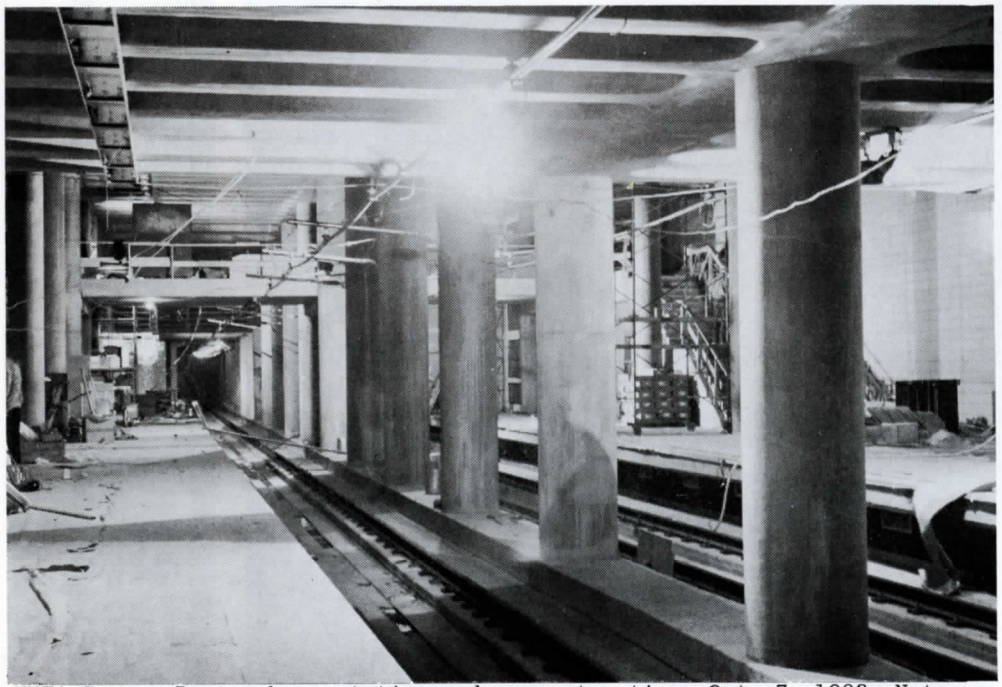
Newsletter

INCORPORATED 1952

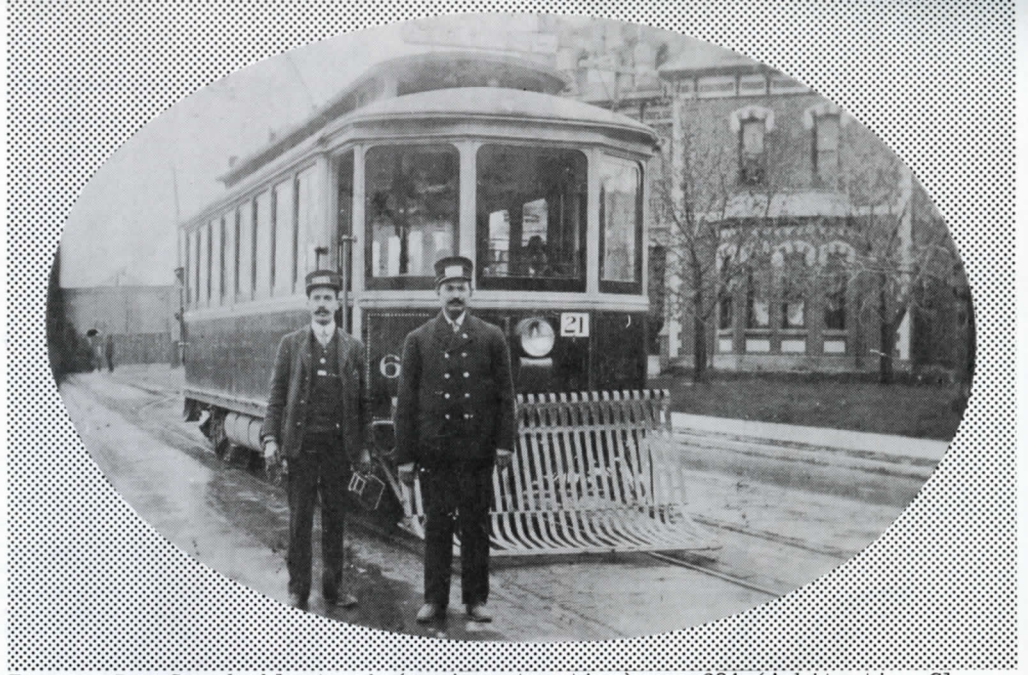
NUMBER 411 JANUARY 1984

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

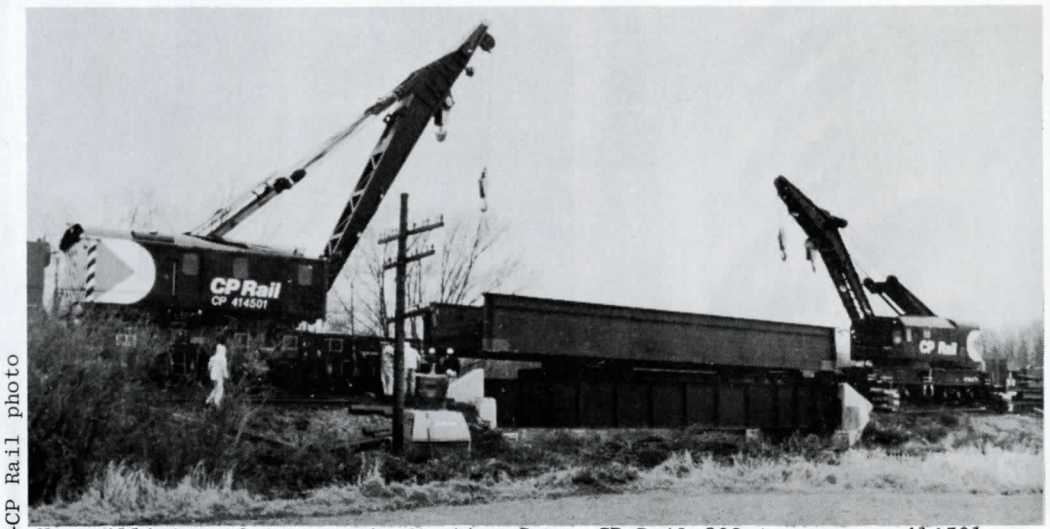
BCR GF-6C electric locomotive 6002 poses beside the diesel shop at CP's Toronto Yard, Agincourt, Ont., Nov. 21, 1983, after arriving from the GM plant, London. --Dave More photo



NFTA Summer-Best subway station under construction, Oct. 7, 1983. Note mezzanine crossing platforms and tracks, and bracket arms and catenary. View looks south towards downtown Buffalo. All of the underground stations will feature high level platforms. --John D. Thompson photo



Toronto Ry. Co. double truck (maximum traction) car 624 (Arbitration Class K) on King St. just east of Roncesvalles Ave. in 1905. George Samuel, left, father of UCRS member Ivor Samuel, holds the coffee pot farebox, while Pat Dooley, right, was the Motorman. The Ocean House Hotel is the building (still standing) in the immediate background, while Roncesvalles Carhouse (not the present building) is in the distance. --Ivor Samuel collection



--CP Rail photo

Near Alliston, Ont., on the Mactier Sub., CP Rail 200-ton cranes 414501 and 414471 lift a new 65' steel bridge from a flat car standing on the old bridge, which is being replaced. The new bridge was placed beside the old one, then the cranes lifted out the old bridge and finally shifted the new structure into place. By thus making use of the old bridge in the operation, the project was completed in four hours.

JOHN STREET ROUNDHOUSE: MUSEUM PROPOSAL

A 45-page study report on a proposal to establish a downtown Toronto railway museum in the CP Rail John St. Roundhouse has been placed before the City of Toronto by the Toronto and York Division of the Canadian Railroad Historical Association. Prepared by Christopher Andreae of London, Ont. on a consultancy basis, the study examines in some depth the way in which the 1930-vintage roundhouse building might be adapted for the dual purposes of a museum and display centre following abandonment of the facility and the adjacent yard trackage by CP. The railway is expected to vacate the area in the reasonably near future, although no actual timing has been revealed. The real estate comprising the actual standing space for the roundhouse is expected to be conveyed to the City by the railway for use as park land together with whatever use the City can find for the roundhouse and certain nearby structures. The transfer would be part of the larger matter of the redevelopment for non-railway purposes of the downtown properties of the two major railways following relocation to suburban locations of the various servicing facilities used by them and by VIA Rail. The CRHA submission follows two years of exploratory discussions with other (non-railfan) groups and agencies, and follows an earlier study of establishing a museum facility within the Harbourfront area.

The report proposes a dual theme for the proposed museum, one element being the historical function traditionally expected of a museum, and the other being the future relevance of railways as a mode of transportation. To quote directly from the report, the essential objective of the museum "would be (as) a meeting place for rail interest groups and a centre for disseminating information about the railway industry to the public".

1. The Physical Nature of the Roundhouse-The structure comprises two connected buildings, the 32-stall roundhouse proper and a machine shop annex on the west side thereof. There are approximately 103,000 square feet of floor space in the building, which was constructed originally with two fire walls such as to divide it into three segments, i.e., Tracks 1-11, Tracks 12-22, and Tracks 23-32, proceeding from east to west. Floor to ceiling heights, outside the monitor-roofed area, range from 19 feet to 21 feet, six inches, while inside the monitor the ceiling height rises to 32 feet, six inches. Changes to the roundhouse in the diesel era have included additional fire walls, the filling of inspection pits and the installation of certain structures and facilities appropriate to diesel servicing. These changes have been made in the central and westerly sections, while Stalls 1-11 have remained almost unmodified. These stalls are, however, described in the report as being in the poorest condition. The roundhouse in general is assessed to be in "poor superficial repair" at present, all major maintenance having been deferred for a period of several years.

2. Adaptation of Structure-The general plan advanced by CRHA for conversion of John St. Roundhouse is shown by an accompanying drawing entitled "Design Concept". In addition to one other track, only 11 stall tracks (Nos. 1-11) would be retained, and this segment of the building would be restored such as to portray insofar as possible the 1930's appearance and aura of the roundhouse. In addition to interior display of locomotives and car equipment, this area would see the placement of small exhibits demonstrating the technology of motive power and car construction and maintenance methods. Outdoor exhibits would be placed on the tracks adjacent to Stall 1, and these exhibits would be subject to rotation. To assist in effecting a significant variety of displayed equipment, it is suggested that pieces would be periodically loaned by CRHA's Delson museum as well as by Ottawa's National Museum of Science and Technology.

Public entry to the museum would be in the vicinity of the present Stall 30, at which location there would be such amenities as a gift shop, cafe and theatre. There would be adjacent display space for temporary exhibits. One stall track would be retained in this area (see "Design Concept") for equipment restoration, with the public having ample viewing space to observe such activity. The machine shop annex would be used for storage, administrative and library purposes.

