Newsletter

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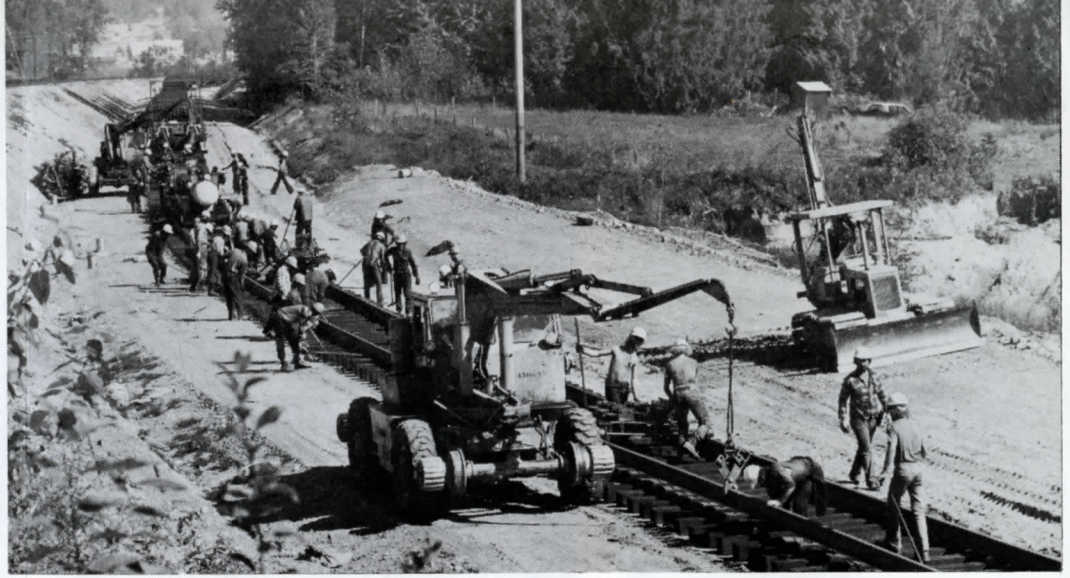
UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO

One of the new diesels built by General Motors Diesel at London for Iran, 60-917 (Builder's No. A4365) poses at the GM plant, Jan. 20, 1984.

--Ian Platt photo

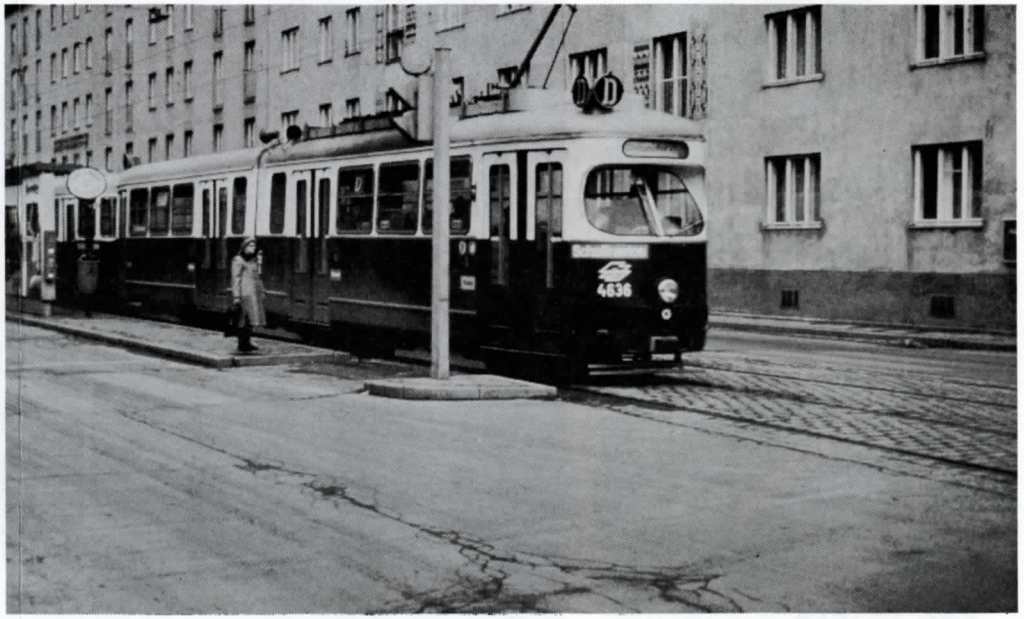


Men and machines team up to permit CP Rail to replace in 15 days eight miles of 100 lb. jointed rail with 115 lb. relay rail (newly welded into quarter-mile lengths of CWR) near Megantic, P.Q. The work was completed in the late summer of 1983 at this location, a short distance west of the Quebec-Maine boundary.

--CP Rail photo

TTC Gloucester subway cars 5098-5099 are seen at Greenwood Yard, Mar. 26, 1984, after receiving a special paint treatment. The cars, which contain cards depicting the history of local transit in the advertising card frames, returned to revenue service on the Yonge-University-Spadina line on Mar. 30, and will remain in this condition during this year.

--Ted Wickson photo



Vienna articulated tram 4636, Class E2, and trailer, is pictured at the Sickenberggasse stop on the "D" line, en route to Sudbahnhof. Dec. 9, 1983.

LIFE OF A VIENNESE COMMUTER

BY ERICH TSCHOP

During the summer months, usually from the beginning of June to the end of October, I live together with my son and my wife at my mother-in-law's house at Sigmundsherberg, some 90 km. north of Vienna. As I cannot leave my work at a bank in Vienna for such a long time, I had to think of some kind of transport between our summer house and Vienna. This problem arose about four years ago, just as we were awaiting our first child. As Vienna is a town that is not very agreeable for raising children, my wife and I decided that from the beginning our child should have the opportunity to live in the country whenever possible. As we do not have a car, the only possibility was to use public transport.

Fortunately, Sigmundsherberg is a major railway stop on the Franz-Josefs-Bahn, which in former times connected Vienna via Gmund to Prague, the Czech capital. After the First World War the line from Vienna to Gmund remained in Austrian territory, and from that time on it was reduced to a local line. For the next 30 years there remained some international trains on this line, but after the Second World War it served only local needs. For this reason there were only a few trains on it in the 1950's and my father-in-law, for example, who retired from active work in the early Sixties, spent almost four hours a day travelling from Vienna to Sigmundsherberg and back, a considerably greater amount of time than I have to spend nowadays, as I will detail later.

Before I start to tell about the travel itself, a few words about working hours in Austria. So far, we usually work 40 hours a week, from Monday to Friday. Both my wife and I are employed in the bank, and so have almost identical working hours. These are: Mondays-Wednesdays, 8:00-4:30, Thursdays 8:00-5:30, and Fridays 8:00-3:30. This means half an hour for lunch and, because people should have the chance to visit a bank at least once a week, one long day on Thursday and a short one on Friday, as many firms close earlier on Fridays, enabling their employees to enjoy a longer weekend.

The limiting factor if you use public transport is that you have to take a train when it is scheduled. For this reason I have to get up at a quarter to five in the morning, which does not matter much in June or July, as it is already daylight by then, but in October, for example, it is still dark outside when I leave the house about half an hour later, at 5:15 a.m. It takes about seven minutes for my wife and me to walk to the railway station at Sigmundsherberg, and if we are not late we do indeed walk. Sometimes we are late and we take our bicycles, reaching the railway station in about two minutes, as the way to the station is downhill. The semi-fast train to Vienna reaches Sigmundsherberg at 5:27 a.m., coming from Gmund NO, about 75 km. further to the north. This morning commuter train consists of two diesel locomotives (BoBo, OBB Class 2143, orange paint) and 10 (on Mondays, 11) bogie coaches. Since last summer these have been newer ones painted red and cream, each seating 80 passengers. Upon arrival at Sigmundsherberg, about a quarter of the available seats are already occupied, so it is easy to find a seat. These bogie coaches are open: there is only a separating wall between smoker and non-smoker sections. The seats are all textile covered and for this reason allow a quite comfortable journey, particularly during the summer season, when plastic covered seats would be very unpleasant. Because of the early hour many of the passengers appear to be asleep. After a two minute stop, the train proceeds on towards Vienna. As it is a semi-fast train, it will stop only at stations, passing the halts on its way. Usually there is one halt between

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MORE ON ORANGEVILLE STATION--The Business Improvement Area Association of Orangeville, Ont. has launched an intensive search for alternative sites to which the CP Rail Orangeville station could be moved, and is investigating methods of raising funds to cover the cost of the move. The prime location, as reported previously in the NEWSLETTER, is close to the intersection of Highways 9 and 10. At this location the station could function in a number of ways, one of these being as a tourist information centre in conjunction with a Chamber of Commerce booth which operates in a former CN caboose body situated nearby. This location is about three-quarters of a mile from the station's present site, and local opinion is that the structure could be moved in one day. The building is allegedly one of a handful of "Victorian Picturesque" stations that were designed about 1906, the year from which Orangeville station dates. Other stations of this type are located at Parry Sound, Ont. and Ste. Agathe, P.Q. A local historian says that Orangeville station is the third constructed by the CPR to serve the area; the first was a primitive structure built in 1884 and which still stands, in use as a freight shed. A few years later a second, but still utilitarian station was erected, which burned down in May, 1906, forcing the original station back into use. In September of that year work began on the present structure. The CPR had apparently considered a frame one-storey building, but pressure from local citizens induced the railway to build a "Picturesque", with a turret, semi-circular waiting room, and large four-light windows. For many years a restaurant was operated on the site, a viable proposition because of the number of trains that once passed through town. The restaurant building now serves as a bunkhouse for crews laying over at Orangeville. --The Real Estate News, via Peter F. Oehm

