



Newsletter

INCORPORATED 1952
PERE MARQUETTE

NUMBER 418

AUGUST 1984



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



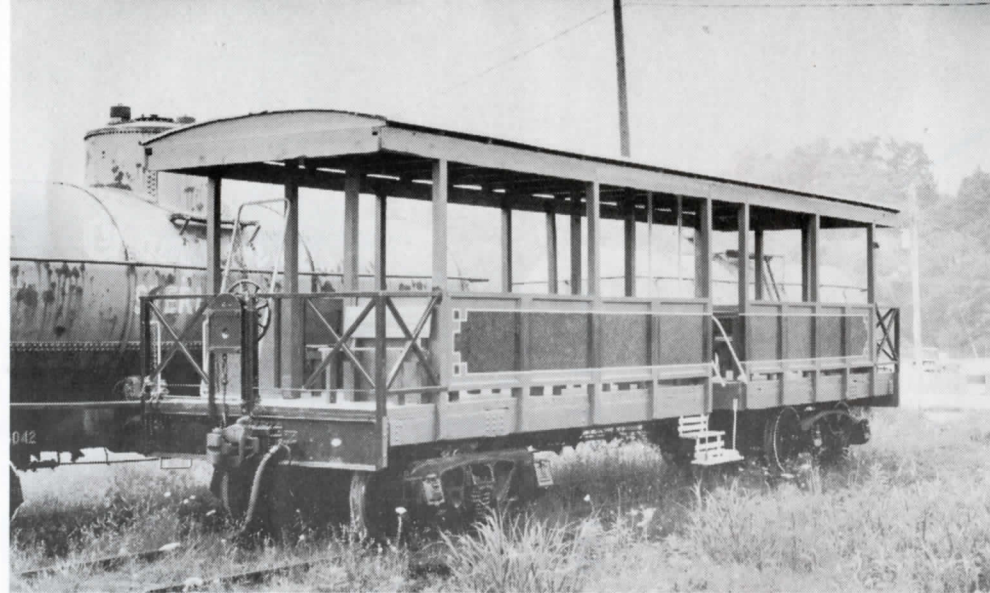
Port Stanley Terminal Rail locomotive L1 and one of the railway's cabooses, in the Port Stanley yard Aug. 1983. The paint scheme used by the tourist carrier is dark green and black with gold lettering and trim.

--John D. Thompson photo



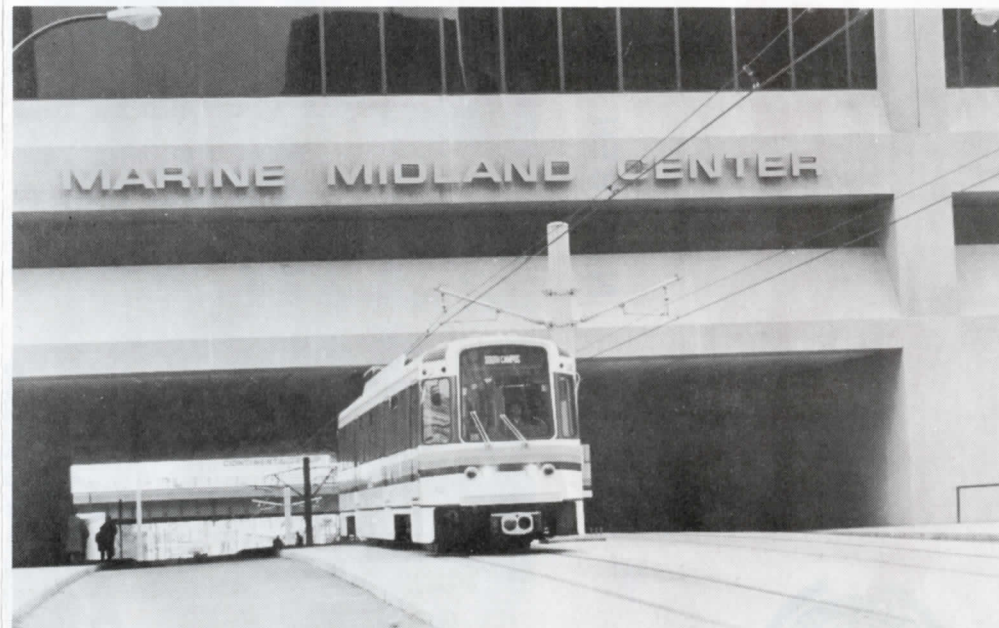
TTC CLRV 4068 is pictured at Hillcrest Shops equipped with the experimental safety covering over the front coupler opening that has been installed on 26 of these cars. The covering may be removed on the street for coupler access.

--TTC photo



One of Port Stanley Terminal Rail's passenger cars is this converted flat car; the other is an ex-TH&B caboose.

--John D. Thompson photo



Niagara Frontier Transportation Authority LRV 102 is pictured northbound on Main St. approaching Seneca St., passing beneath the Marine Midland Centre, during testing operations. This view was taken before repaving of the street. This location is just north of Memorial Auditorium, the southern terminus.

--NFTA photo



MANY FACETTED, WITH MANY PLAYERS

CANADA SOUTHERN

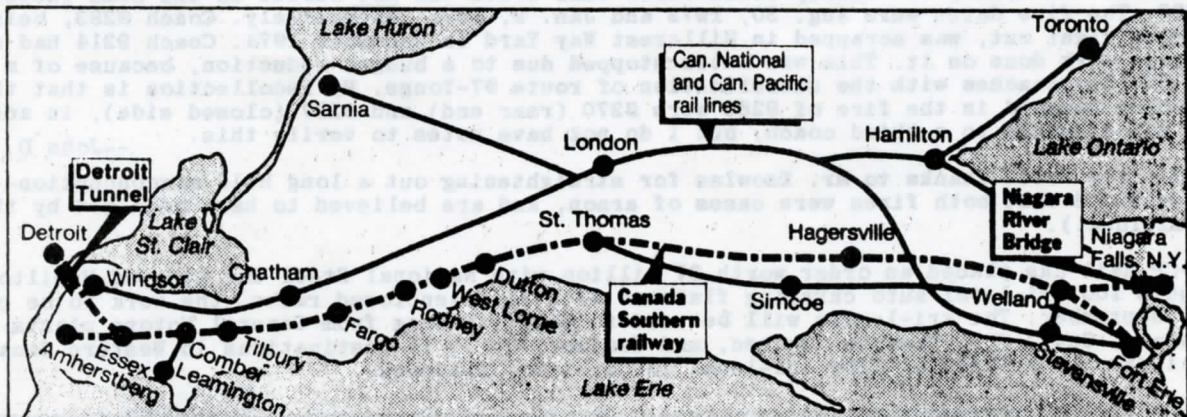
CTC HEARING

1. Just as the Canadian Transport Commission hearing into the sale of the Canada Southern Line started in late June, two more organizations have come forward with offers for the line. The Stroh's Group, a Detroit-based brewery, won last minute acceptance to be listed as an objector to the sale of the line to the CN-CP consortium, but underlying the status won by Strohs' during opening arguments in the four week hearing is an undisclosed plan by the U.S. firm to take over the line. Also, CTC members learned recently that an Ottawa law firm is representing a U.S. organization known as Centra Inc. of Delaware, which is hoping to get 50% Canadian backing in an effort to make a bid for Conrail's Ontario assets.

Meanwhile, Albert Atwell's Cantunn Inc., a.k.a. Erie Express, is said to be close to receiving financial backing from an unnamed Toronto manufacturer. He has been actively seeking new financing since Penfund, a Toronto-based pension fund, pulled out and left Atwell with a plan but no cash to implement it. It has also been mentioned that Strohs' may be in a position to aid Atwell. According to the London Free Press, the battle between the various groups "...has moved beyond the Marquis of Queensbury rules in the last few months". The Canadian railways have had private investigators track down all details of Atwell's past, and in a dossier filed recently with the Interstate Commerce Commission listed defaults and tax liens registered in three states from companies in which Atwell played an integral part. Atwell has claimed that resultant lawsuits, etc. are a result of operating the high risk businesses and come with the territory. It is common practice in the U.S. to go through the courts in such cases, Atwell noted, adding that the debts were normal for the businesses and are being cleared off. The problem is that CN-CP's digging likely led to Penfund backing out.

According to the June 22, 1984 London Free Press, "Gloves come off as CN executive loses his cool at Conrail hearing". Apparently after listening to a morning of plans by CN-CP which could only be described as ear candy, London lawyer David Little, representing Erie Express Holdings Corp., grilled the CN-CP representatives on CN's plan for the Windsor tunnel, CP's proposed takeover of the Niagara Falls railway bridge, negotiations with the Chessie System to use the whole of Conrail's middle section of track between the two centres, and how they could be partners in the venture and still remain competitors. Most of Little's lightning attack was aimed at CN Vice-President George Van de Water, who lost his cool after the day's proceedings

TO PAGE 5



Toronto Star map showing the extent of the Canada Southern (Conrail) lines in Southwestern Ontario. In spite of the "mapmaker's licence", the CN and CP Toronto-Windsor lines are of course separate.



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.

FLEET FLEXIBILITY INSTEAD OF VEHICLE FLEXIBILITY--The TTC's 61-Nortown trolley coach route was operated with diesel buses for an approximate three-week period in July while the Doncliffe Loop, at the north end of the Mt. Pleasant Rd. leg, was reconstructed. Those who would belittle trolley coaches would cite this as one more example of the vehicle's inflexibility. But is it really so? It can be equally claimed that the fact that both T.C.'s and street cars can be so readily substituted for by diesel buses at service interruptions is a sign of a larger flexibility, one which could be said to be of a fleetwide scale. When a transit system has the "bench strength" to be able to set up substitute service quickly, is it such a calamity that rail cars or wire-bound equipment cannot circumnavigate obstructions? It is at such times that the diesel bus, paradoxically, can be considered the electric vehicles' friend, as it prevents the total breakdown of service. If operation cannot be continued in the interim using another type of vehicle, the "fixed path" equipment will much more readily be the subject of discredit. The moral of the story is that "the reports of my inflexibility are greatly exaggerated", and that arguments against rail and T.C. operation on this account should be taken for what they are--exaggeration. Fleet flexibility is the important thing, and if rail operation is the best way of handling traffic on a particular route or combination of routes (i.e., corridor), let no man claim that the fact that such operation has to be backed up once in a while by free-wheeled vehicles constitutes a case of inflexibility.