The central section of the roundhouse would have a mezzanine floor added under the monitor roof, if feasibility studies prove positive, and certain windows would be blocked off. The space would be divided into thematic areas, and there could be galleries sponsored by rail-related industries, unions, etc. Other features which could occur in this area are audio/visual displays, demonstration models, reproductions of car interiors, etc.

An access track would extend from the turntable in a north-westerly direction to a connection with the rail corridor trackage at a point west of the CN Tower. This access track, of course,

TO PAGE 6

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.

NOSTALGIA AT FARE INCREASE TIME--Remember how, as late as 1951, you could go down to your local car stop (which the great majority of stops on the TTC system still were at the time), jump aboard, and throw a dollar bill on the change tray? The Operator (or Conductor) would immediately hand you a sheaf of purple tickets, each adorned with a drawing of a PCC car, which would see you through 15 more rides beyond the one you were then taking. Or, if you were feeling particularly flush, you could hand the man $2.00 and receive a nifty little book, with both front and back covers, containing enough of those purple tickets to keep you going for 31 more rides. And some people wonder why many of us yearn for the good old days.--S.I.W.

--Getting back to the reality of the present, there is editorial concern at the Toronto Star that TTC fare hikes are hitting the point of diminishing returns. The following opinion, which appeared in that newspaper recently, calls upon local politicians (who are more transit oriented than those in many other cities) to adopt a revised attitude with respect to the extent to which the general taxpayer should support TTC operations:

Metro's too-pricey transit

The Toronto Transit Commission is getting dangerously close to pricing itself beyond the means of its riders. If the next proposed fare increase goes through, the cost of an individual ride will go from 85 to 90 cents and the cost of tickets will go up from 6 for $4 to seven for $4.90.

That's an increase of 63 per cent in just three years. In 1980, the TTC was selling seven tickets for only $3.

And the end is nowhere in sight. Rising costs are not the only reason the TTC has raised fares in seven of the last eight years. The TTC is committed to making people who ride the subways and buses pay 68 per cent of the cost of operating the public transit system. The province and Metro each pay 16 per cent to make up the remainder.

If the formula isn't changed, the TTC will soon have to charge the public $1 — or more — to ride public transportation.

The situation in other cities provide an instructive contrast with Toronto. In Winnipeg, riders pay 45 per cent of the cost of operating public transportation. In Vancouver, they pay 41 per cent of the cost. In Boston, the fares cover only 28 per cent of the cost of operating the system.

The TTC is already beginning to encounter rider resistance to these annual fare hikes. Although ridership is up this year over last, the TTC had confidently expected to carry 405 million passengers in 1983. It will be lucky to finish the year with 401 million passengers.

Instead of inflicting annual fare increases on its riders, the TTC should insist that Metro Council and the provincial government contribute more to operating the system. And the politicians should recognize that public transportation is a social necessity, just as public roads and public parks are, and they should support transit properly.

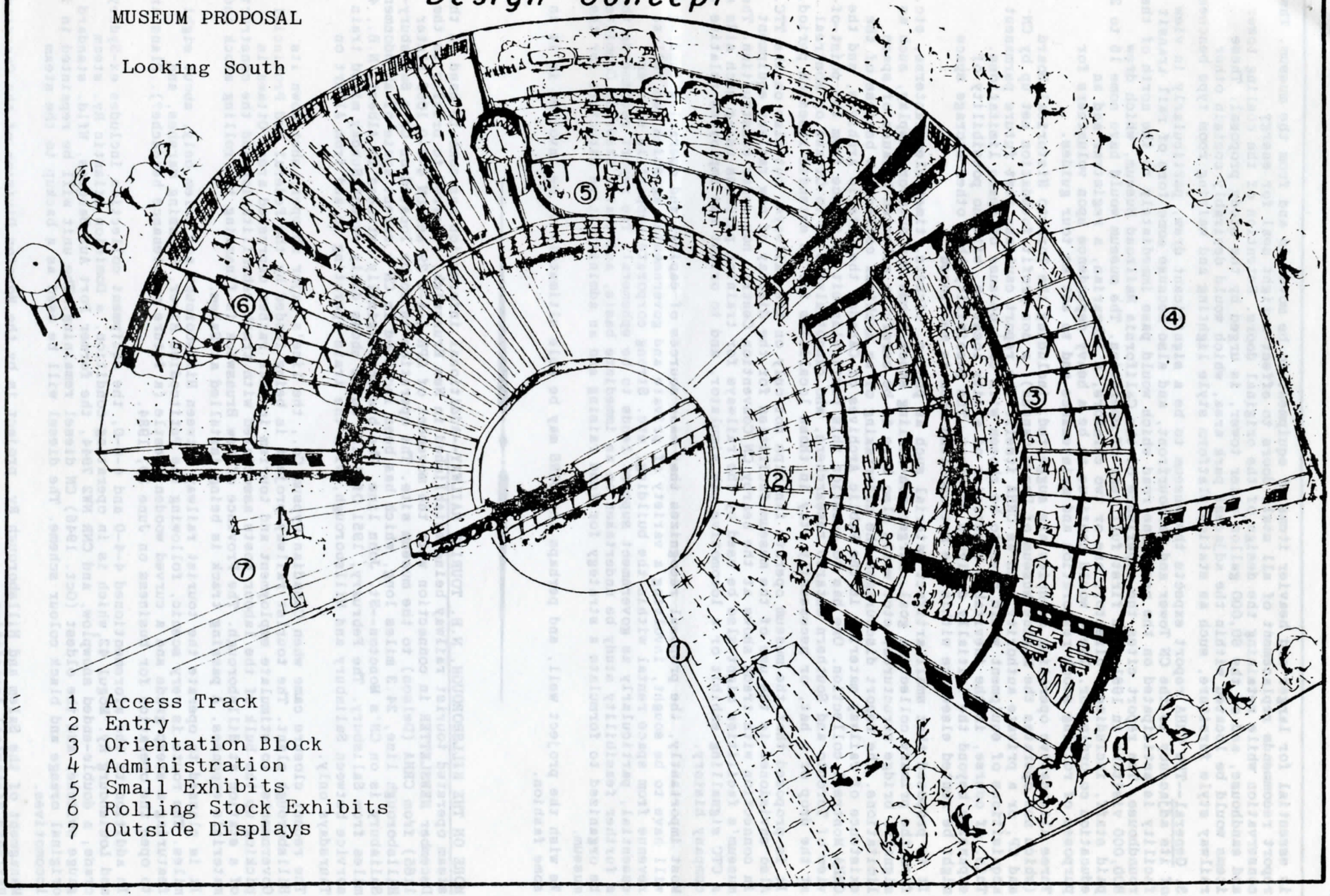
--he December Toronto UCRS meeting, copies of the TTC's July 1983 electric vehicle , and the visitors' brochure "Exciting Toronto by TTC" were made available to members. ters were supplied courtesy of the TTC's Ray Corley, a long time UCRS member. Persons who did not attend this meeting who would like copies of these publications (free) may obtain them by calling John Thompson at (416) 759-1803, or writing to the Society's postal address.

COVER: A CPR employee cleans out a switch following a heavy snowfall at Orillia, Ont., in 1975. This view of winter railroading was captured by John D. Thompson.

JOHN STREET ROUNDHOUSE
MUSEUM PROPOSAL

Looking South

Design Concept



1 Access Track
2 Entry
3 Orientation Block
4 Administration
5 Small Exhibits
6 Rolling Stock Exhibits
7 Outside Displays

is essential for larger and heavier items of equipment to be moved to and from the museum. The report recommends replacement of all stall doors to effect a tight seal for energy conservation while retaining the design of the original doors. Retention of the coaling tower and sandhouse, and of the 60,000 gallon water tower, is urged by the study proposal. These items would be located within the adjacent park area, which would desirably contain other railway style furniture, such as station platform style lighting and waiting room type benches.

3. General--The CRHA report expects the museum to be a significant draw, particularly in view of its adjacency to the CN Tower and Harbourfront, and also because some form of rail transit facility is anticipated on the new spine road which would pass immediately to the north of the roundhouse. The report cites the experience of the California Railroad Museum, which drew 800,000 visitors in 1981, its first full year of operation. The museum would have some 15 to 20 paid staff, including a director, one or two curators, a librarian, a registrar and an education co-ordinator. There would continue to be a heavy dependence upon volunteers for purposes of rolling stock restoration and maintenance and to act as tour guides.

Three alternative operating agencies are suggested, including the Toronto Historical Board (which now operates the Marine Museum of Upper Canada), a non-profit foundation set up by CN and CP, or a private authority such as CRHA itself. The report cautions that future permanent acquisitions of equipment would have to be chosen with care because of space limitations. This, of course, is the inevitable constraint of a city location, with no possibility of expansion beyond the initially designed precinct. The possibility that other storage space might be rented elsewhere within the Metropolitan area is mentioned.

It is proposed that small artifact material such as photos, tickets, timetables, lanterns, etc. form the primary collection goal. Larger non-rolling stock items for outdoor display, such as signals, bridge structures, etc. would also have to be carefully selected because of space limitations. The report discourages the undertaking of an archival collection because of the existence of railway material in the Public Archives of Canada, the Ontario Archives, and the CRHA Montreal collection. One has to question this particular bit of advice from the point-of-view of Toronto and Southern Ontario researchers, who cannot always go to Ottawa or Montreal at the drop of a hat, or necessarily stay in those localities for an extended research period.

It is proposed that the museum operate fantrips not only on the railways, but also on the TTC. Also envisioned is the use of the museum facilities for the display of new railway equipment in connection with trade shows at the nearby CN Convention Centre, now under construction. The museum's facilities might also be used by the railways for training purposes using such aids as a CTC signalling exhibit or a locomotive cab simulator, and to orient new employees relative to company history.

Most importantly, the proposal recognizes that many sources of capital and operating funding will have to be sought, involving a variety of private and governmental agencies, as well as revenue from space rental within the building, etc. Strong corporate support is seen as essential, particularly as government support tends to be ephemeral. The report recommends that a further feasibility study be undertaken on an immediate basis, and that a Steering Committee be organized to formulate a strategy for fund raising and an administrative structure for the museum.

We wish the project well, and perhaps the UCRS may be able ultimately to be involved in it in some fashion.

MORE ON THE HILLSBOROUGH, N.B. TOURIST RAILWAY--Additional information has come to hand on the steam operated tourist railway being established in New Brunswick, referred to briefly in the December NEWSLETTER in connection with the movement of CPR 4-4-0 29 and CN 4-6-0 1009 (later 1165) from CRHA (Delson) to the museum site. The operation is to be located on CN's Salisbury-Hillsborough line, 24.3 miles long, which has been included in CN's recent spate of abandonments. Salisbury is on CN's Moncton--St. John line. The branch originally extended to Albert, N.B., 44.7 miles from Salisbury. The February, 1951 Official Guide shows daily except Sunday mixed train service between Salisbury and Hillsborough, with the train operating to and from Albert on Thursdays only.