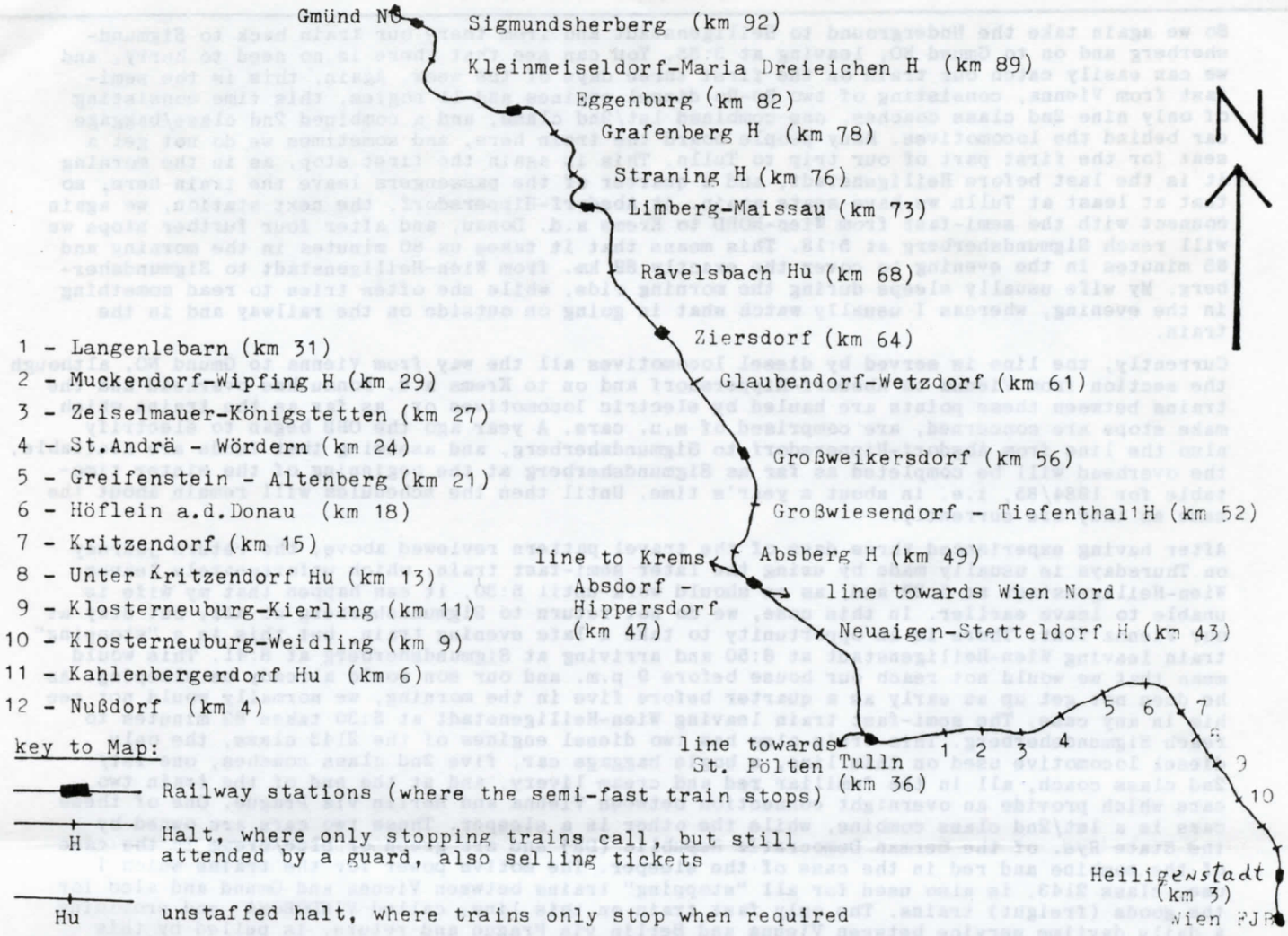
--In an order dated Mar. 2, 1984 the Railway Transport Committee has directed that CN continue freight train operations over that portion of the Smiths Falls Subdivision from Richmond, Ont. (Mileage 13.00) to a point near Smiths Falls (Mileage 35.3), while permitting abandonment after June 30, 1984 of that portion of the Subdivision between Mileage 35.3 and Strathcona (Mileage 99.30). CN had applied to abandon the full 86.30 miles. The Committee further recommended that CN and CP enter into negotiations for the construction of a connecting line to eliminate the necessity for the rehabilitation of the two bridges at Mileage 34.05, where CP crosses over the CN Smiths Falls Sub. The hearing on the CN application had been held at Smiths Falls on February 21 and 22. --Peter F. Oehm

THANK YOU FOR NOT EATING--After Ron Deiter's fine article on an apparently fine new rapid transit system in Baltimore, as appearing in the last issue, this item comes as a bit of a letdown. Mass Transit Administration police have arrested two subway passengers as part of a campaign to prevent the consumption of food and drink on the Metro, which, as well can be attested to on the TTC, leads to spills and litter. A 16-year old boy was accused of sucking on a lollipop and then throwing it an an MTA officer when accosted (one can hardly blame him). Another rider felt the strong arm of the law while committing the heinous crime of eating a bag of potato chips (well, those bags can cause pyrotechnics if lodged against a third rail). Eating or smoking aboard a Baltimore Metro train is punishable by a fine of up to $250. One can just see those groups of lawless teenagers huddled at the rear of a train late on a Saturday night, munching chocolate bars and spilling Smarties all over the place.

READERS' —— —— EXCHANGE

- Robert Pineault, 325 Bleecker St., Apt. 409, Toronto, Ont. M4X 1M2, (416)921-9165, wants TTC movies from the 1940's, 50's or 60's, Super 8, 8 or 16mm. Will pay high prices.
- Ray Corley, 41 Lynndale Rd., Scarborough, Ont. M1N 1B9, is looking for two prints, or loan of negative of CN Beaverton East station (on ex-Midland line).

COVER: CPR 4-6-0 1088 brings a westbound wayfreight across the Humber River bridge, Toronto, in a mid-1950's scene recorded by James Beveridge.



each two stations, so that one could say that our semi-fast trains stop at every second station. At the following six stations to Tulln, many people will board the train, with the result that most passengers boarding at Tulln will have to stand for the final segment to Vienna. For this reason Tulln is the last stop for our train, and the remaining 34 km. to Vienna are covered non-stop. If it is on time, our train will take exactly 30 minutes from Tulln to Vienna, including a lengthy stop at Wien-Heiligenstadt, which I will explain below.

But returning to our train: after stopping at Eggen burg, Limberg/Maissau, Ziersdorf and Gross-Weikersdorf, our train reaches Absdorf-Hippersdorf at 6:11 a.m., if on time. Here we connect with a train from Krems a.d. Donau, which runs to Wien NORD, another railway station in Vienna. The paths of the two trains cross here and for this reason provide an excellent opportunity for the interchange of passengers. The trains stop on opposite sides of the same platform, and usually you have only to cross the platform (about five meters) to catch your connecting train. If all works well, the interchange between the two trains is completed within four minutes and then the two trains leave Absdorf-Hippersdorf almost simultaneously, leaving the small station quite deserted until the reverse process happens in the evening. From Gmund NO to Absdorf-Hippersdorf the line is only single track, but after the latter station the main line to Vienna FJB (Franz-Josefs-Bahnhof) is double track, while the connecting line to Wien-Nord is still a single line as far as Stockerau (for details of connections and directions please consult the accompanying map). With just one more stop, at Tulln, where many people board our train, we are now heading towards Vienna and, if suburban traffic is on time, we do not have to stop before Wien-Heiligenstadt. This is a station on the outskirts of Vienna, which was a transfer station in former days and is now again very important, as this is one of the terminal stations of the Viennese Underground. For this reason many people wanted to leave the train here and, after a lot of protest and inquiries, today all trains stop at Wien-Heiligenstadt in both directions.

As my wife and I use the Underground, we leave the train at this stop and walk on to the Underground platform. Here again, you have neither to climb stairs nor to walk very far to reach the Underground (as I mentioned earlier, when boarding the train at Sigmundsherberg there are many seats, so we usually sit in the first carriage. If we sat in the last one, we would have to walk along the whole train, about 200 meters). If on time, our train has reached Wien-Heiligenstadt at 6:49 a.m. The Underground ride to my office takes another five minutes, so that I am at the bank a few minutes past 7, an hour too early. This is inconvenient but, as my wife has to be at her bank at 7:30 at the latest, we cannot take a later train. But, as we do not want to work an hour longer every day, we have agreed with our supervisors that we are allowed to go home an hour earlier. We would normally work until 4:30, as mentioned above, but are allowed to leave Mondays through Wednesdays at 3:30.

So we again take the Underground to Heiligenstadt and from there our train back to Sigmundsherberg and on to Gmund NO, leaving at 3:55. You can see that there is no need to hurry, and we can easily catch our train on the first three days of the week. Again, this is the semi-fast from Vienna, consisting of two Bo-Bo diesel engines and 11 bogies, this time consisting of only nine 2nd class coaches, one combined 1st/2nd class, and a combined 2nd class/baggage car behind the locomotives. Many people board the train here, and sometimes we do not get a seat for the first part of our trip to Tulln. This is again the first stop, as in the morning it is the last before Heiligenstadt, and a quarter of the passengers leave the train here, so that at least at Tulln we have seats again. At Absdorf-Hippersdorf, the next station, we again connect with the semi-fast from Wien-NORD to Krems a.d. Donau, and after four further stops we will reach Sigmundsherberg at 5:18. This means that it takes us 80 minutes in the morning and 85 minutes in the evening to cover the exactly 89 km. from Wien-Heiligenstadt to Sigmundsherberg. My wife usually sleeps during the morning ride, while she often tries to read something in the evening, whereas I usually watch what is going on outside on the railway and in the train.