--SIW

--In the roster of the Midwest Electric Railway Association which appeared in the July issue, for "Knoxville Lines" please read "Knoxville Transit Lines".

MAP CORRECTIONS--Your Editor must admit to a less than astute job of checking the details of the track diagram of Hillcrest Shops appearing on Page 9 of the June issue, before the same went to the printer. The specialwork on Davenport Rd. at the "back door" entrance to the shop property did not consist of a full double track wye as portrayed; only the curves to and from the east existed here, so on your copy of the diagram delete the north to west and east to south curves shown at this location. This specialwork, as well as the tangent track on Davenport Rd., was removed in 1941, following the Dec. 31, 1940 abandonment of the Birney-operated Davenport carline. Also, delete the crossover linking the two most easterly north-south tracks, just south of the east end of the transferway; the crossover at this location was not installed until the late 1940's.

TTC Trolley Coach Fire Dates--Concerning the report on page 10 of the June 1984 NEWSLETTER about the scrapping of trolley coach 9214: this coach was not burned in the same incident as 9283. The fire dates were Aug. 30, 1972 and Jan. 9, 1973 respectively. Coach 9283, being burned right out, was scrapped in Hillcrest Way Yard in December 1974. Coach 9214 had some repair work done on it. This was later stopped due to a budget reduction, because of a surplus of trolley coaches with the dieselization of route 97-Yonge. My recollection is that the other coaches damaged in the fire of 9283 were 9270 (rear end) and 9297 (closed side), in addition to minor damage to a third coach, but I do not have notes to verify this.

--John D. Knowles

(Editor's Note: Thanks to Mr. Knowles for straightening out a long held misconception--it is understood that both fires were cases of arson, and are believed to have been set by the same individual).

--CP Rail has placed an order worth \$7 million with National Steel Car Ltd. of Hamilton to equip 100 tri-level auto carrying flatcars with fully-enclosed racks, the work to be complete by September. The tri-levels will be used to ship vehicles from General Motors plants in Oshawa, Ont., Ste. Therese, Quebec, and Windsor, Ont., to destinations in Western Canada. The railway has a fleet of 1200 tri-level and bi-level flatcars.

COVER: A pair of Chessie System Geeps bring the ROYAL CANADIAN, the Bluewater Chapter, NRHS, excursion train, up out of the Detroit River Tunnel and to a stop at Conrail's Windsor, Ont. depot. The occasion was a Detroit-St. Thomas fantrip on June 9, 1984. --John D. Thompson photo

were adjourned and went after Little insisting that Little had called him a liar. Other members of the CN party had to step in and push Van de Water away from the threatening situation. During the hearing Van de Water began to fume when Little pressed him for comment on whether the railways had recently struck a deal with Windsor City Council to get the municipality to support the Conrail sale. Little suggested that 24 acres of riverfront property (the CN-N&W yard), owned by CN and sought by the City of Windsor for some time as an extension to Dieppe Park, may have swayed the City Council into giving its approval for the CN-CP purchase. Van de Water said the city would be placing in evidence an agreement between the two parties when the hearing shifts to Windsor during its last week. Moments before the adjournment was called, Little asked to see a copy of the agreement and was refused by Van de Water. Little suggested to the CTC chairman that his reasoning was that he wished to check any improprieties that might be in the document and this apparently set off the fuse under Van de Water.

While the hearings have been going on, CN-CP officials have been playing a game of divide and conquer, according to St. Thomas lawyer Doug Gunn, in an attempt to eliminate opposition to their purchase. He cited the Windsor park example and more recently claimed that railway reps were wooing Niagara Falls City Council in an effort to swing their support for Erie Express back to the Canadian railways. A similar carrot was offered to St. Thomas Council last year when CN promised to move the Danforth Yard equipment repair facility from Toronto to St. Thomas for Council's support of CN's application.

--Mike Lindsay

2. CN-CP Brief--CN Vice-President George Van de Water entered a 62-page brief on behalf of the two Canadian railways during the second day of the hearing. It promises a variety of things, some of which have been previously reported in the NEWSLETTER; if the joint bid of the railways is successful, the following will occur, according to the submission:

--Conrail's Canadian employees will become members of CN and Toronto, Hamilton and Buffalo (system) work forces and enjoy benefits superior to their own.

--The strategically important gateways (Detroit Tunnel and Niagara Falls bridge) will reduce costs for shippers and enable the respective railways to become more competitive.

--Studies will be undertaken to determine how the tunnel can be enlarged; costs estimated for the project range all the way from \$7 million to \$40 million.

--An estimated \$7 million will be spent over the next several years improving the access to the east portal of the tunnel.

--CN will close its Windsor waterfront yard and modernize the Conrail yard.

--The "small and inadequate" work equipment shop at Danforth Yard, Toronto, will be relocated to the larger St. Thomas facility.

--CN's locomotive and car repair facilities at London will be relocated to the Windsor Conrail yard, while the 74 employees at the London facilities will be either relocated to Windsor or integrated into the St. Thomas operation. (The shifting of the London repair facilities is part of a major consolidation of operations announced by CN during 1983; these plans include closure of the repair shop on Rectory St., London, between 1985 and 1987. CN had already announced that work would be shifted to Toronto or Windsor).

----Changes at St. Thomas, costing about \$1 million, will mean transferring 53 employees, likely from Danforth, to the city. There will be an additional 11 new jobs created and possibly up to 50 more jobs on a seasonal basis as workloads increase.

--None of Conrail's 213 Canada Southern Ry. employees will be terminated by the takeover plans. Job security is guaranteed for five years and in addition to better wage and benefit levels, workers will be given expanded job opportunities which they currently do not enjoy.

CN's basic strategy is to add the Fargo-Windsor section of the Canada Southern main line to its Toronto-Windsor main, while CP's essential plan is to add the Hewitt (near Welland)--Niagara Falls section to its Hamilton-Niagara Frontier routing. The de-emphasis upon the more direct Welland-Fort Erie section seems somewhat surprising.

Negotiations are under way with the Chessie System with respect to trackage rights along the full length of the Conrail main line (it now has its own line from Windsor to St. Thomas and operates on Conrail east of there). The CN-CP trackage rights offer would be for \$3 million, increasing to \$5.6 million in five years. The brief claims that ways would be sought to increase the mid-line (Fargo-Hewitt) local traffic, so it would seem that the intention of CN-CP, which would apparently own that section of the line jointly, is to continue pro tem the full extent of the main line in operation. The brief does however say that "rail rationalization" (read mileage loss) is "inevitable" in Southwestern Ontario because of the number of parallel lines. One candidate for abandonment would be at least part of Chessie's own Windsor-St. Thomas line if the full trackage rights offer is taken up.

3. St. Thomas Not Impressed With CN-CP--Contrary to what the brief reviewed in the foregoing section has to say, St. Thomas Economic Development Corporation Manager Maurice Beaudry told the CTC hearing that the Canadian railways would "weaken transportation competition and drive up shipping costs to local industries". He testified on behalf of the Canada Southern Railway Employees' Association and told the hearing panel about two meetings which he attended at which CN's George Van de Water was present.

The first session, on Nov. 25, 1982, was in the company of St. Thomas Mayor Doug Tarry, he said. They approached the CN official in Toronto after learning of the impending Conrail sale with an eye toward collecting artifacts for a future city railway museum. Beaudry said Van de Water was agreeable to turning over the railroad articles because CN "was not interested in the St. Thomas shops, the depot, or any of the equipment".

In the meantime, civic officials learned of the plan by Michigan entrepreneur Albert Atwell, who promised to bring 200 jobs to the city, revitalize the shops with a \$15 million renovation program, and put the system back on an operating basis. City Council endorsed Atwell's plan, and his bid for a takeover of the Conrail Canadian portion, on March 14, 1983.

But CN-CP officials returned to the city on June 30, 1983, offering "a carrot" to elected officials for their support in the railways' application to the transport commission. They promised to transfer the Danforth equipment repair facility from Toronto to St. Thomas, along with 60 jobs and \$1 million in local renovations. However, the industrial commissioner maintained that he still favoured the Atwell plan, not only for the jobs that would be provided but for the better rail service that it would provide to local industries. He cited recent instances of poor service by the Canadian railways in the St. Thomas industrial park where more than 100 manufacturing and service firms are located. He pointed out that the sale could prompt "even worse treatment". About 65% of the industries are automotive related. With the inactivity on the Conrail system and service delays on the Canadian rail lines, many manufacturers have been forced to turn to the trucking industry to move their products. As well, he said, without reasonable competition, local firms might expect to see freight rates rise, which could place another financial burden on the city firms. The Conrail system, Mr. Beaudry said, "is the best railroad that can best serve our industries."

4. Minority Shareholder Makes Noise--Albert Segal, a 71-year old retired Toronto businessman and Chairman of the Committee of Minority Shareholders of the Canada Southern Ry., has been fighting for eight years to regain Canada Southern assets which he charges have been illegally stripped away by U.S. interests over the last 80 years. He has concluded that a succession of U.S. railroads that held the 1904 Canada Southern lease--Michigan Central, New York Central, Penn Central and now Conrail--have illegally stripped Canada Southern of at least \$600 million in assets, short-changed Canadian customers and deliberately exported 1,000 Canada Southern jobs to the U.S.

One of the provisions of the 1904 lease was that, if it were breached in any way, all of Canada Southern's assets were to be returned in at least as good condition as received, plus any improvements made by the lease-holder. What has gone missing since 1904 includes at least half of the interest in the Detroit tunnel, all of a Canada Southern-owned Toledo-Detroit railway except for a single spur line in Detroit, other Canada Southern property including four-fifths of Grosse Isle, four of five ferry boats Canada Southern once had on the Detroit River, plus about 4000 pieces of rolling stock and locomotives.