The recent closure came when Canadian Gypsum Co., the line's major shipper, shut down its Hillsborough plant. The tourist railway project is being funded by the Federal and Provincial Governments, to stimulate employment and tourism in this rather depressed area. Ottawa is picking up the bulk of the labour costs associated with track rehabilitation and the construction of a station at Hillsborough. The Province of New Brunswick is financing the rolling stock and materials expenses. A passing track is being installed at Salem.

It is planned to operate the tourist railway between Hillsborough and Salem only, about eight miles. The route is very scenic, following the Petitcodiac River, crossing marshes, and featuring a steep grade and a curved wooden trestle (a future maintenance headache?). Plans are to open the operation for business on June 30, 1984.

In addition to the aforementioned 4-4-0 and 4-6-0, the equipment collection includes ex-Sydney and Louisbourg Ry. Mogul 42, which is in operating condition, a Dominion Atlantic Ry. steam crane, a double-ended snowplow, and CNR NW2 7944, the former Port Aux Basques, Nfld. standard gauge switcher and the oldest (Oct. 1946) CN diesel remaining. The unit will be repainted in its original orange and black colour scheme. The diesel will be used as a backup to the steam locomotives.

Managment of the Salem and Hillsborough Ry. project is by the Moncton Division of the Canadian Railroad Historical Association.

SEMTA

Commuter Service Ends

BY JULIEN R. WOLFE

The Southeastern Michigan Transportation Authority (SEMTA) discontinued its Pontiac-Detroit commuter rail service on Oct. 17, 1983. The last train had been set to depart the small Renaissance Center terminal on Friday evening, Oct. 15, but the Michigan Association of Railroad Passengers (MARP) obtained a court order in Oakland County Circuit Court prolonging service for at least one more week. However, SEMTA was able to convince the Court that SEMTA acted properly and within the law by suspending service, and thus Monday's Train No. 995, departing Detroit at 5:20 p.m., ended the 53-year old service. (While commuter service between Pontiac and Detroit was instituted at a rather late date, the portion of the route between Detroit and Royal Oak had seen passenger trains since 1838, making it the second oldest passenger train service west of the Allegheny Mountains. Interestingly, the oldest, also started in 1838, predates the Detroit-Royal Oak route by a few months, and still sees intercity and limited commuter service between Detroit and Ypsilanti, Michigan, on Amtrak's Conrail-operated Detroit-Chicago service).

The 26-mile Pontiac-Detroit service was operated by the Grand Trunk Western Ry. between 1930 and Jan. 1, 1974, at which time SEMTA's first Purchase of Service agreement took effect. SEMTA's involvement deepened over the years, with a major milestone occuring in early 1977, when 17 GTW, ex-UP coaches (4800-4804; 4806-4817) and four GP9/18 locomotives (4908, 4915, 4950, 4952) were purchased with UMTA and State of Michigan funds. The six American Car and Foundry coaches (1952-built, 4800-4804, 4806) were eventually sold, four going to private owners in Ohio and two (4800, 4801) being s c rapped in 1981. The remaining 11 cars (4807-4817) were rebuilt at GTW's Pt. Huron Shops during 1977-80. Six of the 11 cars were equipped with French Turbo seats purchased from Amtrak when the latter re-equipped the first four Turbo sets with American-built reclining seats.

A second milestone occurred in 1977 when SEMTA purchased 12 1500 series coaches from Penn Central. These ex-roomette cars (built by Budd, 1949; 50 converted to coaches by the PRR in 1963-64) were actually brought to Michigan in 1976 in two six-car strings, hauled behind Amtrak's NIAGARA RAINBOW. After being stored at various locations, including the Essex Terminal Ry.'s Morton Terminal in Windsor,the cars returned to the East Coast in 1978, where they were rebuilt by Mechtron Industries, at the same time that 30 other 1500-series coaches were being rebuilt for the State of New Jersey. (Additional 1500's were rebuilt by General Electric at Hornell, N.Y., and are in State of Maryland commuter service in the Washington, D.C. commuter area).

A third milestone occurred in October, 1978, when SEMTA expanded the traditional three-train service to four round trips, using the "Silver Streak" image for marketing purposes. In order to operate four trains with provision for a spare locomotive, SEMTA purchased a fifth unit from ICG Industries. The new locomotive, numbered 905, joined renumbered SEMTA units 901-904 in providing traditional steam heated, picture window "light-weight" coach service to the commuters from Oakland County. (No. 905 was formerly New Haven, then MBTA 7559; inspection of this 1956-built EMD unit after delivery to SEMTA found that one truck was built by Dofasco--apparently taken from a Canadian unit at some time during its life).

By 1979 SEMTA was providing an excellent, though small, commuter rail service. Coaches and locomotives were kept clean and in good mechanical condition, while staircases, platforms and parking lots were replaced and expanded as necessary. Starting with the American Thanksgiving in 1977, SEMTA began to operate special event trains to Detroit, a popular program that eventually encompassed the Freedom Festival Fireworks; Saturday Shoppers' Specials during the Christmas season; and specials to the 1982 and 1983 Grand Prix auto races in downtown Detroit. A particularly effective special train event was the operation of two trains to the January, 1982 Superbowl game held in the Pontiac Silverdome. Advance planning for this event started in 1980, and both trains successfully carried 1500 persons to the game in the face of extremely cold (-10 degrees F. windchill) weather. Among the guests on Train "A" were Ontario Premier William Davis and Michigan's (then) Governor William Milliken. A familiar face on Train "B" (chartered by CBS Sports and the National Football League)was that of California's (then) Governor Jerry Brown, who showed up with no advance notice, and apparently no security. During the Superbowl SEMTA leased from Amtrak observation cars 3344 (round end, ex-Seaboard) and 3336 (flat end, ex-ACL). The former is privately owned in Michigan and the latter in Ohio. SEMTA tested the cars over the previous week in regular service at the proper end of the train, although for the Superbowl they were used mid-train, as lounge cars. Also leased was Amtrak, ex-NP Parlour Car 3353, which was later purchased by GTW to replace its old Inspection Car which had been destroyed in a fire at Pt. Huron Shop.

The combination of good service, public familiarity and increasing gasoline prices led to a continuous ridership growth between 1977-80, peaking at approximately 1000 inbound riders. This may appear to be a rather low figure for a major metropolitan community, but Detroit had never developed an intensive downtown, as exists in Toronto, Chicago, New York or Montreal.

Unfortunately, ridership started to fall due to the recession and the decrease in downtown Detroit employment. At the same time, SEMTA was facing severe financial problems due to the Regan administration's reduction in transit operating funds to urban areas. A series of bus and train cuts were made in January, 1982 (an early afternoon train to Birmingham was dropped--this reversed direction there to become the last outbound train from Detroit), and in March, 1983 service was cut to three round trips. During this time, SEMTA train and bus fares were

raised by more than 50%. In spite of a major promotion campaign in April, 1983, including free newspapers, posters, magazines, and morning sale of coffee and donuts on each train, ridership sank to 450 inbound by August.

A public hearing was held on Sept. 19, regarding reduced bus service and elimination of the trains. On Sept. 20, the SEMTA Board voted to implement these cuts, effective Oct. 14. A last ditch effort to develop a one-train scenario failed due to the very high costs per passenger which would result from loading all the overhead on one train.

It is thus regrettable that train service should cease at a time when comfort, image and mechanical conditions had peaked. In fact, it was only in November, 1981, that SEMTA officially opened its brand new $3 million Pontiac coach storage and maintenance facility.

Starting with a fantrip to Durand on Oct. 15, 1982, SEMTA also implemented an active excursion program, which included an Apr. 30, 1983 trip to Bay City, Mich.; a trip to Holland, Mich. on May 14 (via GTW's Grand Rapids Sub.); two steam trips on the N&W (diesels on GTW) behind ex-NKP 2-8-4 765 to Montpelier, Ohio on Aug. 13 and 14; a three-day "around Michigan" trip to Mackinaw City over Sept. 23-25; and SEMTA's actual last train (and longest one), the Oct. 22 trip to Fairborn (Dayton) Ohio, with three locomotives hauling 21 cars and 1200 people over the DT&I R.R. Among the groups sponsoring these trips was the Bluewater Michigan Chapter, NRHS, and the Royal Oak Dondero High School Band and Orchestra Boosters. The Bluewater group operated its diner on the Fairborn trip, serving over 600 sit-down meals during the day! (This diner, ex-Amtrak 8023, was used on Amtrak's last steam heated train, in March, 1982. Recently joining the diner, in Bluewater's expanding fleet, stored at SEMTA's yard, was ex-VIA, ex-CNR coach 5307). During the summers of 1982 and 1983 SEMTA leased several of its 4800 series cars to the Michigan Northern, for that railway's various excursions.

Although the service has ended, SEMTA's Commuter Operating Agreement with GTW remains in effect through Feb. 28, 1985, thus permitting resumption of the service if sufficient funding should be available. Further, MARP is pursuing its claims through the Michigan Court of Appeals, with no determination made as of this writing. At this time SEMTA has received several expressions of interest regarding lease of its equipment for excursion or commuter use. According to press reports, the most likely lease of the coaches will be to the Metro-North Commuter R.R., operating the commuter service out of New York's Grand Central Terminal; however, nothing final has yet occurred. Were the cars to be leased, they could be brought back to Detroit upon appropriate notice by SEMTA, so resumption of the Pontiac-Detroit service is not precluded by the lease.

It is ironic that, even as SEMTA terminated its Pontiac-Detroit rail service, it received a Federal (UMTA) grant to start preliminary engineering for the proposed Ann Arbor-Detroit commuter rail service. For several years SEMTA has proposed a four or five train peak hour service over this Conrail/Amtrak line, which currently sees three Detroit-Chicago round trips. Current commuter service consists of the 403-b (State Funded) MICHIGAN EXECUTIVE, No. 374, which deadheads to Ann Arbor in the morning for its 55 minute, 37-mile trip to Detroit, arriving at 7:55 a.m. This set of equipment (minus its westbound engine) then backs out at 8:30 a.m. as No. 351, THE WOLVERINE, to Chicago, wyeing at Bay City Jct. (with passengers) so that its easterly engine becomes the westerly engine to Chicago. Westbound afternoon commuters for Ypsilanti and Ann Arbor use Amtrak No. 355, THE TWILIGHT LIMITED. The MICHIGAN EXECUTIVE is down to 30 passengers from its 1980 peak of 225.

It is hoped that commuter rail service will return to Detroit, perhaps even using the unusual seven-car Budd-built "Keystone" train, built in 1956 for the PRR and acquired by SEMTA in 1976 for eventual restoration. (It was North America's first head end power train, and set the standard for today's Amfleet, GO Transit cars, LRC's, Tempo's, etc.). For the time being, however, an historic service has ceased operating.

SEMTA EQUIPMENT ROSTER

1. Locomotives--SEMTA purchased units 4908, 4915, 4950 and 4952 from GTW in 1977. Units 901 and 902 have been rebuilt from GP9 to GP10 models by Illinois Central Gulf R.R., Paducah, Kentucky, 1979-80. Unit 905 is a former New Haven/Penn Central/Massachusetts Bay Transportation Authority/Illinois Central Gulf GP9, purchased by SEMTA in 1979 as a remanufactured unit. All units are 1750 HP.

