Newsletter

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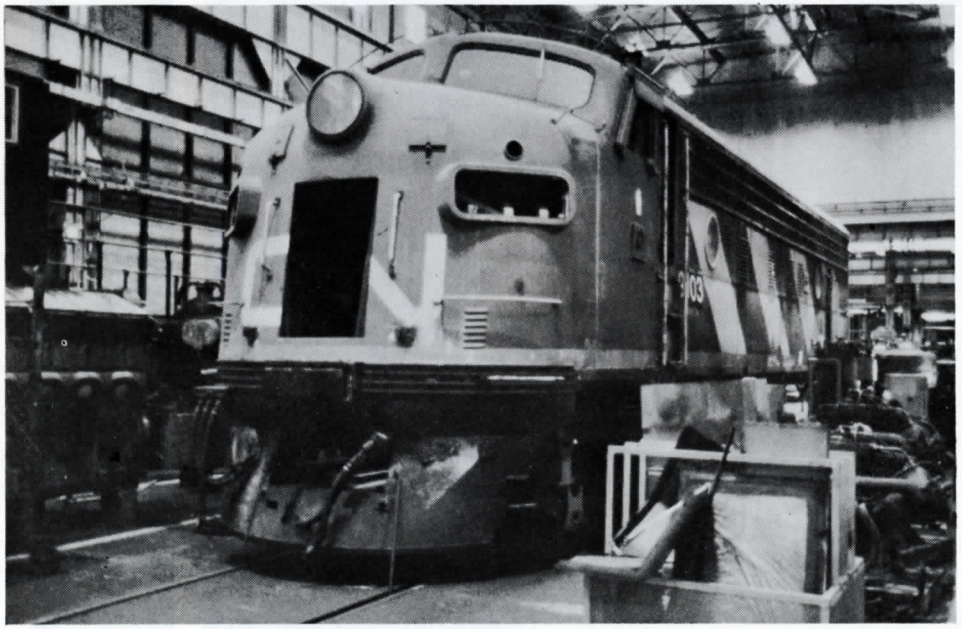
UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO

NFTA LRV 101 approaches the Higgins Erecting Yard in downtown Buffalo at the end of its long rail journey from Pueblo, Colorado. The crates on the flatcar contain the LRV's trucks. Aug. 11, 1983. --photo by John D. Thompson

BC Transit's first ALRT train is pictured at a station on the short section of test track built along Terminal Dr., Vancouver, and on which free rides were offered to the public this summer. Note the CNR (now VIA) station in the background. July 15,1983. --photo by Dave Chalmers



CN F7 9103 inside Transcona Shops, Winnipeg, awaiting rebuilding into a 'B' unit. The railway reportedly intends to gradually convert all of its 'F' units to boosters as they come due for shopping, so get those pictures now! Date of photo: July 19, 1983. --photo by Dave Chalmers

The former CPR station at St. Marys, Ont., which was sold in 1970 to a local electrical contractor and which has been sold again in 1983 for dismantling and reconstruction at another location. --photo by David Tomlinson

SAFE HANDLING OF DANGEROUS COMMODITIES

An abridgement of an address by J.P. Kelsall, Vice-President, Operation & Maintenance, CP Rail, as presented before the Safety Section, Association of American Railroads, at Montreal on June 14, 1983.

Of the many essential shipments carried on Canada's railways, some are classified "dangerous" or "special dangerous". That these goods are handled safely is of concern to all Canadians...and CP Rail shares that concern. We carry these "dangerous" and "special dangerous" commodoties on a daily basis--over 100,000 cars last year. They include everything from exotic liquids and solids to the more common--LPG's, acids, explosives and so on. We carry them in a variety of rail cars--tanks, covered hoppers, boxcars--and, in some cases, in "piggybacking" trailers or containers.

To respond to the lack of public knowledge concerning how CP Rail handles dangerous commodities, and responds to dangerous commodity emergencies, a special "municipal visits" program, designed to inform local government officials and their police and fire departments about railway procedures in an emergency was prepared. Over 250 presentations were made across Canada by two-man teams visiting communities served by CP Rail...and some that weren't. These teams explained the role of the conductor, how and where to find information in an emergency and whom to talk to in the first moments after a derailment or other incident involving dangerous commodities.

We identified all of the "dangerous" or "special dangerous" commodities near or through the community on a regular basis. We distributed, to each person at the meetings, a small booklet which lists all of the emergency telephone numbers, CP Rail's included, and outlines whom to talk to, where to find him, and what to say. The booklet contains examples of emergency response forms, waybills, train consists, and the Canadian and U.S. dangerous commodity placards. We handed out more than 7000 copies, and we are still getting requests.

Every dispatcher's office on the CP Rail system across Canada has been equipped with a special telephone, for emergency use only, and every police, fire or other emergency organization in communities served by the railway has been informed of the number or numbers. These telephones are in the dispatcher's office, having a special colour or a distinctive ring, etc.

Our most recent dangerous commodities information program is a joint effort with CN, involving a poster upon which is depicted a caboose with a portion of one side, near the end, cut away to show the interior. A brief paragraph and separate drawings below the caboose explain and indicate where information is kept: emergency response forms, waybills, train consists--concerning dangerous commodities. We printed 6000 of these posters, with 2000 more to come, and, through the Canadian Association of Fire Chiefs and the Canadian Association of Chiefs of Police, distributed them across Canada. We sent a special batch to Transport Canada for their dangerous commodities training program at Arnprior, Ont.

CP will have 12 Dangerous Commodity teams--all of them have been selected and some have completed their training--ready to go at any time, anywhere. They are to be located in major cities across Canada, spaced an average of 300 miles apart. The highly-trained teams will be able to confirm and identify the extent of any dangerous commodity hazard or to assist in other aspects of emergency work. Note, however, that they will be railwaymen--not chemical experts. Sturdy, four-wheel drive vehicles for use where there is no road are now being manufactured for use by these teams. The first such vehicle is ready now. Equipment, from gloves to breathing apparatus, will be packed in such a way that it can be easily and quickly transferred from one mode to another, such as to a helicopter. The vehicles will also have the best communications equipment we can find.

Our first "ounce of prevention" is the training of all operating employees--not only on the job, but in the classroom--to develop an awareness of, and a positive attitude toward, the safe transportation of dangerous commodities by rail. Subjects for study and discussion include general information, placarding, documentation, consist, marshalling, car inspection and correct procedures in an emergency. Let us look briefly at a couple of these subjects: consist marshalling, for example. In one CP Rail accident a few years ago, the first car off the track contained toluene. The next 23 cars contained LPG's, styrene, chlorine, more toluene, caustic soda and insulation. Under rules and regulations that existed then, the cars were marshalled properly. Today, they would not be, but that is what training programs are for. LPG's must now be separated not only from chlorine, but from anhydrous ammonia and sulphur dioxide as well, by at least five non-placarded cars. This regulation--issued first as an interim order by the Railway Transport Committee--was written into the revised regulations of the Canadian Transport Commission on November 1, 1981. This is a rule which does not exist in the United States.

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

Editor: Stuart I. Westland, 78 Edenbridge Dr., Islington, Ontario Canada M9A 3G2. Telephone (416) 239-5254

Assistant Editor: John D. Thompson (416) 759-1803

Activities Editor: Ed Campbell (416) 255-1924

Please address all correspondence relative to the Newsletter to the Editor at the above address.

LET'S HAVE THOSE TRIP REPORTS!---As the summer of 1983 draws to a close, the Society's Entertainment Chairman hopes that slides taken on members' rail oriented vacations will be available in abundance for showing at meetings. No less does the Editor of the Newsletter express a plea for the submission of reports of those trips so that other members may share in the observations and findings of members who may have travelled by train on their vacations or at least may have visited rail facilities along the way. There are no holds barred editorially on trip reports, save and except that they should recount trips (or portions thereof) made for the greater part by rail, or concentrate on observations of rail operations and/or visits to rail facilities. Even a trip out to see what's what at Mac Yard or Toronto Yard could well be worth telling others about. Whatever your particular interests, be they motive power observation, standards of passenger service, train timing, stations (historic or otherwise), or searching out abandoned or dying branch lines, let other members share in what you find. Remember also that readers in future years will in all probability greatly appreciate your having recorded and imparted things which might seem too commonplace to bother with today. Just as you may be telling the next fellow something he wanted to know, his trip report may fill you in. --S.I.W.

WE NEED SOMETHING LIKE THIS IN CANADA--FAST--Although we would greatly prefer that it not be so, this issue of the Newsletter has much on line abandonments, to say nothing of the difficulties inherent in even having the right-of-way preserved intact. The Western New York Railway Historical Society's "Railway Flyer" reports that the New York State Department of Transportation has a permanent Branch Line Assistance Program which has achieved some success in heading off line abandonments. The office is said to keep on top of Conrail's proposed line discontinuances, and intervenes in marginal cases (where some possibility of profitable operation is apparent, on the basis of new operators who are prepared to put some effort into the matter). The agency may also provide operating subsidies. By contrast, the Province of Ontario, which two years ago came out with an elaborate report purporting to be a statement of its Policy on Railways, has with the notable exception of GO Transit done precious little to put money where its mouth is (or was).