"There isn't a wheel left now," Segal said, and other than a few "book credits" there's nothing to show for the disposal of most of the assets or for revenue Canada Southern should have received for traffic over the Detroit spur line that supplies coal to a huge Edison generating plant. As well, he said, the American companies did not pay Canadian income tax for Canada Southern after 1924, as called for in the lease, and at the same time were claiming depreciation on Canada Southern assets against their own profits.

Segal credited himself with some victories along the way--forcing Conrail to supply grain cars to Ontario customers as specified in the lease, getting two Canadians on the five-member Canada Southern Board of Directors, and demolishing a Conrail argument that the Detroit tunnel had been enlarged twice and couldn't be enlarged any more to handle some of the bigger freight cars now in use. Segal was particularly delighted with his ferreting out of a 1968 engineering report commissioned by Penn Central, which then controlled the tunnel, that one of the two tunnel tubes could easily be enlarged to handle most types of freight cars. That job could have been done for an estimated \$3 to \$4 million as late as 1976, when Conrail took over.

5. Other Notes From The Hearing--The Federal Department of Consumer and Corporate Affairs has come out as opposed to the sale of the Canada Southern to CN-CP, as the Department believes that it would stifle competition. Unions representing Conrail's Canadian employees also oppose the sale to the Canadian railways because they suspect that operations will not be maintained... John Bowles, CP Rail lawyer, claims after two days of cross-examining Stroh representatives that the beer company's bid is inimical to Canada's interests. Stroh says that it would not remove tracks from Windsor's downtown waterfront and that it plans for only a small piggyback drop point in that city, with the major terminal operations planned for Buffalo and Detroit. Stroh representatives have admitted that they had **not surveyed Canadian shippers** between Niagara Falls and Windsor to determine their needs, and they had no idea of the number of freight cars which their operation would require. They have nevertheless filed an operating plan with the CTC, and would propose to call their operation the Trans-Ontario Railway Co. Penfund, a Toronto-based pension fund, would lend the company \$32 million in exchange for 25% ownership. The TO Ry. head office would be located in St. Thomas.

--from London Free Press reports, forwarded by Mike Lindsay and E.A. "Ted" Wright

--VIA Rail sleepers GREENOCK and GREEN GABLES were retired last September in Toronto, along with several other cars, but the matter seemed to attract more attention in Bangor, Maine than it did locally. This is explained by the fact that these 4 double bedroom/6 roomette/6 section sleepers were originally NORTH TWIN LAKE and SOUTH TWIN LAKE (not necessarily respectively) of the Bangor and Aroostook R.R., having been constructed for that carrier in 1954 by Pullman-Standard (Worcester). NORTH TWIN LAKE was exhibited on a special display train which made a four-day tour of Aroostook and Penobscot Counties from November 26 to 29, 1954, and the two cars were placed in regular service between Van Buren, Me. and Boston on Nov. 30. They were withdrawn in 1960 when sleeping car service was discontinued.

The cars were sold to the CNR in 1963 and were used first between Montreal and New York City, then, following the advent of VIA Rail, on the ATLANTIC LIMITED (again, ironically, passing through Maine). Following the Pepin 1981 erasure of that train, the cars finished their days in service between Toronto and Ottawa. Jack Wong, of CN's Purchases and Materials Division, told the Bangor Daily News that GREENOCK and GREEN GABLES were being offered for sale, along with other surplus passenger equipment.

--Based on information appearing in the Bangor Daily News

***rt* THE EDITOR RIDES THE "RT"**

Well, a bright and sunny Sunday, July 8th has arrived, and with it the delayed inauguration of the public inspection rides on the Kennedy-Lawrence section of the TTC's Scarborough RT line. Never having had the privilege of visiting UTDC's test layout at Millhaven, nor having seen the Vancouver demonstration line, I decide to cross town on the Bloor-Danforth Subway to Kennedy Station and get my first look at, and ride on, this much ballyhooed new transit technology.

Upon emerging onto the subway level platform at Kennedy, I run immediately into UCRS member (and Los Angeles resident) Lewis Swanson. We follow the posted cardboard signs directing us upstairs (three levels up) to the RT platform (built originally, as you may recall, to accommodate CLRV's). At the bus platform (ground) level, we pass a TTC uniformed employee dispensing green "special event" transfers to those about to ascend to the RT level. Temporarily mystified by this unexpected item, we finally make the summit and there they are--four little gleaming white transit cars. 3004-3005 are doing the honours, sitting on the northbound (eastbound in the station) track, while another pair is parked on the opposite track. And on the platform we join a minor UCRS meeting including Charlie and Helen Bridges, George Meek and Bill Hood. Suddenly the doors close and 3004-3005 move out. Man! That accelerating whine! That's something that the UTDC blurbs didn't tell us about.

None of the UCRS personages on hand seem to want to ride, upon the train's unexpectedly quick return, so I go down with the civilians to the west end of the platform to line up to get aboard. I don't really understand why the lineup--you don't have to line up to get on the subway; but no matter. While moving forward in the lineup I spot former Toronto Mayor and Alderman John Sewell going down the stairway with his young son--we can probably expect something on the RT in his Globe and Mail column in a few days.

I squeeze aboard 3005 and find a longitudinal seat--the only transverse seats constitute six-seat groupings at the cars' extremities. When I start looking around it hits me, much more so than when looking at the cars from the outside--these cars are really small! Flooding out of the recesses of my memory comes a comment I once read in Canadian Rail to the effect that you had better not enter a Montreal Metro car too quickly or you will find yourself plastered against the door on the opposite side of the car. As we negotiate the sharp curve at the east end of Kennedy Station and head up the straightaway towards Lawrence Station (well, it does have a few shifts in alignment), I look further about the car: apparently sturdy and well-finished construction; standard Otaco seats (some finished in red, some in brown); large windows with very heavy rubber mounts (much more so than in the subway cars); standard backlit advertising; attendant's cab not apparent (located in a vestibule between the car end and what amounts to a bulkhead--if not structurally such--comprising the end of the passenger compartment); floor covering having a tread consisting of raised circles. Passenger emergency alarm strips are only a few inches long.

A welcome aboard and brief explanatory message sounds through loudspeakers for most of the northbound trip. The dulcet tones include the message that passengers will not be allowed out at Lawrence. I think that this is rather tacky--no stopover privileges--until we pull into Lawrence East Station and its highly unfinished condition shows amply that it would be foolhardy to let the general public out to stumble around in there.

On the way back I concentrate on noise and riding qualities. Despite the exterior whine on accelerating, as aforementioned, the LIM of itself does not seem to create much interior noise; however, probably because of the low floor and small wheels, the noise from wheel on rail contact seems more pronounced than in other rail transit vehicles. Despite the welded rail, there seems to be a clickety clack caused by something, and each little irregularity in the track does appear to be picked up, making for a ride that I feel is not up to par with a CLRV.

After getting off and leaving the station, I walk up the line on the outside of the west right-of-way fence for about half a mile to observe operation at speed. While ICTS is plugged by UTDC as "kind to the environment", it strikes me that the difference in noise emanating from ICTS and that from a well-maintained pair of PCC cars or a pair of quite-wheeled CLRV's is not likely to be enough to constitute a real selling point.

Up on to the Eglinton Ave. bridge to take a few slides. While I am here I note the peculiar expansion joints in the running rails on the RT line. One rail angles away like a derail switch, while the abutting rail is bevelled against it, like a switch point. The expansion joints "trail" with respect to the direction of travel. With all that concrete and the wide LIM rail in the centre of the tracks, one has to look twice to realize that this is a railway and not a busway. The bulge in the concrete on the west side of the right-of-way just north of Eglinton Ave. seems to be wide enough to accommodate a future siding at this location--come to think of it, I still have not seen an ICTS track switch, there being none at the Kennedy Station end of

the line (trains will turn on the elevated loop, originally intended for CLRV's, which overlies the Kiss 'n' Ride carousel). The demonstration trips are going up and down the northbound track only, thus no switches are required. I wonder why there are so many lights (on short standards) along both sides of the right-of-way, and why the usual centrally located light standards, as on the open cut sections of the subway, have not been used.

While I am on the bridge with Lewis Swanson, who has come along again, we get talking to an old gent with a pair of binoculars, obviously a local resident, who is quite observant with respect to the track construction and right-of-way details. He talks about "Gus Harris' new toy", which it may well be by this time, even though Mr. Harris, the Scarborough Mayor, was adamantly opposed to the 1981 change from LRT to ICTS.

Finally Lewis decides to leave to go back downtown and I decide to ride again. I make two more trips, one in each car, and enjoy the scenery more this time--a real dirty shame that more of the subway system could not have been constructed at ground level like this. Well, maybe GO-ALRT will let us really see the countryside.

Bidding adieu to the little cars, I drop down to subway level and board H-5 car 5800 (boy, it's big), leading a westbound B-D train. In front of me, sitting on each side of the car, are two young fellows each avidly reading RT literature which they had picked up with their free rides. They must have found it fascinating, as each one continued to pour over the brochures at least as far as Yonge St.

Well, ICTS had performed well before a controlled audience, which appeared to like it as far as I could determine. What will eventuate in the hard light of regular revenue service we are all waiting to see.

--The prediction in the preceding article, about columnist John Sewell, was soon borne out as he devoted his July 12 piece to the RT. He concentrated on the seating pattern in the cars, expressing general displeasure at the basically longitudinal arrangement. He had kind words for street cars, even if it was from the narrow standpoint that almost everyone faces forward.

Timekeeping

BY JOHN MOSELEY

A visit to Ottawa in May gave me an opportunity to time two named VIA Rail trains, the MERIDIAN and the EXEC. The timing of the run from Toronto to Ottawa was as follows: Toronto 1300 (O.T.), Guildwood 1320 (two minutes late), Cobourg 1410 (seven late), Belleville 1448 (12 late), Kingston arrival 1526 (16 late), Kingston dept. 1529 (14 late), Smiths Falls 1646 (four early), Carleton Place 1705 (15 early), Lord Elgin Hotel (Ottawa) 1743 (17 early).