Road No.	Blt.	Bldr.	Class	Comments
901	1957	EMD	GP10	Ex-GTW 4908, reblt. for SEMTA by ICG 1978
902	"	"	"	" " 4915 " " " " " "
903	1960	"	GP18	Ex-GTW 4950, to be reblt. in 1983-84
904	"	"	"	" " 4952, reblt. Peaker Services Inc., Brighton, Mich. 1981
905	1956	"	GP10	Ex-MBTA 7559

2. Car Equipment--100 series: Coaches 101 to 112 are stainless steel coaches originally built by the Budd Co. as roomette sleeping cars in 1949 for the PRR. Their original nos. and names in the 8200 series appear first; their 1500

series nos. refer to a coach conversion by PRR/Budd that took place in 1963-64. The 12 coaches were purchased from PC in 1977, and were renovated in 1978 by Mechtron Industries, Wilmington, Del. There were a total of 50 cars in this series; besides the 12 that eventually went to SEMTA, the State of New Jersey operates approximately 20 cars on its NJ Transit commuter services into New York City and approximately 10 others were purchased in 1980 by the State of Maryland for use on its commuter trains into Washington, D.C.

Car No.	Built	Current Name	No. Seats	Former Name and Numbers
101	Budd'49	BLOOMFIELD HILLS	80	8262 HAMILTON INN (1519)
102		ROYAL OAK		8272 MARIETTA INN (1530)
103		PONTIAC		8241 JACOB J. VANDERGRIFT and ALLIANCE INN (1503)
104		OAK PARK		8286 TIFFIN INN (1504)
105		CLAWSON		8250 CARNEGIE INN (1500)
106		BLOOMFIELD TWP.		8247 BUCYRUS INN and HENRY S. SPANG (1516)
107		TROY		8275 NORRISTOWN INN (1513)
108		HAZEL PARK		8254 COLLINSVILLE INN (1508)
109		SOUTHFIELD		8290 VANWERT INN (1520)
110		BERKLEY		8287 TYRONE INN; B.F. JONES; JAMES HAYREED (1524)
111		BIRMINGHAM		8284 STEUBENVILLE INN (1528)
112		PLEASANT RIDGE		8258 FRANKLIN INN (1537)

4800 Series--These coaches have aluminum bodies and a steel underframe and were built as 44-seat long distance luxury coaches for use on the Union Pacific R.R.'s streamlined trains between Chicago and the West Coast. GTW purchased coaches 4800-4817 in 1969; 4805 was converted by GTW into a work train diner numbered 55391 in 1973 after a fire. Coaches 4800-04 and 4806-17 were purchased by SEMTA in 1977. Coaches 4802, 4803, 4804 and 4806 were sold to private groups in March 1980. Coaches 4800, 4801 have been scrapped. Coaches 4807-17 were extensively renovated at GTW's Pt. Huron Shops between November 1977 and April 1980.

Car No.	Built	Current Name	Seats	Former Owners & UP No.
4807	Pullman-Standard'50	HIGHLAND PARK	74	5412 -UP; GTW
4808		DETROIT	"	5418
4809		HUNTINGTON WOODS	84	5405
4810		FERNDALE		5419
4811		FRANKLIN VILLAGE		5421
4812		BINGHAM FARMS		5431
4813		LATHRUP VILLAGE		5434
4814		MADISON HEIGHTS		5435
4815		BEVERLY HILLS		5438
4816		WEST BLOOMFIELD TWP.		5439
4817		WATERFORD TWP.		5440

9600 Series--Cars 9601-07 are the only coaches of this kind, built for the PRR to a lightweight, low level stainless steel design, and known as the "Tubular Train". They are also known as the "Keystone Cars" as they operated for some time on a train having that name. They were withdrawn from service in 1968 for rebuilding, and ownership passed from PRR to PC, and then to Amtrak. In 1976 plans to rebuild the cars were abandoned, and they were sold to Ampol Wrecking of Jersey City, N.J., from which SEMTA purchased the cars in 1976. They have not operated in SEMTA service but are scheduled to be rebuilt during 1983-4. Car 9600 is a diesel generator "power" car, which supplied electric current to the other seven cars for light, heat and air conditioning, and also

contained a galley for meal preparation, a service that was never fully utilized.

Car No.	Built	Class
9600	Budd, 1956	Power Car--Special
9601-9607	" "	Coach--Special

THE SAN DIEGO TROLLEY by Ralph Oakley

The December, 1982 and the April, 1983 editions of the NEWSLETTER have articles on the San Diego Trolley, formerly the Tijuana Trolley. This article covers other features noted on a visit in April, 1983.

The Signal System--The system is not associated with an enforced stop if a red signal is ignored. Neither the roadbed nor car-mounted components required for such are provided. The minimum headway of 15 minutes may have been considered to justify omission of the enforced stop provision. Two contemplated additions to the system would result in a reduced headway over portions of the system, and the enforced stop feature would be desirable and perhaps declared mandatory by a regulatory body.

The Operation on C Street--In the downtown area, C St. is a one-way street eastbound for vehicular traffic. The Trolley operates in both directions on it. The cars use the south track only, either from 9th Ave. or from 12th Ave. to Kettner Blvd. At the downtown terminus, located at C St. and Kettner Blvd., a portion of the east end of a three-car train fouls a lane of India St. There is a considerable potential for accidents between trolleys and vehicular traffic or pedestrians. The length of a three-car train is approximately equal to the length of the block where other stations on C St. are located, rendering proper positioning of such a train, to avoid fouling intersecting streets, mandatory.

The costly elimination of those problems would involve a maximum train length of two cars, a reduced headway, increased manpower, complete double tracks on C St., and a scissors crossover at C St. and India Ave. The use of only a single track on a portion of C St. adversely affects the schedule speed. At the peak of one morning rush hour, when single track operation was in effect from 12th Ave. to Kettner Blvd., an inbound train was delayed for five minutes until an outbound train cleared that section.

Station Dwell Time--This varied between 18 and 43 seconds. Three factors relate to the comparatively long times represented: 1. The passenger-operated doors enable holding of doors in the open position for approaching intending passengers. 2. Boarding and deboarding occurs from ground level. 3. Additional time is required to extend and retract the step at each doorway. The schedule speed of a system is determined by acceleration, maximum attainable and maintained speed, and the retardation rate of cars, and by the station dwell times.

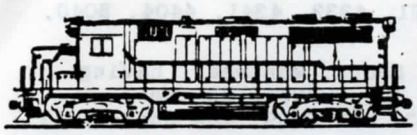
Quality of Ride--On each of the three return trips taken over the system, there was considerable transverse movement of the cars, occasioned by the roadbed. On departure from one station on the open track portion, one neighbouring passenger said to another: "This is where it really gets jerky". Further deterioration of such a roadbed occurs rapidly and cars are adversely affected. Signs with the message: "High Performance Vehicle--Hold Tight at All Times", are posted in each car.

Miscellaneous--A free newspaper, "The Trolley Line", is published. It contains a timetable, notices relative to the system, advertisements, feature articles on San Diego, and even a horoscope. Apart from the provision on Calgary and Edmonton cars for floor level boarding and deboarding from high platforms, as opposed to the ground level boarding and deboarding on the San Diego cars, the cars for the three systems are similar. The catenary-supported and direct-supported trolley systems are similar. Other than in the downtown area, the only remaining single track section was where an overpass was being constructed. A slip switch was located at each end of that section. Disobedience of a red traffic signal by a motorman was noted.

Appraisal of the System--The initial cost of the San Diego system was comparatively low, and the construction relatively short. Those factors, and the foregoing description, are vital to an appraisal of "The San Diego Trolley".

--A wheel bearing failure on a car in a Toronto to Montreal LRC consist on Dec. 2 caused all 50 cars to be withdrawn from service by Dec. 8 for bearing inspection. Maintenance employees in Montreal and Toronto worked around the clock, replacing bearings where such was found necessary because of rust and water in them. It was hoped to have 80% of the fleet back in service by Dec. 19.

--A new computer-assisted train traffic control system for CN's Vancouver-Jasper line has been commissioned at Kamloops, B.C. When fully operational, the new panel will automatically set and realign switches at passing sidings, and program signal operation, unless overruled by the dispatcher.



MOTIVE POWER SECTION

POWER NOTES BY BRUCE CHAPMAN

CP Rail --1805 and 1813 have had pilots installed on both ends so that they can lead.
--7083 and B103 were transferred from Thunder Bay to Winnipeg on Nov. 15; 6562 moved from Dryden, Ont. to Winnipeg; 7048, stored serviceable at Thunder Bay, is now at Winnipeg; 6565 and 6605, stored serviceable at Moose Jaw, Sask., have been returned to service at Winnipeg.
--8514, rebuilt to 1565, left Angus Shops Nov. 15.
--8109 was transferred from Thunder Bay to Winnipeg on Nov. 22.
--5759 had robot control equipment installed at Ogden Shops on Nov. 18.
--8491, rebuilt to 1566, was released from Angus Nov. 21.
--8530 will be renumbered to 8203 following rebuilding at Angus, and assigned to Winnipeg.
--Chessie System 4805 has operated on CP's Hamilton-Goderich run.
--The CP-TH&B Nanticoke trains have been handled exclusively by leased Chessie System power of late.

Retirements

4036	4476	7017	8402	8440	8478
4037	6540	7022	8403	8449	8561
4249	6556	7025	8404	8460	8563
4435	6567	7026	8430	8463	8571
4438	6577	7097	8432	8465	8576
4443	6607	8400	8435	8470	8579
4447	6618	8401	8439	8475	8592
					8598

Inventory Changes (Deletions) as of Oct. 31, 1983

Unit No.	Class	Type	Year Built	H.P.	Off Inventory
4249	DRS-24d	Road	1966	2400	Oct. 28, 1983
6567	DS-6h	Yard	1957	660	Oct. 25, 1983
6577	"	"	"	"	"
6607	DS-6j	"	1958	"	"
6618	DS-6m	"	1959	"	"
7017	DS-10b	"	1944	1000	"
7026	DS-10c	"	1945	"	"
7097	DS-10j	"	1949	"	Oct. 21, 1983
RC1022		Robot	1974		Aug. 1981

NORTHERN 3101 MAY MOVE EAST--CPR 4-8-4 3101, on display at the Interprovincial Steel and Pipe Co. plant in Regina since the mid-1960's, is being offered for sale by the company. IPSCO is now under new management, which presumably not interested in paying to maintain the locomotive. A possible buyer could be Smiths Falls, Ont., a division point on CPR's Toronto-Montreal main line, over which the 3101 and mate 3100 operated from 1928 until 1954 on Trains 21-22, the overnight passenger trains between Toronto and Montreal. Reportedly the city is looking for a steam locomotive to place on display, although one must wonder why it did not do so 20 years ago when CP still had steam locomotives available for purchase. Another preservation candidate could be CPR 2-8-2 5361, presently stored at Hamilton and offered for sale by the Ontario Rail Association. Stay tuned.

