Newsletter

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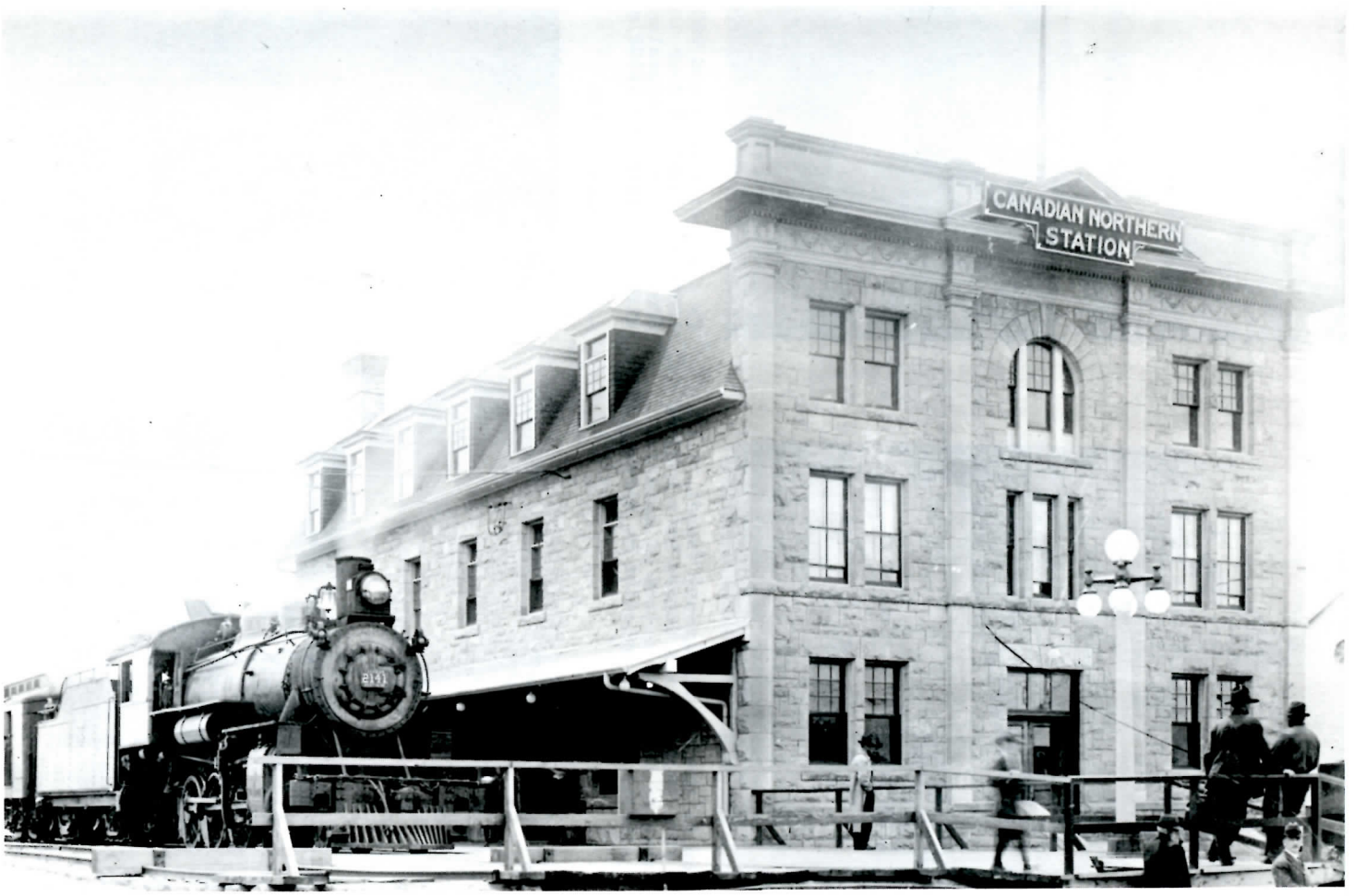
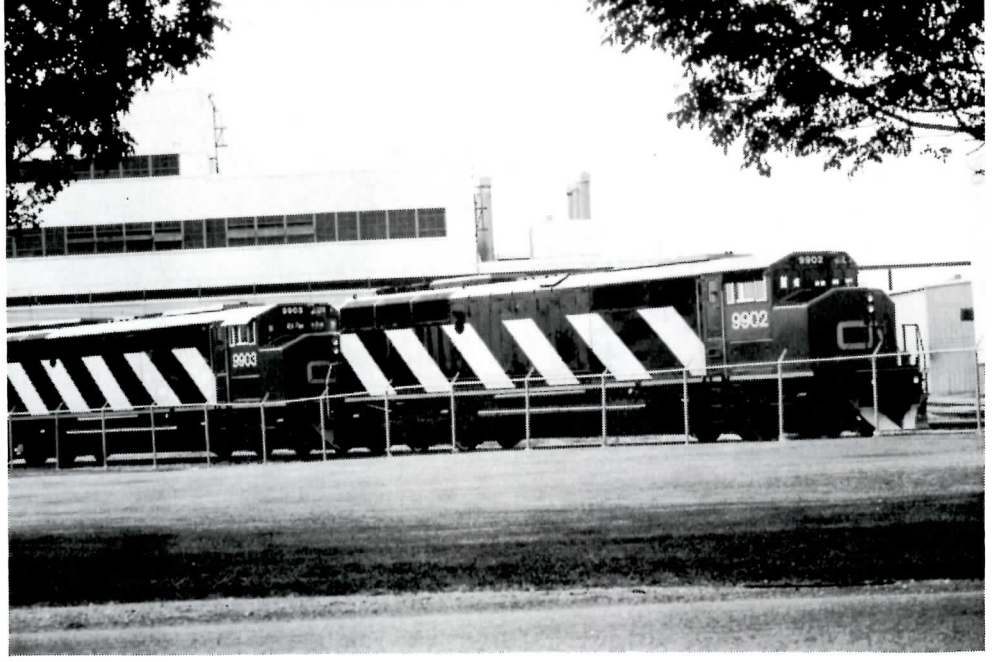


UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO

Work crews have started construction on the Mt. Shaugnessy Tunnel, 1.15 miles long, being built as part of CP's $600 million Rogers Pass Project in B.C.'s Selkirk Mountains. More than 88,000 cubic metres of material will be excavated from the tunnel, scheduled for completion by spring, 1987.

--CP Rail photo



CN cowl units 9903 and 9902 emerge from the GMD plant in London, July 2, 1985. The order of four locomotives, 9900-9903, is only the third for SD60s from the GM organization. Externally, they do not appear much different from the SD50F's pictured in the July NEWSLETTER.

--Bob Sandusky photo

Strange companions: Chessie 3727 and TH&B 77 were among the numerous stored units at CP's John St. Roundhouse, Toronto, Aug. 4, 1985.

--John D. Thompson photo

The former CNR Calgary station on fire during the night of Aug. 9-10, 1985. See article this issue.

--M.F. Jones photo

A CASE FOR SHORT LINES

A SUBMISSION TO THE COMMISSION OF INQUIRY ON BRANCH LINE UTILIZATION

Outaouais and Gatineau Valley Railway Committee
Comité ferroviaire de l'Outaouais et de la Vallée de la Gatineau

ALL ABOARD! P.O. Box 1201, Chelsea, Québec J0X 1N0 *P'TIT TRAIN VA LOIN!*

This submission is in response to the inquiry ordered by the Minister of Transport, to explore innovative approaches for continued branch line use.

Specifically, the ideas and comments in this document have resulted from the deliberations of the Outaouais and Gatineau Valley Railway Committee, which has been investigating the options available for maintaining service on all or a portion of CP Rail's Maniwaki Subdivision, to be abandoned on Dec. 31, 1985. As a matter of interest, it is the Committee's intention to apply to the Canadian Transport Commission for a Certificate of Public Convenience and Necessity as regards the Maniwaki Subdivision.

The Subdivision is somewhat unusual in that it is principally known for the (steam hauled) excursion trains which travel between Ottawa, Ontario and Wakefield, Quebec, and it is initially on the strength of revenue projections for this service that this application to the CTC will be based. However, a thorough examination of freight traffic potential also is being carried out, and there is reason to believe that, in the short term, freight operations will at least meet out-of-pocket expenses. Our ideas and comments, therefore, have been developed and are presented in the context of a freight short line operation.

The Abandonment Process--That this Commission of Inquiry has been established is an indication of the alarm with which many responsible groups view the potential individual and cummulative effects of the reduction in branch line mileage throughout Canada. As the process leading to the abandonment of uneconomic branch lines has become more streamlined, the main line operators have been correct in seeking the elimination of more of these unremunerative lines and services, in order to protect the equity position of their shareholders. But, notwithstanding that such abandonments enhance the main line operator's balance sheet, invariably they also serve to reduce the capabilities and the effectiveness of Canada's transportation system, not to mention the prospects of communities formerly served by those lines.

Until now, there have been only two real choices available as a result of a request for abandonment: abandon now; or abandon later, after one or more extensions. To the best of our knowledge, no branch line for which abandonment had been proposed has ever been returned to profitability under a Canadian main line operator. Also, options comparable to those which may be available in non-rail transportation and manufacturing sectors, such as sub-contracting to a smaller, more efficient concern or, as is occurring more frequently, selling a marginal operation to its employees, have not been available. The result has been a shrinking rail transportation network which, while increasing steadily in efficiency, has distanced itself from the less populous and less developed areas of the country, areas which yet may have a significant role to play in the future economy of the nation.

The consequence of these abandonments is that, in this rich but debt ridden nation, we are mortgaging and otherwise placing major obstacles in the path of future growth, which, despite the wisdom of government planners and sages, frequently arises in unexpected areas, as a result of unforeseen circumstances in an increasingly complex and interrelated world economy.

Efficiency--The desire of governments to foster greater efficiency in all sectors of the economy must recognize that such gains may be achieved in several ways: 1. By increasing the level of production at a faster rate than the costs of production; 2. By reducing the costs of production at a faster rate than the level of production; and 3. Over a period of time, by a combination of options 1. and 2.

It is in the light of the second and third options that the short and medium term prospects for short line operations should be assessed. If proposed short lines appear to have a reasonable probability of surviving, then their operation should be encouraged and supported, as a means of preserving important elements of a transportation system infrastructure.