The train was lightly loaded, the weather clear, and there appeared to be no significant permanent way restrictions. Despite this, and having more than adequate diesel power, the train gradually lost time all the way to Kingston. It lost two minutes between Toronto and Guildwood, which has an easy schedule of 18 minutes to cover 13 miles.

This particular VIA service to Ottawa involves a change from train to bus in Kingston. Note the remarkable change in timekeeping once the bus took over the service from Kingston to Ottawa. Leaving Kingston 14 minutes late, the same bus left Smiths Falls four minutes early. This quite remarkable making up of time was followed by an early arrival in Ottawa, at the Lord Elgin Hotel, of no less than 17 minutes.

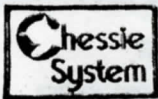
A few days later I returned from Ottawa to Toronto on the EXEC. This involves travel by train over the whole route. The train leaves Ottawa from the VIA Rail station, which is some distance from the business district, in marked contrast to the downtown location of the Lord Elgin Hotel. The following is the timekeeping of the train: Ottawa 1625 (O.T.), Smiths Falls 1737 (11 late), Brockville arr. 1818 (O.T.), dep. 1823 (O.T.), Kingston arr. 1901 (two late), dep. 1905 (one late), Guildwood 2112 (19 late), Toronto 2128 (18 late).

This train is listed as a RAPIDO and given the name EXEC, yet the service gives an average speed of only 40 mph between Ottawa and Smiths Falls. Despite this, the train departed from Smiths Falls 11 minutes late. Having a very easy schedule of only 31.2 mph between Smiths Falls and Brockville, the train was able to make up no less than 11 minutes between these two points.

On leaving Kingston an on-time arrival in Toronto seemed likely, but a lengthy stop a few miles east of Guildwood put an end to that prospect. Leaving Guildwood 19 minutes late, it was interesting to see how much time would be made up on arrival at Toronto Union Station. Only one minute was actually made up, and the train arrived at its destination 18 minutes late.

All in all, the timekeeping in both directions was unsatisfactory. To arrive in Ottawa 17 minutes early is no cause for satisfaction. Does the bus schedule between Kingston and Ottawa need to be tightened up? Was the bus travelling over the speed limit? Similarly, an 18 minutes late arrival in Toronto was equally unsatisfactory.

VIA Rail does not publish any figures on the timekeeping of its services. However, there is reason to believe that such figures are far from satisfactory nationwide. The introduction of new rolling stock and locomotives and improvement in track maintenance, without any significant improvement in timekeeping, would leave one to believe that poor co-operation between VIA and the CP and CN traffic control may well be a significant factor in this matter. If VIA cannot keep time on its present schedules, then deceleration may well be a necessary alternative. Certainly, punctual services are a must on any efficient passenger railway.



Chessie visits St. Thomas

by John D. Thompson

Saturday, June 9, 1984 saw the first passenger train in many years operating over the Chessie System (formerly Pere Marquette) line between Detroit and St. Thomas, Ont. The occasion was a fantrip operated by the enterprising Bluewater Chapter of the NRHS. The consist included two Chessie Geeps, car equipment from the railway's steam excursions ferried up from West Virginia, and privately owned and Chapter cars. The train was dubbed THE ROYAL CANADIAN.

The trip was organized by UCRS member Julien Wolfe, assisted by members of the Bluewater Chapter. Departure was from C&O's Oak Yard in north-west Detroit. Leaving Oak Yard, the "extra" proceeded over C&O's Detroit-Grand Rapids main line, past the Ford Motor Company's giant River Rouge plant at Rougevere Yard (Chessie's major Detroit area rail facility). At Delray Tower the train moved onto Conrail tracks. C&O entered into a trackage rights agreement, presumably with New York Central, years ago, enabling it to eliminate its Detroit River carferries through use of this line which includes the 1910-built tunnel beneath the Detroit River.

Before descending into the tunnel, the train passed the 1914-built Michigan Central Station, a huge facility which now sees only a tiny fraction of the trains it was built to accommodate. After traversing the tunnel, our train emerged in Windsor and shortly was braking to a halt at Conrail's attractive Tecumseh Road station, which still has an operator on duty. The last passenger train to stop here was Amtrak's NIAGARA RAINBOW, discontinued about five years ago.

More passengers boarded here, including UCRS member Bob Sandusky, who had left his house in Mississauga at an hour when only milkmen and railfans are up and had driven to Windsor for the trip. After about a 10-minute stop the highball was given and we were on our way. Shortly after leaving the depot we pass the former NYC roundhouse, now used by a lumber company. We rejoined C&O steel at Pelton Junction, on the eastern outskirts of Windsor, and continued on to Leamington, the Tomato Capital of Ontario, for another passenger stop at the frame depot. The weather was excellent, sunny and warm.

This C&O line is an interesting section of railroad, originally built by Hiram Walker of distillery fame as the Lake Erie and Detroit River Ry. ("Leaky Engines and Darned Rotten Road"). The LE&DR ran from Walkerville, now part of eastern Windsor and the site of Hiram Walker's primary business, the distillery, to St. Thomas, with branch lines from Blenheim extending north to Sarnia and south to Eriean, on Lake Erie. This arrangement gave the LE&DR routes through traffic gateways that were valuable at the time. In 1903 Michigan's Pere Marquette Ry. was looking for a Buffalo gateway. The PM took over operation of Hiram Walker's railway after securing trackage rights over the Canada Southern Ry. to get from St. Thomas to the Niagara Frontier. These trackage agreements continue today and the C&O schedules several daily freights between Detroit and Buffalo as well as Blenheim and Sarnia.

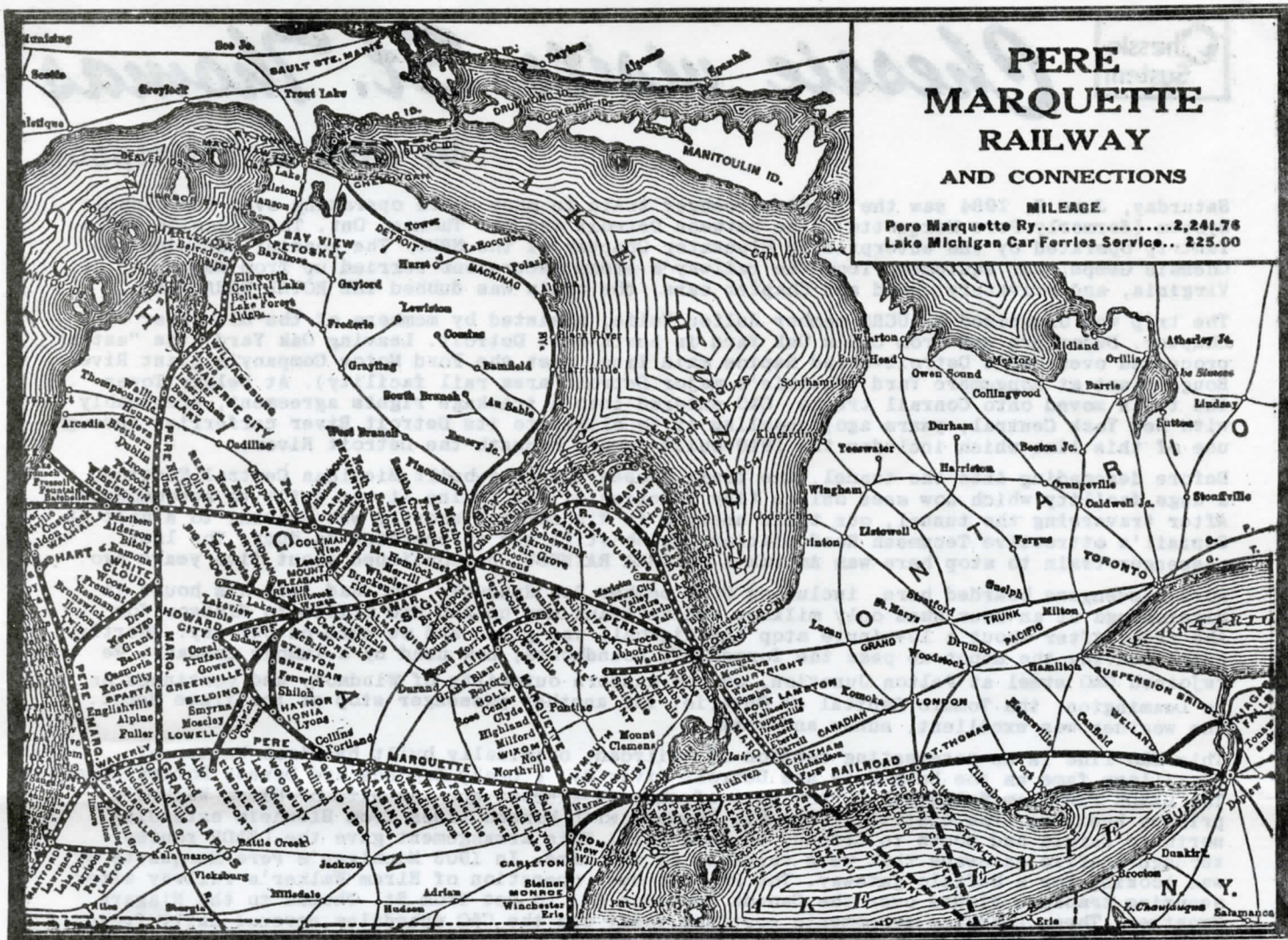
The line from Windsor to St. Thomas stays close to Lake Erie, sometimes in sight of the shore. In the early days, excursions to lakeside communities were a regular occurrence and attractive depots such as the one in Kingsville were built to accommodate this business. By the 1940's, however, passenger service had declined to mixed train service, which in turn ended in the 1950's. Pere Marquette's Canada Division seemed to be considered a "stepchild" by the parent system and as such received the parent's undersized, hand-me-down locomotives. A good example might be the 620 class 2-8-0's. The ever resourceful Canada Division staff, however, used these small but mechanically sound engines to good advantage, even fitting them with stokers and tender water scoops for taking water from the track pans on the Canada Southern east of St. Thomas.