--Although the railway caboose in the United States is condemned to die, it will still be around for some time, according to an article in Forbes magazine. The United Transportation Union (UTU) and certain railroads represented by the National Carriers' Conference Committee have agreed to allow cabooses to be phased out--but only gradually, the publication stated. It added that the savings envisaged by the railroads will "mostly come from not buying, running or repairing cabooses and from not buying fuel to drag them along." Forbes noted that "the caboose "first appeared in the United States at the end of a mixed passenger-freight train on the Auburn and Syracuse line in the 1840's. At that time the cars served as living quarters for the train crew and as lookout posts." Forbes states that the discontinuance of the caboose will not mean any jobs lost; even caboosemakers "don't seem worried...since cabooses aren't their sole speciality." Besides, many of those discarded cars will find new life as offices, playhouses, lodges, stores and dinettes. --CN "Movin'"

--A directive has been issued by CN Great Lakes and St. Lawrence Regions to remove all wood Maintenance of Way cars as soon as possible. --Chris Martin (Tempo Jr.)

COVER: The glory that was steam: CNR Pacific 5252 leads a passenger train through Bayview Jct., Ont., during the mid-1950's. Photograph by James A. Beveridge, FRPS.

Another change--and, again, something that does not exist in the U.S.--is the designation "special" for certain dangerous goods in Canada, about 400 in all. Whenever any of these special commodities are present in a train, Canadian railways are required to perform a "gateway" inspection before entering populated areas. These gateway inspections--either a hotbox/dragging equipment detector or a standing or pull-by inspection--must be performed no closer than three miles and no farther than 20 miles from the designated boundary of a populated area. An inspection by the train crew or other employees must be conducted, extending from the front of the train up to and including the second car after the last full car of any special commodity.

For cities of 100,000 population or more, trains carrying special commodities may proceed from the first point of inspection, i.e., the initial gateway inspection, at a speed not exceeding 35 MPH. While within the populated area, that speed may be maintained if additional gateway inspections are made at no more than 20-mile intervals. Failing that, train speed must be reduced to 15 MPH or less. Beginning in October, 1984, the gateway inspections for cities with populations of 50,000 to 100,000 will be as described, but with no speed restrictions. Until then, we can do either a gateway inspection or limit our trains to 35 MPH. And, in October, 1987, we will be doing gateway inspections for cities and towns of between 10,000 and 50,000 population.

CP Rail has 167 hotbox/dragging equipment detectors in operation, with another 65 to be installed before the end of this year. At around $122,000 each, that represents an investment of approximately $28 million in reducing risk. But we think it's worth it.

For the moment, the difference between Canadian and U.S. dangerous commodity placards is minimal. They look pretty much the same, serve the same purpose and have, for the most part, the same symbols, colours and United Nations identification numbers. But we have one concern: a concern that changes in the regulations are pending, and we are not quite sure what the end result will be. We would like to maintain a similarity with the United States--a reciprocal "international" agreement of sorts--that would allow dangerous commodity traffic to flow freely, and safely, between the two countries. A recurring nightmare of mine is a bunch of trains, all jammed up at the border, while employees run up and down each side trying to figure out what's what...or changing documentation and placards from one system to another.

And speaking of dangerous commodities documentation, there are a few differences between Canada and the United States, one of them being the Hazard Information Response form, or "HIER" form. This is a form which, in Canada, is prepared by the shipper for each full car, trailer or container load of dangerous commodities. It accompanies CP Rail's waybill and is always in the possession of a member of the train crew. The only exception is in classification yards, where it must be readily available should an emergency arise. The information on this important document includes the placard notation, a "special commodity" notation (if applicable), the car number, consignee, classification, UN number, the potential hazards of the commodity, the immediate action to be taken if there is a problem, and the shipper's emergency telephone numbers. These Emergency Response forms were recently improved, and made bilingual (English and French) by a committee of railway, fire, police, shipper and municipal representatives.

In 1979, a retrofit program was launched in Canada--now completed--which required double shelf couplers for all 112 and 114 tank cars, along with head shields, thermal insulation and roller bearings. The latter, over the years, have proven to be operationally more satisfactory than plain bearings.

The goal is not only to be safe, but to be safer. But, even with the best of everything--equipment, track, train control, training--it all comes down to what an old friend of mine, a CP Rail instructor, used to tell his students--and probably still does: "There is no better safety device than a careful man."

A TRIPLE DECKER TO APPEASE RAILFAN HUNGER--The recent NRHS National Convention at Richmond, Va. was marked by a very special event on July 19th: a nocturnal "stacking" for photographers of three diesels at the famous triple level crossing at Fulton Bottom, Va. The occasion, arranged by RAILFAN AND RAILROAD MAGAZINE Editor Jim Boyd, attracted some 150 conventioneers, some of whom arrived as much as three hours early at the site to set up tripods and step ladders and exchange railfan banter. Meanwhile, during the late afternoon the three railroads involved, Chessie System, Seaboard and Norfolk Southern (reading from top to bottom in the "stack") had placed their respective units (8295, 6719 and Southern 6143) in the same configuration as that famous line drawing of three steam locomotives. The photographers arranged themselves in four rows, while Jim Boyd called out camera settings and other instructions through a bullhorn. At 9:10 P.M. he shouted "Everybody open them up" while assistants ran around on the three levels "painting" the diesels with light from flashbulbs. After 30 seconds, Jim called out "All right, everybody close shutters", and all present, it is to be hoped, had that remarkable scene captured clearly on film.

This was the sixth staged "stacking" at Fulton Bottom. The first occurred in 1911, shortly after the C&O line had been constructed as the top level. The most famous occasion was in 1926, when Tony Dementi photographed three steam locomotives in the model railroad-like setting and later sold thousands of postcards bearing the legend "Is two over one fair?" The last stacking occurred in 1966, at the NRHS Convention which was held at Richmond in that year. For a picture of the 1983 event, watch the cover of RAILFAN AND RAILROAD.

--Information from Millie Sandusky

TRANSPORT/2000

APPEALS TO MUNICIPALITIES TO PRESERVE ABANDONED RAILWAY RIGHTS-OF-WAY

(Editor's Note: In realization that the railways themselves have no interest in preserving their own abandoned rights-of-way as a resource for future transportation purposes, notwithstanding how much such preservation might be in the public interest: and in further realization that the Canadian Transport Commission, rightly or wrongly, has taken the position that it has no jurisdiction over the disposition of railway lines following its granting of permission for abandonment, Transport 2000 is turning to municipalities with an appeal to impose land use controls in an effort to prevent the parcelling off, and loss forever, of potentially strategic rights-of-way. The following are the contents of a letter dated July 29, 1983 as forwarded to P.E. Allen, Commissioner of Planning for the Regional Municipality of Peel).

This letter concerns the applications by Canadian National Railways to abandon portions of their Beeton Subdivision, a line presently extending from Georgetown to Barrie. The Region of Peel has indicated interest in seeing this line retained as a future guarantee against increasing rail freight traffic passing through the centre of Brampton, traffic which would likely include increasing shipments of hazardous materials.

Transport 2000 is also interested in having the Beeton Subdivision and other strategically located, underused rail lines retained for future purposes. Our recent representations to the Canadian Transport Commission concerning the future value of such lines do not seem to be regarded as part of the Commission's jurisdiction or interest. We are therefore seeking alternative means of preserving at least the rights-of-way of these lines.

A recent report entitled Midwestern Ontario/Bruce Railway Branch Line Study investigates the extensive rail branchline network in the Counties of Wellington, Bruce, Grey and Huron. The report recommends retention of several rights of way against future needs, suggesting that the property be purchased by the Province. No action seems to have been taken on this report; however we regards it as a more comprehensive approach to the problem of underused branch lines than has previously been the case.

At the Railway Transport Committee hearing concerning the Beeton Subdivision in Barrie last December, CN Counsel submitted verbally that in his opinion the Committee and the Commission retained no jurisdiction under the Railway Act over the railway's property once the track is removed. This being the case, other law, notably the Provincial Planning Act, must govern the present and future use of the abandoned right of way. Zoning by-laws in rural areas seldom distinguish railway lands from surrounding uses and under these circumstances adjacent owners purchasing or occupying the abandoned right-of-way might develop the property or claim value according to such zoning.

Canadian National has probably let a contract to remove the track from the Beeton Subdivision between Georgetown and Cheltenham. There is therefore some urgency in determining whether the municipalities involved would be interested in purchasing the right-of-way, or possibly zoning the lands in a suitable category to preclude spot development which might make future reinstatement of the line impossible. We would be interested to know whether the option of municipal zoning to prevent unwanted development on abandoned rights-of-way is indeed a viable one. As noted, we consider that several lines in Southern Ontario should be retained intact by whatever means proves practical. No doubt the railway would remove steel structures, and other facilities would deteriorate if the line was left abandoned for any period of time. Retention of the right-of-way would nevertheless avert a major cost in any reinstatement of the line. In other circumstances incompatible uses on and adjoining the property would make rebuilding the line extremely difficult.

We have just received the Decision and order of the Railway Transport Committee concerning the Grey-Bruce branchline network. The Committee has not accepted all of the recommendations of the Study for a variety of reasons. Its position on the disposition of abandoned railway lands is stated under the heading "Other Matters" at the end of the decision. I attach a copy of this short section.*

I hope that the suggested placing of abandoned rights-of-way under zoning control may prove a feasible approach. Please let us know what if any action the Region and the municipalities concerned consider appropriate at this time.