--Thirteen QNS&L SD40's have been leased and assigned to Toronto Yard; they are nos. 206-218.
--Trucks from retired 'B' units are being kept for possible future use on orders of new four axle power.
--TH&B 74 is stored unserviceable at Toronto Yard due to fire damage.

CN --Recently returned to service from storage: 2117, 2550, 9305, 9307, 9309.
--Former F7A's 9152, 9157, 9170, and 9174 have been rebuilt to 'B' units and renumbered 9100-9103.

Stored Serviceable Units as of Nov. 6, 1983: Moncton: 1774, 1762, 1767, 2535, 2537, 2547, 2551-57, 2559, 3617-18, 3623, 3628, 3629, 3631-32, 3642, 3647, 3649-51, 3653, 3656-57, 3659, 3664, 3666, 3671, 3673, 3677, 3680, 3682, 3684, 3686, 3687, 3690, 3692-93, 3695, 3698-99, 3700, 3703-06, 3708-09, 3833, 3838, 3840, 3842.
Senneterre: 4457, 4461, 4463, 4478-79, 4575, 4580.
Taschereau (Montreal): 2503, 2505-06, 2508, 2521, 3112, 3117, 3121, 3124, 3128, 3201-02, 3206, 3208-14, 3216-18, 3220, 3223-25, 3227-33, 3235-37, 3239, 3710, 3712-13, 3716, 3722, 3724, 3729-33, 3735, 3743, 4416, 4458, 4469, 4480, 4483, 4485, 4501, 8050, 8191, 8214.
MacMillan Yard (Toronto):9300-10, 9312-17, 8166. Hamilton: 8164, 8167, 8171.
Sarnia: 8165, 8179. London: 4507, 4511, 4512, 4514, 8229, 8232. Ft. Erie: 4476, 4516, 4519, 4521, 4522, 4525, 4535. Neebing (Thunder Bay): 4405 Symington (Winnipeg): 4316
The Pas: 4274, 4275, 4289, 4291, 4297 (All being overhauled, 4274 in MacMillan, 4275 in Transcona, others in Pt. St. Charles). Of the above, all of the 2500's and 9300's, except 9300-01, are soon expected to be returned to service.

Retirements: 30, 35, 41, 1276, 1354, 3150-55, 3745, 4242, 4265, 4321, 4333, 4341, 4404, 8040, 8044, 8054, 8070, 8072, 8188, 8193, 8216, 8220, 8227, 9197, 9199.

VIA --Five former CN FP9A's are currently in Pt. St. Charles Shops, Montreal, having their steam generators removed to make them light enough for service on the Churchill (Manitoba) line. They are 6509, 6524, 6533, 6534 and 6539. The units will retain their numbers after outshopping.

--RDC's 6124, 6144 and 6147, assigned to Alyth (Calgary), have new Cummins engines.

• CHASING THE GF6C'S by Paul Tatham

The first British Columbia Ry. Model GF6C electric locomotive, 6001, was shipped from the DDGM London plant on Nov. 15. It passed through Milton on CP at 1740. I drove to Toronto Yard in the hope of getting some photos, but the weather consisted of torrential rain. The unit turned up around 2130, with no one saying why it took so long. 6001 was accompanied by a dynamometer car lettered for EMD and also carrying the designation ET840 TEST CAR. The equipment came in on 918 and was due out of Agincourt at 0115 Nov. 16 on 405 (a friend went to the yard to see 6001 the next morning, but found that it had gone).

My cable release broke as soon as I got set up, but I did attempt some Hail Mary shots with my self timer and/or flash, using a plastic bag to cover most of the camera. I could not say whether I framed the subject properly, but after several hours, spent mostly in the shop with several sorties to see if the unit had moved (it was buried most of the time between other power), I no longer cared to be particular. The unit has red, white and blue horizontal bands with the road name and a small BC logo with flag (same as on the Vancouver ALRT cars) in blue on the middle white band. The trucks and upper electrical gear are silver. It has red/white safety stripes on the front end only. The unit has the full cowl carbody similar to the F40's of GO Transit.

As of Nov. 25 the second unit had been shipped (I missed that one) and the third was in test. Unit 3 was reportedly to have been shipped on Dec. 8, but as of Dec. 14 it had not shown. A friend was told some infuriating information to the effect that No. 2 had been at Agincourt over an entire Sunday (probably Nov. 27).

With regard to other unusual equipment in this area, three Pennsylvania-Reading Seashore Lines RDC's were dead in tow at Toronto Yard on Nov. 30 (no information as to destination). Quebec, North Shore and Labrador SD40 210 was at Agincourt on Dec. 13, under lease to CP. On Dec. 8 I caught CP 7004-7003 on 927 westbound at Guelph Jct.--I had heard earlier that the lease on the Bombardier H616's (CP 7001-7004=ex-CN 2100-2103) had been extended for a further six months. While I was waiting for them to show up, the operator showed me a register ticket for an earlier westbound with units 2375/2378 and another 2300; it was before he came on duty and he had no idea what they were. (Who can shed light on this?--Ed.).

• CP Rail announced on Nov. 29 that it has called for tenders for 30 mainline diesel locomotives of 3000 HP/six-axle specifications, for 1984 delivery. Traffic growth resultant upon the general economic recovery has increased the need for power, with the gap being filled by the leasing of over 40 units from the Chessie System. The tenders have been called from Bombardier Inc. and the Diesel Division of General Motors of Canada Ltd.

--CP Rail release

• CN has called for tenders from Bombardier and DDGM for the construction and supply of up to 40 mainline diesels.

• A CP Rail SD40-2 broke through a banner at the new Winnipeg Diesel Shop on Nov. 30, signalling the official opening of the $16.5 million facility. At the controls were Transport Minister Lloyd Axworthy and CP Rail Executive Vice-President R.S. Allison. The new shop will make it possible to service and maintain 450 diesel locomotives in Winnipeg, more than double the previous capacity of about 200 locomotives. Approximately 425 employees will be employed at the facility when the shop is working at capacity, as compared with a workforce of about 250 at present. Virtually all of the pre-trip servicing and inspection will be performed indoors on two tracks going through the south side of the building. This includes lubrication checks, inspection of wheel components and other basic locomotive maintenance. One of the innovations aimed at helping the maintenance staff to work productively is a computerized ordering system capable of supplying material direct to a work area by conveyor belt. A repairman needing a new part enters it on a video display terminal. The message is instantly transferred to the materials departments, from where the part is directed to the correct work area on the conveyor belt. To avoid exhaust fumes in the work area, diesel engines will be started and all running tests performed outside at a locomotive start-up area a short distance from the east doors of the new shop building. The only other outdoor work to be performed is fuelling the locomotives and taking samples of lubricating oil for laboratory analysis. The laboratory can detect trace metals in the lubricant. When trace metal levels go beyond a threshold point, it is a symptom of serious engine trouble and prompts the job foreman to call for a more detailed inspection of an engine. The old diesel shop building, with its 40-ton crane, will continue to be used for the heavier repair jobs such as wheel and traction motor changes and for year engine repairs. Most of the heaviest repair tasks and all overhaul jobs will continue to be carried out in Calgary and Montreal and to a lesser extent at Weston Shops in Winnipeg.

--CP Rail release

• A setback for the cause of electrification has occurred with Burlington Northern's recent decision to abandon the notion of putting up overhead between Lincoln and Alliance, Nebraska and on to the Powder River coal fields. Studies relative to the matter evidently showed no cost savings over diesel operation.

--Railway Age via Chas. Randall

• BC Hydro Ry.'s last pair of GE 70-tonners, 940 and 942, have been sold to the Weyerhaeuser Corp. at Springfield, Oregon, for spare parts.

transit news

UTDC SAID TO BE SHIFTING EMPHASIS--A recent Toronto press report says that the Urban Transportation Development Corporation now claims (since the Hawker Siddeley takeover which became fully effective at the end of the year) that ICTS is no longer its "main focus": Philip Stevenson, UTDC's Vice-President of Corporate and Public Affairs,is quoted as saying that "ICTS used to be our main thing--it isn't any more". With the acquisition of the H-S Thunder Bay plant, the Provincially owned corporation is now marketing a full range of rail transit equipment. The above statements are made as UTDC prepares to undertake the production of at least 30 ALRV's for San Jose, Calif.

UTDC President Kirk Foley points out that some of the technology developed for ICTS is adaptable to more conventional transit systems. He says that the corporation has gone beyond its original mandate, which was research and development in the transit field, to the manufacture and sale of transit equipment, in order to make a profit for the taxpayers of Ontario. He said further that he is no longer certain that UTDC should be owned by the Ontario Government and that its sale to the private sector may be appropriate. The Corporation has not received any government funding since 1980, and in 1982 it returned $1 million in royalties to the Provincial Treasury and made a $3 million profit which was reinvested in research and development.

Despite the admission of the shift in emphasis, UTDC maintains that a large market remains for ICTS, including two or three further possibilities in the U.S. However, Robert Abrams, a former official of, and now consultant to, UMTA was quoted in the same Toronto press article as having said that "there is no interest (in ICTS) in the United States at all" and that "nobody's even asking for bids on it".

THE SAN JOSE CAR ORDER--UTDC has signed a contract worth $30 million to supply a minimum of 30 ALRV's to the Santa Clara County Transit District, having won the contract against stiff competition from Japanese, German and U.S. car builders. The contract provides for options for 20 additional cars. The equipment will be used on a 15-mile LRT line being constructed through San Jose and along the Silicon Valley, known for its concentration of high technology industry. The car order will provide 200 man years of employment at the Hawker Siddeley Thunder Bay plant. Production of the cars will commence in late 1984, with delivery to be completed in 1986. Signing of the contract took place on Oct. 11, as part of the celebration of the 10th anniversary of the Santa Clara County Transit District.

NFTA LRRT NOTES

--Work has begun on construction of the Tonawanda Turnout, near Main and Hertel, following a groundbreaking ceremony on Aug. 30. The Herbert F. Darling Co. of Williamsville, N.Y. is the general contractor on the $3,293,340 project which is scheduled for completion by May, 1984. The turnout is, in effect, an underground junction which will permit a connection to be made to a future Tonawandas Extension without disrupting service on the present Main St. line, due to open in 1985. The NFTA is presently involved in a Northern Corridors Refinement Study which involves the Tonawandas and Amherst extensions.

--LRV 102 was on public display at Main and South Park Ave. on Labour Day. An estimated 500 people visited the car and were given photos of the vehicle by NFTA staff members. Among the visitors was N.Y. State Lt.-Governor Alfred Del Bello.

--The NFTA operated the "Symphony Express" on Saturday evening, Oct. 22, whereby members of the Buffalo Philharmonic Orchestra, complete with instruments, boarded LRV's 101 and 102 at Memorial Auditorium and rode the short distance to the South Park Shops. Here, they performed a benefit concert for some 900 members of the public who also arrived by LRV. A catered dinner was provided and dancing was held on the shop floor. The gleaming new LRV's and the bright new shop provided a setting that was unique, to say the least, for the party goers dressed in tuxedos and long dresses. Everyone enjoyed themselves and it was an excellent way for NFTA to introduce its rapid transit operation to Buffalonians. The fact that members of the general public would cheerfully pay out over $100 for such an experience demonstrates the intrinsic appeal of rail vehicles even to non-railfans.