Benefits--While the nation may benefit over the long term by retaining potential development railways intact, there are immediate benefits to be achieved as well. The first of these is that main line operators will be strengthened, both by having been relieved of the burden of operating uneconomic or marginally economic lines, and by still retaining the line haul traffic which otherwise would have been lost to other modes of transport, or simply lost altogether by attrition of on-line industries. The second of these is that on-line communities and industries will be given a new tool with which to support and promote economic redevelopment. With new management able to operate in a more flexible environment, the short line operator should be able to provide rail transportation services at lower unit costs. As well, service levels will likely increase on the short lines as operators endeavour to provide that which

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NEWSLETTER

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

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CONFIRMATION OF THE END--News that the City of Toronto Council had, on Aug. 16, finally hammered out an agreement with the land development arms of CN and CP for redevelopment of the downtown rail yards evoked no joy in the hearts of true rail enthusiasts. There had been little doubt that, one way or another, the facilities would be moved from their historic location ever since abortion of the grandiose proposal of 1969 which included the destruction of Union Station and prompted the book "The Open Gate" about it. The facility would have been replaced by a transportation terminal located some little distance to the southwest, with long and inconvenient walking connections with the TTC subway and Front St. Fortunately there was sufficient public indignation to occasion the saving and refurbishing of Canada's most monumental passenger terminal, as well as the preservation of a reasonable facility interface. Those many fascinating acres to the west of the station, however, have been pecked away at by the CN Tower, Convention Centre, etc., and now are set to disappear. Remaining will be a seven-track main line "corridor" which in some manner must accommodate the through CN freight movements which have heretofore made their way majestically around and above the area by way of the "High Line" adjacent to the Gardiner Expressway. CP's John St. Roundhouse may, as previously reported in these pages, become a civic railway museum with certain preserved "artifacts of the railway age" (the authors of that phraseology speak as though they do not know that railways still exist). In the meantime the vacated yards will be filled with buildings and streets, where automobiles and trucks can play, as if the world does not have enough room for them to cavort already.

AGINCOURT RAIL NOISE STUDY--In an unusually technical report for a politician to address to his constitutents, Paul McCrossan, Member of Parliament for York-Scarborough, wrote recently as follows:

"In my first Constitutency Report, I outlined the experiment to be conducted at the Agincourt hump yard (Toronto Yard), funded equally by CP Rail and the Federal Government.
Phase I--Over the winter, eight special hand rewelded retarder shoes were installed and measurements were taken of noise levels and braking efficiency. By Feb. 14, 1985, results of this test were as follows: 1. The handmade shoes did not squeal; 2. Braking efficiency was not affected; and 3. Each shoe cost about $600 to make, as opposed to about $200 for the regular shoes. Our metallurgical consultant, Dr. Shey, recommended replacing the high cost Eutectic material in the trial shoes with lower cost Fluxofil-58.

Phase II--In the spring, eight rewelded retarder shoes made with Fluxofil-58 were substituted for the original test shoes, and the experiment was rerun. By June 18, 1985, results of the test were as follows: 1. The new shoes reduced squealing compared to regular shoes by over 80% (but did squeal sometimes); 2. Braking efficiency was not affected; and, 3. Cost of production was reduced to about $200 per shoe.

Phase III--In view of the success of Phase 11, CP has decided to replace the 100 retarder shoes in the master retarder over 10 weeks this summer--approximately 20 shoes every two weeks. This test will be designed to verify the noise reduction levels as well as the braking efficiency levels of the new shoes. If the experiment is a success, CP will then proceed to replace the additional 400 retarder shoes in the group retarders. Finally, the inert retarders close to Markham Road will be replaced.

Summary--We appear to have found an inexpensive and safe means of significantly reducing rail squeal noise from the Agincourt hump yard. As the summer progresses, local residents should notice a steady reduction in the noise from the yard" .

--Denis Taylor

COVER: The former CNR Calgary station during its Canadian Northern Ry. days, with 2-8-0 2141 (Cdn. Loco. Co., 1912) and train on one of the two stub end tracks. Incidentally, the engine is preserved at Kamloops, B.C. The vacant structure was gutted by a fire which raged through the night of Aug. 9-10, 1985.

--Photo from Glenbow Archives via M.F. Jones

is most consistent with the needs of the on-line shippers and receivers.

In the case of the Maniwaki Subdivision, there is undoubtedly traffic now moving by truck, and at a higher unit cost, simply because truckers provide a responsive 'today or tomorrow' service, rather than a 'next week or next month' service as has been the case (with CP Rail) for several years. Such traffic could be recaptured, since much of it is being forwarded over rail competitive distances, as could outbound traffic which, through careful structuring of rates and incentives to shippers, has been diverted by truck to other rail loading points such as Gatineau, Quebec. Assuming that the main line operators divest themselves of branch lines for an amount close to the true net salvage value, there are only positive implications for them. Likewise, if a proper working relationship can be re-established with shippers by the short line operators, mutual growth will have been assured.

Interchange Facilities--In the case of the Maniwaki Subdivision, there are two possibilities relative to accomplishing efficient interchange with the main line operator. The first assumes that the short line would be restricted to operations solely on the portion to be abandoned (beyond mileage 3), in which case an interchange track of 10 cars or so capacity would require to be constructed. The second would require a simple, limited trackage rights agreement to the closest point at which there is existing under-utilized siding capacity, in this case at Hull, Quebec. Assuming that such trackage rights could be arranged, the continuation of branch line services could be provided without capital expenditures for interchange facilities. Undoubtedly, such an arrangement could have application to most other potential short line operations.

Initial Capital Expenditures--Certain capital expenditures are likely to be common to all prospective short lines, and would include acquisition of motive power, a minimum number of rail cars for maintenance and other non-revenue functions, provision of an enclosed locomotive repair and storage facility, and certain office and support facilities, vehicles and equipment. For the Mainwaki Subdivision, capital expenditures attributable to a freight only operation of the line would amount to some $100,000 to $150,000.

No amount has been allocated for acquisition of revenue producing rolling stock as it is presumed that the connecting main line operator can be prevailed upon to supply this equipment in return for receiving preference in routing of the loaded cars and the opportunity of earning line haul revenue. For practical purposes, provided that the short line is handling its traffic expeditiously, the connecting main line operator's cars on the line should be treated as if they are on home rails. Nor has any amount been allocated for track upgrading as the Maniwaki Subdivision is currently operable and is considered safe.

Service Levels--Assuming that a short line operation can cover its costs, there is no specific level of service which need be achieved. A very small line may be able to dispatch a locomotive to deliver or pick up a car on as little as a few minutes' or a few hours' notice, while a longer line, such as the Maniwaki Subdivision, may be best suited to a more regular or scheduled service, such as once or twice per week, if consistent with demand.

Traditional service patterns should be examined to see if they are still relevant. For example, branch lines have normally been served from a central point, with trains running up the branch and back to the terminal point. Provided that the majority of traffic is terminating on the branch, this pattern may be perfectly acceptable. But in the case of a line which originates most of its traffic, due consideration should be given to establishing the short line's base of operation at an intermediate point, or at the outer end of the line. The principle of locating in close proximity to major clients, an important consideration in the manufacturing sector, may also have positive implications for the short line operator.

Another possibility would be the adoption of service levels and practices comparable to those of competing highway carriers. The best result, however, will come from a blending of close communication with shippers, in order to determine their precise needs and expectations, and a management which remains flexible in its response to those needs.

Start-Up--In the case of the Maniwaki Subdivision, once all of the legal requirements have been attended to, and negotiations with CP Rail can be completed, operations can be undertaken immediately, or within a few weeks at most.

Toll Divisions--For short line railways, the matter of origin-to-destination toll divisions is potentially the most complicated and and troublesome area, since the establishment and maintenance of interline rates and divisions will require a degree of expertise which may not be readily available to many small operators. As well, they may find themselves in a very disadvantegeous position when negotiating with a main line operator and may be forced to accept divisions or subsequent rate changes with which they are not in agreement.

Operating in a substantially different environment from the main line operators, the consequences to the short line could be enormous, as major decisions affecting marketing, customer relations and the bottom line in effect will continue to be made by the connecting main line operator which previously had sought to terminate the branch line.

Short line railways will be concerned with and aware of actual costs of providing individual services to their own clients and largely unconcerned with the myriad factors involved in the computation of line haul rates. Consequently, it is suggested that the most practical status for short lines will be as switching or terminal railways, with charges for placement of cars at various locations along the line being predetermined flat fees, generally without regard to commodity or tonnage. Line haul rates could be quoted by the main line operator f.o.b. the interchange point, with the appropriate short line switching charge added on or quoted separately. In this way, the innovative short line operator will have a little more flexibility to provide his own incentives to on line shippers and receivers as, for example, to offer a reduced unit switching charge when two or more carloads are shipped or received at the same time.

Ownership and Operation--Another important point which must be anticipated is the possibility that the new owners of a short line railway may not be those who operate it on a day-to-day

basis. Provincial and municipal governments and their agencies are frequently the buyers of disused railway rights-of-way and, in the absence of other entrepeneurs, it may be that they will also purchase complete, serviceable railway lines in order to safeguard certain transportation options. However, such bodies may not be disposed to operate rail lines themselves, and this may give rise to a new breed of railway operator who would be hired on a contractural basis, having no other vested interest in the property. In fact, the existence of such railway operating contractors may generate a greater interest in branch line retention, since a lack of detailed knowledge of day-to-day railway operations would no longer be an impediment to acquiring a railway. While such a scenario is not a likely feature of plans for the Maniwaki Subdivision, it is a mutually beneficial arrangement substantially exercised in the United States, and proper provision for it should be made in future enabling legislation or railway regulation.

Finally, while short line owners and/or operators initially may be able to take advantage of certain economic factors to provide their services at a lower cost than the departing main line operator, at best they will be taking over railway lines that are marginal operations. It will be necessary for short line operators to be extremely market and community oriented, and to be at the forefront of efforts to promote the establishment of new economic activities which will provide the short line with increased sources of revenue.

Financial Assistance--The circumstances of taking over an existing railway will be substantially different from building a new one. Most future short line railways will be established on lines that become available as a result of abandonment hearings, lines that will have received a minimum level of regular maintenance for several years preceding abandonment, and almost no maintenance of a preventive nature during the same period. Consequently, prospective short line owners will be faced with the daunting task of financing both the acquisition and start-up costs of the new short line, as well as its general rehabilitation. While the current engineering assessments for the Maniwaki Subdivision have yet to be completed, indications are that overcoming the deterioration which has occurred in the track structure during the last four or five years may require an investment well in excess of one million dollars.

The Federal and Provincial governments have always recognized that not all of the benefits accruing from the construction of a railway line would be reflected in the railway's balance sheet, and in some measure frequently undertook to compensate the builders by assisting in the construction of the line through a system of grants. In their own way, the developers of short line railway projects will be the pioneers of Canada's second century of railroading, relying less on state-of-the-art technology than on personal abilities, inventiveness, flexibility and tenacity. If the projects which they propose are able to withstand the scrutiny of the CTC and to achieve the coveted Certificates of Public Convenience and Necessity, the entrepreneurs should be able to expect some public assistance, if only to maintain a parity with many other modes of common carrier transportation in Canada. Such assistance could take the form of low interest loans, loan guarantees, or grants. Whatever the source of funds, however, they should be directed primarily at line rehabilitation, which at once is likely to be a critical aspect of establishing any new short line, and also the most difficult one to finance.