Yours truly, Wilfrid Walker, National Organizational Secretary, Transport 2000 Canada

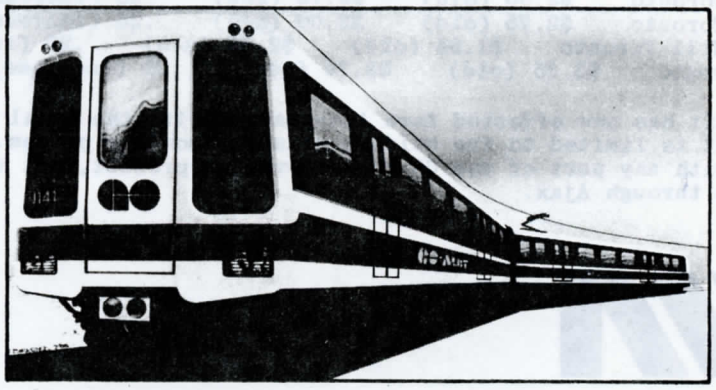
* The extract mentioned in the letter is as follows: "During the course of the hearing, a number of interested parties expressed concern with regard to the disposal and maintenance of abandoned right-of-way property. Both railway companies indicated that in general their policy regarding the disposal of abandoned right-of-way property was to offer it first to senior levels of government, then municipal and local governments, adjacent landowners and finally on the open market. The Province of Ontario stated that it would consider acquiring certain of the right-of ways (SIC) abandoned through these proceedings. It has been indicated that in those cases the maintenance of any property so acquired would be the responsibility of the Province.

Upon abandonment of the operation of a branch line, the right-of-way property ceases to be subject to the jurisdiction of the Canadian Transport Commission. Consequently, we have no authority either to direct a railway company as to the manner in which it can dispose of such property or to make an abandonment order conditional upon the abandoned right-of-way property

being dealt with in any particular manner. The usage or disposal of abandoned right-of-way property is therefore the prerogative of the railway company's management, subject, of course, to any provincial or municipal laws concerning fencing, maintenance, etc, in effect in the particular area.

--forwarded by Peter F. Oehm

GO TRANSIT NEWS



The essential configuration for the car equipment for the proposed Oakville-Hamilton and Pickering-Oshawa electric lines (see "ALRT Interurbans", Newsletter 397) has been changed. While three-section, four-truck articulated cars had been contemplated at the time of announcement of the GO-ALRT program, the concept has been altered to that of two-section, three-truck articulateds of 114-foot overall length with 9'2" wide bodies. The altered design has resulted from discussions between GO Transit and the TTC which have striven to arrive at a modular design which can be used by both agencies. While articulated subway cars do not appear feasible for the TTC, the use of common body components and other equipment on the cars of both systems is expected to result in lower quotes from the car builder and in the possibility of certain joint ordering of parts.

The above illustration portrays the general appearance of the GO-ALRT equipment under the revised concept, with each body section having two doors per side. The cars will be capable of operation in trains of up to five cars (ten sections) with a total train length in the order of 580 feet. Each car will have a seating capacity of 124 and a total capacity of 210 passengers. Comparing these fugures with those for a 75-foot TTC subway car makes it obvious that a commuter car seating configuration will be used, rather than that of shorter distance rapid transit cars. The GO Transit cars will have a maximum 75 MPH speed. As indicated in connection with the original article on GO-ALRT, the cars will use conventional propulsion and will collect current from an overhead system with single arm pantagraph pickup. There is little in the design suggestive of ICTS, and the latest change in concept renders the cars almost standard electrified commuter railway equipment in at least their basics. Having in view the service in which the units will be operated, the above illustration leaves out three things which will probably be added later, viz. roof headlights, chime horns and pilots. Not much of ICTS to be sure, but GO-ALRT promises to make the Hydro Radials scheme not pie-in-the-sky stuff after all, but merely a concept that was 60 years ahead of its time.

--Information and illustration from GO News

FARE INCREASE

--An average 9.8% fare increase took effect July 1 on the GO Transit system. The former two-part pricing formula changed from a fixed base of 35¢ plus 5.2¢ per kilometre travelled to 40¢ plus 5.7¢ per kilometre. In approving the increase, the GO Transit Board noted that the 9.8% hike not only conforms with the rules of the Provincial Cabinet Committee on Administered Prices, but in fact under those rules it could have been as high as 12.3%. The Committee's rules allow Crown agencies to pass along to their customers anticipated cost increases and GO's contract payments with the companies which operate its trains and buses are expected to rise by the higher figure. However, GO has chosen to eliminate from the equation increased wage payments to the contractors in excess of the 5% ceiling imposed on Provincial employees, thus bringing the final figure down.

GO Transit Chairman Lou Parsons told the Board that adjusting the apportionment of the charges does nothing to alter the overall cost of operating the system. "The bills still come in and they have to be paid. What isn't covered by operating revenues must be paid out of the Provincial Treasury. It becomes a question of how much of the cost of the ride should be paid by the passenger and how much by all the taxpayers of Ontario through the general tax levy". Forecasts suggest that, with this fare increase in place, about 53% of GO's operating costs will be paid by revenues, leaving some $50 million to be picked up by the Province. The Province will also contribute another $50 million this year in capital funds to purchase new bi-level rail cars, to continue work on upgrading approach trackage west of Union Station, and to carry out a number of other improvements on the system. Pointing out that the Provincial Government some time ago suggested that it would be equitable for the GO Transit passenger to contribute 65% of the cost of the ride, Mr. Parsons said that GO's program to reach that target would have seen a 16% fare increase as well as the imposition of parking charges at its stations this year. However, the Province's battle against inflation resulted in the fare increase being trimmed and the plans to charge for parking being put on hold. "We should take a realistic look at GO Transit as we start from the worst economic decline of the past half century," Mr. Parsons told the Board. "We still have a fare structure which is lower than the average for the North American industry and is significantly cheaper than the realistic cost of driving a car. We have had no significant service cuts and, in fact, have

continued to increase capacity where demand warrants. Equipment and plant maintenance remains high. Acquisition of new equipment to replace aging equipment and to provide more capacity has continued. I can tell you that many of our North American brethren wish they were in as good shape."

Sample increases under the new fare structure are:

Oakville-Toronto	$2.50 (old)	$2.75 (new)	.25 (increase)
Brampton-Toronto	$2.75 (old)	$3.00 (new)	.25 (increase)
Richmond Hill-Toronto	$1.85 (old)	$2.05 (new)	.20 (increase)
Oshawa-Toronto	$3.35 (old)	$3.70 (new)	.35 (increase)

--GO Transit has now effected fare integration with the local transit system in Ajax, Ont., although it is limited to the holders of adult monthly passes. The Ajax system does not connect directly with any part of the GO rail system at present, but the GO-ALRT Pickering-Oshawa line would pass through Ajax.

VIA REORGANIZATION

A major systemwide restructuring of VIA Rail's management organization recently went into effect, not the least of the objectives of which is an anticipated $5 million annual saving. The specifics of the reorganization are much too involved for even a recapitulation to be attempted here, but suffice to say that the changes are designed to streamline VIA's management and to make it more responsive to market demands. Coupled with this are the twin goals of improved service to the passenger and a reduction of the corporate deficit. President Pierre Franche has pointed out that VIA's subsidy from government was $449 million in 1982 and that it is budgetted for $527 million this year. A straight line extrapolation to 1988 would see the subsidy approaching the $1 billion mark, a point at which the operation might be even more severely emasculated than it was in 1981 unless costs are held in check. A philosophy of centralization (interestingly the reverse of CN and CP's development of greater regional autonomy) runs through the changes. At the regional level, VIA's emphasis is now primarily sales and customer services and local public relations.

Some of the more significant and/or interesting aspects of the reorganization, listed at random, are: A temporary Customer Service Task Force has been set up to examine how service to the passengers can be improved. The group will establish standards for employees who meet the public and will develop ways in which performance can be monitored on an ongoing basis. In connection with this mandate, the Task Force will examine how employee training, internal communication, signage, uniforms, staff scheduling and other matters can contribute to better service.

--The Finance and Administration Department will assume, in addition to its traditional duties, the function of Information Services. This change is reflective of a realization that VIA's management, its Board of Directors and the Government of Canada must be provided with relevant and timely information for day to day operations, control, reporting and planning purposes. The four regional field comptrollers will now report directly to the Corporate Comptroller in Montreal instead of to the Regional Vice-Presidents. A major study of accounting activities is being undertaken to determine the cost effectiveness and efficiency of centralizing such activities completely.

--The new Corporate Affairs Department has assumed the functions of Internal Audit, Translation, Law, Public Affairs and Corporate Secretariat, as well as a newly created function, i.e. Facilities Planning and Acquisition. The latter involves the mandate to manage VIA's real estate, not a major item herefofore but one that is expected to take on increasing importance. Land will be acquired for the construction of maintenance facilities, stations with intermodal arrangements and for corridor track projects. An example of one such project is Palais Station and its approach trackage: VIA is negotiating with Quebec City to secure an ownership interest in the station preparatory to its redevelopment as an intermodal downtown terminal. By establishing a sophisticated real estate management capability, VIA will be increasingly effective in negotiating leases of facilities to its advantage, and will be able to weigh the advantages of ownership of various properties in lieu of leasing.

--While not a department particularly affected by the reorganization, the Development Department is the recipient of a new Director of Projects position. The department is involved in a major effort to design modern passenger train maintenance facilities to be owned and operated by VIA. Depending on the availability of funds, such facilities would be installed initially in Toronto and Montreal, with possible later extension to other points on the system. A corridor project group is working upon a proposal to the Federal Government to develop high speed corridor facilities between Quebec City and Windsor and between Calgary and Edmonton. Other current projects include renovation of Toronto Union Station and the development of an intermodal facility at Levis, P.Q. In the equipment area, studies are underway directed to the purchase of new transcontinental equipment and what VIA calls a "short train" replacement for RDC's.