--On-street LRV testing began on Oct. 18, when car 102 began operating back and forth between the shop and Seneca St., at the southern edge of the downtown core. The excitement of the testing took hold of nearly everyone who was in sight of the LRV. Workers in the offices on Main St. must have all taken their coffee breaks at the same time to look out of the office windows in order to sneak that first peek at Buffalo's soon-to-be transit future. Tests have been continuing along Main St. since then.

AN ELEVATED RAILWAY IN BUFFALO!

Before readers of the Newsletter jump on the MAPLE LEAF to dash over to Buffalo to see this phenomenon,be forewarned that it's come and gone. Confused? Read on...

The "el" was no more than a full-scale, remarkably authentic wooden replica of Chicago's famed Loop structure, erected on a one block section od downtown Main St. for the filming of the new motion picture "The Natural", starring Robert Redford. The story was set in 1939 Chicago, and the 'el' was constructed for scenes of characters emerging from a hotel (actually the classic old Ellicott Square Building).

So, old cars were marshalled around the 'hotel' and, as the cameras rolled, an actor and actress dressed in period clothes emerged from the building, with the el in the foreground. Incidentally, the movie people were delighted to find the new LRRT tracks on Main St., and promptly painted the concrete track allowance in the form of cobblestone paving to resemble Chicago Surface Lines streetcar tracks. One onlooker was heard to remark to her husband "Did they put those tracks down for the movie?" His reply:"No, they're part of the new rapid transit line!"

--The first of Tri-Met's (Portland, Ore.) 26 new LRV's was rolled out of Bombardier's Barre, Vt. plant on Nov. 4. The entire order is expected to be delivered to the operator by September, 1984.

Artist's rendering of one of the ALRV's to be supplied by UTDC for the Santa Clara County Transit District.

--Certain items in this issue are credited to CUTA "Transit Topics", a publication of the Canadian Urban Transit Association. This note is simply to explain the initials, so that the full name will not have to be spelled out in the future.

--Edmonton Transit's LRT line will be extended south to a University of Alberta station and then ended underground six blocks beyond. Funding for the project will come from a new Provincial transportation program that Bob David, General Manager of the Transportation Management Dept., said would be announced early in 1984. The program will likely give Edmonton between $20 million and $25 million per year for LRT construction for the next five years. Mayor Cec Purves said that stopping the line mid-stream for now kept the city's options about whether to continue south, cut over to the CPR right-of-way, or head west. Engineers can figure out ways to get the track to ground level if the University Farm is not the chosen destination.

--A $50 million saving in construction of the Northeast Light Rail Transit Line has given Calgary City Officials hope that a low cost rail line can be built to service the 1988 Winter Olympics. Planners have been told to put together a new package for the stalled Northwest Line that could be built for as little as $100 million, a truly low-cost line to the Olympics site at the University of Calgary.

--Montreal's 4,200 bus drivers and Metro Operators have joined the Canadian Union of Public Employees. The move was approved by over 75% of the 3,510 members who voted on the referendum. Union President Jim Flynn said CUPE would provide a solid background for the Montreal transit employees when negotiating with the Montreal Urban Community Transit Commission. Among their previous affiliations, the Operators have been members of the Canadian Brotherhood of Railway Trainmen and General Workers; they have been members of the Amalgamated Transit Union; they have been affiliated with the Confederation of National Trade Unions; and they have recently been an independent, unaffiliated group.

INTEGRATION PRODUCES RESULTS ON CN MT. ROYAL TUNNEL LINE--The first year of the integrated commuter train, bus and Metro (subway) service seems to have been a hit on the CN line connecting downtown, Mt. Royal, and Deux Montagnes. Lower fares and more trains on the line since it was integrated into the Montreal Urban Community Transit Commission network, on July 1, 1982, have attracted anywhere from 28 to 53% more commuters, depending on the month. The Deux Montagnes line cuts through the Town of Mt. Royal and stops at the midtown station and at Portal Heights at the north end of the tunnel leading to downtown. The lone exception to the high percentage increases on the Deux Montagnes line was June, 1983, when the 8,596 commuters who went through the Central Station turnstiles during rush hours on the survey date represented a 9.8% decrease from the 9,533 passengers in June, 1982. The decrease can be explained by a bus and Metro strike in June, 1982 which forced more commuters than normal to use the trains that month. When MUCTC took over the Deux Montagnes line, the number of trains in each direction was increased from 18 to 28 daily. A reduction in fares was also included in the plan. Commuters using the Mt. Royal and Portal Heights stations could purchase a monthly pass for unlimited travel on the commuter line for $27. In January, 1983, the price of the monthly pass increased, along with other transit fares, to $28.50. Before integration, 40 trips, the equivalent of about one month's worth of trips for a downtown commuter, would have cost $47.

--Of 1984's budget forecast for the Montreal Urban Community of $657.4 million, $254 million will go to MUCTC (including debt service of $152 million). The Commission's budget will rise only 2.2%, to $458.5 million, due to restrictions and service cuts to Mirabel Airport and off-island municipalities. No buses will be purchased in 1984, but orders have been made for $150 million worth of rolling stock for 1985 and 1986. The Commission also hopes to limit to 3.7% the increase in total salaries. Concurrently, as of January, 1984, the cost of the monthly pass is increasing from $22.50 to $24.75 or from $8.50 to $9.50 for students and senior citizens. Adult cash fares will increase by 5¢ to 85¢, while the reduced fare for students and senior citizens will be increased to 30¢.

--Montreal and Alberta items from CUTA "Transit Topics"

CONSTRUCTION TO START ON GO-ALRT TEST TRACK THIS SPRING--According to a recent report in the Globe and Mail, GO Transit will shortly begin work on a three mile test section of GO-ALRT track. It will be located in the vacant land between CN's Kingston Sub. and Highway 401, and extend from Pickering Beach Rd., Ajax, to Henry St., Whitby. Completion is scheduled for 1986. The test section, which will ultimately be part of the new Pickering-Oshawa line, will be used to test track construction and overhead installation, and try out the new cars when they arrive.

GO-ALRT has also selected alignments between Pickering and Oshawa, and from Oakville to Burlington, according to the newspaper item. From the present GO rail station at Liverpool Rd., Pickering, the GO-ALRT tracks will follow an alignment located between the Kingston Sub. and Highway 401 as far east as Brock St., Whitby. Here, the line swings north on a bridge, crossing 401 and Thickson Rd. and joining CPR's Toronto-Montreal main line just to the north of this point. It then follows the CPR tracks through Oshawa to a terminal at Grandview and Bloor St. East.

The western portion will be on the north side of CN's Oakville Sub. from the existing Oakville station at Trafalgar Rd. to a point just west of Walker's Line. It then crosses to the south side on an overpass, and stays here to just west of Brant St., location of the existing CNR Burlington (West) station. Recrossing the tracks, the GO-ALRT line stays on the north side of the CN to Highway 6. For the remainder of the distance into downtown Hamilton, several alignments are under study by GO-ALRT.

Further details about the GO-ALRT project are expected to be available for the February NEWSLETTER.

STATIONS

ORANGEVILLE STATION TO SEE A NEW USE?

G.A. Nutkins, CP Rail Superintendent, has in a letter to the Orangeville (Ont.) Town Council advised that the 1906-vintage passenger station at that location is to be replaced with a new structure or structures. The usual good news/bad news offer is made (the station is available for $1, but the railway property is to be rid of the structure by a date mutually to be agreed upon). In this case, CP adds a little more good news by advising that, if a group or organization other than the town was to preserve the station, the railway will make a donation equivalent to demolition and site cleanup costs. Mr. Nutkins' letter advised that CP recognizes the architectural value of this station with its circular waiting room at one end, surmounted by a conical roof. A small front dormer is another feature adding character to the building. The Town Council was advised in the letter that there was no immediate pressure for removal of the structure, as it would probably be two years before "anything much happened" in the Orangeville yard. Despite this, a plan is already being formulated to save the station by the local Business Improvement Area Board of Management, which has proposed to Town Council that the building be moved to a location on Credit Valley Conservation Authority land south of the intersection of Highways 9 and 10, at the eastern entrance to Orangeville. At this point, the station would be at one end of a planned town linear park system and could form a shelter for hikers and skiers, as well as a site for several other activities, including use by the Business Improvement Association.

--Orangeville and District Shopping News via George W. Horner

KITCHENER STATION OVERHAUL

VIA Rail is investing some $235,000 in improvements to the Kitchener, Ont. station, which it leases from CN. The waiting room of the 1897-built former Grand Trunk Ry. of Canada station will be doubled in capacity and new furniture will be installed. A one-stop counter will accommodate both ticket purchases and baggage checking in an attempt to eliminate congestion in the station's passenger areas. CN is performing most of the construction with its own forces, although it has tendered out some work, including the repaving of the station platform and parking lot. The project will also result in the station being made accessible to the physically handicapped; with wheelchair ramps and automatic doors; washrooms, pay telephones, vending machines and drinking fountains will be altered for use by persons in wheelchairs. George Bechtel of Transport 2000 Ontario, a Kitchener resident (and a UCRS member) applauded the renovation program through the local press, commenting that congestion in the building on weekend evenings, when between 200 and 300 persons use it,was such as to warrant the changes. He added that he hopes VIA or CN can find a few thousand dollars more to install a passing track. --Peter F. Oehm

--With the failure of the Village Station Restaurant, located in the 1946 vintage CPR Leaside station together with retired car equipment annexes, it appeared doubtful that any further viable use could be found for the station building. CP is now, however, engaged in converting the station to office purposes for its employees, and the car bodies have been removed from the site. The building is expected to be ready for occupancy in the spring of 1984. -- Peter F. Oehm

--The 1900-vintage CP Rail station at McAdam, N.B. was dedicated as a National Historic Site on Sept. 23. --Ed Bowes via Tempo Jr.

--"Cutting the Heart Out of Derby"--The problems of station preservation are not confined to this continent, as is revealed by a short piece appearing in the Newsletter of the Royal Town Planning Institute (England) under the foregoing heading and the balance of which is as follows: "The saga of Derby Station, the subject of a new SAVE report, has brought British Rail's commitment to conservation into question. If current plans go ahead, the existing station, built by the Midland Ry., will be demolished and replaced by a new station costing over 3½ million pounds. Despite the fact that the station is a central feature in a Conservation Area, Derby City Council was persuaded to permit demolition by threats that a refusal would ensure no spending at all on the present impressive but neglected buildings. The refurbishing of the existing buildings would result in substantial savings as well as retaining a great railway monument".