The Eriean-Blenheim-Sarnia branch was originally a coal hauling operation, with coal from Ohio and Pennsylvania being delivered to Eriean by railway carferry. The present operation out of Sarnia depends on traffic from the petroleum and chemical industries which line the track south of the city. Carferry service across the St. Clair River continues today, connecting with C&O's line in Michigan. Passenger service ended in the 1930's.

The countryside traversed by our special is quite flat, with the vegetation fresh and green. We parallel Conrail's line for many miles, which leads one to speculate the one line or the other could be abandoned through here to eliminate redundant trackage. The former Canada Southern line, the object of so much attention these days, seems to be in reasonably good shape. Coming into St. Thomas, we cross Kettle Creek Gorge on a high trestle. At the east side of the gorge is a high rise apartment building--what a place for railfans to live!

Our train halts near C&O's well maintained roundhouse and shop (the latter features an outside transfer table equipped with two trolley poles for power!), not far from the former L&PS interurban line. School buses have been arranged to take the excursionists on tours of St. Thomas, including the Pinafore Park R.R. with its ex-Huntsville and Lake of Bays equipment. The buses also go past the CNR and Conrail Kettle Creek viaducts.

A side trip has been arranged on the Port Stanley Terminal Ry., and I decide to go on that. The buses proceed south out of town, passing some PSTR equipment stored at the northern terminal of the line, just south of the C&O interchange; a CP business car is among the collection of rolling stock. The PSTR hopes to begin operation all the way into St. Thomas, to this point, before long, as soon as the flood damaged track north of Union is repaired.



We arrive at Union (Station), which is in a cut, with the county road passing over on a bridge. The train, consisting of a locomotive, open car rebuilt from a flat and a former TH&B bay window caboose, resplendent in PSTR's attractive dark green and black colour scheme, awaits us. A quick look inside the station, after descending single file down a path carved into the hillside, reveals some vintage L&PS photos displayed on the walls. The station is basically little more than a waiting shelter, albeit enclosed and constructed of concrete.

As the engine is facing north, I take up a position on the rear caboose platform, the better to shoot slides as we back southward at a slow pace. We proceed down the weed grown track, passing through a scenic valley. The trip to Port Stanley, some four miles from Union, takes about 30 minutes. Coming into town, the train skirts back yards. I notice a number of derelict old tank cars as we reach the railway yards. Someone is working on a side rod diesel, which apparently also belongs to PSTR. We come into the station near the harbour. In common with those of other tourist railroads it also functions as a gift shop, with postcards, PSTR caps and T-shirts, etc. being offered for sale therein. I am told that the L&PS track to the lake-front was removed or covered over a number of years ago. There is time to head over to a nearby restaurant and buy hot dogs, hamburgers, etc. "to go". Then, it's back to the buses, which have met us here, for the return to St. Thomas.

Here, we have a look at the Pinafore Park steam operation. It's unfortunate that they don't have more trackage--just a large loop, circling through a grove of trees. It would be nice if the line could be extended through this rather large park at some future date. From here, we stop at the C&O facilities, where Julien points out the aforementioned transfer table, and an unusual type of semaphore with blades on both sides.

Then, it's highball for Detroit. Dinner is enjoyed in an ex-Amtrak diner, staffed by Blue Water people. I learn that some of the riders have travelled considerable distances to collect this rare mileage--one person came all the way from Boston. Dusk is falling when we stop at the Windsor depot to detain Canadian passengers, then on into the tunnel and into Detroit. The journey to Oak Yard seems to take forever, proceeding at a snail's pace through the various switches and interlockings, etc. Eventually we arrive here and everyone steps off and makes for their automobiles. I ride back to Windsor in Julien's car; we are dropping off the two U.S. Customs officers who checked out train at the border. One of these chaps sounds like a "closet" railfan, talking enthusiastically about riding to the West Coast on Amtrak and from

Nuevo Laredo to Mexico City on the NdeM! A surprise conclusion to a most interesting day. Well, the day's railfanning is not quite over; driving through downtown Detroit, I observe the columns in place for the 2.9 mile people mover, presently under construction by our own UTDC.

The Bluewater Chapter has a number of future trips planned. To receive notice of them, and/or membership information, write: Bluewater Michigan Chapter, NRHS, Box 296, Royal Oak, Mi. 48068.

--based in part on material written by Walter Weibel

Book Reviews

"TRACKS BESIDE THE WATER--SIOUX LOOKOUT" reviewed by John D. Knowles

781 pages, art paper, 8"x10 5/8", hardbound, over 1300 photos and sketches, one map. Published by Sioux Lookout and District Historical Society, P.O. Box 1028, Sioux Lookout, Ont. P0V 2T0.

This recent book has gone out of print after two printings, and is not to be further reprinted. However, it is deemed worthwhile to publish this review in order to bring it to the attention of UCRS members.

Despite the title, it is not a railway history, but a book outlining the human side of a north woods frontier railway, logging and mining town and bushflying hub. The book is not recommended for the average railway buff, but may well appeal to those who are very strongly interested in the community life in an isolated town, well removed from the Trans-Canada Highway, where the railway is a continual factor in the background.

Sioux Lookout was carved out of the woods in 1908 when the railway was constructed, incorporated in 1912 and reached a population of 2000 before World War II. CN diesel locomotive runthroughs have reduced the railway's importance as an employer, but the town continues to flourish as a government local administrative centre.

This publication is basically a memory book for local residents. The front third of the book features descriptions of local business enterprises, public services and schools, as well as religious, fraternal, social and recreational groups.

The remainder of the book contains family histories by many individual contributors. These histories provide glimpses of home life and family life in a remote railway town, and illustrate the ethnic diversity of the populace. Relatively little is said about the rail-roaders' lives on the job.

Present and past residents of Sioux Lookout are fortunate in having an enterprising and energetic historical society capable of producing a large volume such as this, with the financial backing of the municipal council, for the book will surely have a very great appeal to anyone who has known the town.

THE TRAIN-WATCHER'S GUIDE TO NORTH AMERICAN RAILROADS by George H. Drury

Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, WI. 53233; USA, 2/84; 22 pp., 173 b&w photos; 98 "thumbnail" maps; U.S. \$10.95 ppd. Reviewed by Sandy Worthen

Surely one of the front runners in the parade of this season's new books has to be TRAINS Librarian George Drury's THE TRAIN-WATCHER'S GUIDE TO NORTH AMERICAN RAILROADS. It is a remarkable compilation of facts (some significant), figures (some startling) and features (all interesting) of over 140 railroads in Canada, the U.S.A. and Mexico--reading from north to south.

The cover picture for this rectangular-format book, by TRAINS' J. David Ingles, is a real stunner. BN never looked so good at Crawford, Nebraska. But the reader is recalled abruptly to reality on pages 6 and 7 with entries for two lesser known lines, one in the "Deep South" and the other in the equally deep "Far North".

Reading Mr. Drury's book is really a preliminary activity to train-watching, for it provides descriptions and statistics (no colour schemes, alas!) rather than "where to find it" directions. Alphabetical listing of companies and radio frequencies thereof are most helpful, as are reporting marks, quantities of engines and cars and addresses of general offices, the latter just in case the aspirant train-watcher wants to write for "permission to view and to photograph" beforehand.

While you won't find entries for NYC or PRR, or even PC, you will find notes on GTP/CNoR/CNR/CN Rail and CPR/CP Rail, as well as BCOR and BCER. You will be entertained and, hopefully, instructed, by the entries for US Class 1 and Class 2 railroads, "big time", and most major short lines, commuter authorities and terminal companies. Toronto Terminals Ry., where are you?

Of regional importance are the entries for GO Transit, VIA Rail and the modest single paragraphs for--among others--the Calgary Transportation Dept., Edmonton Transit, the Montreal Urban Community Transit Commission and (last, but by no means least) the ever-green Toronto Transit Commission. And the Prairie Central Ry. should not be overlooked (p.155); it is neither what nor where you think it is.

There's an interesting publicity "blurb" for Mr. Drury's book on the inside back cover for TRAINS, April 1984: "As a railroad enthusiast, you may never make a more important purchase than this..." Well, maybe. Even allowing for about 65% personal bias, it is a little difficult to agree entirely with this statement.

But it is a useful book; it is well organized. The selection of railroads presented, if it is

a matter for discussion, will depend inevitably on the taste of the reader. However, the inclusion of more than 140 railroads in 220 pages is something of a minor miracle. Mr. Drury and Kalmbach Books are to be congratulated for accomplishing it.

MIND THE DOORS, PLEASE: The Story of Toronto and its Streetcars Larry Partridge 1983

The Boston Mills Press, 98 Main St., Erin, Ont. NOB iTO.

120 pages; over 150 photos; 8½"x11"; hardbound; \$19.95 postpaid. ~~XXXXXX~~ BOOK REVIEW

Reviewed by Sandy Worthen

Who would have thought that it has been over 10 years since John Bromley and Jack May published their book "Fifty Years of Progressive Transit" on the origins and development of what we know today as the Toronto Transit Commission? Indeed, such is the case and so, for the newer Toronto streetcar enthusiasts--and for some of the older ones, as well--a fresh look at the subject is welcome.

In his new book "MIND THE DOORS, PLEASE: The Story of Toronto and its Streetcars", UCRS member Larry Partridge provides a fresh view of the TTC's life and times, perhaps not in a depth or breadth to satisfy every reader, but certainly from a different point of view and using different analytical techniques. Text and photographs, some of them coloured, provide equivalent interest. In the foreword, the author says that the book is "in a form where technical explanations and complex understandings are not required". Indeed, this is so and consequently the book might be said to be for the general urban transit enthusiast, rather than for the student of street railways in and around Toronto.