--The On-Board Services Department will now have its four area field managers reporting to Montreal instead of to the various Regions. Efforts will be made to improve communication between OBS employees (porters, waiters, stewards, field managers) and management staff, resulting in more consistent service and attitudes on trains. OBS now has an annual deficit of $25 million and will strive to reduce this. Former crew reporting offices are being amalgamated with catering distribution

centres under the new name Employee Service Centres.
--The Marketing Department has been restructured with five Product Managers respectively responsible for (1) transcontinental trains and related services, (2) Southwestern Ontario, (3) The section of the "Corridor" between Toronto and Quebec City, (4) long term marketing planning, and (5) tours. Another new section of the department, Marketing Services, will deal with fares, market research, and development of new business and new intermodal connections. Station planning and maintenance has been transferred to this department from the Operations Department. The budget for this latter function is being increased to reflect the importance placed upon station facilities. The department also produces VIA's public timetable, brochures and newspaper advertising.
--The Operations Department is one of those most affected by the centralization thrust, with the four Regional Centres to be closed and equipment assignment for the entire system to be handled from Central Control at Montreal. The revised approach will permit VIA more effectively to match car availability with passenger volumes. However, VIA's widely differing types of services will cause the Operations Department to be divided into two broad groups, one responsible for the Quebec City-Windsor corridor and other inter-city services and the other for the transcontinental and "remote" services. Another section newly centralized at Montreal is Contracts and Operations Analysis, the mandate of which is to administer the operating agreements between VIA and CN and CP. It also provides information on the various costs involved in passenger operations, co-ordinates the Operations Department's budget and reviews the bills that VIA pays to the railways.

--Abstracted from VIA Rail "Vialogue"

WESTERN ONTARIO ABANDONMENTS PERMITTED--BUT WITH STRINGS ATTACHED--Under date of July 25, 1983 the Railway Transport Committee of the Canadian Transport Commission has permitted abandonment of trackage, 35 days from the date of the order, as follows:
CN:Durham Spur, from Whites Jct. (Mile 0.00) to Durham (Mile 25.72).
--Southampton Spur, from a point near Port Elgin (Mile 48.19 of the Southampton Sub.=Mile 0.00) to Southampton (Mile 5.00), a distance of 4.1 miles.
--Kincardine Sub., from a point near Wingham (Mile 32.95) to Kincardine (Mile 57.82), a distance of 24.87 miles.
--Fergus Sub., from a point near Fergus (Mile 47.00)to a point near Palmerston (Mile 72.00), a distance of 25 miles.
CP: Portion of Walkerton Sub. from a point near Hanover (Mile 30.8) to Walkerton (Mile 37.3), a distance of 6.5 miles.

However, on the positive side, the RTC ordered: --that CN shall continue operation of that portion of the Kincardine Sub. from a point near Listowel (Mile 1.41) to a point near Wingham (Mile 32.95), which had been the subject of an abandonment application.
--That CP shall construct at its expense a spur line off the CN Kincardine Sub. in Wingham to serve Premium Forest Products and upon completion shall transfer ownership thereof to CN.
--That CP shall transfer ownership and operation of a portion of the Walkerton Sub. in the vicinity of Hanover between Mile 27.25 and Mile 30.8, including connecting trackage to CN's Owen Sound Sub., to CN.
--That CN and CP shall negotiate an agreement whereunder CN would receive trackage rights over CP in Fergus, permitting the former to serve CP's private siding customers in that town.

Returning to the negative side of the ledger, the RTC indicates in the order that CP, upon completion of the transfer to CN of the Hanover trackage, shall be permitted to abandon the balance of its Walkerton Sub., from Saugeen (Mile 0.0) to a point near Hanover (Mile 27.25), 35 days following the Committee having been advised by CP of the completion of the transfer.

These abandonments and trackage transfers follow upon not only abandonment applications by the respective railways but also the submission to the CTC of the 1980 "Midwestern Ontario/Bruce Railway Branch Line Rationalization Study, in which the railways participated along with the Provincial Ministry of Transportation and Communications.

--Peter F. Oehm

SECOND BUFFALO LRV DELIVERED by John D. Thompson

NFTA LRV 101, the first unit of the Authority's 27-car order, reached Conrail's Frontier Yard in Buffalo on Sat., Aug. 6, after its journey from Pueblo, Colorado on a railroad flatcar. The LRV, which was built by the Tokyu Car Corp. of Yokohama, Japan, had been undergoing several months of operational testing at the U.S. Dept. of Transportation Test Center in Pueblo. Car 102 was delivered to NFTA directly from Japan in late June and turned over to the Authority in a ceremony on July 15 (see August 1983 Newsletter).

Since the new South Park Shop lacks a railroad connection, it is necessary to deliver the cars to the yard of Higgins Erectors and Haulers, Inc., a steel erecting firm, located on the north side of South Park Ave., directly across from the NFTA facilities. A Conrail siding which has seen little use in recent years extends into Higgins' property. Here Higgins, using huge cranes, unloads the LRV's from the flatcars onto flatbed trucks, which transport them over to Main St. just north of the carhouse. The car trucks, which are transported in crates placed at each end of the flatcar, are lifted off and placed on the flatbeds. Then, the LRV is lowered onto its trucks.

The operation on Aug. 11 got off to a slow start. The car was reportedly due to arrive at Higgins' yard at 0900, but it was closer to 1100 before the special movement approached the Michigan Ave. overpass just east of downtown. Here the train, consisting of a Conrail switcher, the flatcar, and a transfer caboose, left the main line and entered the weed-choked siding. Progress along here was at a walking pace. The track curves southward and passes through a parking lot. Here, it was discovered that the rails were covered with a thin layer of dirt for a couple of car

lengths. The train halted and a council-of-war was called. Evidently it was initially considered necessary to dig out the track; however, by going forward a few feet at a time, reversing, then proceeding, the great weight of the LRV on the flatcar broke through the dirt.

By the time the car reached the south end of the yard, where the two giant cranes were waiting, it was time to call a halt for lunch. Following the break, 101 was loaded onto the flatbed trailer. Unfortunately it was discovered that one of the crates containing a truck had been damaged en route, although the truck itself seemed to be untouched. This problem, and the delay in arrival of the car, caused NFTA to decide to leave 101 on the flatbed in Higgins' yard overnight, and to conclude the unloading operation the following day.

Operational testing of 101 and 102 is being carried out in the yard area. It is expected that erection of overhead from the shops to the tunnel portal at Tupper St., on the northern fringe of the downtown area, will be completed by November, permitting more extensive testing. The first production run LRV's, which are undergoing final assembly at a General Electric plant in Cleveland, are expected in Buffalo next spring.

Commission canadienne des transports | Canadian Transport Commission

Some recent CTC decisions

BY BRIAN C. NICKLE

--CN Rail received permission to abandon the Flin Flon Subdivision from Mileage 87.36 to 87.46, and the Flin Flon Extension from Mileage 87.46 to 87.63. This portion of the line was opened in July, 1929 as part of the Manitoba Northern Ry., and subsequently became part of the CNR. There had been no train service on the Flin Flon Sub. beyond Mileage 87.36 since 1981, and the former customers on the now abandoned section of the line supported the removal of the trackage in favour of the City of Flin Flon's plans for redeveloping the downtown core.
--CN Rail received permission to abandon operation of the Renfrew Subdivision from a point near Renfrew Jct. to Whitney, Ont., a distance of 90.26 miles. This line had a colourful history, being incorporated as the Ottawa and Parry Sound Railway on May 4, 1888. During May, 1891 the O&PS merged with the Ottawa, Arnprior and Renfrew Ry. to become the Ottawa, Arnprior and Parry Sound Ry. In June, 1899 the line was absorbed by the Canada Atlantic Ry., which in 1914 itself became part of the Grand Trunk System. There had been no train service between Barry's Bay and Whitney since 1974, nor between Renfrew Jct. and Barry's Bay since January, 1982. (More evidence of CN's de facto abandonment process--Ed.)
--CN Rail received permission to abandon the Winnipegosis Sub. from a point near Fork River to Winnipegosis, Manitoba, a distance of nearly 10 miles. This line was chartered as the Lake Manitoba Ry. and Canal Co. in 1890, and passed through the ownership of the Canadian Northern Railway to the CNR.
--Also in Manitoba, CN Rail was able to abandon operation of its Inwood Sub. from Grosse Isle to Fisher Branch, a distance of 71.50 miles. This line was constructed by the Canadian Northern Branch Lines Co. between 1911 and 1914. To allow on-line customers (in 1982 255 cars were generated by these customers) time to adjust, this abandonment will become effective on Aug. 31, 1985.
--CP Rail received permission to abandon its Fife Lake Sub. from Coronach to Big River, Sask., a distance of some 18 miles, effective Aug. 31, 1984. This rail line was constructed by the CPR between 1927 and 1929. Total carloadings on the line were 476 in 1979; 414 in 1980; 232 in 1981; and 277 in 1982.
--CP Rail obtained the OK to abandon the Waltham Sub. between Wyman and Waltham, P.Q., a distance of 44 miles. This line was incorporated in 1880 as the Pontiac Pacific Junction Ry., and opened between 1886-87. At the turn of the century it was merged into the Ottawa and North Western Ry. and later leased to the CPR for 999 years. This section of the subdivision generated only 34 carloads in 1981.
--An application to discontinue the passenger train service between Toronto-North Bay-Kapuskasing, namely Trains 120, 121, 122, 123, 124, 128 and 129, was denied.
--CN Rail received permission to abandon the Caledonia Sub. from Caledonia Jct. to Caledonia, N.S., a distance of nearly 22 miles. This line was constructed by the Halifax and South Western Ry. in 1904, and ownership went to the Canadian Government Rys. in 1918, and subsequently to the CNR.
--CP Rail obtained permission to abandon a portion of the Shore Line Subdivision from a point near Lepreau to St. George, N.B., a distance of 20 miles. Actual losses on this line were over $78,000 in 1980 and over $86,000 in 1981. Constructed by the Grand Southern Ry. in 1877-1888, this road became part of the Shore Line Ry. in 1889; the New Brunswick Southern Ry. in 1901; and then, on a 999 year lease, became part of the CPR in 1911.
--Other abandoned lines of note include:--CP Rail St. Gabriel Sub. from a point near St. Felix to St. Gabriel, P.Q., a distance of 10 miles; CN Rail Rhein Sub. between Ross Jct. and Hamton, Sask., a distance of 10 miles, becoming effective Aug. 31, 1987; CN Rail Bodo Sub. between Cactus, Sask. and Bodo, Alta., a distance of some 12 miles; Abitibi-Price, on behalf of the Grand Falls Ry., to abandon operation of its main line between Grand Falls and Windsor, Nfld., a distance of 23 miles; CP Rail Osoyoos Sub. between Mileage 10.7 and 11 in B.C.; CN Rail Central Butte Sub. between Moose Jaw Jct. and Mawer, Sask., a distance of 45 miles, effective Aug. 31, 1987.