Book Review

THE SUDBURY STREET CARS by John D. Knowles and Dale Wilson

Published by Nickle Belt Rails, P.O. Box 483, Station 'B', Sudbury, Ontario P3E 4P6

Reviewed by John A. Maclean

Years ago, in August 1952 to be exact, the UCRS published its eight-page Bulletin 34, largely devoted to a history and description of the Sudbury-Copper Cliff Suburban Electric Ry. Nickel Belt Rails have performed a valuable service in reproducing this long out-of-print bulletin in greatly expanded form under the title "The Sudbury Street Cars". The original text by John D. Knowles has been retained in slightly updated form, together with the roster, timetable reproduction and most of the pictures. To these have been added a short section by Dale Wilson on possible extensions of the street railway which were not built, ticket and transfer reproductions, and a multitude of additional photographs. The result is an attractively produced and lavishly illustrated 32-page soft cover book which includes just about everything anyone will ever want to know about this small but very interesting system. The quality of paper, printing and photo reproduction have been greatly improved over those of Bulletin 34, making this publication a "must" for every traction fan. Even those fortunate enough to have a copy of the original in their collections will need "The Sudbury Street Cars" for the additional material it contains.

TORONTO RAILWAY CO. (and Civic/T&YR) TALES

by IVOR SAMUEL

My Dad, George Samuel, arrived in Toronto from Cardiff, Wales in early September of 1904. By the 24th of that month he had secured a job as a Conductor on the Toronto Railway Company. ...One of Dad's early runs was known as a "swing", this consisting of a single trip in the afternoon rush hour from Roncesvalles along Queen St. to Yonge, looping south on Yonge, west on Richmond, up Bay, and west on Queen back to Roncesvalles. There was always a big crowd of shoppers waiting at the south-west corner of Queen and Yonge, and one day Dad's Motorman and he decided to avoid the inconvenience of picking them up by short turning the car. A certain sharp-eyed TRC Inspector was puzzled by the fact that through Run 23 followed 22 going east on Queen, but preceded 22 coming back. He decided to investigate and waited on the aforesaid corner of Queen and Yonge the next night. He watched 22 load up and turn down Yonge St. He then looked west and saw 23 at Bay St., whereupon it suddenly turned down Bay, apparently to go west on Richmond to York, and up York to Queen. "Aha", he cried, as he sprinted across the street to catch a westbound car. As the car crossed Bay St. he saw Dad's car turn from York St. west on Queen. Just as the latter car got to the foot of University Ave. (it ended at Queen at that time), it hit a break in the rail and the little single trucker ran off the track. "Have you got gloves?" the Motorman yelled at Dad. "Grab the switch iron and let it touch the frame of the car and the track, and we'll back up". They thus got the car rerailed, and were pulling away as the Inspector, riding on the front step of the following car, jumped off and ran after them, but they were well away. He reboarded the car which he had been riding, while Dad and his Motorman in their empty car went back to the "barns". They put their car away for the night and were heading for the office to "check out" when they saw the Inspector coming toward them. "Well, George", said Dad's Motorman, "It's been nice knowing you. I guess this is it". As the Inspector came up, he said "You know, I ought to fire you for what you did, but that was such a neat trick of rerailing that I'll let you get away with it; but don't you pull that trick again...or you're through"...

...The TRC used to put stoves in its cars about Oct. 1, but it would be into November before the cars would be stocked with coal. At times in October the nights became very cold. On one such night around the middle of October, Dad was on a night run on King St. when word got around that two street cars had collided at Yonge and Front. As it was in the middle of the night, the following cars shunted those which had been in collision east on Front St. and into the wye at Scott St. to stay until the insurance adjusters could inspect them in the morning. That night every King car and Yonge car had a fire in its stove! The King cars diverted down Yonge or Church and along Front, then stopped while the crew tore some wood from the bodies of the damaged cars. Crews on the Yonge cars did the same, and when the adjusters came the next morning there was not much left of the two cars...

...Another night, when Dad was on the King route, it was raining and the car was empty. When they stopped at Church St., two men got on, a big husky one and a little scrawny one. "Fares please", said Dad as he held out his farebox. "I'm not paying no fare; try and make me", the big guy said. "Yeah, try and make me", squeaked the scrawny one. Dad put down the farebox and said "Come on out to the back platform". The big guy lurched out after him. Now the back platform was open with only a waist-high dasher at the rear. Dad leaned against the dasher, raised up on his rubber heels and grasped the wet trolley rope. He was prepared for the resulting shock, but the big guy was not. He grabbed Dad by the shoulder, let out a "YEEOWW", spun around, and fell into the street. As the car rolled merrily on, Dad went inside rubbing his hands. "Fares please", he said as he picked up the farebox; "Yes , sir", the pipsqueak said...

...Another rainy day a Conductor friend of Dad's had the trolley pole come off the wire. While he was trying to put it back on the wire, the rope came away from the pole, so he had to climb on the roof to put the pole back on the wire. As he pulled the pole down, its side touched the trolley wire; the resulting shock knocked him off the roof of the car. Fortunately a truckload of coal was passing at the time, and he landed in a pile of the black stuff...

...When I was small, my father was Conductor on the Harbord run. The west or "up" end was at Lappin and Lansdowne Avenues, where the cars were wyed by turning north on Lansdowne, backing south across Lappin, and then turning east for the "down" trip. The Harbord line went along Lappin to Dufferin, made a short jog on Dufferin to Hallam, then to Ossington, turned south and across Bloor to Harbord St. The line then proceeded east on Harbord across Bathurst to Spadina. At Spadina it turned south, around the Crescent, across College, Dundas and Queen and turning east on Adelaide St. The route crossed York, Bay and Yonge to Victoria and then looped north on Victoria, east on Richmond, south on Church, and west on Adelaide for the return trip. Dad would leave his lunch at home, so I had the fun of taking his lunch box up to Lappin Ave., where I waited on the sidewalk until his car came along. I always got a free ride downtown and back. I got to know every stop on the Harbord route, which came in handy when I ran my own street car at home with chairs set up in two rows facing each other. For passengers, I had my young sister, her dolls, teddy bear, Mr. Broom and Mrs. Mop; with Dad's old Conductor's cap, old transfers and a toy farebox, I collected fares...

...One day, a slightly inebriated man got on Dad's car with a live goose under his arm. "Hey! You can't take that into the car", Dad said. "Wot'll I do? I won it in a raffle and I'm taking

it home", the man said. "Let's tie it by the leg to the hand brake on the back platform", said Dad, fishing out a piece of string from his pocket. "Great", the man said; "Make sure I get off at Crawford St." He sat down by the stove and promptly fell asleep. Upon the car reaching Crawford St. Dad went to wake the man up. He jumped up and headed for the front exit. "Don't forget your goose out back", Dad said. "You keep it, I don't want it", said the man, as he jumped off the front step. I don't know how many times the goose went up and down the Harbord route, but passengers were somewhat startled on boarding the car to see a live goose tied up on the back platform. When Dad and his Motorman finished for the day, they took the car down Lansdowne to the "barns". After stabling the car, Dad took the goose under his arm and headed for the Lost and Found office. "Hey--you can't put that thing in here", said the clerk as Dad was stuffing the goose through the wicket. "Well, it was left on the car and I'm turning it in", said Dad. "We've no place to keep it here--could you possibly keep it at your place?" asked the clerk, knowing that we lived only a couple of blocks away. "I guess I could make a place under the back porch", said Dad. "Fine", said the clerk; "You keep it, feed it and look after it, and if it's not claimed in 30 days it's yours". So Dad got laths and made a cage under the porch. Every day I had to go to the feed store for maize or Indian corn to feed the beast. Needless to say we had goose for dinner that Christmas...

...Another time, a drunk got on Dad's car and started throwing money all over the inside; he then sat down and went to sleep. Dad carefully gathered up all of the bills and stuffed them into his own pocket. When the drunk left the car, Dad was busy collecting fares and did not see him get off. However, two or three days later the man got on the car looking very woebegone. "What's up, pal?" said Dad, recognizing him; "You look as if you'd lost your best friend". "Worse", said the man; "The other day I got drunk at a party and I had over $300 on me to pay an important bill. I've lost it somewhere". "Is this it?--Count it", said Dad, pulling a roll of bills from his pocket. "Where did you find it?" asked the man. Dad told him what had happened, but instead of conveying his thanks after counting it, the man turned on Dad and said "Where's the 67 cents change I had? You've stolen it!" Needless to say, Dad was very annoyed, retorting "You're lucky to get anything back"...

...In those days the Toronto Railway Co. owned its own power company, the Toronto Electric Light Co., and sometimes when the Toronto Hydro supply failed one would see the street lights out and some houses in darkness while others would be lighted. In the centre of each intersection where carlines crossed there was a cluster of five lights in series drawing their power from the 550 volts of the street car system...

...One time on a Bathurst night car, as it was approaching King St., where a meet would be made with the King car, Dad said to his Motorman, "Want to see some fun?" Directly under the intersection lights ran a wire diagonally across the intersection, casting a thin shadow on the roadway. The passengers jumped from Dad's car to run to the waiting King car, and as they approached the shadow Dad let his switch iron fall to the road with a clang and shouted "Look Out!" The lead passenger, seeing what he thought was something lying on the road, jumped over the shadow and everyone following did the same thing...

...Another time, as a Bathurst night car was approaching the Bloor St. intersection, a man in workman's clothing ran up to the car and shouted "My mate is down in the sewer, overcome by sewer gas; we were working down there". Between Dad, his Motorman and the other man they got the fellow up. He was semi-conscious, and wanted to lie down and sleep. Dad and his Motorman poked and slapped him and walked him up and down until he was breathing normally again...

...Yet another Bathurst St. story concerns a time when Dad was on days. He and his Motorman would pick up their car at the "barns" on Lansdowne, proceed along Bloor to Bathurst and north on Bathurst to Dupont, where they wyed to start the downtown trip. About halfway up to Dupont Dad would run up the steps of the home of a regular passenger, bang madly on the door, and run back to the car. When the car came back on its downtown trip, the man would be waiting on the sidewalk, lunch box in hand, ready to go to work...

...In pre-TTC days the Toronto Ry. Co. wyed at Royce (now Dupont) and Lansdowne, thus passengers proceeding further north had to cross the CPR tracks and board a double end Toronto Civic Rys. car to take them up to St. Clair, where they would transfer to a Civic Railways St. Clair car. The fares on the Civic lines were 2¢ for adults and 1¢ for children! An interesting feature of this Lansdowne stub line was the very steep hill just north of Davenport Rd. To ameliorate the southbound descent, the road took (and still takes) a sharp reverse curve to the left. An added hazard was the single track Toronto Suburban Ry. Davenport route that ran east-west at the foot of the hill. Motormen on the two lines could not see each other until they were right on the intersection. The big danger was a runaway coming down the hill, thus a permanently open derail switch was placed halfway down the hill. A small hut containing a big hand lever was located on the sidewalk; this lever closed the derail switch to let the car proceed through. A semaphore, normally in the "stop" position, was situated above the hut. This was connected electrically to two semaphores on Davenport, one east and one west of Lansdowne, with these normally being in the "proceed" position. To operate this feature, a southbound car had to stop above the derail switch while the Conductor jumped off the car, ran into the hut, and pulled the big lever. This would close the derail and change the semaphore to "proceed", signalling the Motorman to pass through the switch. The Conductor then could release the lever and run after the car. At the same time as the semaphore changed to "proceed", the two semaphores on Davenport Rd. would change to "stop", in case the Lansdowne car could not stop at Davenport because of black rail condition, brake failure or other cause. There must have been the occasional derailment at the derail switch, as there were ruts in the pavement where cars had run off the track...