Currently, the line is served by diesel locomotives all the way from Vienna to Gmund NO, although the section from Vienna to Absdorf-Hippersdorf and on to Krems a.d. Donau has overhead and the trains between these points are hauled by electric locomotives or, as far as the trains which make stops are concerned, are comprised of m.u. cars. A year ago the OBB began to electrify also the line from Absdorf-Hippersdorf to Sigmundsherberg, and assuming that funds are available, the overhead will be completed as far as Sigmundsherberg at the beginning of the winter time-table for 1984/85, i.e. in about a year's time. Until then the schedules will remain about the same as they are currently.

After having experienced three days of the travel pattern reviewed above, the return journey on Thursdays is usually made by using the later semi-fast train, which unfortunately leaves Wien-Heiligenstadt at 5:29 and, as we should work until 5:30, it can happen that my wife is unable to leave earlier. In this case, we do not return to Sigmundsherberg at all, but stay at our Vienna flat. There is an opportunity to take a late evening train, but this is a "stopping" train leaving Wien-Heiligenstadt at 6:50 and arriving at Sigmundsherberg at 8:41. This would mean that we would not reach our house before 9 p.m. and our son would already be sleeping. As he does not get up as early as a quarter before five in the morning, we normally would not see him in any case. The semi-fast train leaving Wien-Heiligenstadt at 5:30 takes 82 minutes to reach Sigmundsherberg. This train also has two diesel engines of the 2143 class, the only diesel locomotive used on this line, a bogie baggage car, five 2nd class coaches, one 1st/2nd class coach, all in the familiar red and cream livery, and at the end of the train two cars which provide an overnight connection between Vienna and Berlin via Prague. One of these cars is a 1st/2nd class combine, while the other is a sleeper. These two cars are owned by the State Rys. of the German Democratic Republic (DR) and are green or blue/cream in the case of the combine and red in the case of the sleeper. The motive power for the trains which I use, class 2143, is also used for all "stopping" trains between Vienna and Gmund and also for the goods (freight) trains. The only fast train on this line, called VINDOBONA and providing a daily daytime service between Vienna and Berlin via Prague and return, is pulled by this class. There are no rail cars used on this main line.

Finally I want to say a few words about the cost of our daily travel between Sigmundsherberg and Vienna. Currently a single journey costs $5.40 Canadian, with no reduction for a return journey. A weekly ticket for these 89 km. currently sells at $10 and enables its holder to travel on the line during the week as marked (starting on Monday and valid to the following Sunday) as often as he pleases. You will see that a single journey from Sigmundsherberg to Vienna and return costs a bit more than a weekly ticket. For the usual travel pattern of five days a week back and forth, the weekly ticket means an 80% reduction in fares as compared to the price for a single journey. A slightly higher percentage of reduction can be obtained with the monthly ticket, which currently costs $39.40 and is thus only slightly cheaper than four weekly tickets. However, as I do not travel all year round, but only for a few months, the monthly ticket is not advantageous and we always take weekly tickets. In order that our State Rys. do not incur too big a loss on their commuters, the State pays the railways, for every weekly or monthly ticket sold, the difference between their prices and 10 or 40 single journeys respectively to the selected destination. The percentage of reduction varies depending on the distance over which you use the train: e.g., from Tulln to Vienna, on my line, the reduction is only about 50%. But, these relatively cheap fares over the last few years have persuaded many people to leave their cars at home or at the nearest railway station to their homes and to use the train for daily travel to and from Vienna. This has meant, of course, that our railways have had to gradually increase the number of coaches on the trains and also to increase the number of trains. On Fridays, for example, when people do not work as late as on the other days, and when there are additional people going home (who work in Vienna and live about 100 km. or more away) an additional train is operated in the afternoon. This semi-fast train leaves Wien-Heiligenstadt at 3:35 on Fridays only and reaches Sigmundsherberg at 4:55, where it terminates. The engine and five coaches then return empty to Vienna. If my wife and I can leave work a bit earlier on Fridays, we are able to catch this train and come home 20 minutes earlier. Of course, this additional train is only for those people who either live near a railway station where it stops, as we do, or who have their cars parked there, as there are no connecting trains at any stations where this train stops.

In conclusion, I can say that the two and a half hours that we spend daily travelling by train are for me quite a pleasant time, as I enjoy the train and also can relax during such travels. My wife has time to read the daily newspapers and also has the chance to relax in the train. The $40 we spend on travelling between Sigmundsherberg and Vienna is in my opinion worth the opportunity to relax in the evening in the open, enjoying the woods and meadows, instead of having automobiles making much noise in the street in front of our city flat. All of the ticket prices mentioned in this report were increased by 11% as of Jan. 1, 1984. The next major change

affecting my daily travel will be the winter timetable of 1984-85 when, I hope, electric trains will run as far as Sigmundsherberg and possibly the journey time can be reduced by a few minutes. I hope that this report has been of interest to readers.

What actually happened at "The Hat"?

based on information from our Alberta correspondent

On Saturday, January 7, at about 9:40 A.M., a 73-car eastbound CP Rail freight train careened downgrade out of control into Medicine Hat, Alta. When it hit a curve at the foot of the grade, just before the bridge over the South Saskatchewan River, which leads into the Medicine Hat yard, 62 of the cars on the train piled up on the outside of the curve. The three locomotives (SD40-2's 5593, 5659 and 5607) and the first five cars stayed on the track, shooting across the bridge and into the downtown yard, where they struck a stationary GP9 (8522) coupled to several empty methanol and propane tank cars. The engineer was killed at the time of the main derailment, seemingly having been thrown from the train; he was believed to have been outside on the running board, attempting to reach the second or third unit.

A number of cars in the main derailment which were carrying sulphur caught fire, and the fear was that a high concentration of lethal sulphur dioxide might spread across the downtown area of the city. Also of concern was an empty tank car with the residue of a poisonous toluene compound. Local firemen, with the assistance of chemical spray rigs from a Red Deer, Alta. oilfield blowout control company, worked on the burning cars until early evening, when the fire was brought basically under control. The westbound main line was reopened at about 3:30 A.M. on the morning of the 8th; because of the curve, the bulk of the wreckage missed the westbound track. However, it took several days before the eastbound track was restored and several weeks before the damaged cars were fully removed. At least 250 persons had been forced to evacuate nearby houses as a precautionary measure, and another 800 left voluntarily. All were allowed to return Sunday morning.

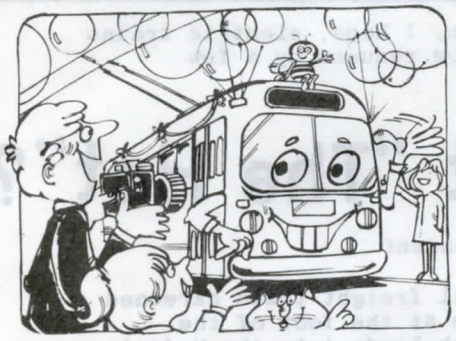
Separate investigations by CP Rail and a three- member CTC (Railway Transport Committee) panel followed the accident. During CP's investigation, 11 employees were laid off, but the company said that this action was taken not for disciplinary reasons, but so as to have the employees, who were "on duty and involved with the train at the time", available to answer questions at the investigation. Following completion of the company's probe, three employees who had been on the runaway (one head end and two hind end) were dismissed, and four other employees were subject to disciplinary action, because of unspecified violations of company rules. CP said that the findings from its investigation would not be made public and that any information to be disseminated would have to come from the CTC. Inspection of the lead unit revealed that the engineer had tried every means possible to halt the train; it is said that it was determined that the engineer had put the locomotives in reverse and that the wheels were actually turning in the opposite direction. The brakes on the locomotives were functional but there was not enough time between the derailment and the collision in the yard for the brakes to have taken effect.

Early press reports, as later confirmed by statements from members of the CTC investigation panel, put the cause of the runaway as a kinked brake hose on the second car of the train, a U.S. road flatcar. The kink was allegedly caused by the hose having come into contact with the springs on a shock-absorbing device as the result of the train line being routed under the springs on the particular type of car involved, while it is routed to one side on many other cars. The kink is said to have prevented the release of air pressure in the train line behind the second car, thus keeping the brakes from being applied. One member of the CTC panel said that a pinched brake hose, as the cause of an accident, is something which they had never previously experienced. A correspondent stated in the letters column in the Jan. 17 edition of the Calgary Herald that the Westinghouse air brake system, with its failsafe principle, has "ensured train stopping integrity for 100 years" and that "Westinghouse would want a better explanation for this accident than a mere pinched hose on a flatcar".

CP Rail's dismissal of three employees and disciplinary action against four others suggests that more than mechanical failure was involved in this unfortunate derailment and collision. On the other hand, has a freak occurence served to reveal that the renowned and universal Westinghouse air brake system, considered failsafe in virtually all conceivable circumstances heretofore, has an Achilles' heel of such a simple nature? Was the situation actually one involving an improbable combination of mechanical failure and human error? We may come to know the answers eventually.