--Quote from the Richmond (Va.) News Leader, July 22, 1983: "The (NRHS Convention) excursion, sponsored by the Old Dominion Chapter of the NRHS, travelled the James River line of the Chesapeake and Ohio Ry., over which the last scheduled passenger train travelled more than 30 years ago" (emphasis added for special north of the border consumption).

ROBBING PETER TO PAY PAUL--A report prepared jointly by a professor in the University of Toronto's Environmental Studies Department and the Ontario Regional Manager of the Canadian Transport Commission, as presented to that Commission, recommends that CP Rail trains carrying dangerous shipments through Toronto be rerouted over CN's access line between Pickering and Brampton. Reaction was immediate from politicians in the Towns of Markham and Vaughan, who want to know why their constituents should be newly exposed to the potential dangers of CP derailments when they already have CN trains running through their areas. One has to wonder if the report authors are aware of how much development has occurred adjacent or close to the CN line since the time of its construction, through essentially open country, in the early 1960's. The CTC has not to date taken any action on the report, and it would not be surprising if action is never taken. The report did not recommend imposing a 35 MPH speed limit on trains passing across CP's North Toronto Sub., something which activist ratepayers in neighbourhoods adjacent to the line had been seeking. The report does suggest that use of CN tracks should be an interim solution, and says that both railways should be encouraged to develop new lines for dangerous consists to circumnavigate urban areas. This appears to be one of those Utopian recommendations which are easy to make when the report authors do not have to come up with details and financing methods. To find yet another bypass alignment (or two) around Metropolitan Toronto, one that would not be beset with monumental opposition, would seem to be an impossible task in this day and age.

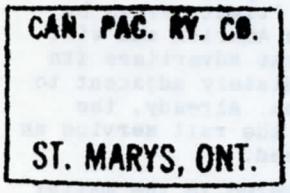
Correspondence

Dear Mr. Westland,

Being a former resident of Michigan, I was interested in the report on Detroit's peoplemover. However, as the Pennsylvania Dutch hereabouts would say, something is "ferhoodled". 13 cars ordered; two minute headway; 14 minutes running time; two car trains to operate. My calculations from the facts gleaned from your article would call for seven two-car trains, or 14 cars to maintain this service. With 13 cars, about the best they could plan for would be five trains, I would think, which would translate closer to a three minute headway.

I thoroughly enjoy each issue of the Newsletter. --E. Everett Edwards, Abington, Pa., U.S.A.

(Editor's Note: Quite right; the mathematics do not work out on the basis of the presented facts. However, the latter were taken at face value from a Detroit-originated report; another speculation is that SEMTA hopes to get close to 100% availability from these cars but is willing to operate at least one one-car train at all times, while the peak schedule is in force, and with additional one-car trains when cars are laid up for servicing.).



To the Editor: My mother recently sold the former CPR station at St. Marys, Ont., in which my father operated his electrical/insulation business up until his death last year. A local school teacher has purchased the station with the intention of dismantling it and re-erecting it on his own property north of town, before the summer is out. The structure has lost most of its interior to renovations and partial destruction, the latter being one aspect of the agreement of purchase between my father and CP when he originally purchased the station, and the stationmaster's house, 13 years ago. The building was at one time a passenger depot for service connecting St. Mary's and Woodstock. The line is still used for freight traffic, until recently seeing about one train a week, but this has now been reduced to once a month, for track maintenance and the occasional car to be picked up from the St. Marys Cement Co. The nameboard from the station was donated by my mother last year for presentation to CP Rail Prairie Region Vice-President J.W. Malcolm on the occasion of his retirement, 44 years after he had started working for the CPR as a telegrapher in the St. Marys station. --David Tomlinson, Aylmer, Ont.

Dear John:

During a two-day conference in Miami in April I managed to use lunch hour and evening and early morning to explore the Dade County Transportation Administration rapid transit line. The Manager of Construction there is Simon Zweighaft who was my assistant here (at NFTA) during 1970-74 when we conceived and launched the Buffalo rapid transit project. He escorted me the entire length of the 20.5 mile line, through the expansive yards and shops (at the extreme north end of the line) and on several trips on their prototype cars over the southernmost four miles of the line where the northbound track was finished and the third rail energized for shakedown of the cars.

Miami's cars are identical to those of Baltimore. The joint car order provided for cars 1 and 2 to be delivered to Baltimore, 3 and 4 to Miami, then Baltimore's production quantity, and finally Miami's production quantity. A misfortune is that Baltimore is evidently behind schedule, so is not pressuring the car builder to hold to schedule, while Miami is ahead of schedule and could open the South Line in December 1983 if its cars were available. (It is understood that, since this letter was written, arrangements have been made to divert 16 cars of the Baltimore production order to Miami to permit the scheduled opening of the latter's system.--Ed.) One of the people at the conference was from Baltimore. He said that the only difference between the cars for the two cities is that Miami has cushioned seats with a coarse blue fabric while Baltimore has cushioned seats with a smooth-finish brown material.

The car procurement engineers were cautiously running the Miami prototype cars faster and faster. They are required to go 70 MPH and after tests are completed will be equipped with

governing devices to limit them to 70 MPH. When we boarded for the first of my sample rides, they told us they were up to 62 MPH. A few trips later, they exceeded 70 amidst much staff rejoicing.

Of the 20.5-mile length of the rapid transit line, about a quarter of a mile is on the ground surface immediately south of downtown Miami. All of the remainder is on aerial structure of at least three reinforced concrete designs. The Miami River is crossed at 75-foot clearance above high tide. Miami is essentially a low-profile city with residential areas having only single-storey homes. So, the rapid transit line dominates the skyline.

The downtown people mover shop building was nearing completion, and there was much evidence of provision for it in other new structures. Land clearance is underway for its private right-of-way sections. It is easy to trace its alignment. The first actual people mover contracts for construction were at the time to be awarded in a week or two. It forms a roughly rectangular loop through the central business district and is called "METROLOOP". Inasmuch as the rapid transit line ("METRORAIL") has only one central business district station, the people mover is a necessity to distribute passengers. The central area station, Government Center, has obvious provision for a future east-west rapid transit line at a lower level. From bottom up, the levels of this spectacular station will be (1) linear park at ground level and intersecting streets, (2) METROLOOP level, (3) transfer level and future east-west line platforms, and (4) METRORAIL north-south line platform. The north-south line will have an island platform between the tracks. The east-west line will have a pair of side platforms.

Wherever practical, stations are tied into adjacent development with enclosed walkways at mezzanine level (above street traffic). Learning what not to do from BART and Washington, D.C., Miami has arranged to bring feeder buses as close as possible to stairways and escalators to the station platforms. Transfers will be barrier-free, so the buses come within the fare-paid area of each station.

The greater portion of the line is in the right-of-way of the Florida East Coast Railroad, including the entire South Line. Temporary yards are provided at the south end by continuing the double track on the surface until it reaches the first grade crossing. Here the third rail ends and the rapid transit property is protected by a chain-link fence. But, the track continues across the grade crossing and blends into the FEC track. A short pit has been built so that the trucks can be inspected one at a time. A very small building provides office space for the yard-master and a check-in point for operating personnel. The vast storage yard (adequate for all envisioned future extensions as well as the initial line) and generously proportioned shop are located alongside FEC's Hialeah Yard with track connection between the railroad and the rapid transit. Because the first public service--on the South Line--will be isolated from the yards and shop, DCTA has arranged with FEC to ferry rapid transit cars between the north and south tips of the line. The North Line is approximately a year behind the South Line.

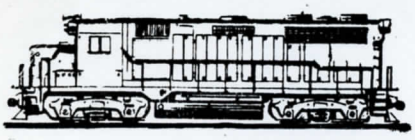
I was very favourably impressed with Miami's rapid transit project. After it opens, it will furnish useful examples of ways to thread conventional rail transit through 'tight' areas by use of aerial structure. It will be the most visible transit system in North America and will therefore demonstrate the principle of the train being a moving billboard that advertises its own quality service. The FEC right-of-way in the south is parallel and immediately adjacent to U.S. Highway One which is a six-lane surface expressway impeded by congestion. Already, the shakedown trips of the two-car train were building positive anticipation of the rail service as people sit in their autos--stopped--and watch the train glide by at high speed.

