17 to Mon., Sept. 5 inclusive). A table will be set up for the sale of UCRS and other rail-oriented publications and material. Norm English, who is in charge of arrangements, is anxious to have the names of volunteers who can staff the table or act as guides to the locomotive, particularly during the hours of 2 P.M. to 6 P.M. Please call him at 691-8541 and offer your services; it will be much appreciated.

--Remember, the Society's first big fantrip in three years goes on Oct. 1st to Gravenhurst, with a side trip to Huntsville. See details in flyer attached to the July Newsletter. Order now to avoid disappointment.

Friday, Aug. 19--The regular UCRS Toronto meeting will be held in the 6th floor auditorium of the Education Centre, College and McCaul Streets, with an early starting time of 7:30 p.m. Featured will be 16mm professional films and members' edited 16mm movies. The auditorium is air conditioned, so come down and enjoy a midsummer evening of railroading. Doors open at 7 p.m. for pre-meeting get-together.

Friday, Aug. 26--The UCRS Hamilton Chapter will hold its monthly meeting at the CN Hamilton Station on James St. North, featuring members 35mm slides. Toronto members may ride over on one of two GO trains, leaving Union Station at 17:19 and 18:03 respectively. The meeting starts at 8 p.m. Bring your slides.

Friday, Sept. 2 to Monday, Sept. 5, inclusive--The UCRS will operate a booth at the Milton Steam Fair (farm traction engines) at the Milton, Ont. Fairgrounds. Follow signs to the site.

Friday, Sept. 16--The regular UCRS Toronto meeting will be held at the Education Centre, College and McCaul Streets (6th floor auditorium, starting at 8 p.m. sharp, with the usual 7 p.m. pre-meeting get-together. We will be honoured by having a panel of members of Transport 2000 Ontario presenting an illustrated discussion of the group's efforts to improve public transportation services in Canada, particularly those involving the use of flanged wheels on steel rails. Mark this one down on your calendar.

Saturday, Sept. 24--Sale of the railroadiana collection of UCRS member Charles E. Owen at 2415 St. Clair Ave. West (at Runnymede Road) between 1 p.m. and 6 p.m.

Saturday, Oct. 29--Reserve this evening for the UCRS Annual Banquet. The speaker will be J. Norman Lowe, Historical Projects Officer, CNR, who will trace the 65-year history of Canada's largest railway. Complete details (time, location, price) will appear in the September Newsletter.

--The Third Annual Buffalo Train Show will be held on Sunday, August 28 between 10 A.M. and 4 P.M. at the Buffalo Convention Center, Main Exhibit Hall, Franklin and Genesee Streets. There will be railroad historical exhibits, continuous showings of movies and slides, operating model railroad layouts, and tables of railroadiana and model equipment for sale. Admission will be $1.50 for adults, 50 cents for children under 12, and a maximum family charge of $3.00.

TIDBITS

2395: The Ontario Electric Railway Historical Association has obtained the shell of this TTC two-door trailer, one of the group of 60 such cars which, together with 100 motor cars, formed the Commission's original equipment order. The body was located at Beamsville, Ont. and is now at the Rockwood museum property.

• CLRV 4068 has been equipped with an experimental two-part metal "shroud" (actually a pilot), with rubber skirting, to close the gap below the front anticlimber. The addition, which matches the curve of the anticlimber above, has been dubbed the "Shiner Shroud" in reference to City of North York Controller Esther Shiner, who first made waves about the potential safety hazard to pedestrians involved in the open maw of the CLRV's. To time of writing, 4068 had not been tested on the street (how are tests for something of that sort to be carried out?--is that man who tested the fishnet fender on Toronto Railway Co. 316, or any of his descendants, still around?)

• WITTS ON A SUMMER EVENING--The Ontario Electric Railway Historical Association operated a pleasant three-hour evening fantrip for its members, using newly repainted Large Witt 2424, on the evening of Friday, July 8. Photo stops were made at Bingham Loop, Fleet Loop, 18th St. Loop and Humber Loop, in that order. Just as 2424 rolled down Connaught Ave. at the conclusion of the trip to enter Russell Division yard at 10 p.m., Small Witt 2766 was emerging from the yard to operate for the ensuing two hours on a Russell-Neville Loop shuttle service on behalf of the Beaches Businessmen's Association. That organization chartered the car to give free rides in connection with the Association's "Midnight Madness" promotion, with the stores on Queen St. E. staying open to that hour. A Witt operated for the same purpose on July 6 and 7.

• Gloucester subway car 5092 has received an application of ditch lights; it is believed to be the first car of the G class to be so outfitted.

• Trolley coach operation resumed on the 74-Mount Pleasant route on July 11, after the loop at the north end of the route had had the overhead removed pending the completion of a new senior citizens' apartment building at the north-east corner of Mt. Pleasant Rd. and Eglinton Ave. E., a portion of which building extends out over the loop area.

• HILLCREST ANNEX--The TTC has applied for a building permit for an estimated $10 million vehicle repair shop and storage and office building to be constructed on the ex-Union Carbide, ex-ex-Canadian National Carbon Co. property fronting on Davenport Rd. abutting and to the west of the Hillcrest Shops complex. The new facility will be devoted to heavy bus repair only, replacing Parkdale Shop, with no rail facilities in the annexed property.
Also the subject of a building permit are $600,000 worth of alterations to Russell Carhouse including changes to the repair bay.

--Bombardier Inc. has formed a consortium with Metro Canada International Ltd. to bid for $600 million worth of contracts for a new subway system to be built in Singapore. Metro Canada was formed by Lavalin Inc. of Montreal and the Ontario Government-owned Urban Transportation Development Corporation. Both Bombardier and Metro Canada had previously been accepted as bidders for the Singapore project, worth a total of $2.5 billion (U.S.).

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