The ancestor urban streetcar lines are depicted and described in some 37 pages; some of the photographs are quite unique. The "radials" occupy about five pages and then we come to the famous "Red Rockets I", otherwise the Peter Witt cars, about which more has been written, it seems, than any other type of streetcar in North America. Well, perhaps, for the next topic is the equally famous PCC (Presidents' Conference Committee) streetcar, the first of which was outshopped in June, 1936, with the last new TTC units entering service in early 1951. The way in which the fleet size was maintained through purchases of cars from United States urban transit systems is a most fascinating story. Mr. Partridge calls the PCC cars "Red Rockets II", a rather puzzling title, to be sure. Certainly more curious--and more strained--is the designation of the modern Canadian Light Rail Vehicles (CLRV's) as "Red Rockets III", for they do not resemble either the Peter Witts or the PCC's in any particular. Should we make an allowance for an enthusiast's enthusiasm?

Lest other pieces of equipment of lesser importance be neglected, the author has included a chapter on work and other equipment, from flat motors, through sweepers and rail grinding cars, to sand and training vehicles. All of the photographs in this section are of good quality and (mostly) published in a single volume for the first time. Happily, the book includes a section on TTC cars of various types preserved--and in some cases, operated--by various associations and museums. The list of these vehicles and their whereabouts is very useful to those enthusiasts wishing to inspect or to ride them on sunny, summer afternoons.

The latter part of Mr. Partridge's book is devoted to interviews with former employees of the TTC. Towards the end of the book there is a section titled "Toronto on the Move: An Album", wherein the reader will find some unusual photographs of the early days of street railways in and out of (just!) Toronto. Chapter Thirteen is composed of plans of streetcars and accessories, originally drawn by the TTC's Lorne V. Carroll and made available for publication by Charles S. Bridges, Douglas Cartwright and the TTC.

Text, black-and-white and coloured photographs, tables and plans have been blended in a pleasant design, with a striking dustjacket, to produce a book that is certain to be popular with most street railway enthusiasts because of its presentation and modest price. As a light, readable account of the progress of the TTC, from its predecessors to its present day situation, you could hardly do better. Perhaps you may not like the recollections of former employees of the TTC, but you have to admit that what they recall often helps to explain what otherwise would be fractionally understood operating practices.

Be advised, however, that Mr. Partridge's book deals exclusively with Toronto's streetcars. The TTC's subway and bus (gas, diesel and electric) operations are another story, one which might be a future subject for Mr. Partridge's attention.

IMITATION: THE SINCEREST FORM OF FLATTERY--South (west) Shore (of the St. Lawrence) commuters to Montreal are beginning a campaign to have passenger train service restored to the ex-New York Central Railroad's (now Conrail's) former Mohawk and Malone Subdivision in the Valley-field-Beauharnois-Chateauguay-Montreal corridor.

Carlyle Gilmour, a founding member of the Chateauguay-based Passenger Train Committee, said that several town councils in the corridor are backing the campaign because current bus service is expensive, inconvenient and unreliable. The Chateauguay commuter pays \$1.35 morning and night, five days a week, to be bussed to and from Angrignon Metro station in Cote St-Paul (Montreal), plus an added 85¢ currently for Metro fare to and from downtown. Gilmour says that 3000 corridor residents signed a petition recently urging the Federal and Provincial governments to support the proposal. Suzanne Sauve, an aide to Quebec's Minister of Transport, Jacques Leonard, said the proposal is being studied. Federal Government Department of Transport spokesmen could not be reached for comment.

Passenger trains on this line were discontinued gradually about 25 years ago because of

dwindling patronage, bus competition and declining operational safety, due to deferred track maintenance.

The ideal three-in-the-morning, three-in-the-afternoon commuter trains to be used by an estimated 1000 passengers daily (one third of those signing the petition?) would cost governments about \$3 million annually to cover operating losses. No figures have been given for essential capital expenditures to purchase and rehabilitate the line, presently a Conrail freight-only route, nor for the trackage rights over CP Rail from Adirondack Jct., nor for the use of Windsor Station, jointly with the CTCUM (Montreal Urban Community Transit Commission) and Amtrak.

Early this year, it was reported that CP Rail was considering the purchase of this line, to provide an entry into the Beauharnois industrial complex. The Government of Quebec should be encouraged to follow the initiative of the Government of Ontario, Mr. Gilmour said. He noted that Ontario had recently implemented another GO Transit route (Streetsville/Milton) to serve the commuters living in the area to the west of the City of Toronto. Those interested in Mr. Gilmour's proposal may obtain a schedule of the meetings of the Passenger Train Committee by writing to P.O. Box 157, Chateaugay, Quebec J6J 4Z5.

--Sandy Worthen

--Heavy rains early in June in the northern part of the State of Vermont resulted in serious flooding in the Missisquoi and Lamoille River valleys. The Lamoille Valley R.R. Corp. (LVRC) --once the St. Johnsbury and Lake Champlain R.R.--was hard hit, particularly in the Fairfield area, west of Morrisville, Vt. An article in the Burlington, Vt. "Free Press" quoted railroad spokesman Edward Lewis as saying that he doubted that the western end of the railroad would be rebuilt before this fall. The railroad had also applied to the State for \$500,000 for flood damage repairs over the entire line.

Central Vermont R.R.'s branch from St. Albans to Richford, Vt. was washed out badly in several places, the worst being near the Union Carbide Corporation's plant in north St. Albans. It was a huge washout; some said it was 100 feet long by 40 feet deep! The CV had arranged with the Boston and Maine to supply grouting for fill, but, in the face of flood damage to its own Connecticut River line, the B&M diverted the cars while en route to repair its own trackage in the southern part of the State. Amtrak's MONTREALER did not operate for a few days around June 2-3.

Fortunately, the Vermont Ry. (Burlington-Rutland, Vt. and Hoosac Jct./Whitehall, N.Y.) suffered no flood damage. VTR crews are doing training runs on the Rutland-Whitehall line, recently acquired from the Delaware and Hudson. They do switching and make up trains in the D&H's Whitehall Yard. With a current 10 MPH speed restriction over the branch, 12 to 14 hours are required to make the run.

--Sandy Worthen

--The flooding problems in Northern Vermont as described in the foregoing culminated on July 7 with the derailment of Amtrak's MONTREALER at a washed out culvert near Williston. Nine of 13 cars left the track and three sleeping cars plummeted into a 30-foot deep gully. Four persons were killed, including a Central Vermont conductor and an Amtrak coach attendant. About 140 of the 278 passengers aboard the train were injured, although most were quickly released from hospital. 160 of the passengers were in three cars which had been reserved by a private "Super Party Train" tour company.

--WHO IS CARL BRASLEY?

Ever since the U.S. Government announced that bids would be received for the purchase of East Coast U.S. rail freight giant Conrail (Consolidated Rail Corporation), much geeing and hawing has ensued. At one point, the Reagan administration seemed to favour a general break-up of the corporation. This satisfied some, but made other companies angry. But Congressional opposition and the big railroad's financial success required a change of mind. Federal Railway Administrator John H. Riley now thinks "...we'll get a joint venture in there at the last minute."

Joint venture? Maybe. The CSX Corporation, a holding company for the Chessie System and the Seaboard Coast Line, asked the U.S. Transportation Dept. to convene a conference of interested parties and then divide up the giant government owned carrier. CSX Chairman Hays Watkins, in a letter to Transportation Secretary Elizabeth Dole, said that purchase of Conrail by a single railroad "...would raise serious antitrust problems and engender massive shipper opposition..." and that the economy of the Eastern U.S. could not continue to support more than two major rail systems. Which two? Presumably CSX Corporation and Norfolk Southern Corporation.

Meanwhile, with the deadline for filing bids coming closer and closer, other offers came tumbling in. The Alleghany Corporation has offered \$1 billion plus payments to the unions and the return of Federal Government tax credits. Conrail's unions themselves have offered \$500 million plus wage concessions and the return of Federal tax credits. Serious contenders who had not at time of writing made formal bids--but had indicated strong interest--included CSX Corporation, Norfolk Southern Corporation and Timothy Mellon's Guilford Transportation Industries of MEC, B&M and D&H fame. Guilford stated that the unions involved would be given representation on Guilford's Board of Directors and its bid would include 30% of Guilford's common stock and \$300 million in preferred stock, to be placed in an employees' profit-sharing trust. Guilford Vice-President Colin Pease affirmed that the employees' group would determine how the stock would be allocated and that there would be no difficulty arranging for labour representation on the Corporation's Board of Directors.

A more recent offer was from a New York investment banking house, Allen and Company, bidding \$1.1 billion plus warrants that would give holders the right to buy stock at a specific price at a specific time. The brief announcement stated that a new company would be formed called the

Conrail Acquisition Corporation.

But the highest of the 14 bids submitted thus far to the U.S. Federal Government for Consolidated Rail Corporation came from First Allied Corporation, being a whopping \$7.6 billion! In its bid letter, First Allied said that its President is Carl E. Brasley and its headquarters are in an office suite in Washington, D.C. But no one by that name worked at the address given. Nor do any other officers of First Allied. John R. Feore, who does work there, and who says he is First Allied's spokesman, says the company was created to buy Conrail. He said further that the names of Allied's principals and investors could not be disclosed. First Allied supplied in its bid a letter of reference from Gerard E. Kenney, Senior Vice-President of Central Trust Co., Rochester, N.Y. It said that Central Trust has made multi-million dollar loans to First Allied's affiliates and has "...known the principals in these companies for many years". Mr. Kenney also declined to disclose the names of any of the affiliates or their principals. He conceded, however, that he did not know anyone named Carl E. Brasley.

--Sandy Worthen



MOTIVE POWER *section*

POWER NOTES BY BRUCE CHAPMAN

CP INVENTORY CHANGES (DELETIONS)

Unit	Class	Year Built	H.P.	Retired At	Date
6502	DS-6a	1951	660	Weston Shop	May 14, 1984
6584	DS-6h	1957	660		Apr. 25, 1984
7048	DS-10d	1946	1000	Weston Shop	May 14, 1984

ASSIGNMENT OF VIA-OWNED, CN-MAINTAINED DIESEL UNITS, as of MARCH, 1984

Taschereau Yard (Montreal): 6502, 6508, 6516, 6523, 6525-6532, 6535-6537, 6540-6542, 6618-6637, 6758-6765, 6767-6791, 6793, 6858-6871. Total: 86

Symington (Winnipeg): 6300-6304, 6501, 6504-6507, 6510-6512, 6550, 6553, 6557, 6566, 6569, 6602-6607, 6610-6617, 6651-6653. Total: 35

Calder (Edmonton): 6513-6515, 6518-6521. Total: 7

Grand Total: 128

Stored Unserviceable: 6516, 6535, 6537, 6629, 6759, 6768, 6771, 6776, 6858-59, 6866. Total: 11

Units in GPA-418 Rebuild Program: 6508, 6520, 6523.