--Recently it was announced that the "official" name for the new nine-mile long tunnel to be constructed over the next five years by CP Rail under Rogers Pass in British Columbia's Selkirk Mountains would be MACDONALD TUNNEL, named for the mountain through the "basement" of which it will run. The mountain and the new tunnel are both named for Canada's first Prime Minister, Sir John A. Macdonald. The MACDONALD TUNNEL will reduce the grade against westbound trains to 1%. A shorter tunnel, one mile long, taking the westbound main line under the Trans-Canada Highway on the eastern approach to MACDONALD TUNNEL, will be named SHAUGHNESSY TUNNEL after once-Limerick Irishman Thomas (later Lord) Shaughnessy, dedicated company man and second President (1899) and later Chairman of the Canadian Pacific Railway Company. The Canadian Press reported that the two tunnels would cost $600 million, "to double capacity at that crucial point in the Selkirk Mountains before it becomes a bottleneck".

--Sandy Worthen



VANCOUVER'S BRILL TROLLEY COACHES NEAR THEIR END--Some 37 years after their initial introduction, Vancouver's venerable CC&F-Brill trolley coach fleet has few miles left to operate. The Brills actually had been planned for withdrawal on Jan. 15. To mark the passing of these highly thought-of vehicles, the Metro Transit Operating Co. declared that date "Farewell to Brill Day", with a program of activities designed to delight the transit fan. The program went as planned but, for reasons which are explained in the narrative below, the Brills have continued to operate past the "Farewell Day".
Included in the Jan. 15 activities were: --Luncheon and old movies at the Oakridge Transit Centre, the films featuring the "new" Brills and the history of the BCER.
--three-hour tour of the T.C. system on what were intended to be the last Brills in operation, with many photo stops.
--Evening slide show, featuring Vancouver's transit history.
--Display of antique and preserved trolley coaches.
--Distribution of booklet "A Farewell to Brill", authored by BCER historian Brian Kelly, as well as Brill T-shirts, post cards and other items.
Tickets covering the day's activities, including lunch and a copy of the booklet, were sold at $18 apiece. There is no doubt that the whole affair was custom-made for the trolley coach enthusiast. The following piece by MTOC Operator and transit fan Angus McIntyre presents a review of the event and tells of the factors which gave the Brills an extended lease on life.

FAREWELL TO BRILL--JANUARY 15, 1984

On a warm, sunny day in September, 1983, Brian Kelly, Wally Young, Jim McPherson and I met for lunch in North Vancouver. At that time new Flyer E-902 trolley coaches were displacing the vintage Brills at a rapid pace, and we felt a farewell tour was in order to honour our faithful servants. The fact that on Jan. 31, 1984 I drove a T-48 Brill, 2257, for an eight hour shift indicates that unforseen events have taken place.

Our original date was set for Dec. 5, but was reset to Jan. 15 for a number of reasons. It was decided that mid-January would provide better assurance that the Brills had indeed reached the end of the line, and in the first week of January Brian was told by Metro Transit that the only reason nine Brills remained on the road was for the Farewell Tour. Ticket orders were pouring in during the first week of 1984, and soon four coaches were full. At our September meeting we were concerned over the possibility that we could not fill two coaches nor have a large enough group for a luncheon.

All progressed well until the weekend of Jan. 7-8 when, after a long, dry, very cold spell, it warmed up and rained. During the cold snap temperatures had dropped to five degrees Fahrenheit, with record low daytime highs of 23 degrees. The City of Vancouver poured tons of salt on main roads, and during the day streets turned white and clouds of salt dust billowed behind trolleys and buses.This salt entered the uncovered electrical areas underneath the new Flyer trolleys. At the first rain, insulators coated in salt started to conduct electricity. Hot coach detectors (light on dash and audible signal) activated on the majority of E901a's and E902's, and pressing the reset switch would not stop the warning.In addition, numerous coaches died in the yard or on the road. Some mornings, 41st Ave. east and west of Oakridge saw new Flyers abandoned. Monday, Jan. 9 service was severely hampered with 116 cancellations. Some drivers were sent home and paid full wages.

Meanwhile, as the 15th approached ticket sales increased, and by the 12th five coaches were sold out. By this stage it was evident that the Brills would be running after the Farewell Tour, but with over 200 tickets sold it was impossible to delay the event. Brian was heard to say that he'd blow up any Brills running after the 15th! On Saturday night a slide show was held at my home with nine people present. It wrapped up at 1:00 a.m., and Sunday morning I was up at 7:30 a.m. I arrived at Oakridge Garage at 9:00 and helped Brian set up vintage ads in 2040, resplendent in cream with red B.C. Electric decals. It had been cold overnight, with frost in evidence. By 11:00 a few high clouds dispersed, and it was solid sunshine for the rest of the day.

The 1940 Seattle trolley coach was towed into place, to join a Royal Blue Line C-36 Brill over from Victoria and a Richmond Coach Lines gas Twin. A totally thrashed C-36 appeared with three people and a St. Bernard. They were restoring the vehicle and hoping to take it to Mexico and back! I went to Track 10 where the Brills were spotted in single file. From front to rear were: 2351, 2414, 2403, 2324, 2271, 2309 and 2416(2324 had just returned to service from storage). After setting signs on 2351, I noticed that 2414 had the control on and the body heat running. When I returned to 2351 to turn it on, I discovered it was on, but the battery was dead! The shop was notified and it was removed for servicing. The luncheon started at 11:15, and was busy until 12:45. During lunch a few short movies were shown, but the features promised were still behind picket lines at the B.C. Hydro Head Office. At 1:00 the logistics of loading 270 persons onto six Brills travelling three different routes faced us!

The first coach, 2414, driven by Henry Lenzner and directed by Jim McPherson, was dispatched at 1:10 as the fan coach on Route 1. Two coaches for the general tour followed with Ian Graham in charge of both. 2403 was driven by Jim Watts and 2324 by Harry Singh. Fan Route 2 featured 2271 and 2309, and I was in charge of both. I rode with Dale Laird on 2271, while 2309 was driven by Len DePriester. Last to leave was 2416, with Brian Kelly guiding Dave Chamberlain. Our first photo stop was at West 64th Ave. and Angus Dr., and it was quite a scene. Suddenly 90 people poured into the street in this quiet neighbourhood. One woman hurried from her house in a state of agitation at the sight of fans filling the streets. Camera shutters clicked and movie and video cameras whirred as the coaches turned east onto 64th. Similar scenes unfolded at our other photo stops: 41st and Dunbar, Dunbar Diversion, Blanca Loop, Seymour-

Cordova-Richards-Pender, Stanley Park, 29th and Cambie, East Hastings Exhibition reserve wire, and Slocan and ALRT ROW diversion.

As we headed to Stanley Park, three other Brills with two gas Brills trailing passed us heading east on Georgia. Horns honked and people waved. On a sunny Sunday Stanley Park Loop was already busy, and our two bus loads created some confusion. When we left there was one standee, and it became apparent a man had boarded what he thought was a regular coach. A woman boarded 2309 and put 75¢ in the farebox, and passengers took a collection to refund her fare. All went well until the last leg of the trip, when 2414 died southbound on Nanaimo at Charles St. We arrived 10 minutes after the breakdown, and a supervisor had ordered a DIESEL bus to pick up the passengers. We offered the option of standees on our two coaches for the final 30 minutes to Oakridge. Everyone agreed, and the diesel was cancelled. The final photo stop was at Slocan and ALRT, and the light was fading fast. I announced that this was for 400 ASA only. As we headed west into the sunset on 41st Ave. Dale was applauded for putting up with us for four hours, and he invited us back for the first annual Farewell to Brill tour. After dinner over 100 people turned out for a slide show in the Oakridge Transit Centre cafeteria, where Brian Kelly showed a history of transit in Vancouver, and Peter Cox presented slides of Brill trolleys across Canada through the years.

A few days later 2416 suffered a burnt motor, but was repaired and returned to service. At time of writing, some 170 new Flyers remain parked out of service, although no salting of streets has taken place lately. Some 53 extra vehicles have been pressed into service, producing 3500's on MAIN, 5100's on DUNBAR, 7200's on DAVIE, Victoria 911 on OAK, and even an ex-Fort St. John bus from the Provincial fleet! A convoy of nine buses was brought from Victoria.

The lion's share of the work for the tour was handled by Brian Kelly, who deserves congratulations for a most successful day. He acknowledged that, rather than a "Farewell to Brill" tour, we were celebrating a "Tribute to Brill". Ten Brills remain in service at the moment, and may continue for some months. They are: 2257, 2271, 2274, 2309, 2324, 2341, 2351, 2403, 2414 and 2416. Feb. 3 saw 34 cancellations as Westinghouse, Flyer and Metro Transit continue to clean out salt and search for a solution to the problem.

The 15th was as much a reunion as a farewell, and we had a quorum for a B.C. Transit Society meeting. In some cases people were meeting for the first time in 15 years. As if I hadn't been through enough, I went to work that night on my regular Sunday night FRASER-DAVIE from 2114 to 0300. Half a dozen friends joined me on 2644, which had no heat. I traded it in for 2942. So ended the largest trolley coach charter in Vancouver's history. There are more fans here than I realized!

Toronto Transit Commission News

• Reproduced here is the logo which has been developed for the Scarborough RT line. It will be used on rolling stock, in stations, and in promotional material, together with two horizontal bands which, in the case of the cars, will encircle them completely below both side and end windows (see cover photo on NEWSLETTER 410). The top band is red, while the bottom band is gray; the RT logo itself is black. The whole has as its field the white car body. While the only red on the cars is the aforementioned top stripe, the area around the windows is black, in common with the liveries which are now standard on surface vehicles.