My only negative comment is that <u>if</u> the rapid transit standards had been lowered in the matter of minimum curvature radius <u>and</u> the $130 to $150 million being spent for the people mover were instead added to the rapid transit construction budget, the METRORAIL line could have been aligned through the central business district so as to directly distribute the passengers at several strategically-located stations. --Gordon J. Thompson, Buffalo, N.Y.

--VIA often claims that poor timekeeping is due to the old equipment, but the LRC's have their own problems. On Sunday, Aug. 14 LRC Train 46 left Union Station, Toronto for Ottawa on time at 17:30 but stopped at the end of the platform. After about 20 minutes, it was announced that a car was faulty and must be replaced, which would take 45 minutes to one hour. (It appeared that the suspension on the last car had failed as it had a pronounced tilt). Passengers, baggage and supplies were removed and, after about 40 minutes, an MLW switcher brought two cars from the yard. But to uncouple an LRC requires two CN maintenance men and a supervisor, and much time. In due course the bad order car was switched to the adjoining track, the two cars coupled, passengers boarded and we started again for good at 19:20, one hour and 50 minutes late. We maintained this to Ottawa (the dispatcher held Train 49 at Federal), arriving at 12:15 a.m., after the city buses had stopped. So we needed taxis to get home.

I hope I shall have better news to report after my train travel in France. --J.M. Harry Dodsworth

<u>MORE ON EDMONTON EXTENSION</u>--The stations on the new ETS LRT extension (see August issue, P. 3) feature, in the case of Corona Station, a spacious design from mezzanine level to platform with five lighted chandeliers, and in the case of Bay Station, an intricate tile design including geometric layouts on the platforms. Both stations have numerous street level entrances, mezzanine level connections to adjacent commercial properties, and spacious train level platforms. Elevator access for the disabled and elderly has been provided. New style TICFAK fare machines are used, which are more versatile and resistant to jamming by contrast with the older machines, and enable smoother passenger flow to "POP" (proof of payment) areas. --Passenger Transport



Motive Power Section

POWER NOTES BY BRUCE CHAPMAN

CP Rail

--Rebuilds: at Ogden (Calgary): 8507 to 1556; 4462 to 6801; 8664 to 1557. These units were all completed during July.
--7017 was stored unserviceable at St. Luc Engine Terminal, Montreal as of July 21.
--CP leased to GO Transit SD40-2's 5501, 5518, 5542, 5556, 5558 and 5792 for a 24-hour period on July 20, due to fuelling problems GO was experiencing with their own units.
--Both 6620 and 7028 are back in service from John St. Engine Terminal, Toronto, the 7028 having been returned to Smiths Falls.
--CP will spend $469,000 for reroofing St. Luc Roundhouse, then $1 million over the next two years for insulating the building. The lighting will also be increased inside the shop. The roundhouse was built circa 1949.
--CP has retired Robot 1029, but the car will be remaining at Fort MacLeod, Alta. until plans for its remodelling into a service car are definite.
--6621 arrived in Toronto on Aug. 13, on Train 448, billed to General Electric, Cleveland. The unit, which is equipped with roller bearings, will be shopped there over a 15-week period, then returned to CP's Angus Shops for repainting.
-6607 is stored unserviceable at Sutherland, Sask.
--TH&B 402 is being sent to Angus for frame repair.

VIA

All 1400's were placed in storage as of August 1. Eight of them are at John St., Toronto; others are stored as follows: Medicine Hat, Alta: 1418, 1423, 1424, 1432; St. Luc, 1402, 1403, 1405, 1407, 1414, 1416, plus 1961 and 1965.
--RDC 6210 suffered a fire at Kingston, Ont. this summer.
--RDC 6144 also experienced fire damage, at Alyth Shop, Calgary, on Aug. 1, so 6127, which was supposed to return to Toronto, will remain at Calgary for the time being.
--RDC 6116 hit a truck at Belair, P.Q. on Aug. 18, killing the truck driver. The front end of the car was derailed.

GT

The following units were retired last spring and sold to the Precision National Corp: 8027, 8034, 8035, 8085, 8087, 8088, 8093, 8120, 8201, 8202, 8204.

Correction: The statement was made in the August issue Motive Power Section that CP's recently-retired RS2's had spent their entire working lives around Newport, Vermont. This statement was not made by Bruce Chapman, who advises that 8401 was assigned, steam generator equipped, to Ottawa for about the first 10 years of its life; it functioned as a backup for the Maniwaki gas car, 9005, in the event of the latter's failure. When RDC's replaced 9005 in the late 1950's, 8401 was transferred east. 8403 was assigned to Brownville Jct., Maine until about 1976 when the Moosehead way freight was abolished, and was then sent to Newport. Possibly other units in the group had non-Vermont assignments.

BRITISH COLUMBIA RAILWAY

--CP is expected to move BCR's new electric locomotives to them this fall. The first locomotive is expected out of GMD on Oct. 28 and another on Nov. 11; the five remaining units will follow at a rate of two every three weeks. The first two are to be rushed out as they are urgently required by BCR. The other five may be stopped off at certain points for pictures and inspection.

BCR's electrified Tumbler Ridge branch is expected to be in operation by Dec. 1, 1983. Coal trains will use four electric locomotives from Tumbler Ridge to the western portal of Table Tunnel, then two on to Tacheeds, where diesel units take over to Prince George. A total of 21 hours will be allowed for the round trip from Tumbler Ridge to Prince George. CN then takes over, with 54 hours allowed to Prince Rupert and return. The new line features four tunnels and 11 bridges. BCR may try marketting the tunnelling skills it has gained in construction of the branch.

•CN GP9 4100, which was reported in the April Newsletter as being stored serviceable, hauled RAPIDO train 37 from Montreal to Ottawa on Aug. 10. It then took train 49 (overnight CAVALIER) from Ottawa to Brockville.

--J.M. Harry Dodsworth

GM LOCOMOTIVES

Diesel Division
General Motors
of Canada Limited
London, Ontario.

UPDATE OF RECENT LOCOMOTIVE ORDERS SUMMARY TO JULY 14, 1983 (Continuation of lists appearing in Newsletter 397, Page 13 and in Newsletter 404, Page 21) compiled by Don R. McQueen

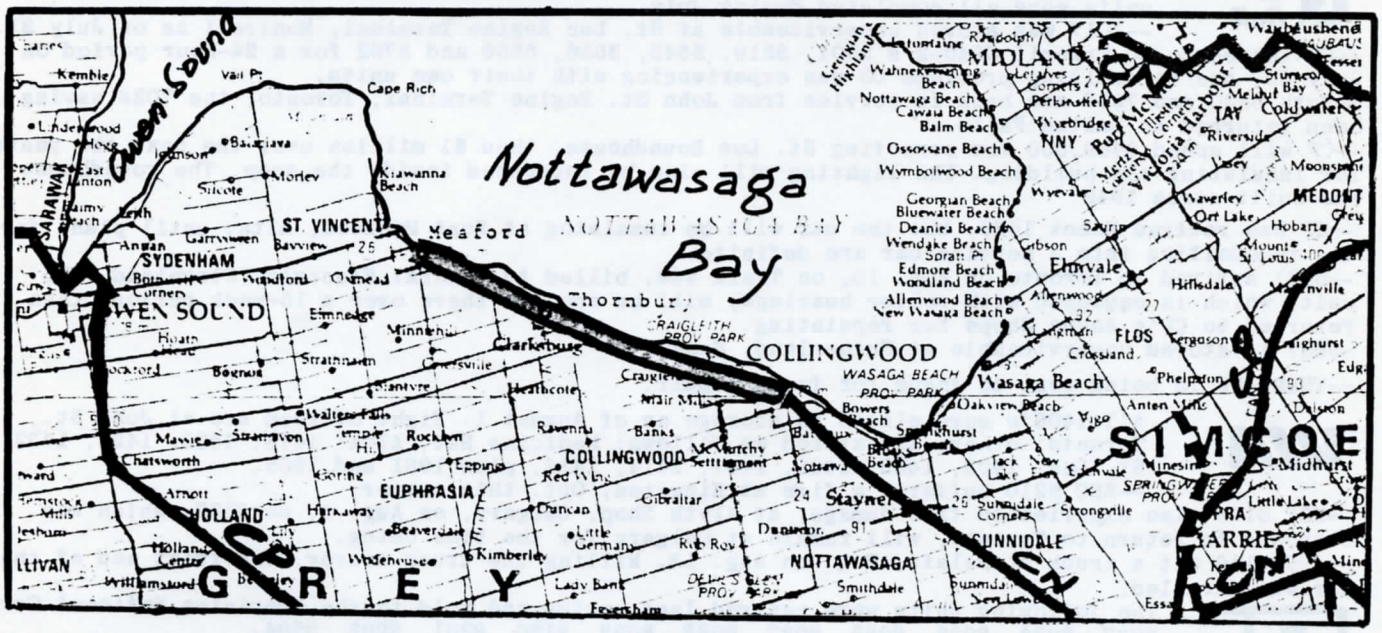
1. Changes to Previous Lists:-Newsletter 397: Order C-439 (Egypt)--change Note F to "34 units delivered Dec. 1981; 30 units delivered Mar.-Apr. 1982". Newsletter 404: Order C-444-under "Delivery Date" change to delivered Dec. 1982 to Mar. 1983 and Jul.-Aug. 1983; Order C-445-change to delivered Apr.-June 1983. (CP Rail SD40-2 order split for deliveries of GP38-2's).