Conclusion--If these new rail services are to have any chance for long term success, then they must be created and allowed to develop within a framework which is responsive to their needs and sufficiently flexible that they can adapt quickly to new conditions. It will take every ounce of effort and every resource that the short line operators can marshal simply in order to survive. It must be remembered that main line operators may afford themselves the luxury of making cash flow, investment and disinvestment decisions according to the most prudent and conservative guidelines since, for all practical purposes, their future existence is assured. Likewise, they can absorb the expenses and losses resulting from protracted regulatory processes. Short line operators, on the other hand, will have to think and react as small businesses, not just as small railways. The properties which they operate will have once already been declared uneconomic, and it should come as no surprise when some short line operators decide that their properties really are uneconomic and simply cease to operate them.

This is not suggest that the CTC should be conservative in granting operating licenses, but rather that such be granted under the broadest possible terms of reference. Provided that safety is not compromised, the new operators should be given every reasonable freedom to make a success of their ventures. It is not only the short line operators who must be innovative in their approach to business, but also the legislators and the supervisors of Canada's rail transportation system.

Canada has developed and implemented a style of regulation and a degree of expertise which, by all accepted standards, has made this country a world leader in rail transportation technology. This same knowledge is now being exported to all areas of the globe where efficient rail transportation is recognized as a prerequisite to economic development.

1986 will mark the 150th anniversary of the opening of the first railway in Canada. 1986 will also be the year in which the world transportation community will focus on Expo '86, the theme of which is "Man in Motion". How appropriate, then, it would be in this doubly significant year for Canada to take major steps towards safeguarding and revitalizing a part of its heritage so that it may also become a part of its future.

--forwarded by Peter F. Oehm

BC Transit

Although there had been testing on a more limited scale prior to July 3, on that date two car train test operation commenced on Vancouver's ICTS line, using eight trainsets over the full length of the system as well as Automatic Train Control. As of the same date 56 out of the 114 cars on order from UTDC had been received at the Burnaby maintenance and service facility.

FORMER CN CALGARY STATION BADLY DAMAGED BY FIRE by M.F. Jones

A wave of arson to cultural buildings under renovation and other older sites struck the old Canadian Northern station in Calgary (NEWSLETTER 427, May 1985, p. 14). Damage is estimated at $500,000. It took firemen over five hours to battle the blaze, mostly confined to the second and third floors of the building. In the process, the floors were gutted, with damage to the roof and possibly the sandstone walls. Police suspect arson. In years past, the station had been used for shelter by undesirables of every stripe. When the decision was made to house the Calgary City Ballet Company in the station, the group was required to come up with a certain amount to purchase the building; this was being actively pursued, with grants, etc. forthcoming, to the point where renovation was imminent and the building's windows and doors were securely shut with heavy plywood, pending renovation, with patrols to the site every now and then.

Starting before midnight, Friday Aug. 9, the flames quickly engulfed the station and started to spread, due to a 15 mph wind. Fortunately, the building is not situated in a dense traffic area and this fact greatly facilitated the firefighters' work. The writer witnessed the fire until approximately 0500; it was at its fiercest around 0400, when the flagpole was pushed out of the way by a fireman atop a 30 metre fire rig ladder.

According to a TV statement by a Calgary City Ballet official, any decision to renovate will involve the City of Calgary, Alberta Culture, and the province, in a consultation to obtain necessary monies. Engineering studies will also have to be made, to determine whether the fire damaged the stone and basement beyond repair. The Ballet Company had taken out $250,000 in fire insurance prior to the blaze; they will additionally save money by not having to pay for interior demolition costs; but most of all, they hope the tragedy will result in greater awareness of the building and a general rally of support behind the project.

NEWS FROM OTTAWA--A recent drive through Algonquin Park showed that the track to Barry's Bay and Whitney, which was scheduled for lifting this year, is still in place although the Highway 60 crossing has been paved over. The Smiths Falls to Napanee track is still in place although it is completely overgrown.
--Le Tortillard du Saint-Laurent has been running from Quebec City to Pointe-au-Pic again and looks like becoming a regular summer attraction. It is advertised as following the most beautiful railway route in Canada. It is quite a surprise to meet GO double deckers in the wilds of Quebec.
--The eastbound CANADIAN is usually about 2½ hours late passing Ottawa. The consist is five cars (coach-baggage, coach, Skyline Coffee Shop, and two 'E' class sleepers, although a Chateau sleeper may replace one of these. Some of the locomotives used are indescribably scruffy. The train does not carry local passengers between Ottawa and Montreal (they were formerly carried on a space available basis).
--The RDCs seem to have been removed from the Montreal-Ottawa run although trains are only two or three cars whether LRC or conventional (usually hauled by a FPA4, sometimes an FP9 and on Aug. 20 CN GP9 4360 made a round trip).
--The Globe & Mail recently printed rumours of deep cutbacks in corridor services in the next winter schedule.
--Ottawa station approach roads are currently torn up for the construction of the new bus transitway; likewise the airport for expansion; likewise every major road in Ottawa.

--J.M. Harry Dodsworth

--CP Rail and the Soo/Milwaukee System have reached an agreement with the Chessie System Railroads to provide a new and rapid through container train service directly linking Eastern Canadian shippers with the midwestern United States. The two-way daily freight service--trains 500 and 501--is known as RAIL RUNNER and cuts the previous transit time in half between Montreal and Chicago. The service, which began during the week of Aug. 4, operates from Montreal, through Toronto, crosses into the U.S. at Windsor/Detroit and uses a new link via the Chessie System on to Chicago. The RAIL RUNNER provides a shorter route (by 270 miles) for freight handled between the central U.S. and Eastern Canada, to the benefit of shippers and consignees on both sides of the border. Much of this freight has heretofore been handled through Sault Ste. Marie, Ont., for interchange between CP Rail and the Soo/Milwaukee System. As observed thus far, the new trains are operated at lengths of about 40 cars; presumably temporarily, they have been dispatched (eastbound) as 1st 904 or 1st 918.

--CP Rail release and Dave O'Rourke

--At the beginning of June, CP installed s much heavier deck bridge at the eastern entrance of its Calgary downtown (coach) yard. The abutments were also strengthened, diverting the Bow River temporarily at that location. The bridge, really a funnel between the downtown yard and Alyth Yard, sees a lot of heavy traffic, not only in switching extra long strings of cars out of Alyth, but including at least 20 freights a day in both directions, averaging 150 cars apiece.

FURTHER NOTES TO CALGARY NELRT ARTICLE--NEWSLETTER 428--June 1985--pp. 18 and 19)

--NELRT/SLRT: The keying system at the junction of both lines is no longer necessary as a transponder system is now installed. Switching is automatic, according to a "black box", on the left hand panel, by the operator's elbow...At Whitehorn Station trains also automatically switch to either side of the platform by transponder to reverse direction...The former terminal platform at 8 St. SW now merely serves as the first eastbound station. The new 10th St. SW Station is equipped with an access platform for the handicapped; however, for now, they continue to have their own adapted transportation. The main reason why the handicapped cannot ride the LRT is that some of the central downtown stations are not equipped with ramps to bring a wheelchair down to street level (lack of space).

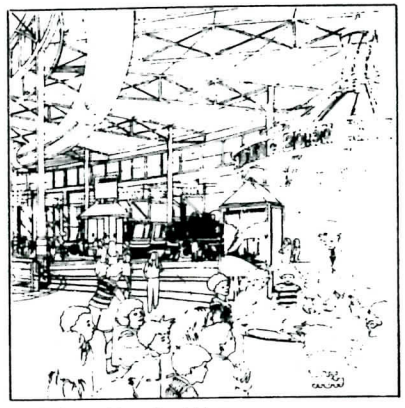
--Above two items from M.F. Jones

John Street Roundhouse

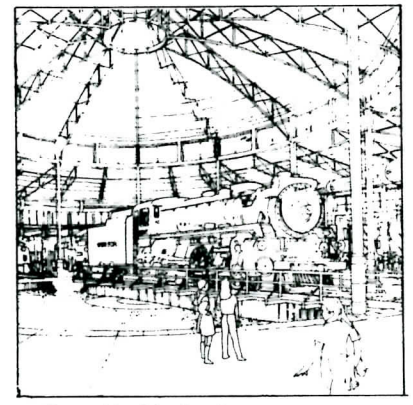
Railway Interpretive Centre

The Turntable as a Working Display

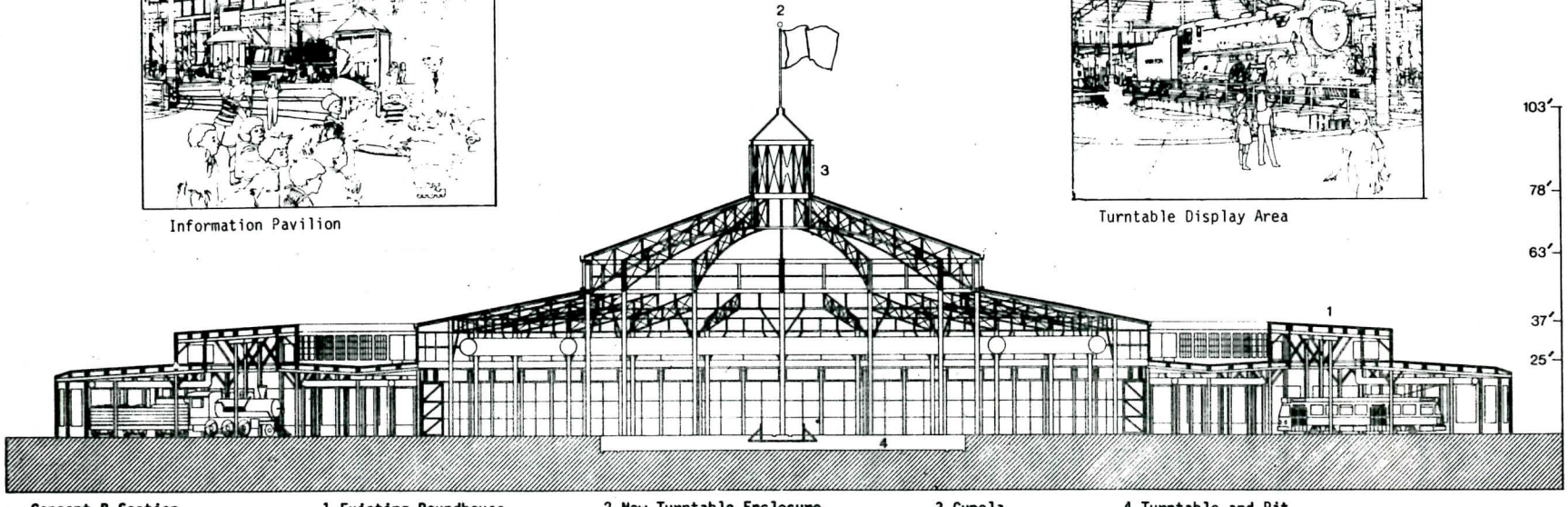
The proposed enclosure places the turntable inside the building, making its vital role in the organization of the building apparent. In Concepts A and B, the turntable would continue to function for changing rolling stock exhibits. Within a climate-controlled space, snow accumulation in the pit would no longer be a problem and general maintenance would be easier to perform.