• FREE ICTS RIDES THIS SUMMER--TTC Chief General Manager A.H. Savage, on a Mar. 9 press tour of the Scarborough RT line, revealed that free demonstration rides will be offered to the public on four weekends between June and August of this year. In this the Commission is taking a leaf from B.C. Transit's book, but the rides will be on a much more limited scale than has been the case on Vancouver's line. Two cars are expected to be delivered from Millhaven in April, while the first section of operational trackage is expected to be available in May. Information as to the exact dates upon which the public operation will occur will be presented in a future issue of the NEWSLETTER.

The Scarborough line is expected to open for regular service between Kennedy and McCowan in the spring of 1985, although TTC officials publicly recognize that the automatic operation will require considerable debugging and that, of the various factors which might delay the inauguration of service, the train control system will pose the greatest challenge. As of early March the RT line guideway had been completed, most station work had been done, and trackwork was only about one week behind schedule. Winter tracklaying has been assisted by the use of two sprung steel canopies with large propane heaters within them to keep temperatures above the freezing mark. To permit work to continue within stations, ends have been blocked off and heaters have been employed within the structures.

Two other matters have been revealed in connection with the RT line: (1) despite automatic operation, the train attendant will retain the function of closing doors; the TTC has concluded that having human eyes and hands on this part of the operation is safer and speedier than entrusting it to the computer; (2) a recent test track performance by ICTS cars at Millhaven, figures from which have been supplied to the TTC by UTDC, indicates that the LIM technology will consume about 40% more electrical energy than conventional LRT would have, on an equivalent capacity basis. This is a significant departure from the 4% differential which was apparently promised at the time of the 1981 technology switch. The TTC insisted on a penalty clause in the contract with UTDC in respect of any aspect of the ICTS system which fails to perform as represented. Also, the Province has agreed to pay any operating costs over and above those which would have occurred with LRT.

• KINGSTON ROAD: STREETCARS PROPOSED TO STAY, BUT WITH SERVICE CHANGES--Because of two separate factors, one of which is the need to give early consideration to track reconstruction on Kingston Road, and the second being the persistent requests from the City for a new bus service on Dundas St. East, the TTC has completed a "Kingston Road Corridor Services Study". Considered have been six alternative operating patterns:

1. Retention of the present routings on their present limited operating time periods, except for cutting Route 502 back to McCaul Loop (where it has heretofore terminated between weekday peaks) at all operating times, with the Bathurst Station extension discontinued.
2. Discontinue both Routes 502 (Downtowner) and 503 (Kingston Road Tripper), with Route 501 (Queen) taking over from them on a split route basis (alternate cars to Bingham Loop and Neville Loop), with this form of operation also replacing Coxwell buses on Kingston Road during their present weekday evening, Saturday, Sunday and Holiday operating time periods.
3. Convert Kingston Road to bus operation (Coxwell route) full time.
4. Convert Routes 502 and 503 to bus operation with the same routings as at present.
5. Inaugurate a Dundas East bus route, operating from Bingham Loop via Kingston Road, Dundas St. East, Broadview Ave. and Queen St, East to downtown.
6. (Suggested by TTC Commissioner Karl Mallette): Inaugurate a longer Dundas East bus route, which would replace most of the present 12-Kingston Road bus route, starting at Kingston Road and St. Clair Ave. East in Scarborough and operating direct to downtown via Kingston Road and the other streets involved in Alternative 5.

The study shows that Alternative 2, the split operation of Route 501 at all times (other, presumably, than during night hours, although nothing is said about this in the report) has the lowest annualized cost over a 30-year period, including the cost of track reconstruction. Alternative 1, the other one involving the retention of streetcar operation, ranked second lowest in terms of cost. Commissioner Mallette's through bus would be subject to the highest costs. The report states that "the split of the 501-Queen streetcar (route) would provide a continuous transfer-free service to and from the downtown area in all operating periods" (again, presumably, excluding night hours). It goes on to say that "the retention of street cars on Kingston Road would also imply a degree of permamence of the route and would contribute to increased or stable ridership. The removal of the 503-Kingston Road Tripper would cause up to 1200 daily passengers, who use that service to get to the King-Wellington area, to find alternative routes".

The comment relative to downtown service being provided at all times is rather interesting, in that the TTC, over a past period of many years, appeared to consider a Kingston Road--Coxwell routing during evenings and weekends to be of better service to a majority of Kingston Road-area residents than a continuation over those periods of the weekday daytime downtown service. The operation of a downtown service probably makes more sense now than in the past because of the increasing numbers of downtown leisure-time attractions as well as the fact that there are more north-south connections from the Kingston Road catchment area to Danforth Ave. (and the Bloor-Danforth Subway) than in former years. Services on Victoria Park Ave. and Woodbine Ave. have been added to the longstanding service on Main St., making the direct routing to Danforth via Coxwell Ave. of less importance than it once was. The report contains a reference to increased service on the portion of Queen St. between King St. East (Don Bridge) and McCaul Loop, which would indicate that the equivalent of the Tripper (503) would continue to be operated, but routed along Queen St. to downtown instead of via King St.

Alternative 4, straight bus conversion of the present 502 and 503 Routes, was summarily dismissed by the report with the following statements: "The combined operation of streetcars (Route 501) and diesel buses on the same roadway for a significant distance was determined to be unacceptable because of safety concerns resulting from bus and streetcar conflicts at stop locations. Additionally, there would be potential for increased disruptions in streetcar service resulting from automobiles avoiding the outside (bus) lane and operating within the streetcar track allowance".

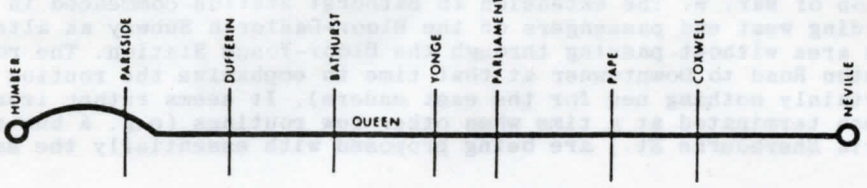
The whole Alternative 2 package (apart from the cutback of the Route 502 peak hour extension) is, however, dependent upon City/Metropolitan agreement to undertake various traffic measures on Queen St. to favour streetcar operation. These would include what would amount to reserved trackage between Sherbourne St. and University Ave. during peak hours (it is not clear exactly how this would be accomplished), left turn prohibitions over this distance and at other intersections along Route 501, altered peak hour signal timing to favour streetcars between Sherbourne and University, and extension of the downtown towaway zone along Queen St. westerly to Spadina Ave. One would expect that there would not be ready acceptance by Sam Cass, Metropolitan Commissioner of Roads and Traffic, of measures that would be seen to impede the flow of vehicular traffic on north-south arteries such as Jarvis St. However, it is encouraging to note that the TTC together with the Metropolitan Roads and Traffic Department and the Provincial Ministry of Transportation and Communications intend to co-operate in a study of transit priority measures in Metropolitan Toronto, with the essential objective being to improve the total person-movement function of arterial streets carrying transit services. Two test routes have been selected for study, one being the 501-Queen carline and the other the suburban Jane bus route.

Less certain is the unqualified support of the City of Toronto for the Alternative 2 package. The reduction of off-peak service to Neville Loop from a five-minute to a 10-minute headway with alternate 501 cars being diverted up Kingston Rd. may result in some considerable rider (and voter) unrest. Termination of the specialized routing of the Tripper (503), with its present direct delivery to the fast redeveloping King-York-Wellington area, may also raise the local politicians' eyebrows. If there is dissatisfaction over these matters on the part of the elected representatives, it is hardly to be expected that those portions of the proposed Queen St. traffic measures which are under City jurisdiction would be readily granted. We can only