2. New Orders:

Order	Qty.	Model	Purchaser	Delivery Date
C-448	4	SD-50	CN	For Oct. 1984
C-450	15	JT22MC	Egypt	For Jan.-June 1984

BCR RS3's 571, 573 and 577 are being rebuilt as slug units. The 571 and 577 will be renumbered as S402 and S403.

CN Meaford abandonment submission



The following is a condensation of the Canadian National Railways submission to the CTC entitled "Report on the Proposed Abandonment of a Portion of the Meaford Subdivision".

The Meaford Subdivision begins at Barrie, Ont., Mile 0.00, and extends 52.19 miles in a north-westerly direction to Meaford, Ont. At Barrie, connections to the Newmarket and Beeton Subdivisions are made via yard tracks. The stations located on the section of the subdivision proposed for abandonment are Thornbury, Mile 43.98, and Meaford, Mile 52.19. (Note: the station buildings at these locations were removed a number of years ago). Freight carload service on the line is presently provided by a wayfreight from Barrie operating on an "if and when required" basis.

The portion of the line proposed for abandonment was part of a rail line originally built by The North Grey Railway Company, incorporated on 15 February 1871 to construct a railway from Collingwood to Meaford. The line was completed and opened for traffic on 31 December 1872. This railway was amalgamated with The Toronto, Simcoe and Muskoka Junction Railway Company into one company under the name Northern Extension Railways Company under agreement dated 27 December 1871. This railway and The Northern Railway Company of Canada were subsequently amalgamated into one company under the latter name as authorized by Statute Canada 8 April 1875. Effective 24 February 1888 The Northern Railway Company of Canada was amalgamated into The Grand Trunk Railway Company of Canada. The latter became part of the CNR on 30 January 1923.

The Meaford Subdivision is in poor to fair condition containing rail mainly with a weight of 80 lbs. per yd. Cars exceeding 220,000 lbs. gross weight are required to be covered by handling instructions. Maximum train speed is 25 MPH. It is paralleled by Provincial Highway No. 26 which is a paved, all weather road providing access to major commercial and industrial centres. There are five "for hire" highway carriers licensed to serve the area through which the line passes.

Alternative rail services are shown in an appendix for the two stations on the line, giving the distance in road miles to alternative rail stations. The nearest alternative station to Thornbury is Collingwood, a distance of 13 miles, and the closest open station to Meaford is Owen Sound, a distance of 17 miles.

The Meaford Subdivision extends through exceptionally scenic countryside which has been designated by the Province of Ontario as a four season tourist and recreation area. A considerable number of highly successful tourist attractions complement the area. Thornbury, which is located on Nottawasaga Bay at the mouth of the Beaver River, is in the centre of an important apple growing area. Meaford is also located on Nottawasaga Bay at the mouth of the Big Head River. Meaford has harbour facilities; however, due to the shallow depth of the water, which does not exceed 10 to 11 feet, this harbour is not suitable to accommodate commercial lake vessels which require water depths which range up to 27 feet. There are no known rail-oriented industrial developments underway or planned in the foreseeable future that would require the use of rail service in the area. There are no services planned or proposed for the future by CN Rail on the portion of the Meaford Subdivision proposed for abandonment.

With abandonment of the rail line it is anticipated that some local on-line traffic would be lost to private or commercial truckers. During the five year period 1977 to 1981 rail traffic handled on the line ranged from a low of 43 carloads in 1977 to a high of 120 carloads in 1980. The increase in 1980 was due to an outbound movement of 82 carloads of hay to Western Canada because of severe drought conditions. With abandonment of the line no unusual heavy expenses would be imposed on remaining active customers who would be required to transport any future rail traffic by truck at their own expense to one of the alternative stations listed in the appendix.

It is expected that, with the abandonment of the line between Mile 34.60 and Mile 52.19, the bulk of the rail traffic now handled to and from that portion of the Meaford Subdivision would continue to be handled by rail. This will result in a small increase in carloads to the alternate stations and a minor increase in trucking activity. Train operations between Collingwood and Meaford are at the minimum level consistent with traffic available and no further economies could be realized by changing the method of operation. The only other line of the Company in the immediate area is the Owen Sound Subdivision, approximately 17 miles distant, which is too far away to provide an economic interconnection. There is no direct connection between the trackage proposed for abandonment and any other railway line. CP Rail's Mactier Subdivision crosses the Meaford Sub. at grade, at Mile 7.45 (Mile 58.09 Mactier Sub.), which is on the portion of the Meaford Sub. which will continue to be operated by CN. It is therefore considered by CN that CP could not provide service over CN's tracks between Collingwood and Meaford in a way that would be economically feasible.

Summary: Carload traffic handled to and from the two stations on the portion of the Meaford Sub. proposed for abandonment has been minimal in recent years. Clearly, it has been shown that in 1979, 1980 and 1981, revenues from originating and terminating traffic on the line failed to meet the costs incurred; consequently, CN Rail has suffered continuing actual losses. There is presently no economically feasible method of rail operation nor any other opportunity for eliminating the losses incurred on this line. Therefore, in view of the losses being sustained, and in accordance with the terms of the Railway Act, CN Rail has no alternative but to apply for the discontinuance of the Meaford Sub. between Mile 34.60 and 52.19.

(Not a word is said about the possibility of Provincial acquisition of the line, nor of the plans which the Ontario Rail Association has had for several years to conduct a steam tourist operation between Collingwood and Meaford.--Ed.).

Appendix

1. Physical Statistics--Miles of track: Main Line--17.59 mi. Spurs and Sidings--1.08 mi. Total-18.67 mi.

Rail: Main Line & Spurs: 2.89 mi. of 85 lb.; 15.78 mi. of 80 lb. Type: ASCE. Condition: Fair. 85 lb. laid in 1912, 80 lb. in 1905.

Track Ties (treated): No.: 53,777. Condition: Poor. Average Age: 30 years.

Ballast (pit run): Length--18.67 mi. Condition: Poor. Age: Various.

Culverts: Wood box-one. Condition--Good-fair. Year built: 1913-40.
Concrete Pipe: 60. " " " " " "
Cast iron " 2 " " " " " "
Corrugated metal pipe: 104 " " " " " "
Concrete box: 1 " " " " " "

Bridges:	Type--Beam Span.	Length: 60'	Mileage: 42.60	Condition: Good	Year Built: 1890	
	Deck truss span & deck plate girder span	" 298'	" 44.20	" "	" " 1898	
	Deck plate girder span	47'	" 44.80	" "	" " 1924	
Trestles:	Type: Pile Trestle	" 36"	" 34.70	" "	" " 1890	
	" " "	" 25'	" 50.70	" "	" " 1924	
	" " "	" 37'	" 51.00	" "	" " 1890	
	" " "	" 37'	" 51.20	" "	" " "	
	" " "	" 12'	" 51.80	" "	" " "	
Crossings, Public:	Protection:	Number				
	Flashing lights & bells	2			1927-48	
	Reflectorized Signs	49			" "	

Buildings: Freight shed--frame. Location: Mi. 52.19. Condition: Poor.

2. Alternative Shipping Points:

On Line Station	On Line Mileage	Alternate Stn.	Ry.	Road Miles From On Line Stn.
Thornbury	43.98	Collingwood	CN	13
		Owen Sound	CN	25
		" "	CP	25
		Flesherton	CP	25
Meaford	52.19	Owen Sound	CN	17
		" "	CP	17
		Collingwood	CN	21
		Flesherton	CP	25

--forwarded by Peter F. Oehm

MISCELLANY--The Niagara Falls, Ont. City Council, its Visitor and Convention Bureau, and other local business leaders are up in arms against a plan of the Niagara Parks Commission to institute, in 1984, a new bus service from the Rainbow Bridge southerly through Queen Victoria Park to Chippawa. Paralleling the Niagara River, the operation would miss the uptown tourist traps; the opponents say that what is needed is some kind of light rail system following a loop routing through the city. One thing which can be said for the bus plan (tongue in cheek) is that it would be historically accurate, following the southernmost portion of the route of IRC's Park and River Division...VIA Rail offices will arrange transportation on Amtrak's new auto carrier service between Lorton, Virginia and Sanford, Florida, which commences operation on October 30; the service, a reincarnation of the defunct Auto-Train, will operate tri-weekly at the outset (SB Sun.-Wed.-Fri. and NB Tues.-Thurs.-Sat.) and may become daily on March 1, 1984... Conrail recalled 800 employees to its Juniata (Altoona) locomotive shop effective Aug. 29 as a result of a business upturn...Amtrak is considering total removal of the ticket agent at its Niagara Falls, N.Y.station; the staffing period was reduced to 6:30 AM-2 PM a few months ago, at which time a transit type shelter without seats, which has already suffered from vandalism, was set up at trackside for use during the post-2:30 PM period.

SHORT HAULS by Bruce Chapman

--PCL Construction of Regina has won the contract to build the first phase of CP's car repair and diesel shop at Moose Jaw, Saskatchewan. The new facility includes a two-track diesel shop, a three-track car shop, measuring 73 x 69 metres in area, with the capacity to maintain 12 yard locomotives and provide minor repairs for road engines, and to handle 11,000 cars annually. The first phase is scheduled for mid-December, 1983 completion, with the entire facility in operation by 1985.

--The Town of Golden, B.C. has applied for a Federal grant to remove CP's tracks from the town, in connection with the new car shop to be built there soon.

--A $1 million renewal of ballast, ties and rails is being carried out at Montreal's Hochelaga Yd. The yard contains 77 tracks.