Information Pavilion



Turntable Display Area



Concept B Section 1 Existing Roundhouse 2 New Turntable Enclosure 3 Cupola 4 Turntable and Pit

A concept for the enclosure of the turntable pit at CP Rail's John St. Roundhouse with a dome, or "cupola", as part of the museum proposal for the soon to be redundant facility. The cross-section drawing and insets are extracted from a feasibility study entitled JOHN STREET ROUNDHOUSE: RAILWAY INTERPRETIVE CENTRE, by Barton Myers Associates, Architects, as prepared for the Railway Heritage Committee (G. Allan Burton and Warren Davis) appointed by the City of Toronto to develop proposals for the roundhouse and its immediate environs (see also NEWSLETTER 411, Page 3).

a railway adventure

By John A. Fleck

Saturday, April 20, 1985 was the long awaited day of departure for another one of my busy journeys by train to the Northeast Corridor and Florida! As my father was considering selling his car this summer for health reasons, I thought I had better make the most of this trip by staying in the New York City area for eight days--the longest stay of my 56 visits to NYC.

VIA inaugurated Trains 40 and 41 last January between Toronto and Ottawa on a very fast schedule of 3 hours and 59 minutes with only four intermediate stops, at Guildwood, Kingston, Brockville and Smiths Falls. Because I was going to Montreal to catch THE MONTREALER, I decided to ride No. 40 to Ottawa and then No. 34 to Montreal.

With briefcase in hand and my large suitcase in tow, I walked the two blocks from my house to the Eglinton GO station to ride the 6:17 a.m. train to Union Station, CN Rail's major trackwork program began five days before and it made even this short ride quite interesting. My train came in 10 minutes late and it faced a red board at Scarborough Station as the eastbound 6:13 a.m. train out of Union Station for Pickering crossed over the interlocking west of the station and came in on the Uxbridge Sub. track! We then left for downtown, assuming that the train to Pickering would have had to back out of Scarborough to get on the Kingston Sub. tracks for points east. Single track operation was in effect from Scarborough to the Cherry St. Tower and the south track rails were completely removed on the bridge over Danforth Ave. We stopped in Union Station 18 minutes late at 6:55 a.m. and I could see Nos. 40 and 60 waiting to head east, and No. 2 which had arrived at least five minutes early from Vancouver.

Our departure on No. 40 was on time at 8:05 a.m., but we stopped three times near Cherry St. and had a slow order near Ajax for culvert construction. As we rounded the S-curve in front of the Port Hope station, I saw coaches ahead. Then I realized these coaches were moving and soon we passed No. 60 on the north track heading for Montreal even though it was due to leave Toronto 20 minutes ahead of us! We fell back and then passed it again in earnest. I went to the rear of the train while passing Brighton and saw No. 60's headlight in the distance. It would soon have had to cross over and fall in behind us as Nos. 41, 61 and 43/53 would be passing us in the opposite direction. Just after leaving Kingston we pulled into the south freight siding at Queens Interlocking and waited about 15 minutes for a westbound freight as the north track east of Kingston was being relaid with continuous welded rails. At Perth Interlocking, immediately before the Brockville station, we turned off the Kingston Sub. onto a brand new connection to CP's Brockville Sub. between the Kingston Sub. tracks and the station building. This connection went into service just nine days before and it replaced a connecting track east of the station. There is also a new signal bracket controlling westbound movements on the Brockville Sub. and the north Kingston Sub. track.

Now came the section of track which makes the new fast schedule to and from Toronto possible and which removes Ottawa's "secondary branch line" status. The section to Smiths Falls was 40 mph and is now 95! As soon as we swung west onto the CP main line at Smiths Falls, one of CP's men threw the manual switch for the main line to Montreal. Fortunately no member of the train crew had to do this. After the station stop, we threaded through several power switches to enter the connecting track to the CN Smiths Falls Sub. to Ottawa. The CN line is joined by a manual switch, but as this sub. is out of service between here and Napanee, this switch is always set for VIA trains to reach the CP line. There is a dramatic contrast between the condition of the track north and south of this switch! CN overnight trains once used the entire Smiths Falls Sub. from Napanee to Ottawa. This CN line once had a 50 mph limit and it is now 95 as well. It is a tremendous improvement! We passed Federal Interlocking in Ottawa where, soon after June 1, Nos. 2 and 45 would meet: the latter leaving Ottawa at 5 pm and the former arriving at 5:20 pm. We did well, after all the delays en route, to arrive 51 minutes late at 12:55 pm. I had a very pleasant lunch with Ottawa UCRS member Earl Roberts and his friend before boarding an RDC train, No. 34, for Montreal. Effective June 1, Ottawa would no longer see RDCs, as they are needed elsewhere with the major schedule changes. No. 34 arrived in Montreal two minutes early at 4:07 pm after stopping at Casselman, Coteau and Dorval.

After my traditional grilled salmon dinner in the Bonaventure Hotel, I boarded THE MONTREALER and was surprised to see 13 cars and two F40s! I had never seen the train before with two units and I learned that several coaches were being deadheaded south after a full run north the night before. I had one of the four large single slumbercoach rooms; the other 12 are smaller and in a staggered fashion like our duplex roomettes. At the west end of the East Alburgh trestle the U.S. Customs men boarded and rode with the train, doing their thing to St. Albans, Vt. This is a much better arrangement than holding the train motionless during the entire inspection.

As Standard Time was still in effect, I got off at New Haven, Ct., after our three minute early arrival at 5:02 a.m., to photograph the engine change in the early morning daylight.

When I saw the catenary, and 6,000 F40 horsepower being exchanged for two AEM-7s packing 14,000 (!) horsepower, I knew I was "home" again in the Northeast Corridor! As we pulled out of New Haven, I was surprised to see a new engine yard on the east side of the main line, with new catenary. It used to be on the west side. After racing down the former New Haven's four track line and crossing the spectacular Hell Gate bridge, we dove under the East River and most of Manhattan to enter Pennsylvania Station. During our stop I had time to go to the Long Island ticket office and obtain their booklet "Coping With the Penn Station Construction" which was mentioned in a recent issue of Rail Travel News and which tells about the closing of "B" Yard just west of the station where LIRR trains are stored, a function like that of the new GO Transit yard near Spadina Ave. in Toronto. This closing, scheduled from March 18 to May 12, was to allow the construction of new tracks to climb 12 feet to provide a gradual approach to the new 20 acre, 320 car John D. Caemmerer Yard west of 10th Ave. I am told that this reconstruction of "B" Yard has been completed on schedule and that new schedules dated May 13 have been issued to replace the special timetables issued March 18 for LIRR trains.

We had a perfect on time pullout at 7:30 am as I rode THE MONTREALER to Wilmington, Delaware to see the recently refurbished station there. It was rededicated on June 8, 1984 after a reconstruction project costing $10.4 million. On our way there I saw that Track No. 2 in Pennsylvania north of Philadelphia was being relaid with continuous welded rails and concrete ties. This is the inside northbound express track. Near Philadelphia we passed a stopped train and it came in beside us at 30th Street Station. It turned out to be the CARDINAL for Chicago via Washington and Cincinnati. After our on time arrival in Wilmington, the CARDINAL came in about an hour late and then the northbound SILVER METEOR arrived 50 minutes late behind an E60. Then my YANKEE CLIPPER appeared to take me to Stamford, Ct. As we approached Trenton, N.J., we passed the same SILVER METEOR waiting outside the station. This was because the 11 am New Jersey Transit local was using the northbound local no. 1 track to New York City. We would be using no. 2 track at 120 mph and the METEOR would follow us at 80 mph--the top speed for an E60. After Trenton I counted two mileposts in 60 seconds, so we were doing 120 mph! At New York City we were held for the METEOR which came in beside us and it was standing room only to Stamford. At this location they are trying to build a new combined station and transportation centre, but there are serious construction problems involved. I returned to NYC on the southbound YANKEE CLIPPER which arrived five minutes early. My normally routine ride to Baldwin on the LIRR started with an unusual departure from Track 17 in Penn Station. My 4:10 pm train swung sharply to the right through a scissors crossover before reaching the end of the platform and entered one of the two tunnels under 32nd St. Normally LIRR trains use the pair of tunnels under 33rd St. only, except during rush hours when all four tunnels are used.

The next day, April 22, I rode the 5:56 am train in from Baldwin and found a much better way to get to Grand Central Terminal. This is the first train in the morning rush period to go straight to Flatbush Avenue station in Brooklyn (the much advertised Flatbush Shortcut). Here I transferred to the IRT No. 4 Lexington Avenue Express train which consisted of the new Kawasaki R62 cars and which took me straight to GCT where I arrived at 7 am. If I had gone to Penn Station in Manhattan, I would have had to ride a No. 1, 2 or 3 IRT train to 42nd St. and then the Shuttle to GCT. Here I boarded the 7:46 am Harlem Line train in my third and finally successful attempt to reach Brewster North. In May and August, 1984 I got to North White Plains and Brewster, respectively. My train consisted of the new M-3 cars which were delivered last year. The last FL-9 diesel run on this line was on Nov. 2, 1984, as the line was newly electrified with New York Central type under-running third rail from North White Plains to Brewster North. Originally trains terminated at Brewster with connecting RDCs to Dover Plains. The Brewster North station is at the north end of a yard in open country beside a parking lot. My train from GCT then headed south into the yard through CP Park interlocking. My 10:05 am return train to GCT came in and we were stopped at the CP Gold Interlocking south of Golden's Bridge for a couple of minutes as the signals were dark. They soon came to life, showing red over flashing green and we crossed over here. The new tri-colour signals have been installed on this line by Conrail. Each signal has three lights in a triangular formation--each light showing one colour only. Nick Tower crossed us over one track at 106th St. on the Park Ave. Viaduct--a somewhat unusual happening. All four tracks on the Viaduct have been rebuilt and work will begin on the Park Ave. Tunnel into GCT from 97th St. We stopped on Track 42 at the very west side of the Terminal and our fellow member Howard Dash met me on the platform, having been notified of my arrival by El Simon, my friend in Linden, N.J. I rode a Kawasaki No. 4 train to the Brooklyn Bridge station to have lunch with El, who works on Broadway across from the City Hall.

Having ridden those handsome Kawasaki cars only in the underground section of the IRT, I decided to ride them up to Woodlawn in Brooklyn on an elevated section beginning just south of Yankee Stadium so I could shoot movies of them. At the Burnside Ave. Station we passed a southbound train of Green Hornets consisting of R10 cars built in 1948 by American Car and Foundry and painted a dark green colour.

The Kawasaki cars are in superb condition and are entirely free of grafitti. They are the pride of the NYC subway car fleet; however, Canadians will be happy to learn that a report in the April 25 NY Post stated that the first of the 825 Bombardier R62A cars had been accepted and would run as the IRT No. 1 Seventh Avenue Local from South Ferry to 242nd Street in the Bronx. They will have a similar appearance to the Kawasaki cars.