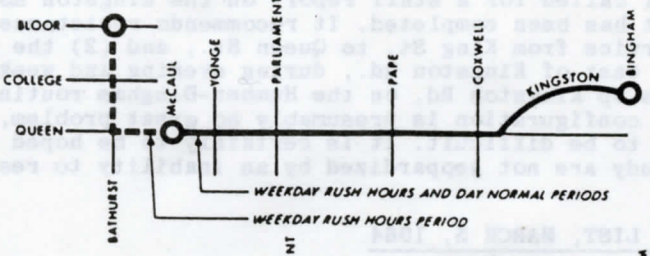
KINGSTON ROAD CORRIDOR SERVICES STUDY

EXISTING SERVICE

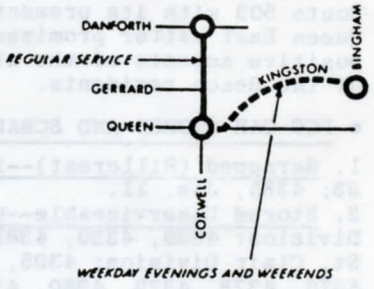
501 QUEEN



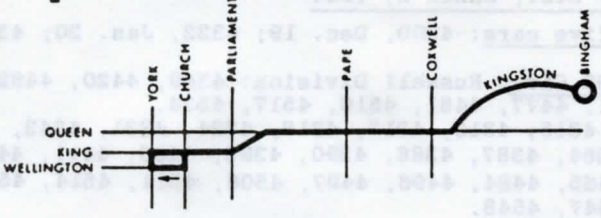
502 DOWNTOWNER



22 COXWELL BUS
22A

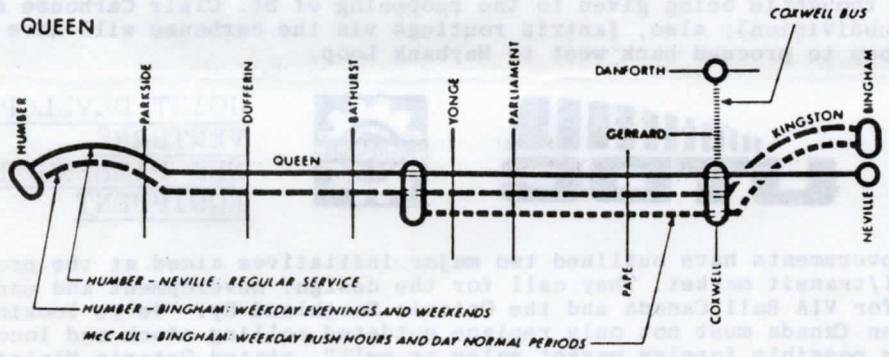


503 KINGSTON ROAD TRIPPER
(RUSH HOURS ONLY SERVICE)



PROPOSED SERVICE

501 QUEEN



Status Quo

Service Summary

Route	Round Trip Distance (miles)	Round Trip Time (minutes) Peak	Midday	Eve
Queen (501)	21.0	120	120	110
Downtowner (502) - Bathurst	16.2	98	-	-
- McCaul	12.2	-	72	-
Kingston Rd. Tripper (503)	11.7	68	-	-
Coxwell (22) - Queen	2.8	21	20	-
- Bingham	6.9	-	-	40

Route	Daily AM	Daily Midday	Daily PM	Daily Eve	Saturday Midday	Saturday Eve	Sunday Midday	Sunday Eve
Queen (501)	2-27	4-17	2-27	5-00	4-00	5-00	5-47	6-00
Vehicles	49	28	49	27	30	22	19	18
Downtowner (502)								
Bingham -Bathurst	7-00	-	7-00	-	-	-	-	-
Bingham -McCaul	-	12-00	-	-	-	-	-	-
Vehicles	14	6	14	-	-	-	-	-
Kingston Rd. Tripper (503)								
	8-00	-	8-30	-	-	-	-	-
Vehicles	8	-	8	-	-	-	-	-
Coxwell (22)								
Coxwell Stn. -Queen	7-00	10-00	7-00	-	-	-	-	-
Coxwell Stn. -Bingham	-	-	-	10-00	8-00	10-00	10-00	10-0
Vehicles	3	2	3	4	5	4	4	4
Total Vehicles								
Streetcars	71	34	71	22	30	22	19	18
Buses	3	2	3	4	5	4	4	4

Alternative B

Queen Streetcar Split

Service Summary

Replace the Downtowner (502) and Kingston Road Tripper (503) streetcar services by a branch of the Queen (501) streetcar. This service to run in all operating periods, replacing the Coxwell (22A) bus in the evenings and on Saturday and Sunday.

Route	Round Trip Distance (miles)	Round Trip Time (minutes) Peak	Midday	Eve
Queen (501)				
Humber-Neville	21.0	120	120	110
McCaul-Bingham	12.2	74	72	-
Humber-Bingham	21.5	-	-	110

Route	Daily AM	Daily Midday	Daily PM	Daily Eve	Saturday Midday	Saturday Eve	Sunday Midday	Sunday Eve
Queen (501)								
Humber-Neville	2-27	4-17	2-27	10-00	8-00	10-00	11-34	12-00
McCaul-Bingham	3-53	12-00	3-53	-	-	-	-	-
Humber-Bingham	-	-	-	10-00	8-00	10-00	11-34	12-00
Combined	1-30	3-09	1-30	5-00	4-00	5-00	5-47	6-00
Vehicles	68	34	68	22	30	22	19	18
Coxwell (22)								
Coxwell Stn. - Queen	5-00	10-00	7-00	10-00	6-40	10-00	10-00	10-00
Vehicles	4	2	3	2	3	2	2	2
Total Vehicles								
Streetcars	68	34	68	22	30	22	19	18
Buses	4	2	3	2	3	2	2	2

wait to see what will unfold during the course of this year on the Kingston Road matter, although it would now appear to be safe to say that streetcar operation will continue and that the track will ultimately be reconstructed.

In the meantime, the cutback of Route 502 to McCaul Loop at all operating periods became effective after the operation of Mar. 9. The extension to Bathurst Station commenced in 1973, with the objective of affording west end passengers on the Bloor-Danforth Subway an alternative route to the downtown area without passing through the Bloor-Yonge Station. The route name was changed from Kingston Road to Downtowner at that time to emphasize the routing for the west enders (it was certainly nothing new for the east enders). It seems rather ironic that this connection has been terminated at a time when other new routings (e.g. a bus service from Castle Frank Station via Sherbourne St.) are being proposed with essentially the same purpose.

The City of Toronto Council called for a staff report on the Kingston Road Corridor Services Study, and the staff report has been completed. It recommends resistance on two counts: (1) the shifting of the 503 service from King St. to Queen St.; and (2) the cutting in half of service on Queen St. East, east of Kingston Rd., during evening and weekend periods with the diversion of alternate cars up Kingston Rd. on the Humber-Bingham routing. While leaving Route 503 with its present configuration is presumably no great problem, resolution of the Queen East matter promises to be difficult. It is certainly to be hoped that all of the positive aspects of the study are not jeopardized by an inability to resolve the complaints of the Beach residents.

• PCC CAR STORED AND SCRAP LIST, MARCH 5, 1984

1. Scrapped (Hillcrest)--five cars: 4300, Dec. 19; 4322, Jan. 20; 4370, Feb. 20; 4400, Jan. 23; 4385, Jan. 11.
2. Stored Unserviceable--60 Cars: Russell Division: 4369, 4420, 4482, 4510. Roncesvalles Division: 4329, 4330, 4381, 4477, 4481, 4516, 4517, 4534.
St. Clair Division: 4305, 4315, 4316, 4317, 4318, 4324, 4331, 4343, 4356, 4361, 4372, 4375, 4376, 4378, 4379, 4380, 4384, 4387, 4388, 4390, 4392, 4406, 4411, 4429, 4432, 4437, 4438, 4448, 4449, 4455, 4459, 4465, 4484, 4496, 4497, 4506, 4511, 4514, 4521, 4523, 4525, 4531, 4532, 4533, 4535, 4538, 4547, 4548.

• Not reported previously is the fact that the 1983 reconstruction of the St. Clair--Wychwood Ave. track intersection included removal of the east to south and north to west curves. This seems to confirm that no thought is being given to the reopening of St. Clair Carhouse as an operating division (or subdivision); also, fantrip routings via the carhouse will have to use St. Clair West Station loop to proceed back west to Maybank Loop.

JOINT DEVELOPMENT VENTURES: NEW PASSENGER EQUIPMENT

The Federal and Ontario governments have outlined two major initiatives aimed at the projected $600 million Canadian rail/transit market. They call for the design, development and manfacture of new rolling stock for VIA Rail Canada and the Ontario Northland Ry. "We're looking to the future...that time when Canada must not only replace outdated rolling stock and locomotives, but reach out for possible foreign market sales as well", stated Ontario Minister of Transportation and Communications James Snow who, along with Transport Canada Minister Lloyd Axworthy, made the joint announcement.

Corporate partners in the venture will include Bombardier Inc. and the Urban Transportation Development Corp. "We see a potential for some 6,000 man years of work at both Bombardier and CAN-CAR Rail Inc. (formerly Hawker Siddeley Canada Inc., in Thunder Bay)" added Mr. Axworthy. "It's proof--if it's needed--that government and the private sector can work together, and provide the impetus for renewed industrial vigour", explained Mr. Snow. "Our aspect of the initiatives is that, backed by financial assistance from the Federal Government, Ontario will enter into a two-year research and development program with CAN-CAR Rail. The research and development will lead to the design and production of bilevel car equipment which will be purchased as a pair of three car trainsets by the Ontario Government for use by ONR, as reported in the March issue of the NEWSLETTER. The cost of this equipment will be approximately $12 million, and it will serve as the prototype for trains which could be used elsewhere in Canada and the United States.

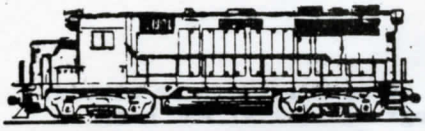
The federal contribution to the development funding will be $1 million, while UTDC will invest a similar amount. The new trainsets will be ready for service in the spring of 1986, but they will initially be used at Expo 86 in Vancouver, operating under lease from the ONR. At the conclusion of the west coast exhibition in the fall of 1986, the trains will be returned to the ONR to enter regular service.

The second announcement by Messrs. Axworthy and Snow covers a joint agreement by UTDC and Bombardier to develop and design new long distance rail passenger equipment at a total cost of upwards of $30 million. The initial stage will be carried out at an estimated cost of $6 million. Of this, $3 million will come from the Federal Ministry of Regional Industrial Expansion, while UTDC and Bombardier will contribute the remaining funds, equally. Stage Two will involve the complete testing and certification of all components for the new equipment and construction of the prototype trainset at a cost of $25 million over four years, funded by Transport Canada and VIA Rail. On completion of the new equipment, both Bombardier and UTDC will have full access to the design and manufacturing rights plus the option to bid competitively for VIA Rail's requirements.