All in list are ex-CN except ex-CP 6550, 6553, 6557, 6566, 6569, 6651, 6652, 6653.

CP Rail

Retirements--6502, 7048, and Robot cars 1007, 1008, 1009, 1010, and 1013, ex-CI.C 'B' units 4449, 4452, 4471, 4472 (origin of fifth Robot not clear).

Stored Serviceable--7077, 7089 at Sudbury.

Stored Unserviceable--7083 at Winnipeg due to engine problems and mishap repairs.

Renumberings--8492 to 8204; 1577 to 8662.

Transfers--8120, 8165, from Thunder Bay to North Bay; 8105, Winnipeg to Saskatoon.

Miscellaneous--RDCs 9054, 9060, 9066, 9068, sold to the B&M recently, have been given numbers 54, 60, 66 and 68 by that railway.

--5702 was sent to Ogden on June 11 for installation of Locotrol equipment.

--8921, the railway's famous and much photographed RSD-17, will receive only classified repairs next year.

MUETC--1301 was sent back to Angus Shops to have its main generator replaced for the fourth time.

CN--The railway plans to have hump engines remotely controlled by the hump operator in Symington Yard, Winnipeg, by 1985 or 1986.

SHORT HAULS

by Bruce Chapman

--For the installation of Canada's new Governor-General, Jeanne Sauve, a special train consisting of VIA FPA-4 6784, Dayniter coach 5711, and CN Business Car 5, was operated from Montreal to Ottawa. A last hurrah for the FPA-4's, last of the breed.

--CN has permission to remove the agencies and stations at Valemont, Blue River, Lundry, Clearwater and Boston Bar, B.C., territory now serviced by the Kamloops Servocentre.

--The Devco Ry. has approval to remove the agencies and stations at Glace Bay and New Waterford, N.S.

--The CTC held hearings in July on CP's requests to abandon the Mainwaki and Ste. Agathe Subs. in Quebec.

--CN has authority to abandon a portion of the Elmira Spur in Prince Edward Island, between Baltic, Mile 5.0, and Elmira, Mile 9.85.

--CN has been permitted to discontinue mixed trains 205 and 206 between Clarendville and Bonavista, Nfld.; to abandon the Bonavista Sub from Mile 0 at Shoal Harbour to Mile 87.89 at

Bonavista; the line was built by Reid Newfoundland in 1910. A 1982 loss of \$38,228 was claimed on the mixed train operation, while the entire line lost \$865,105.

--Alberta's Transportation Minister, Marvin Moore, has declared that there is not enough traffic to justify linking Edmonton and Calgary with high speed passenger train service. The median of Highway 2, in which it was planned to locate the tracks, would be better used for more motor traffic lanes, he contends. The Minister also says that the highway in the area of Calgary is too curving and hilly for high speed trains.

--As of May 26 CP Rail embargoed all traffic between Mileage 34.0 (near Wyman, Que.) and Mileage 77.5 (Waltham) on the Waltham Sub. pursuant to CTC Board Order R34924 permitting abandonment. (Assistant Editor's Note; This is the line which was renowned in the 1950's for its use of the railway's light D4 class ten-wheelers).



Commission canadienne
des transports

Canadian Transport
Commission

CTC REPORT ON MEDICINE HAT ACCIDENT--On June 4 the Canadian Transport Commission released its report on the disastrous \$2.5 million Jan. 7 derailment and subsequent collision at Medicine Hat, Alta. (see NEWSLETTER 414, P. 7). The

report serves to confirm the essentials of the occurrence as reported in the local press and as abstracted for the NEWSLETTER article. It does shed additional light, however, on the part that the train crew played (or failed to play) in the affair.

The CTC concludes that the failure of the locomotive crew to radio the caboose crew when braking problems started, and a rule-breaking arrangement that left a switch misaligned, contributed to the accident. The pinched brake hose at the second car in the train prevented the engineer from applying brakes at the locomotive but two crew members in the caboose could have applied their emergency brake, says the report. The caboose crew did apply their brake, but only as the train was derailling. After an uneventful trip from Calgary, says the report, the engineer noticed something was wrong with the brake system about 2½ miles from the Medicine Hat yard, but the "head-end crew did not advise the rear of the train that they were having brake application problems". Meanwhile, the engineer tried to stop the train by putting it into reverse. After that failed, he left the front locomotive, apparently to try to stop the train from controls in the second locomotive. The 73-car CP Rail freight train, travelling on the main line into Medicine Hat from Calgary, went out of control and sped at more than 75 MPH down a steep grade into the city's river valley. Back in the caboose, the conductor and a trainman failed to notice any problems, and were not reading a gauge that would have told them that the brakes were not functioning.

A local work train had left Medicine Hat earlier that morning and by previous arrangement, and contrary to rules, had left a track switch in the wrong position. The yardmaster was to realign the switch, but had not done so when the accident occurred. On a curve just before the bridge across the South Saskatchewan River, 63 cars derailed. Three locomotives pulling five cars continued across the bridge, past a misaligned switch and into the downtown yard, colliding with a yard engine and 12 cars.

When spilled molten sulphur and lumber from the train caught fire, several hundred people living near the scene left their homes. The engineer died in the crash, while two other rail-way employees were injured. CP Rail fired all three members of the train crew who survived.

The report says that the brake hose on the second car, a flat, became kinked in shock-absorbing springs at the front of the car. Peter Schnobb, an Ottawa spokesman for the CTC, says that Canadian railways will be ordered, as the report recommends, to stop using rail cars similar to the one that caused the Medicine Hat accident. Few cars of this similar design are in use in Canada, he says. Also, trains will have to slow down sooner when they come into Medicine Hat, allowing a brake test before coming to the river valley. Another recommendation in the report says that trains should have "event recorders" similar to those on commercial aircraft so that investigators have a clearer idea of events leading up to an accident.

--Calgary Herald report, via Sandy Worthen



NFTA NOTES

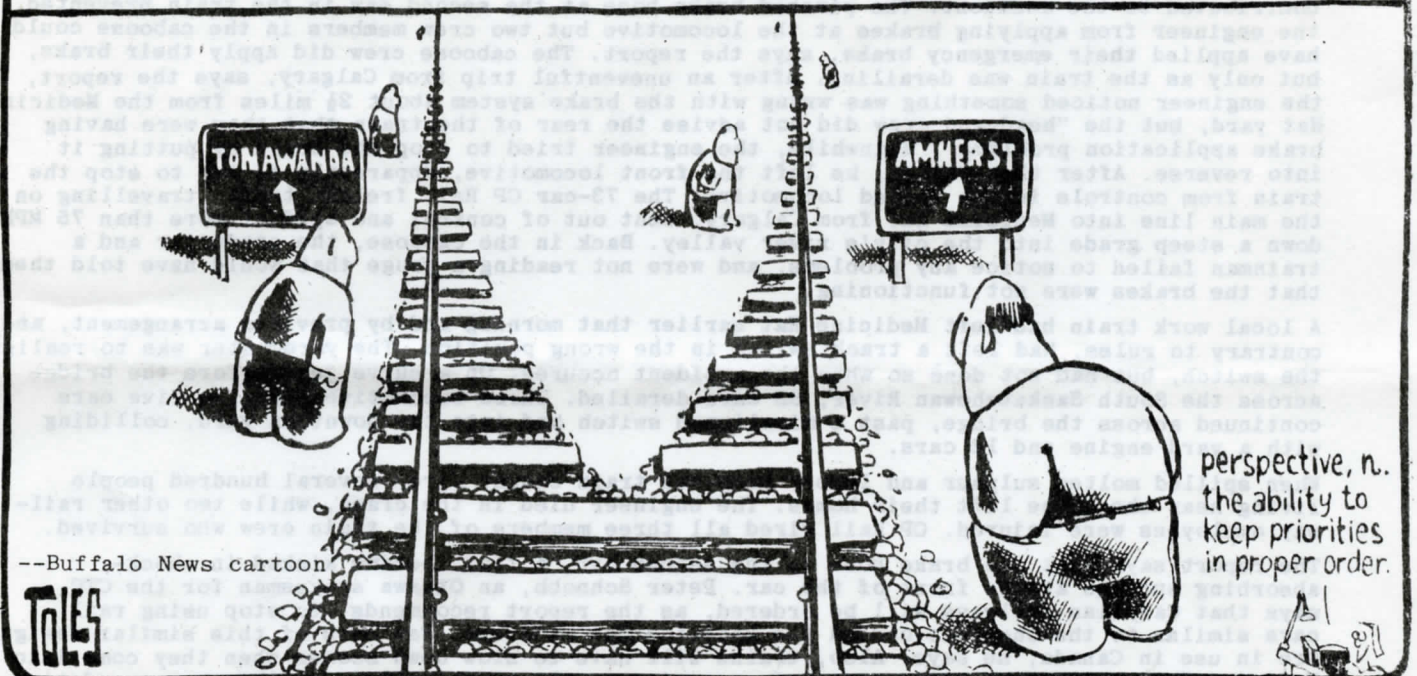
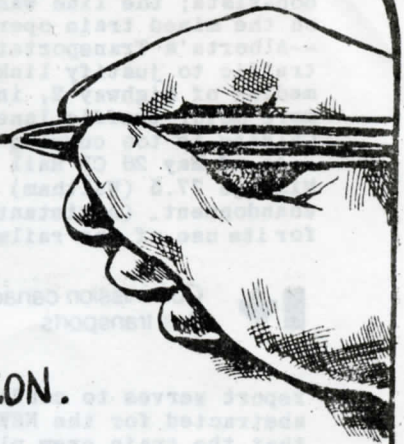
As part of the Main Street Transit Mall project, Buffalo's historic Lafayette Square will be brought back to life with extensive tree plantings, a public gathering area, Greek-style columns and a multi-colour abstract mosaic depicting the downtown street layout and the transit line...The NFTA has officially retired the acronym LRRT (Light Rail Rapid Transit) and dubbed its new electric railway the "Metrorail" (the Authority's bus system has been known for several years as Metrobus)...The NFTA board is undertaking a six-month Northern Corridors Refinement Study to determine whether the Amherst or the Tonawandas extension of the line should be the first to be constructed; a letter from UMTA to Reps. Henry Nowak and John LaFalce confirmed the Federal Authority's approval for that course of action, but it appears that UMTA assistance, if it is to come at all, will not be forthcoming until a choice of corridor is made by NFTA (see accompanying cartoon based on the inability, thus far, of NFTA and local politicians to come to a decision)...On June 19 NFTA unveiled three alternatives for Northern Corridor extensions--two of these would begin at the South Campus Terminal station, while the third is the already familiar Tonawanda Extension, which would swing off Main St. at the now-building Tonawanda Turnout. The routes are described in the following:

Bailey Avenue: This line would follow Bailey north to the Northtown Plaza or slightly beyond that, then swing northeast and run roughly parallel to Maple Road, past Sweet Home Junior

DRAWING LESSON

Today's Lesson: Perspective

1. RAILROAD TRACKS APPEAR TO GET CLOSER AND CLOSER TOGETHER UNTIL THEY MEET AT A POINT ON THE HORIZON.
2. EXCEPT AROUND BUFFALO.



perspective, n.
the ability to
keep priorities
in proper order.

--Buffalo News cartoon

TOLES

High School to the University of Buffalo Amherst Campus. It would then continue north to the Audubon Community.

Millersport Highway: This route would follow Grover Cleveland Highway and Millersport north past the Youngmann Highway, then wind its way through the UB Amherst Campus to Audubon.

Tonawandas: This extension would run north-west, in a straight line, along the abandoned Conrail line past Kenmore Ave., Sheridan Dr. and the Youngmann, to Fillmore Ave. in the City of Tonawanda. The line would then branch off briefly in one of three direction.

There are several options to the lines, including variations in routes and as to whether they would run elevated, tunneled or at street level; the Bailey Ave. proposal could prove to be the most controversial, since several of the options would result in the elimination of property on the west side of a large stretch of the street, and one of the options would necessitate razing property on both sides of the street; NFTA plans to follow the six-month study with a required environmental impact study and to apply for Federal construction funds within a year...A transit art program costing more than \$1 million will place 23 pieces in Metrorail stations; one of the most noteworthy covers an entire wall of the Humboldt-Hospital Station, consisting of a series of bright mosaic designs that represent the architectural ornamentation of well known Buffalo buildings and traditional Seneca Indian designs; another is "Spring Fling", a 2000 lb. steel and aluminum abstract sculpture on the wall of a stairway at Allen-Hospital Station; a third piece involves 1800 hand painted ceramic tiles made in Florence, Italy which cover three walls in the mezzanine of Delavan-College Station...About 17 Tokyu-built LRVs were on hand at South Park Shop in early July (15 of these having been assembled at a General Electric plant in Cleveland). Delivery of all 27 cars is expected shortly...Consideration of early opening (September 1984) of the southern portion of the Metrorail line for free demonstration rides (daily, 10 A.M. to 2 P.M. only) is again being given; there is concern in certain quarters that this operation would increase construction costs on the transit mall...When the line is in full operation, there will be a transit police officer on duty on each train and at each of the six underground stations--each officer, of an expected force of 35, will be armed and will have the full power of a municipal police officer; as in Baltimore, there will be a "no eating" rule.



UCRS and other events and activities

by Ed Campbell

Some thought has been given to having a UCRS excursion this fall, but because of the Federal election, the Papal visit, and the visit of the Queen, it will probably be held in the winter.

Friday, August 17 - Regular UCRS Toronto meeting at North Toronto Collegiate at 8 P.M. The collegiate is located at 70 Roehampton Avenue, which is one street north of Eglinton Avenue, running east from Yonge Street. Enter by west side door to air conditioned basement room No. L8. The program will consist of interesting 16 mm movies. If you have any such movies, edited, please advise George Meek at 532-5617.

Saturday, August 18 and Sunday, August 19 - The Ontario Electric Railway Historical Association will hold "Toronto Suburban Railway" days at the Halton County Radial Ry. museum at Rockwood, Ontario. Featured will be Montreal and Southern Counties 107 and London and Port Stanley 8.

Friday, August 24 - The UCRS Hamilton chapter will hold its August meeting at the CN Hamilton Station. All Society members and their guests are always welcome. Members' 35 mm slides will be featured.

Thursday, September 13 - West Toronto Junction Historical Society meeting at Annette Street Library, 8 P.M.

Friday, September 14 - Ontario Society of HO Model Engineers meeting in Rosedale Presbyterian Church, corner of Mount Pleasant Road and South Drive, Toronto, at 7:30 P.M.

Friday, September 21 - Regular UCRS Toronto meeting, back at the Education Centre at the corner of College and McCaul Streets. Doors will be open at 7:30 P.M. for a prompt start to the meeting at 8 P.M. The program is not certain at this writing, but will be announced in the September NEWSLETTER.

Sunday, September 30 - The OERHA will hold its "Fall Extravaganza Day" at its Halton County Radial Ry. museum which will feature the operation of many units in the collection. Come early to get the best light for your photos; have a picnic and ride the cars all day if you like.

Sunday, September 30 - The Lionel Collectors Association of Canada will hold a Toy Train Fair at Todmorden Mills Historical Park (site of the preserved CN Don Station), off Pottery Road, west of Broadview Avenue, Toronto, from 12 Noon to 4 P.M. For further information, including table reservations, call (416) 728-5216 or 725-3943, or write P.O. Box 976, Oshawa, Ontario L1H 7N2.

Toronto Transit Commission



NEWS AND NOTES

- The TTC has called for proposals from transportation consulting firms to make an independent assessment of operations on the 501-Queen carline. The study will diagnose the causes of service irregularities which result in the need to short turn cars. It will be recalled there has been a recent suggestion, originating with the city, that the service be broken into two routes, both terminating in the downtown area.
- A-8 class PCC 4508 operated what was undoubtedly its last mile on July 13, when at a late hour it was badly damaged when struck head-on by a transport truck on King St., west of Strachan Ave. Another member of the same class, 4517, is stored at Roncesvalles Carhouse with severe rear end damage.

"YEAR OF CELEBRATION" STREET CAR ROSTER

No.	Sponsored by	Colours	Completed	Ceremony	To Division	In Service
4005*	Province of Ont. (Ont. Bicentennial)	Light & dark blue	May 4/84	May 11/84 1400 hrs. Exhibition Loop	May 15/84 Russell	May 16/84 Route 506 Run 17
4545	City of Toronto (City of Toronto Sesquicentennial)	Red, white & blue (principally blue)	May 4/84	May 31/84 1300 hrs. York at Queen	June 12/84 Roncesvalles	June 13/84 Route 505 Run 35
4002	Michelin Tires (City of Toronto Sesquicentennial)	"	June 4/84	June 17/84 Hillcrest	June 15/84 Russell	June 18/84 Route 506 Run 31
4536	Canadian Living (TV Guide Group) (City of Toronto Sesquicentennial)	"	June 20/84	Nil	June 20/84 Roncesvalles	June 21/84 Route 511 Run 3
4000	Prov. of Ont. (Ont. Bicentennial)	Yellow, orange & blue	June 29/84	"	June 29/84 Russell	July 2/84 ERA National Convention charter

* 4175 first selected and work commenced; changed to SIG (Swiss) car on account of original Hawker Siddeley paint not compatible.

• 1984's largest track reconstruction project, involving the double tangent track on St. Clair Ave. West from Yonge St. to Tweedsmuir Ave. (at the top of the easterly ramp to St. Clair West Station), was completed during the week commencing June 3. 108 lb. T-rail rolled in 1982 has been used.

• The following CLRV's have been equipped with metal covers over the front coupler openings: 4014, 4056, 4105, 4158, 4022, 4063, 4116, 4171, 4030, 4066, 4122, 4183, 4039, 4068, 4135, 4194, 4046, 4084, 4137, 4049, 4087, 4138, 4054, 4092, 4149, 4096. 4039 was first.

• Something is unfortunately occurring in Toronto that has not been with us for a goodly number of years--pressure from ratepayers for a streetcar abandonment. A residents' association in the vicinity of High Park has presented a petition to the City requesting bus substitution of the portion of the 506-Carlton route operating on Howard Park Ave. The petition claims that noisy streetcar operation and vibrations along this street (wholly residential west of Roncesvalles) are disturbing residents' peace and the enjoyment of their properties, and expresses a preference for bus operation. After some 90 + years of streetcar operation along this route, a cutback of the Carlton service to Roncesvalles Ave. or Lansdowne Ave. would be a change much to be regretted by the larger community, and would do nothing for the convenience of transit passengers originating in the area. It would seem probable that the advent of CLRV's has given rise to the ratepayer petition after many years of PCC operation. It is certainly to be hoped that the TTC can meet the problem by measures short of bustitution and an enforced transfer for passengers on the far west end of the Carlton route.

• ALRV 4900, which operated on a three-car charter trip on July 1 as part of the National Convention of the Electric Railroaders' Association, has more recently been placed on exhibit in a parking lot just west of the Terminal Warehouse Building (Queen's Quay West and York St.) as part of a display publicizing the proposal for a Harbourfront LRT line.

UPPER CANADA RAILWAY SOCIETY

Box 122, Terminal "A"
Toronto, Ontario M5W 1A2

ADDRESS CORRECTION REQUESTED
RETURN POSTAGE GUARANTEED

PRINTED MATTER

**NEWS MAGAZINE
PLEASE
DELIVER PROMPTLY**