The next day I took the same trains from Baldwin to GCT to ride 575 miles on three Amtrak trains. This ride depended on the LAKESHORE LIMITED being on or close to time from Chicago at Albany. I phoned 1-800-USA-RAIL at 7:05 am to check on No. 48 and at 7:22 an agent came on to say that it was 14 minutes late. I was chewing my nails by then as I was catching the 7:30 am BEAR MOUNTAIN to Albany! I got on it OK and had a fast ride in Amfleet equipment behind an Amtrak FL9 in the company of many white collar New York State civil servants and politicians. With only two stops, at Croton-Harmon and Poughkeepsie, we arrived Albany four minutes early

at 9:50 am. Upon entering the modern Albany-Rensselaer station, I saw that the LAKESHORE LIMITED was posted on time. While waiting for it, I saw the front end of the New York City section, consisting of an F40, an FL9, a baggage car and two coaches. Then another F40 with a baggage car came south on the track nearest to the station, ready to head the Boston section. The F40 on the NYC section would be cut off at Croton-Harmon and the FL9 alone would bring its train into Grand Central Terminal. Although one FL9 has only 1,750 horsepower, it is used alone even for long trains as its run to GCT is non-stop from Croton-Harmon, and once it gets up speed it can maintain it. An SW1 unit was also waiting to do the switching. No. 48 came in three minutes early at 10:17 am with two F40s and the Boston section at the front. The two units came off, the train was pushed up to the Boston unit and then the NYC cars were detached and then pushed down another track to their power units, whereupon the SW1 towed the two units from Chicago north into the engine yard.

No. 448 left right on time at 10:45 am and swung left to climb the hill out of Albany. The first 12 miles took us over the famous Roger Lewis Memorial Roadbed as the former Amtrak President authorized Penn Central to tear up this line in the early 70's. Saner heads later prevailed and the 12 miles were restored in the fall of 1979. Until then the Boston section had to proceed south towards New York City to Stuyvesant, 17 miles south of Albany, then back up seven miles on the line leading to the A.H. Smith Memorial Bridge over the Hudson River which was built to provide access to the huge Selkirk freight yard from the Boston and Albany main line without steep grades. The train then reversed on the bridge and headed east on the Castleton Cutoff to Post Road where it now joins the restored 12 mile section.

This was my second eastbound trip from Albany to Boston. The first was on the New York Central's No. 28, THE NEW ENGLAND STATES, on Good Friday, March 31, 1961. While still in New York State, the double track became single only to cross a bridge over a highway and then immediately become double again! Soon after, we went through the State Line Tunnel into Massachusetts. The Berkshire Hills provide very pleasant scenery and we ran on the north side of the Westfield River west of Springfield, Mass. We crossed the Connecticut River coming into Springfield, then the Boston & Maine line used by the MONTREALER. Just before the station the New Haven rails came in from Hartford and points south. Soon after Springfield we crossed a diamond at CV Crossing, the other line running northwest to southeast. There was an old station just east of the diamond. At Worcester we crossed the Boston & Maine line and I saw some passenger cars parked by a maintenance building. These are used for fantrips by the Providence & Worcester R.R. The train ran beside a lake east of Framingham, crossed over Route 128 and then the Mass. Turnpike into Boston was on our right side, then our left side. Passing Back Bay, I could see the new station under construction as part of the Southwest Corridor Project. Here will be the new route for the Orange Line rapid transit line, and the original main line through Back Bay to NYC is being rebuilt. After a brief stop at signal bridge no. 9, which contains four lower quadrant home type semaphore signals, the far right signal "came off" or "was lowered" and we headed into South Station and stopped 11 minutes early, at 3:29 p.m.

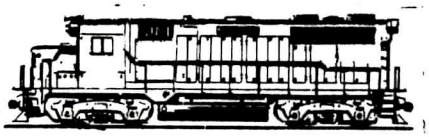
A temporary facility was recently opened during a two-year reconstruction of the original station, with work still being in progress. While waiting for my 4:25 p.m. SHORELINER to NYC, I rode the free 3:50 p.m. Back Bay Shuttle which arrived there at 3:55 p.m. and it became the 4 p.m. train back to South Station. As we were pushed back, I shot movies from its front end. Several cars in these commuter trains were former RDCs, and have had their engines and roof-top exhaust vents removed. My SHORELINER left right on time and we headed south on the Dorchester freight line which was upgraded in 1979 for passenger train use during the construction of the Southwest Corridor Project which may be finished next year. This train replaced the premium NEW ENGLAND METROLINER which I rode both ways in May, 1983. It consisted of Amfleet II coaches and an Amdinette, but my present train had just the high capacity Amfleet coaches with an Amcafe. At Readville, north of Route 128 station, we rejoined the original line from Back Bay and at Providence I saw a handsome new station being built north of the present station and just south of the Rhode Island State Capitol Building. It will have high level platforms and a clock tower. About 15 miles west of Providence we went through the fastest shoofly I have ever seen! The tracks swung to the right and continued straight past the construction site before returning to the old right-of-way. We must have been doing at least 60 mph through this shoofly! It was a superb day and the scenery along the Connecticut shoreline was very enjoyable with the bays and the pleasure craft. We arrived early in New Haven, but left three minutes late at 7:05 p.m. because of a slow changing of engines to an AEM-7. However, we arrived two minutes early at Penn Station, at 8:32 p.m., despite an unusual stop on the Hell Gate Bridge over Queens. It was a most successful day with all three trains leaving on time and arriving early!

I slept in for a change the next day and took the 9:22 a.m. train in from Baldwin, the subway to the World Trade Centre and then PATH out to Hoboken. From here I rode on the Lackawanna line to Gladstone, which was re-electrified last September. The time-honoured practice of running a combined train to Summit and then splitting it for Dover and Gladstone has been discontinued and two trains waited on the same platform at Hoboken to make their separate runs at 11:50 a.m. My train left about a minute after the Dover train and we entered the single track Gladstone line after Summit. At Stirling we passed the eastbound train as it is the meeting point on this line. This line is quite rural with a lot of open countryside. At Gladstone my Jersey Arrow III's became the eastbound 1:15 p.m. train. We made another meet at Stirling and ran as a separate train back to Hoboken as it was found to be too difficult to join the train at Summit with the new equipment. After arriving at Hoboken at 2:23 p.m., I walked out to the end of the platform to watch the 2:50 p.m. trains leave for Dover and Gladstone. The signalling at Hoboken is quite unusual in that there are three signals in a vertical row above each track, the first one being of the searchlight type, and always showing red, while the bottom one is of the new tri-colour type which shows all three colours as well as flashing indications. Thus the best signal a departing train can receive is red over red over green, similar to a Slow to Clear signal in the CN employees' timetable.

I then took the 3:30 p.m. Boonton Line train to Lincoln Park. It had Pullman-Standard coaches and a GE U-boat diesel. It followed Erie rails from West End Interlocking to Great Notch and then Lackawanna rails beyond. My train terminated at Lincoln Park to become the 4:35 p.m. run back to Hoboken, but the line continues to Denville where it joins the electrified Lackawanna line to Dover, which is unelectrified beyond to Netcong. This line passes under the Amtrak Northeast Corridor Line just north of the Portal swing bridge between New York City and Newark. Upon arriving back at Hoboken at 5:17 p.m., I rode the PATH directly to West 33rd Street at 6th Avenue in Manhattan and walked one block west to Penn Station to catch the 6:13 p.m. express train to Baldwin.

(To be concluded in the next issue)

MOTIVE POWER



and car equipment

Conscientious readers of Bruce Chapman's excellent and informative motive power news in the NEWSLETTER likely could have predicted the development that was reported in an August edition of the Toronto "Star". "350 Jobs Lost at Bombardier as Locomotive Plant Closes". --"Montreal (Canadian Press): Bombardier Inc. says it is shutting down its freight locomotive plant here at the cost of 350 jobs."

That doesn't mean the end of production of railway motive power and rolling stock, for, as the story continued, "Bombardier's rail and diesel products division will concentrate on the production and marketing of diesel engines and parts. It will also continue to provide technical assistance to foreign locomotive manufacturers using the Bombardier engine." Presumably, Bombardier will continue to produce LRC elements as long as VIA Rail Canada Inc. continues to order them. Despite attempts to market LRC technology elsewhere, little or no interest has been shown.

The "Gazette" report said that Bombardier had suffered a steady decline in sales of freight locomotives during the last few years. Its latest model, the HR616, was demonstrated unsuccessfully on both CN Rail and CP Rail in 1983/84 (various issues of the NEWSLETTER). CN, a long time customer of MLW/Bombardier, has been buying more and more of its motive power requirements from Diesel Division, General Motors of Canada, Ltd. at London, Ont. In fact, the report stated, Bombardier has not received one order for freight locomotives since it delivered its last unit early in 1984 and thus it can be said that this aspect of the corporation's business has "lost" $40 million in the last two years.

There is, however, a little more to Bombardier's plight than was reported in the Canadian Press story. A hint of the problem was contained in a Toronto Star editorial of Aug. 5, 1985, titled "Is VIA An Impossible Dream?" In the editorial, reference was made to Canadian Transport Minister Don Mazankowski's plan to buy 100 or 150 efficient, bilevel passenger cars from a consortium composed of Toronto's Urban Transportation Development Corporation and Montreal based Bombardier, Inc.,--and here's the significant part--"whose freight locomotive division is being shut down for want of parts from General Electric in the U.S."

An interesting comment, certainly. Hitherto, naive people like the writer supposed that Bombardier had been buying its electrical components from GE Canada at Peterborough, Ont., with some exceptions (Japanese motors). Indeed, perhaps GE Peterborough had been just retailing the electrical components from Erie. Either way, it seems likely that GE Erie was unwilling to supply state-of-the-art electrical components and thus Bombardier could not design or build freight units to compete successfully with DD GMC 21st century, computerized diesel locomotive controls. In any other politico-economic situation, both Canadian railways might be looking at new GE U.S. or European diesel locomotives, but with the Canadian dollar at such a low--and unemployment at such a high--level, it would be disastrous to think of purchasing diesel units elsewhere.

--Sandy Worthen

SANDHOUSE ITEMS--CN's Transcona Shops, Winnipeg have completed a prototype articulated grain car. Designed to replace aging 40-foot boxcars on the Churchill line with its severe axle loading restrictions, each unit has a 70 ton capacity centre truck and 50 ton trucks at each end.
--The last CP Rail SD40-2, 6069, was given a special plaque bearing the name of Erick C. Ekedahle, President of Camptex, a potash firm. Mounted in the cab, the plaque reflects the importance of potash traffic to the CPR.