--"Background" (Ontario Ministry of Municipal Affairs and Housing) via Peter F. Oehm

UTDC LOW BIDDER ON MBTA CARS--The Urban Transportation Development Corporation is the apparent low bidder, at $42,636,000, for the supply of 44 rapid transit cars to the Massachusetts Bay Transportation Authority. Bids, which included an option for 14 additional cars, were opened on Jan. 9. The runners-up were Sumitomo at $45,315,000 and Breda at $46,308,000, and there were seven also-rans, including Budd. UTDC was hoping to win a firm order from four to six weeks of the opening, so that production at Thunder Bay could commence in the second half of 1984, with deliveries to be completed by the end of 1986. UTDC was also hoping to be a successful bidder on 26 LRV's for the Sacramento Transit Development Agency, another in the growing list of LRT operators in the Pacific states. UTDC President Kirk Foley said that the Boston results mean that the Corporation can be aggressive in its bid in Sacramento and that, with the economies of scale made possible by the 126-car order for Toronto's subway and the San Jose LRT order, it can be very competitive as well in Sacramento. (Note: The Sacramento LRV order was subsequently awarded to DuWag, for U2 cars similar to those operated by San Diego, Calgary and Edmonton).

--Information from Railway Age



MOTIVE POWER *section*

• CN has ordered 15 HR616's for first quarter 1985 delivery, expected to bear numbers 2120-2134. The four units of the same model (CN 2100-2103) which were on test by CP Rail are being resold back to CN via MLW.

--Tempo Jr.

Diesel Division
General Motors of Canada Limited

UPDATE OF RECENT LOCOMOTIVE ORDERS; SUMMARY TO FEBRUARY 1984

(continuation of lists appearing in NEWSLETTER 397, Page 13, NEWSLETTER 404, Page 21, NEWSLETTER 407, Page 13, and NEWSLETTER 413, Page 7).

Compiled by Don R. McQueen

1. Changes to Previous Listings--Order C-448 (CN): Add to listing 3800 H.P., 16-710 prime mover; Order C-449 (Iran): Change model designation to GT26CW-2A; Order C-450 (Egypt): Add bulder's Nos. A4348-A4362; Order C-452 (NHB): Add builder's nos. A4423-A4426; Order C-453 (ONR): Add builder's nos. A4427, A4428.

2. New Orders

Order No.	Qty.	Model	Builder's Nos.	Purchaser	Road Nos.	Delivery Date
C-451	8	GT22LC		Congo		Nov.-Dec. '84
C-454	15	SD40-2	A4429-A4443	CP	5865-79	Sept.-Nov. '84
"	15	"	A4444-A4458	"	6055-69	"
"	1	"	A4459	"	5583 (No.2)	"
C-455	25	SD50F	(3500 H.P., 16-645F prime mover)	CN		1985

POWER NOTES BY BRUCE CHAPMAN

CP Rail --6580 has been transferred from Thunder Bay to Dryden, Ont., for yard service.
--5541 has been outshopped following repairs required subsequent to a wreck at Chalk River, Ont.; 5607 has also been outshopped after the recent Medicine Hat, Alta. mishap.
--8629 has been rebuilt to 1570 and released from Angus.
--7102 has returned to service at Winnipeg after repairs in Weston Shops.
--All SD40-2's assigned to St. Luc Engine Terminal, Montreal, have been transferred to Winnipeg.
--5659 has been outshopped from Ogden after repair of wreck damage.
--8700 has been rebuilt as 1571 at Angus. Both it and 1570 have been assigned to Windsor.

CN Retirements: 3114, 3689, 3710, 3712, 3729, 4336, 4420, 4423, 4526, 8041, 8068.
--The following GP9's which were stored unserviceable have been sent to Pte. St. Charles Shops, Montreal, for rebuilding: 4293, 4509, 4517, 4527. Also in the rebuild program and sent to Pte. St. Charles are 4122, 4126, 4242, 4249, 4265, 4312, 4321, 4333, 4341, 4404.

VIA --ex-CN 6509 and 6539 have been rebuilt as 6303-6304; 6520 is currently in Pte. St. Charles to become 6306; possibly up to 6314 will be done this year, including three in Moncton.

BCR--Electric locomotive 6004 had a bad trip from DDGM to its new home, experiencing gear-case problems followed by a hot bearing.

--Leased Chessie SD50's 8560 and 8561 were cut in behind two CP units on Train 927 out of Toronto on the evening of Feb. 28; it is understood that the units had been in Northern Ontario for two weeks prior to this, and were being sent back to the U.S. when sighted.

--Dave O'Rourke

CN SD40 5928 was at Spadina on Mar. 16, believed to have come in to Toronto on THE CANADIAN.

--Pat Scrimgeour

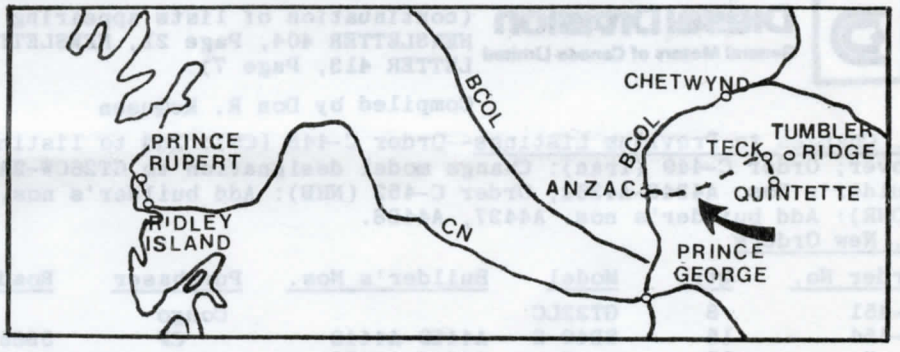
--CN has awarded a $10 million contract to Hawker-Siddeley for the modification and reinforcement of, and application of racks and enclosures to more than 200 auto cars, with the work to be performed at Trenton, N.S.
--CN will rebuild 32 locomotives during 1984 at Pointe St. Charles and rebuild 500 traction motors.
--CN 4507 has been cannibalized at London, with its fans going to 4504; 4511 has been stored unserviceable.
--Northern Alberta Rys. water car 16045 arrived in London for scrapping in mid-February.
--Ex-Newfoundland steam generator car 15500 has arrived at Moncton; it is in green and gold livery and carries a June 1983 inspection date on the draft gear and hand brake.

--Three foregoing items from Tempo Jr., the last one originating with Ed Bowes

MORE CN

• The following units were stored unserviceable as of Mar. 15, for various reasons as stated: 4123 and 4124 at Pte. St. Charles main shop, for GR-418 rebuild program; 1241 at PSC main shop and 1294 at Transcona for possible GS-12 rebuild program; 214 at Transcona--wreck damage; 6508 and 6520 at PSC main shop, for GPA-418 rebuild program; 6523 at Moncton main shop, for GPA-418 rebuild program. All of the foregoing units, despite their locations, were upon storage placed in the Fort Erie/Conrail pool.
• Unit 8607, formerly assigned to Sarnia, has been rebuilt in Moncton main shop and renumbered 8701; it is assigned to Senneterre. It is equipped with MU capability with other units and has a maximum speed of 50 MPH; its new class is MS-410, 1000 HP; it has a listed weight of 258,000 lbs., and a 1050 gal. fuel capacity.
• Unit 4503, formerly assigned to London East, has been rebuilt in PSC main shop as 4023, Class GR-418, 1800 HP. Weight is 256,000 lbs., fuel capacity is 1800 gal., and the unit is equipped with a 26L air brake.

BRITISH COLUMBIA RAILWAY



TUMBLER RIDGE WILL DOUBLE BCOL'S CARRYINGS--The British Columbia Ry.'s electrified Tumbler Ridge Subdivision will see the passage of nearly nine million tons annually of metallurgical coal on its way to Prince Rupert and transshipment for Japan. This will not only double the railway's freight tonnage, but, perhaps more importantly, will broaden the traffic base, reducing BCOL's previous dependence on forest products. There are estimates which say that the volume on the Tumbler Ridge branch could eventually reach 33 million tons per year. The first train, diesel hauled, traversed the line on Nov. 1, a month ahead of schedule. The operation of trains on alternate days (still diesel powered) up to Jan. 8 permitted the first shipload of coal to occur on that date.

The Tumbler Ridge line, constructed at a cost of $500 million, is one of only four 50 KV installations in the world. The others are Arizona's 78-mile Black Mesa and Lake Powell, the newly-opened (December 1983) 35-mile Desert Western in Colorado and Utah, and the 535-mile Sishen-Saldanha line in South Africa. BCOL's decision to electrify, made in mid-stream of construction of the branch, came on the basis of several considerations:
--Avoidance of the $15 million cost of ventilating the 5.6 mile Table Tunnel and the 3.7 mile Wolverine Tunnel; avoidance of the need for mid-train power; saving of 2.38 million gallons of diesel fuel annually; maintenance costs at a level 65% less than those for diesel power. The net additional cost of electrifying the branch was $14 million, of which $10 million was covered by grants from the Federal and Provincial governments. The catenary and traction power system was designed by Canadian Pacific Consulting Services in co-operation with Canac Consultants and Swederail Consulting. It uses steel lattice poles placed on both sides of the track, their tops connected by a steel latticework bridge from which the catenary is suspended. Power for the 50 KV 60 HZ system is supplied from a 230/50 KV substation located on the side of a mountain above the Wolverine Valley. The line traverses rugged and uninhabited terrain, reaching a height of 3806 feet at Table Tunnel. Although two mountain ridges and seven rivers are crossed, gradients were held to 1.3% westbound (loaded) and 1.5% eastbound (empty), with six degree maximum curvature. Jointed rails are used, which were welded into 78-foot lengths at BCOL's Prince George facility, and are laid on wooden ties. This rail, however, will not be in use on the branch for long, as it is planned to replace it, in about a year's time, with 1400-foot lengths of CWR. BCOL staff say that it is easier to lay jointed track initially on a new line (there is no existing track from which to off-load CWR).