--The TH&B will spend in excess of $93,000 in the Hamilton area as part of a $1.4 million program to upgrade trackage and facilities on the system. The former figure includes $56,000 for the second phase of a two-year program to repair the Dundurn St. bridge in Hamilton. The overall program includes the installation of 17,000 new ties, the replacement of 10.6 miles of rock ballast, the installation of 0.55 miles of new rail and one mail of relay rail. The railway has 112 miles of track in the Niagara Peninsula and in the Hamilton-Brantford area. --Doug Page

--CN has doubled the capacity to serve Alaska by placing in service a new 56-car capacity barge between Prince Rupert, B.C. and Whittier, Alaska (southerly terminus of the Alaska R.R.). The barge service, operated since the early 1960's, is provided by the Knappton Corp. of Portland, Oregon under contract to CN, and heretofore used a smaller 28-car capacity barge. --Doug Page

--Transport Canada is again looking at a 10-year old plan to convert CN and CP tracks west of Kamloops, B.C. into one operating entity, thus providing, in effect, a double track line. Uni-directional traffic on double track offers a two- to three-fold increase in capacity over two bi-directional single tracks. Expansion of existing interchanges and installation of new ones to ease usage would cost $250-300 million. Both CN and CP oppose the consolidation plan.

THE RAILROAD MAN'S PRAYER--At a memorial service held in Englehart, Ontario for a deceased railroad man, the following prayer which was found in his pocket was read at the service by his Pastor:

"O Lord, we meet as a body or railroad men, with our wives and daughters to consult for our interest. We are reminded that life is a train, and the road to heaven is a railroad. God's truth the rail, God's love the fire, and His promises the signal lights. Oh, we recognize thee as the General Manager of our Road, the Superintindent of our train and Chief Despatcher. Thou didst survey the right-of-way and thy son didst purchase it with His blood. Thou didst lay the track and ballast the road; thou hast furnished the rolling stock. Thou art the owner and controller of all. We look to thee for all our orders and thou must sign the checks for our daily bread. Be merciful in handling our human mistakes and blunders and do not discharge thy unworthy servants.

"We are grateful for the Bible, thy book of rules and instructions; be merciful in our examination and look with charity upon our failures. Thy promises and warnings are our head-lights and hand lanterns; help us use them so as to save our train from wreck. Deliver us from broken rails, blind switches, false signals and mistaken orders. Be with us on every high bridge of responsibility, on every sharp curve of emergency, and in every dark tunnel of trouble. Let the light of thy promises shine out bright. Grant us passes for our wives and children, and let them be with us. When the storms of temptation and trial come, save us from the fatal slides and washouts that have wrecked so many trains, on the road of Life. Let our way, kept secure by thy Guardian care, always show the steel rail and rock ballast, and be solid and firm and free from destruction. Deliver us from snares of our enemy. May the head-light of the truth shine bright on a thrown switch, false signal or fatal obstruction placed for the wreckage of our train. May the emergency brake of a strong will save us.

"As we make our last run, headed homeward, if it be thy will, order our train in on time. Let the light of thy promises burn bright to light the last dark tunnel of death. As we run through the Grand Central Station of the skies, may we have the approving smile of the General Manager and Superintindent; sign with joy the payroll, receive our wages and have an eternal layoff with God and angels and loved ones at home. And we praise thee forever. Amen.

--J.W.F. (Retired CPR engineer), from Raymond L. Kennedy

UCRS and other events and activities

by Ed Campbell

--This is the last call for members wishing to purchase tickets for the fall colour excursion on GO Transit bi-level to Gravenhurst and Huntsville on Saturday, Oct. All soace on the steamer SEGWUN has been sold out. Tickets are available from Davisville Travel Centre, 1927 Yonge St., Toronto M4s 1Z3 or UCRS, P.O. Box 505, Holland Landing, Ont. LOG 1HO. Toronto telephone number (416) 762-8920, between 6 p.m. and 10 p.m. Fare $40 adult, child $30. Side trip to Huntsville $8.95 for all.

--Also do not forget the street car trip Sunday, Oct. 2 in Toronto: cars depart from Bay and Wellington Sts. at 10 a.m.; trip ends at 4 p.m. Tickets $14 for all, from UCRS, Box 505, Holland Landing, Ont. LOG 1HO.

--The Society is very pleased to have been asked to mount a railway display for the Barber Shoppers' Conference being held in the Constellation Hotel, 900 Dixon Road, Mississauga (Malton), Ont., Oct. 14 through 16. It is being hosted by the Mississauga Harmony Express; the theme is railroads.

--We are pleased to hear that John Robertson was helping at the Milton Steam Show where the UCRS had a sales booth over the Labour Day weekend.

--Many thanks are extended to all of the members who helped at the CNE to conduct the public through the cab of CNR 6213 and to help at the sales booth there. Thanks are also extended to those who set up and helped at the UCRS booth at the Milton Steam Show.

Friday, Sept. 16--The regular Toronto UCRS meeting will be held at the Board of Education Auditorium, 155 College St. , starting at 8 p.m. sharp with the usual 7 p.m. pre-meeting get-together. A panel of Transport 2000 members will provide a discussion, illustrated, of the group's efforts to improve public transportation services in Canada. Be sure to attend this meeting, which promises to be very interesting and informative.

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

Friday, Sept. 23--The UCRS Hamilton Chapter will hold its monthly meeting at the CNR Hamilton Station on James St. North, featuring members' 35mm slides. This is a chance for you to meeting Hamilton members and show them your slides. You can ride directly to the CNR Hamilton Station by GO trains leaving Union Station at 17:19 and 18:03 respectively.

Friday, Oct. 21--The regular Toronto UCRS meeting, at the Board of Education Auditorium, 155 College St., 8 p.m. sharp. The entertainment will be announced in the October Newsletter.

--The Massachusetts Bay Railroad Enthusiasts Inc. will operate a Farewell to Steamtown (Vermont Fall Foliage) excursion from Boston to Bellows Falls, Vt. and return on Saturday, Oct. 1. Steamtown will be moving shortly afterwards to Scranton, Pa. Adult fares are $44, children $27. Adult fare for Bellows Falls-White River Jct. side trip is $5 extra, $4 extra for children. Steamtown train ride and museum options $7 adults and $5 children. Make payment by cheque or money order to Mass. Bay RRE Inc., P.O. Box 208, East Walpole, Mass. 02032.

VILLAGE WANTS STATION TORN DOWN!--According to the London Free Press, the Village of Wyoming, Ontario, located on CN's Strathroy Sub., has asked the railway to remove a 100 year old abandoned station and replace it with "a heated structure with washrooms". Village Council claims that it would be too costly for it to renovate and maintain the old station and freight depot. Although the structure has not been used for over 20 years, VIA Trains 85 and 682 still stop at the site. In April, the Wyoming Council turned down an offer from CN to sell the station to the Village for $2. It is safe to assume that CN will turn over the request for the heated shelter to VIA Rail without too much delay.

--Mike Lindsay

NEW CARS FOR CALTRANS--SAN FRANCISCO--In what is advertised as a major step to improve Peninsula commuter rail service, the California Department of Transportation signed a $37.1 million contract with a Japanese firm on May 16 for 42 new double deck, stainless steel commuter coaches. The equipment, according to a Caltrans press release photo, will be almost identical to the cars that Chicago's RTA purchased a couple of years ago. The contract went to the Sumitomo Corporation of America which will assemble the cars in the U.S. from parts manufactured in Japan and in the United States. The cars are to enter service in early 1985. The specifications call for 14 of the coaches to have control cabs and seating for 139 passengers. The balance will seat 148 riders. Delivery of these cars will enavle Caltrans to retire a number of Harriman coaches which date from the 1920's. The newest coaches in service were purchased by the Southern Pacific circa 1962. Next year, Caltrans plans to purchase 18 new diesel locomotives for the Peninsula runs at a cost of $25 million. It will be interesting to see if the agency will start converting the older cars to Head End Power to coincide with delivery of the new units. Presently, most runs are handled by boiler equipped Southern Pacific Geeps.

--Mike Lindsay

A LETTER FROM A FRIEND by Sandy Worthen

Another "first" in the history of the French National Railways' "Train a Grande Vitesse"--TGV--was reported in La Tribune of Geneva, Switzerland, on July 18, 1983 and further explained in a letter from a passenger to the author: "Our return from Lille was upset somewhat by a fire in the rear motor car of the TGV in the station at Culoz, at the moment when the second trainset was being uncoupled to proceed on its route to Chambery. I was watching the procedure and I saw greyish smoke rising from ventilators of the power car. No one seemed to be doing anything about it. All the same, an employee told me that "it was going to stop automatically" (!). A few moments later, the fire in the motor car became general, the passengers were evacuated from the trainset, and the firemen from Culoz, Belley and even from Bellegarde arrived. The relief train came to rescue us two hours later. Believe it or not, I had no camera with me and so was unable to shoot the scene. As far as I have been told on the spot, the fire started in the air-conditioning apparatus and not in the traction motors, as was reported by the media."

The following is a translation of the item which appeared in "La Tribune" of Geneva: Neighbouring France "In the station at Culoz, the power car of the TGV catches fire. There was a great flurry Saturday in the station at Culoz. At 1529 hr., when the TGV Paris-Geneva came into the station, the conductor noted that one of the motors was on fire. It was necessary to evacuate the passengers hastily. The firemen arrived at once from all over the area, but their intervention was delayed for a quarter of an hour because the catenary wires in the station were alive. Finally, the fire was able to be controlled and the damaged trainset was taken out of the station. Railway operation was interrupted for more than two hours."

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