MOTIVE POWER NEWS by Bruce Chapman

CP Rail--Approved for Retirement: July 22, 6524, 6538, 6581, 6598, 6604, 7027, 7050, 7052, 7054, 7057, 7060.
--6500 and 7041 have been sold for scrap to a Quebec firm.
--7023, 7026, 7059 left John St. Roundhouse, Toronto for scrapping in Hamilton.
Rebuildings--8687 to 1597 at Ogden July 12.
In Storage--6545, serviceable, at Sudbury.
CP--Business Car 49 has been bought by the Port Moody (B.C.) Heritage Society for display in front of the depot.

CP Rail 455450-455499

CP Rail has taken delivery of 50 air dump cars valued at more than $5 million from National Steel Car Company, Hamilton, Ontario. The new cars were purchased for exclusive use on the railway's $600 million Rogers Pass Project in Western Canada. The cars are being used to remove excavated material from the west end of the 9.1 mile long Mount Macdonald Tunnel. The material is being moved to double tracking projects between Revelstoke and Golden, B.C., where it is used as fill for the sub-grade of the new track. More than one million cubic yards will be removed in the course of construction of this tunnel. The dump cars are operated by using air pressurized from the locomotive to lift the body of the car and tilt it sideways allowing the transported material to slide out. Two trains per day are being operated from the tunnel site, each hauling an average of 2,800 tons of material, using the new cars. When the Rogers Pass Project is completed in 1988, the air dump cars will be integrated into the railway's freight car fleet. The equipment bears reporting marks as follows:CAPY 146000 MWD; LT WT 73400; IL 38'0"; LD LMT 146800; NEW 3-85* IW 8'8" CU YDS 40

*on car 455497 (to right of 455480, the car being loaded in the photo).

NSC circular builder's plate mounted on right end of car body.

--based on CP Rail release; CP Rail photo

--The following wooden cabooses were dismantled at Mandak, Manitoba on June 7, 1985: 6981, 7035, 7097, 7110, 7130, 7140, 7210, 7211.

Foreign Power--The following GATX owned (B&O) GP40s are at the ONR shops at North Bay for repairs: 3702, 3713, 3715, 3720, 3732, 3738. Remaining at Toronto (John St.) are 3700, 3704-05, 3707, 3711-12, 3716-17, 3719, 3721-24, 3726-29, 3733-35, 3737. 3701 is in Angus for wreck repairs.

TORONTO AREA SIGHTINGS by Ben Mills

Aug. 1: CP 4736-4560 WB transfer North Toronto Sub.; 4505-4733-CR 7771 EB same location; CN 9423 and three cars at industrial spur at Dufferin & Eglinton; CN 5039-5295-4984 downtown, 7163 Spadina. Aug. 3: CP 4550-CR 7888-CP 8161 (latter dead) EB out of Lambton Yd.; other units at Lambton: 4200, 4212, 1534, 1824, 1842, 1853, 6527, 7020, 7021, 7023, 7029; at Spadina: CN 1323, 9718, CP 7043, 7064. Aug. 7: CP 4215-

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CN

Summary of Motive Power, 1985

Compiled by D. McQueen

Rwy	Road No.	Model	Class	Bldr/Date	Notes
	100/119:2	S13	MH-10	M 59/78	x8600s (Nio)
	160-168	(slug)	MH-00	M 64-5/78	xS3 8400s
	200/226:2	GP38-2	GH-20	D 73/78	x5537-59
	(200-211):3	YBU-4	GY-00	D 80/85	x451-62 (5)
	(212-215):3	slug	GY-00	(G) 55-7/85	xGP9 fr.(5)
	260-282	HBU-4	GH-00	D 78;80	to 500-22
	300-309:2	S13	MY-10	M 59/79	x8600s (Nio)
	351-356	slug	MY-00	(M) 64-66	xB1-15 (Nio)
	400-405:2	SW900	GY-9	G 58/79	x7600s (3)
	425-426	SW1200RS	GY-12	G 56/79	x1220-21 (2)
	451-462	YBU-4	GY-00	D 80/85?	to 200-11(5)
	(500-522)	HBU-4	GH-00	D 78,80/-	x260-82
	(700-705)	Slug	MY-00	(M) 64-7/86?	x351-56(4)
TT	800-805	G8	GR-9	G 56	
TT	900-908	NF110	GR-12	G 52-3	
TT	909-946	NF210	GR-12	G 56-60	
GT	1000-1003:2	S4m	CS-9	A/GT 55-6/79-81	
	1000-1082	GMD1	GR-12	G 58-60	(6)
	1100/1166	GMD1m	GR-12	G 58-60/83-	x1000s
	1204-1397	SW1200RS	GR-12	G 56-60	
GT	1500-1503	SW1200	GR-12	E 55	
	1504-1508	SW1200RS	GR-12	G 56	
GT/CV	1509-1519	SW1200	GR-12	E 60	
	1750-1787	RSC-14	MR-14	M 59/75-6	x3843-93
	1900-1917	GMD1	GR-12	G 58-9	
	2000-2043	C630M	MF-30	W 67-8	
	2100-2119	HR616	MF-30	B 82	
	2300/2339	M636	MF-36	W 70-1	
	2500-2579	M420	MR-20	W 73-7	
	2580-2589	HR412	MR-20	B 81	
	3100-3129	RS18	MR-18	M 59	
	3200/3240	C424	MR-24	W 64-7	
CV	3600/3614	RS11	RE-18	A 56,8	x DWP (7)
CV	3603,3614:2	GP18	-	E 60/85	xRI 1334-5
	3615-3745	RS18	MR-18	M 56-8	
	3830-3842	RS18	MR-18	M 59	
	4000-4036:2	GP9u	GR-418	G 55-8/81-4	(8)
	4100-4116:2	GP9u	GR-418	G 57-9/84	(9)
GT	4134-4140	GP9	GR-17	E 58-9	
	4206-4353	GP9	GR-17	G 57-9	
	4360/4385	GP9	GR-17	G 57	x4100/33
	4390/4396	GP9	GR-17	G 59	x4147/56
	4400-4426	GP9	GR-17	G 55	
GT	4427-4450	GP9	GR-17	E 54-6	also CV
	4451-4538	GP9	GR-17	G 55	
GT	4539-4559	GP9	GR-17	E 57	also CV
	4560-4611	GP9	GR-17	G 57	(10)
GT	4700-4707	GP18	GR-18	E 60	
GT	4900-4933	GP9	GR-17	E 54-8	(11)
	5000-5240	SD40	GF-30	D 67-71	
	5241-5363	SD40-2	GF-30	D 75-80	
	(5400-5439)	SD50F	GF-36	D 85	
	5500-5536	GP38	GR-20	D 72-3	
	5560-5610	GP38-2	GR-20	D 73-4	
	5700-5703	SD38-2	GF-620	D 75	xNAR 401-4
GT	5800-5811	GP38AC	GR-20	E 71	
GT	5812-5836	GP38-2	GR-20	E 79-80	
GT	5850-5861	GP38-2	-	E 78	also DWP(12)
GT	5900-5929	SD40	GF-30	E 69-70,	also DWP
GT/DTSL	6041/6052	GP7	-	E 51-3	(13-14)
GT/DTSL	6119-6121	SW9	-	E 51-2	(13)
GT/DTI	6200-6220	GP38/AC	-	E 66-71	(13)
GT/DTI	6221-6228	GP38-2	-	E 75	(13)
GT/DTI	6250-6254	SD38/DC	-	E 69-71	(13)
GT/DTI	(6350-6357)	GP35u	-	E 64	
GT/DTI	6400-6405	GP40	-	E 68	(13)
GT/DTI	6406-6425	GP40-2	-	E 72-79	(13)
	7000-7013:2	GP9m	GS-418	G 55-7/85-	(8)
	7150-7183	SW8	GS-8	G 51 to	7801-33
	7200-7213:2	GP9m	GY-418	G 55-7/85-	(8)
GT	7225-7232	SW900	GS-9	E 56	
GT	7262-7268	SW900	GS-9	E 58	
	7300-7310	SW1200u	GS-413	G 56-60	(15)
	(7400-	GMD1u	GS-413	G --	(16)
	(7500-7526)	GP38-2	GH-20	G 73/85?	x200-26
	7701-7709	SW9	GS-12	G 52/85	x7001-09:1
GT	7010-7016:1	SW9	GS-12	E 52	
GT	7017-7019:1	SW1200	GS-12	E 53,55	

Rwy	Road No.	Model	Class	Bldr	Date	Notes
	7720-7734	SW1200	GS-12	G	56/85	x7020/34:1
	(7798-7799)	SW1200RS	GY-12	G	56/85?	x425-426
	(7801-7833)	SW8	GS-8	G	51/86?	x7151-83
	7900/7924:2	SW900	GS-9	G	53-4/85	x7200/24:1
	7933/7952:2	SW900	GS-9	G	57-8/85	x7233/52:1
	7954-7956:2	SW900	GS-9	G	58/85	x7606,7608
	7956-7961:2	SW900	GS-9	G	58/86?	x7990-5(3)
	7990-7995:2	SW900	GS-9	G	58/85?	x400-05(3)
	8037/8079	S4	MS-10	M	55-6	
CV	8081	S4	MS-10	A	55	
	8163-8195	S4	MS-10	M	56-7	
	8214,8229, 8232.	S7	MS-10	M	57	
	8239/8245	S12	MS-10	M	58	
	8500/8522	S13	MS-10	M	59	
	8612	S13	MS-10	M	59	
	8700-8715:2	S13m	MS-410	M	59/85	x85-8600s(Nio)
	9100-9108:3	F7AuB	GFB-17	G	51-2/85	x9150s(Nio)
	9150/9179	F7Au	GFA-17	G	51-2/72-4	x9000s "
	9190-9199	F7Bu	GFb-17	G	51-2/72-3	x9000s "
	9302/9317:2	GP40	GR-30	G	66-7/81	x4002/17
	9400-9632:2	GP40-2L	GF-430	D	74-75	(17)
	9633-9667	GP40-2	GF-430	D	77	
	(9900-9903)	SD50AF	GF-38	D	85	

General Notes:

Rwy: All CN units unless noted; TT = Terra Transport

Road No. / = breaks in numerical order caused by system gaps, sales, rebuilds, or retirements.
:2 = 2nd use of road number etc.
( ) = not yet on roster at the time of printing the summary

Class: Only main classification given for clarity; Builder/Service

C=Caterpillar A=A unit H=Hump unit
G=GMD/DD or EMD B=B unit R=Road Switcher
M=MLW/ML-W/ML-B F=Road Freight S=Yard Switcher
Y=Yard Mated unit

1-2 digit= horsepower in 000s
4 or 6 prefix = 4 or 6 axles on unit

Explanation of Notes (cont'd)

Builder and Date:

A= Alco B= ML-Bombardier D= Diesel Div.
E= EMD G= GMDL(DD) M= MLW
W= ML-Worthington

'19'not prefixed to dates; original date of manufacture given first/then reblt or renumbering date follows.