...One day after we had moved to Fairbank, but when I was still going to Scouts at West Toronto, I had just transferred from the Carlton car at Royce (it was all one fare by this time) and was sitting just inside the car chatting to the Conductor while holding onto my Scout staff with its patrol pennant at the top. A drunk got on and, weaving in front of me, grabbed my staff. Holding it like a Morse signalling flag, he started to wave it back and forth. The conductor and I watched anxiously as he narrowly missed the lights in the car. "The pole's too long", he said as he handed it back and sat down beside me. "Umpty, Iddy, Iddy, Umpty", he said quite loudly. I

wondered what kind of nut was this until I remembered reading that signalmen in World War 1 referred to dots as "Iddy" and dashes as "Umpty" in the Morse Code...
...Another time, as I was coming home the car crossed Davenport and started to climb the hill when the wheels started to slip. The Motorman applied sand but to no avail, and the car slid slowly back down to the bottom and into the middle of the Davenport intersection. It seems that a truck carrying 40 gallon drums of condensed milk had come east on Davenport to make a left turn to proceed up Lansdowne. As the driver made the turn, two drums rolled off and burst. Between the milk and the sand put down by the street cars, there had been created an unholy mess, and the wheels of progress ground to a stop. The passengers had to walk the rest of the way to St. Clair. I heard that they had to call the Fire Department to hose down the road. What a meal for the cats!...
...When I was about six or seven, I liked to go over to watch the rush hour cars returning to the Lansdowne "barns". There was a man with a switch iron who would send some cars inside while others would be directed to the more northerly track that went on to the yard outside. "O.K.", he would say as he switched the cars bound for the yard, and I figured that was his code word for "outside". One day as I stood there a crowded car passed, going on up Lansdowne. It had an open back platform, and some of the passengers were standing on the beam projecting at the rear of the car and hanging on to the railings. One man was even hanging piggyback to another man! Just then the Conductor pushed through and stuck his fare box under the piggybacker's nose. "Fares please" said the Conductor. How the (expletive deleted) can I pay my fare?" said the man. "If I let go to get my bloody fare you won't get it anyway!" The Conductor gave a grunt and turned away...
...Another incident that I remember was on a Sunday School picnic to Bond Lake, about 15 miles north of the city. In those days churches or Sunday Schools would charter one or more street cars which would pick up the group at the nearest point on a carline to the church. My Sunday School had chartered two big cars of the Lake Simcoe Line (Metropolitan Division). This single track line with passing sidings ran nearly 50 miles up to Lake Simcoe. As we were returning in the evening, we had passed through the siding south of Lansing (Yonge and Sheppard) and were at the brow of Hogg's Hollow. We kids were at the back of the car, singing Sunday School songs, when suddenly we saw a big headlight coming up the hill and two cars stopped nose to nose. The two Motormen got out and into a big argument as to whom should back up to the last passing track (there was another siding at York Mills in the Hollow). The language used was hardly for kids to hear and our teachers had quite a time distracting us with other amusements. Our Motorman lost the argument, and our two cars had to back up through the passing track and then proceed south through it again...
...One time during Dad's early days on the street cars, his car was leaving the terminus at High Park (he was operating an open car) when a young lad climbed aboard. He had a number of garter snakes in his pockets and showed them to Dad. Soon Dad had them crawling up his arm and around his neck. At this point several ladies in the car screamed and threatened to have Dad fired, so he had to ask the lad to get off the car with his scaly friends...
...On another occasion, while collecting fares on a crowded car and as Dad was pushing past a lady wearing one of the big hats of the period, she turned and the point of a hatpin caused a long scratch from the bridge of his nose, under his right eye, and around to his right ear. That night there was an article in the paper saying "Another victim of women's hatpins. While collecting fares on a crowded street car, Conductor George Samuel was severely gored across the face by a long hatpin sticking through the hat of a lady passenger". I remember seeing the clipping in a small scrapbook of Dad's.

SHORT HAULS by Bruce Chapman

--CPR passenger equipment still on hand at Montreal's St. Luc Yard as of Nov. 14 included coach 2249 and baggage cars 2416, 2449 and 2435.
--CPR plans to install Manual Block Signalling on the Little Current, Nickel and Webbwood Subdivisions of the Sudbury Div.
--CN is sueing its supplier of concrete ties, Canfarge Ltd. of Montreal, for $34.3 million for 300,000 allegedly defective ties bought by the railway between 1974 and 1980, which show major defects, including multiple cracks.
--VIA has sold the following passenger equipment: to CN, for work train service: Coaches 5183, 5187, 5193, 5203, 5208, 5210, 5222, 5225, 5227, 5213, 5296, 5305 (to be renumbered 40100-40111); Sleeper-Buffet-Lounge Cars CAPE PORCUPINE and CAPE RACE (notthe UCRS car). All of the foregoing is former CN equipment; To ONR: 425 (Dinette car); 9476, 9602 (baggage cars); To ACR: 9603 (baggage car); To CP: 2247 (ex-CP coach); to National Museum of Science and Technology, Ottawa: Baggage 9267; to Great Western Tours, San Francisco: Dinette Cars 426, 433, 434; 10 rmt.-6 dbr. sleeper SASKATCHEWAN RIVER: Buffet-Lounge Cars MATINEE, SOIREE; Dome-Lounge-Buffet Cars ATHABASKA, QU'APPELLE, COLUMBIA; to Florida Gulf Coast Ry. Museum, Tampa, Fla: Sleeper-Buffet-Lounge CAPE TORMENTINE; to Conrail: coaches 5197, 5306, Dinette 428; to Western Industrial Research and Training Centre, Edmonton: Diner 1375; to Conklin Shows, Toronto: Buffet-Lounge Cars DEBONAIRE, BON JOUR, DIPLOMAT, and FETE.
--Construction has begun on a 100'x50' two-bay enginehouse for Royal Hudson 2860 and 2-8-0 3716 beside BCR's North Vancouver Station.

--We sincerely regret having to report the demise of the Scotian Railroad Society of Halifax. Dated Nov. 6, 1983, a brief letter over the names of the six members of the Association's Executive gives the causes of the disbanding as "the lack of support from local members and no new faces to share the workload." The remaining assets of the Society are being transferred to another, as yet unidentified, society having similar goals to those of the SRS. The group's museum collection had previously been disposed of as scrap.

THE RED DEER VENDING MACHINES by Bruce D. Cole

I've read about them for many years in the UCRS publications--all the comments and abuses these machines have taken. I decided to find out for myself how they work.

I'm in Calgary, and I've some business to attend to up in Edmonton. So I decide to take the Dayliner from Calgary to South Edmonton and visit the vending machines at Red Deer. I arrive at the Calgary Palliser Station at 5:00 p.m. for the 5:30 departure of No. 197 to South Edmonton. We board the train at 5:30 and leave the station at 5:35 with 14 passengers. Because this train is so famous, I buy a few snacks to tide me over to Edmonton. Our first stop is Didsbury; we just travel right through. At Olds, three passengers disembark. The scenery along this part of the line is relatively flat and we are travelling along at 80 MPH. The next stop is Innisfail; another passenger disembarks.

Well, we are getting close to the famous vending machines at Red Deer; the conductor comes through the train to advise we can get off at the station and buy light snacks at the machines. Just south of Red Deer, No. 196 (the southbound Dayliner) passes us, and looking at the windows, it seems relatively full. We arrive at Red Deer, and it is one of the nicer CP stations--it has been well maintained. And there they are, folks--the three famous vending machines. Even though I bought some snacks before I left Calgary, I still have the urge to put a couple of quarters into these machines--so I do, and they work. At Red Deer, two more passengers disembark.

The scenery north of Red Deer is a little more interesting, because you are travelling into a few small valleys and the track seems to curve a lot more. We stop at Wetaskiwin, but no one gets off or on. We are now heading into South Edmonton with eight--that's right, folks, "eight" passengers on board. On the trip up between Calgary and South Edmonton, we pass four southbound freight trains carrying grain. Outside of South Edmonton, the conductor again comes around, asking if any of the passengers need taxi service at South Edmonton. We arrive on time at 9:00 p.m. after a short and enjoyable trip.

With the introduction of snack service on board the four dayliner runs between the two cities at the May 29, 1983 timetable change, and VIA's plans to do a little advertising of these trains in Western Canada, they are probably getting a few more customers. Also, following the May timetable change, the only scheduled stop has been Red Deer; all of the other stops are conditional. Running time was cut by up to 25 minutes on certain runs.

If you are going to be around the area in the near future, why not take the train between Calgary and Edmonton? It was a most interesting and enjoyable three and a half hours.

CORRESPONDENCE

Dear Stuart,

On behalf of the membership of the Toronto Transportation Society, I would like to thank you and Ed Campbell for the publicity given us in the UCRS Newsletter, which helped make our first Railroad Slide and Photo Sale (and Swap) a financial and artistic success. Plans are being made presently for bigger and better things next year. We were most pleased with the attendance; dealers came from as far as Windsor and we even had a rail enthusiast from Cleveland attend. Next year's show may see the inclusion of railroad memorabilia, chiefly printed matter. Overall, the quality of the photographic material was of a most impressive nature, and many thanks to all who attended.

--Mike Lindsay, Show Committee, TTS

Dear Editor,

Regarding "Force Feeding the Stouffville Streak" (December NEWSLETTER), please note two further changes. The Uxbridge Sub. is now MBS, radio controlled (was train order before). Thus GO Trains 631 and 632 do not stop any more at Scarborough Jct. for the conductor to make an entry into the logbook. 1) For No. 632 this is a considerable time saving as it could not proceed prior to 1739 as was shown in the Employees' Timetable, thus sometimes resulting in a four to five minute wait. The time required for the new stops at Danforth and Scarborough GO stations is thus available. 2) Equipment moves 633 and 634 are now eliminated most days as the equipment is laying over in Stouffville. It remains at the platform and therefore the "mainline" is now routed via the previous passing siding. This arrangement necessitates the throwing of the manual switch on the west side upon entering and leaving Stouffville, causing an extra stop. Accordingly, running time now is two minutes longer between Markham and Stouffville in both directions. Incidentally, the logbook was still present in the cabin at Scarborough Jct. on Dec. 27, with last entries dated Oct.

--D. Hiel,
Scarborough, Ont.

Mr. Westland,

I just want to mention how much I enjoy the UCRS NEWSLETTER, and single out Gordon Thompson's article on Switzerland in the December issue as especially interesting. I read many trip articles in other rail magazines, but Mr. Thompson's article is filled with facts; it is perceptive, and very well written. I look forward to subsequent articles on his trip, and continuing coverage of the passenger train situation in Canada.

--Jeffrey G. Mora,
Washington, D.C.

--As a footnote to Gordon Thompson's article in the December NEWSLETTER about Switzerland, Ray Corley advises that Swiss railway schedules, maps, etc. may be obtained from the Japan National Tourist Organization, 165 University Ave., Toronto, phone (416) 366-7140. Ray also visited Switzerland last year.