Signalling on Tumbler Ridge is manual block, using microwave radio. Conductors receive written train orders from the dispatcher in North Vancouver. For the purpose of two-way communication

with trains in tunnels, BCOL developed a community antenna television system, which uses a series of amplifiers mounted at intervals and secured by rock bolts to the tunnel walls. The amplifiers are hooked up to new microwave transmitters located near the tunnels. In addition to providing communication between engineer and dispatcher, CATV permits communication between members of the train crew. Like the rail, however, this system is temporary; the railway plans eventually to extend LIC, its computer-assisted traffic control system, to the Tumbler Ridge line. LIC is presently being tested alongside existing signalling on the southern portion of the BCOL main line. This system uses track mounted transponders which relay a train's position by microwave radio to the control centre. Operating instructions, validated by a central computer, are transmitted to the locomotive at the command of the dispatcher and are displayed in the cab. If the engineer fails to carry out a command, alarms sound in both the cab and the dispatching centre.

In conjunction with the Tumbler Ridge construction, BCOL in 1983 commenced a $76 million track upgrading between Anzac and Prince George, which will be completed in 1986. CN is improving its 290-mile Prince George-Prince Rupert line at a cost of $230 million.

Each of the seven GF6C's supplied by DDGM for Tumbler Ridge are driven by six GM separately excited, nose-suspended DC traction motors and are controlled by ASEA's Type Rc double circuit double bridge thyristors. The maximum speed of the units is 56 MPH. Radar-based speed measuring units regulate the power supplied to each axle, controlling wheel slip and assuring maximum adhesion. Aside from the traction motors, electrical equipment is supplied by ASEA (Sweden), with which GM has a licensing agreement.

For its part of the unit trains, CN has contracted to build 970 rotary dump cars at its Transcona Shops. Three hundred of these had been delivered by mid-January. The cars are used to form 98-car trains with a maximum trailing load of 14,330 tons.

--Based on article in Railway Age

VIA

Just as GO Transit has decided to get off the CN line between Hamilton and Pickering (and not to plan on operating on it to Oshawa), VIA Rail wants to desert the railways on its Montreal-Ottawa services and operate its own line. VIA President Pierre Franche appeared before the Commons Transport Committee in early February and revealed that a report was being completed on a proposal for a new high-speed dedicated electrified railway line between Montreal and Ottawa, which would cut in half the present two hour running time between those cities and greatly increase the reliability of the service. He told the Committee that he had no illusions that this would not be a costly proposition. It is to be hoped in this connection that the report will mount a thorough cost/benefit analysis which would document the virtual elimination of any need for continued air service between the two cities. Even if work started today on design and engineering, the new line could not be operational for seven years. VIA would ask the Federal Government for the capital funding. Because of the pending proposal, the carrier has not included any significant amount in its 1984 budget for improvements to the present Montreal-Ottawa route. VIA continues to be concerned in the meantime about the charges of CN and CP for the use of their facilities and for equipment maintenance. VIA may ask for fixed price contracts when the existing agreements with the railways expire at the end of this year. Negotiations to this end were expected to get underway in March, but Mr. Franche was counting on a "long, tedious process".

Canadian Transport Commission

The Railway Transport Committee of the Canadian Transport Commission has appointed Dr. Kenneth Mozersky, Director, Economic and Social Research, Mr. Mike Parry, Assistant Director, Rail Services Analysis, and Mr. Serge Pepin, Counsel with the Railway Transport Committee, to undertake the investigation into the deficiencies in VIA Rail service over the Christmas and New Year's holiday period of 1983-84. The Committee states in its formal letter of notification to CN and CP that the investigation is being instigated on the basis of a formal complaint by Transport 2000. The members of the inquiry panel will more specifically address the following matters during their investigation into the alleged deficiencies of VIA Rail services:

1. On-time performance: Investigation of the late performance of VIA's trains including causes related to weather conditions, equipment, services provided under contract to VIA by CN and CP including the use of track, signals, dispatching, operations, crews, stations, etc.
2. Rolling stock: Investigation of the composition of the present fleet with regard to age, reliability, availability, efficiency, including both cars and locomotives, and in particular those aspects of the equipment susceptible to breakdown under adverse weather conditions.
3. Availability of Equipment: Investigation of the extent to which the disposition of rolling stock by VIA Rail has contributed to deficiencies in the operations of VIA Rail service and to a shortage of equipment to meet the demand of the travelling public.
4. New Equipment Investigation of the extent to which new equipment could contribute to improving the reliability of the operations of VIA Rail. Particular attention will be devoted to the areas of equipment reliability, improved schedules and adherence to schedules and increasing the capacity available to meet the demand of the travelling public.
5. Further Investigation: The investigation and financial implications of any other factors or matters which might contribute to the elimination or alleviation of these deficiencies in the operations of VIA Rail services during peak and regular seasons.

--Peter F. Oehm

Referring to my article TO THE NORTHEAST CORRIDOR AND FLORIDA in the October NEWSLETTER, "St. Petersburg" should read "Petersburg" (Virginia) in the first line on Page 10; and Amtrak's headquarters, mentioned in the middle of Page 9, is located at 400 North Capitol St., N.W., in Washington, near Union Station, not in L'Enfant Plaza, although Amtrak does have a large ticket office there.

--John A. Fleck

UPPER CANADA RAILWAY SOCIETY, LIMITED

(INCORPORATED UNDER THE LAWS OF ONTARIO)

BALANCE SHEET

AS AT DECEMBER 31, 1983
(With Comparative Figures for 1982)

A S S E T S

	1983	1982
Current Assets		
Cash in bank and on hand	$7,223	$2,371
Loan receivable O.E.R.H.A.	500	500
	7,723	2,871
Investments		
Deposit receipts	32,000	37,000
Fixed Assets		
Equipment	7,335	7,335
Less: Accumulated depreciation	7,067	7,006
	268	329
	$39,991	$40,200

L I A B I L I T I E S

Current Liabilites		
Accounts payable	$4,507	$4,612
Membership fees paid in advance	7,488	7,318
	11,995	11,930
M E M B E R S' E Q U I T Y		
Balance - January 1, 1983	28,270	21,513
Less: Excess of Expenditure over Revenue for the year ended December 31, 1983	(274)	6,757
Balance - December 31, 1983	27,996	28,270
	$39,991	$40,200

Approved on behalf of the Board:

Charles Randall - President
John H.V. Hesse - Treasurer

UPPER CANADA RAILWAY SOCIETY, LIMITED

STATEMENT OF REVENUE AND EXPENDITURES

FOR THE YEAR ENDED DECEMBER 31, 1983
(With Comparative Figures for 1982)

	1983	1982
Revenue		
Membership fees	$10,970	$13,359
Publication and record sales	4,663	4,654
Miscellaneous	560	637
Interest and exchange	3,353	2,669
Grant - Ontario	1,200	1,200
	20,746	22,519
Expenditure		
Fan trip (net)	3,780	--
Newsletter costs	8,165	7,236
Publication and record costs	3,652	1,905
Rent	2,404	2,464
Membership	221	280
Insurance	500	375
Accounting, audit and legal	900	1,256
Depreciation - Equipment	61	37
Stationery, supplies, etc.	126	134
Miscellaneous	677	1,109
Shows	534	966
	21,020	15,762
Excess of Expenditure over Revenue for the year	$ (274)	$ 6,757

We have examined the balance sheet of the Upper Canada Railway Society, Limited, as at December 31, 1983 and the related statement of revenue and expenditure for the year then ended. Our examination included a general review of the accounting procedures and such tests of accounting records and other supporting evidence as we considered necessary in the circumstances, except that our examination of receipts, because of their nature, was limited to the comparison of recorded receipts with the bank deposits.

In our opinion, except that we have not been able to completely verify receipts, the accompanying statement presents fairly the receipts and disbursements of the Society for the year ended December 31, 1983.

Toronto, Ontario
February 28, 1984

Atkinson Van Hamme
Chartered Accountants.

GO-ALRT ?

GO-ALRT BADLY NEEDS A NAME--(Partially, but by no means totally, tongue in cheek)

We are now blessed with another product of the acronym age: GO-ALRT. What promises to be one of the continent's great transit systems is presently identifiable only by a clumsy group of initials, which its proponents render phonetically as "GO-ALERT". That sounds more like the motto of a boy scout troop than the name of a transportation system destined to become a household term. We suggest that GO Transit consider a name in the time-honoured tradition for its new system; any of the following, spelled out in serif characters spread over the 114-foot length of the letterboards of its articulated car equipment, would be eminently suitable:

--Oshawa, Toronto and Hamilton Ry.; Toronto Suburban and Interurban Ry.; Lake Shore Short Line Ry. Co.; Hamilton, Toronto and Oshawa Electric Air Line Ry.; Toronto Eastern and Western Interurban Ry. Co.; Toronto and Lake Ontario Shore Ry.; Greater Toronto Rapid Electric Ry. Co.; Durham, York, Wentworth and Pacific Ry.