Notes:

x = ex, formerly
Nio = Not in numerical order (for old nos.)
to = to become in the planned no. system

Specific Notes:

1. Units will handle GY-00 slugs.
2. Will become 7798-7799.
3. SW900s equipped to handle YBU-4s are to be 7990-95; when modified not to, then they will become 7956-61.
4. to be rebuilt eventually with GM traction motors.
5. Units will operate with GY-418 7200s.
6. 1072,77,78-82 xNAR 311-2;301-305.
7. CV 3609:2 xN&W 367 (A 58)
8. x44-4500 GP9s (Nio)
9. x41-42-4300 GP9s (Nio)
10. 4602-11 xNAR 201-211
11. 4929:2 xBN 1855, NP 229
12. x RI 4368-4379
13. Not all units have been renumbered with the '6' prefix from the 1981 merger.
14. 6052 is xDTI
15. x 1200 SW1200RS frames with GP9 hoods from 44-4500 series.
16. x 1000-1100-1900 GMDIs when building is authorized.
17. only 9400-9438;9440-9454 (even) are the 2nd use of the series.

FROM TEMPO JR.

4241-4248 EB into Toronto Yd. Aug. 9: CP 8132-8167 towards Hamilton (TH&B); CN 4577-4518-1383 downtown. Aug. 16: TTC RT13, RT12, RT21 all coupled, Davisville Yd. Aug. 17: CP 5584-5685-5562 WB North Tor. Sub.; EB same location 5507-4736. Aug. 19: CN MacMillan Yd.: 9513 and 10 cars EB; 1309-1326, 1320-1317, 1348-1323, 1233-1313 working in yard; 2556 in; 7727 working in yard; 2014-2027 in from east; 5225-9512-5072-4560 in from London; 9548-9458-9413 in from east; 9518-9350 in from north; TTC RT3 Keele Yd., tree trimming; CN 4380 Spadina; CP 7032 Wellington St.; CN 4965-9530-4329 work train WB towards Mimico. Aug. 20: CP 1597, North Queensway Container Terminal. Aug. 21: MacMillan Yd.: 9456-5078-2039 out WB 9570-9503-9442 out EB; 5288-5062 in from west; 1312, 1313 working in yard; 9470-9579-2338 out WB; 9590 and 10 cars (transfer) in; 7732, 1245 working in yard; 2113-2328-2317 in from east; 9418-9438 in from east. Aug. 23: CN 7726 Mimico; VIA 6917 at shop. Aug. 25: Conrail units stored at CP John St.: 7329, 7743, 7761, 7764, 7767, 7771, 7774, 7786, 7794, 7798, 7804, 7954 ; CN work crane 50383 Bathurst St.; CN 4364-VIA 6630-6786 out WB; CN 4366-VIA 6860-6775 under Spadina water plug; CP 6552 dead John St. Aug. 26: CP 8149-8135 WB to Hamilton. Aug. 27: CN Mimico, 1243, 1355 out of service, 7164 working in yard; VIA 6925-6909 coming out of shop; CN 9477-9486-9509 into yard. Aug. 28: CP 8124 Keating Yd.; CN 1242 Queen's Quay, CP 1245 Spadina; CP 6023-5549-5625-4741 EB into Toronto Yd. (Agincourt) 4529-4595-4525 WB N. Tor. Sub. Aug. 29: CP 4727-4729 transfer at Shorncliffe Rd. (Etobicoke).

--Contrary to popular rumour, TH&B Geep 74 is still in the dead line at CP John St.
--Two new CP Rail freights, Nos. 500 and 501, see Soo Line SD40-2s now running through to Toronto. They appear to be running on the times of No. 911 and first 918. Anywhere from one to three units have appeared in the consists.

--Mike Lindsay & doug Page

WINDSOR AREA SIGHTINGS by Allan Rudover

June 26--VIA 72: 6791, with CN Business Car 15102 bringing up the markers; June 28: N&W 91: NS 8018-N&W 8074; CN 9506-9196 (B unit)-9509; June 30: VIA 73: CN 3744-6783 and nine cars. July 1: CN 2116-2043-2042-4510; VIA 78: 6903; July 2: N&W 28: N&W 8074-Union Pacific 3592. CN 4530-2579-2513-9542; Jul7 3: N&W 91: 8019-8027; CN 421: 2116-2042-9441; July 5: VIA 75: 6905-6871 and six cars; July 6: N&W 28: maroon and gold C30-7 8079, UP SD40-2 3519; CP Windsor: 5546, 1819, 4568, QNS&L 205, CP 4213, CR 7779; VIA 73: 6789 and Electrical Generatcr Unit 15302; July 7: VIA 78: LRC 6922-FPA 6758 and 12 cars; VIA 75: 6760-6624-6789 and 15 cars. July 9: N&W 91: NS 4160-8029; CN 5248-9470-9535 at Windsor; July 14: VIA 75: LRC 6913-6620 and 10 cars; July 17: C&O 942: 1937-WM 4352-B&O 4308; at CP: 5500-5563, QNS&L 214, 5501,5531, CR 7760, CP 5516, 5412, 5723, 4715, 1570, 1571, 1588; July 18: C&O Walkerville Local: B&O GP38 3837; N&W 91: 6186-8058; at CP: QNS&L 214, CP 6593, 6705 working the ferry dock; July 21: CN GP9 4394 in Windsor; N&W 91: NS 8015-N&W 8059; VIA 73/78: 6785-6777; VIA 75: 6778-6636-6621 and 13 cars; July 28: VIA 75: FP9 6530-6624-6628 and 13 cars; Aug. 2: N&W 91: 8055-NS 8020; at CN: 9563, 4505; VIA 75: 6767-6760 and seven cars; Aug. 4: VIA 78: 6783-CN 3123-VIA 6777; Aug. 5: N&W 91: NS 6202-NS 6191; CN 421: 9405-9571-2523-9439; Aug. 6: VIA 72: 6790-6623 and seven cars. N&W 91: 8028-667-8059; VIA 75: LRC 6923 and five cars; C&O 942/937:B&O 4305-C&O 8253. Aug. 8: N&W Transfer: NS 1346, blue ex-Conrail 6674, N&W 1800; N&W 91: 8028-8059. Aug. 9: N&W 91: NS 6202-NS 6191; VIA 75: 6778 and sic cars; C&O 942/937: 4385 and 4305; at CP yard: QNS&L 209, CP 5516, QNS&L 217, CR 7798, QNS&L 213. Aug. 11: VIA 75: 6761-6869-6784 and 14 cars. Aug. 13: VIA 75: 6909; N&W 91: NS 8030-N&W 8032; C&O Walkerville Local: B&O GP38 4819. Aug. 14: VIA 78: LRC 6917 and four Tempo coaches; VIA 75: 6928 and five cars. Aug. 15: C&O Walkerville Local: B&O GP38 4802; VIA 75: 6903; N&W 91: 8028 and 8044. Aug. 16: CN SD50F 5404-9591-C630 2020; VIA 75: 6903 and seven cars. Aug. 17: CN Windsor: 5039-9535; N&W 91: 6192-NS 8006. Aug. 17: at CP: 5970-4569-4703-4702-8131-1588. Aug. 19: N&W 28: NS 8020-N&W 1527-N&W 1797 (maroon & gold)-C30-7 8080-NS 6182; VIA 75: 6901 with five cars and 6924; at CP: 6018-4571-QNS&L 204, CP 4719-4743-5503-5558. Aug. 20: C&O Walkerville Local: B&O 4814. Aug. 22: at CP: 1537-5589-5775-6593-6705-1571; N&W 91: NS 8016-N&W 8077 (maroon & gold). Aug. 23: VIA 75: 6785-6627; N&W 91: NS 8030-N&W 8043. Aug. 24: CN 7161 working the barge and riverfront yard; N&W 91: NS 6194-NS 6202; CN 421: 9613-9538-5186. Aug. 25: VIA 76: 6914 and sic Tempo cars; N&W Transfer: N&W 8059, NS 6189,maroon & gold C30-7 8080-CR C30-7a's 6684 and 6505; VIA 78: 6784-6865-6790 and 13 cars; VIA 75: 6786-6630-CN GP9 4364 and 14 cars; N&W 91: NS 8015-N&W 8019-6207, NS 6205; CP 903: 5785-5520-1817.
Aug. 26: VIA 75: 6900 and six cars; N&W 91: NS 4131, NS 6194, NS 6202.

--The July 16, 1985 edition of the Montreal "Gazette" included a call for tenders from the Canadian Transport Commission, CN Moncton, N.B., "for the removal and stockpile/purchase of railway track ties in our main line, as well as in all yards, tracks and sidings and related work at the following locations: The former 'Monk Subdivision' in the Province of Quebec. This line operated from Pelletier--Mile 68.6 to Ste-Claire--Mile 196.3, a total distance of 127.7 miles." Apparently, CN reserved the rail, which no doubt can be used elsewhere.

While this is not the first portion of the famous National Transcontinental Ry. (sponsored by Sir Wilfred Laurier, who became Canada's Prime Minister in 1896) to be abandoned and "removed", surely it is the longest. CN freights to and from the Maritimes now use the cutoff from the ex-Intercolonial "river" line at St-Pascal to the "NTR" at Pelletier (see article in CANADIAN RAIL for May-June 1985--Ed.). With the rails gone, the communities of Armagh, Rosaire, Bras d'Apic and, most particularly, Monk, will never again be the same.

--Sandy Worthen

--Collapsing slowly under the weight of its enormous annual deficits, Japanese National Railways will be subjected to a stringent "reducing diet" from now until April 1987, designed to reduce the losses. The reform commission of the JNR recently handed a report to Prime Minister Yasushiro Nakasone which proposed the dismantling and privatization of the 100-year-old corporation. The implementation of this reducing program, upon which the government was expected to have decided by the end of July 1985, involves the abolition of 90,000 jobs.

--Sandy Worthen

News

• It is reported that the Can CAR Rail plant at Thunder Bay is now working on the first H-6 subway cars for the TTC, on the 126-unit order. Under parallel production are the LRVs for the Santa Clara Transit District (San Jose, Calif).

•Tile installation is now underway at Wellesley Station (light green with darker green trim line: the St. George Station colour scheme). Refurbishing at Wellesley had been held up pending tile delivery, the station decor in the meantime having consisted of grey concrete block. Luxalon strips are being installed on the ceiling at platform level.

• Not mentioned in the piece in last month's issue about Eglinton Ave. East track removal was the fact that dieselization of the Nortown East T.C. route was necessary for the duration. Several Eglinton-assigned coaches (the high 9300's) were observed on Lansdowne-operated routes during this period.

DEBUGGING CONTINUES--An August 8 Toronto Globe & Mail article told of certain problems which have continued to beset the Scarborough RT line, and of actions which are being taken to solve them. The problems have included flat wheels and noise complaints arising from them, computer "time outs" several times a day, power surges in substations, and trains not performing in the intended fashion. The latter incidents have included cases of trains speeding up to the point of emergency brake application, forced manual stopping of trains when it is evident that they are about to run through stations, and doors opening for a second time at stations. When a time out occurs, the central control room at Kennedy Station gives clearance to proceed manually to one of four points along the line where the train can be checked in. The causes of some of the time outs continue to be a mystery.

Changes to the computer programs are anticipated: in the case of one of these, the present fixed braking distance is to be replaced by variable distances taking into account speed restrictions on certain parts of the line. Also, the 40 second absolute dwell time at stations is being reviewed with the hope that it can be cut to 20 seconds. (The article mentioned that TTC officials had observed station dwell times as short as 7 seconds on the subway system). The flat wheel problem is blamed upon overly severe application of the disc brakes. It is planned to change to the same brake shoe material as is used on the CLRVs. With equipment out of service for attention to the wheels, it has not been possible to operate the Scarborough RT line at the promised 2 minute peak hour headway; the present headway at these times is 3'22".

One unnamed TTC spokesman was quoted in the press report to the effect that the problems on the RT should be resolved by mid-September, although it is expected to be mid-October before late evening and Sunday operation commences. Changes to the substation equipment are expected to be completed in November. Some of the substations were originally built for the Krauss Maffei "Maglev" line which the Government of Ontario intended to construct encircling the CNE grounds (and upon which a small amount of preliminary construction was carried out at the west end of the grounds). Power from regenerative braking on the RT is reported to have burned out a resistor bank in a substation, forcing the addition of overload protection. McCowan Yard is expected to be integrated into the automatic train control system in late September.

Stan Lawrence, the TTC's Manager of Engineering and Construction, ventured the opinion that the Commission's ICTS debugging experience will be useful to Vancouver, but he said also that he would be surprised if the latter "did not have some bugs of their own".

• The TTC has installed a new underground power substation at Eglinton Station on the Yonge Subway, but the installation is not for subway purposes. The substation supplies power for the north end trolley coach system, and had its equipment relocated from the Toronto Hydro station on the north side of Eglinton Ave. West at Duplex Ave. (the TTC owned the equipment when it was in the former location). The new substation is situated south of the Eglinton Station platform on the east side of the subway structure, opposite Berwick Substation (which supplies the subway and is located on the west side of the subway). The new substation has new breakers, control panels, etc., and cables were run to it from the Berwick station. This investment in a new facility for the T.C. system raises some speculation that a phase-out of trolley coaches in 1989 may not occur.

• Work is well in hand at Eglinton Division on the construction of an eight theatre Cineplex complex over the easterly portion of the yard and part of the garage. The first level of the parking deck is also being extended. Construction of the theatres is being carried out as part of the air rights lease held by the Canada Square Development firm.

• The TTC recently decided to construct a concrete beam transporter/crane car for use in the replacement of concrete beams on the Prince Edward Viaduct across the Don Valley, on the Bloor-Danforth Subway. The estimated total cost is $256,000. The unit will be built in Greenwood Shops, with the structural steel and crane being supplied by an outside firm. Deteriorated precast reinforced concrete beams which support the subway track structure on the Viaduct must be replaced on a programmed basis. These beams are approximately 20 feet long and weigh 10 tons each. In the past this work has required the installation of a special hoist lifting system over the location of the beam to be replaced, at a cost of $50,000 for each beam. Installation and dismantling of the hoist system must be performed during shutdown of the subway system at night, and the total process requires about six weeks for each work location. The new work car will perform the function of carrying both the lifting equipment and the beams. It will be similar to a flatcar, but with a large open area between the trucks and with a gantry crane spanning the opening. In use, a new beam will be carried to the work site on one end of the unit. The old beam will be lifted by the crane through the open section of the car,

then placed at the other end of it. The new beam would then be set in place. It is expected that the cost of the car will be recovered within three years of use by reason of elimination of the $50,000 lifting hoist system installation.

Book Review

100 Years of the Belgian Vicinal 1885-1985 by W.J.K. Davies

published by the Light Rail Transit Association and obtainable in North America from JMB Books, 5 Kilpatrick Dr., Scarborough, Ont. M1R 2B5 for $49.95 Cdn., insured postage paid to Canadian and U.S.A. addresses. 224 pages, art paper, 8¼"x11 5/8", hardbound, plastic covered, 229 photographs, 66 maps.

Reviewed by John D. Knowles

This is the first book length English language study of a topic which is so large and complex as to discourage the publication of anything other than magazine articles on selected lines or specific rolling stock. The Belgian Vicinal, a federally sponsored service, had a maximum track length of some 4,400 km., an all-time steam tram locomotive roster of about 1,000 units, over 1,500 electric motor cars, some 300 small self-propelled cars (Autorails), a passenger trailer stock of 2,600 for all of the foregoing and a maximum fleet of some 10,500 freight wagons, and even seven horse trams.

The Belgian government sponsored the Vicinal to provide narrow gauge light railways on public road allowances in areas where the construction of branch lines of the standard gauge network was deemed uneconomic. Accordingly, some Vicinal lines were financially weak. There were restrictions against building Vicinal lines which would compete with standard gauge lines. Thus the Vicinal was not a continuous network--some isolated lines were not connected to the main narrow gauge system, but acted merely as feeders to the standard gauge. Numerous lines were operated originally by concessionaires, with the Vicinal issuing but retaining title to motive power and rolling stock.

In the war of 1914-1918 a great amount of rail and some rolling stock were requisitioned by the occupying Germans. Many of the weaker lines were thus shut down and dismantled at that time, and concessionaires gave up many leases in 1919, their lines passing to direct Vicinal control. Most of the system was rapidly restored and reactivated, surviving through the 1920s, 1930s and World War II. Liquid fuel shortages in WW II halted Autorail usage. Again, rail and rolling stock were requisitioned. More recently, economics forced the conversion to a national bus network. Some rail ines still survive with modern electric equipment, including the coastal system Oostende, now regarded as one of the finest interurbans in Europe. Tram lines in the hilly Charleroi area are being upgraded into a light Metro system.

To mark the centenary of the Vicinal, the LRTA has published a thoroughly researched text by W.J.K. Davies, crammed with facts on development, individual routes, motive power and rolling stock. The book is divided into 19 chapters and six appendices. The first five chapters give the general history of the system. Seven following chapters detail the history, province by province, subdivided by lines. Six chapters deal with motive power and rolling stock, ending with a very brief chapter on track, signalling, buildings and power supply.

This is a comprehensive reference book suited to persons with an extensive knowledge of Belgian geography and a keen interest in detail of the Vicinal system. It is not light, entertaining reading. The author regrets having to omit much anecdotal material to compress the text to the required size.

GUN JUMPED ON CPR LAST SPIKE CENTENNIAL

(text of article by John Masters in the Calgary Herald, forwarded by M.F. Jones)

One hundred years ago, the last spike of the CPR transcontinental line was driven home at Craigellachie, an isolated place deep in the B.C. woods. When the ringing of the metal maul ceased to echo through the evergreen mountains, the only sound to be heard was the tinkling of a small brook by the side of the newly finished track.

For the re-enactment, things were different. Since the weather on Nov. 7--the actual date of the hammering of the last spike--will almost certainly be miserable in the Selkirk Mountains, CPR officials decided they would hold a ceremony on Aug. 8, with press, dignitaries and some of the business people who make use of the railroad flown in and feted.

Accordingly, four VIA Rail cars ("We don't have any CPR passenger cars left", a company PR man explained) pulled out from Revelstoke for the 50 kilometre chug (sic) west to the cairn at Craigellachie. Pierre Berton, who authored the definitive two-volume account of the building of the railroad--The National Dream and the Last Spike--was not on board. ("He was invited, but he said something about a prior commitment in the Yukon", the CPR guy said). Neither was Don Mazankowski, the Federal Minister of Transport, who had come but missed the train. Luckily, a car raced him to a rail siding just short of the destination, so he was able to disembark with the rest on to a freshly sodded green slope and cross a small bridge over the creek while the 37-member RCMP Concert Band belted out an amplified version of Neutron Dance.

Speeches were made, a new, improved cairn was unveiled and the 42-member Revelstoke Little Theatre Company, dressed in 1880s costume, re-enacted the historic moment, right down to

Donald Smith's flubbing his first swing of the maul and having to have the bent spike replaced. Ah, Canadian history.

A helicopter flew over with a cameraman dangling, and the 500-strong crowd waved the little Canadian flags they'd been given while the actors remained frozen in their century old pose and the scarlet clad Mounties played the Flashdance tune (She's A) Maniac in frantic time. You'll probably get to see the result on a CPR TV ad in November. It probably will be very impressive. You won't hear the tinkling brook, though.

(Editor's note: Not only was this re-enactment of the last spike ceremony moved off the true date, but the location was also subject to a bit of re-enactors' licence: a photo published with the above article shows that the driven spike was not located on the main line, but on a small section of rudimentary track laid at right angles to it. However, this piece of track no doubt looks much more like the track through Craigellachie in 1885 than does today's high iron.)

SHORT HAULS

by Bruce Chapman, Doug Page / Mike Lindsay

--CP plans to build an Administrative Building at Sudbury during 1986-7, at a cost of $2 million.
--Objections have been raised by CP Rail to VIA's plans to operate Superliners over the railway in Western Canada. CP claims that the cars are too large for their tunnels and that there is inadequate clearance for them on double track sections on the Prairies.
--CP has applied to abandon part of the Shore Line Subdivision in New Brunswick, between Mile 10.0 and Lepean, Mile 22.5; it had one car shipped in 1981, none in 1982, nine in 1983, four in 1984. Also on the block is the DAR Truro Sub., between Mantua, Mile 4.4, and Truro, Mile 57.6. The last shipment was one car in 1982.
--On June 18, CP Rail's "2ND OAKVILLE" derailed (split switch) on the west leg of the wye at Burlington, with the caboose fouling the south main of the Oakville Sub. The track was out of service from 3 p.m. to 8:30 p.m., creating a dispatcher's nightmare at the height of the rush hour.
--On June 25 the City of Hamilton settled for $1.8 million from CP Rail (TH&B) as compensation for the cancellation of passenger train service to Welland (in 1981) the continued existence of which was guaranteed in an 1890s agreement which saw the city give the railway funds to operate that service. The city had insisted that, with compound interest included, it was owed $14 million.
--The turntable at Woodstock, N.B. is going to the Salem & Hillsborough R.R.
VIA--Reportedly the CTC has approved the discontinuance of the accident-plagued Calgary-Edmonton RDC service as of Nov. 1, 1985.

CN DUNDAS STATION--A last ditch $100,000 plan has been launched to save the derelict CN station in this community. The Dundas Heritage Association initiated the restoration proposal after the CNR disclosed plans to demolish the fire damaged station. CN, which wants the station moved or demolished, has given the association a month to put forward a proposal. The association wants to restore the station at its present location, halfway up the Niagara Escarpment, off Hwy. 8. It also hopes to raise an estimated $100,000 needed for restoration through public fund raising efforts, private donations, and a grant from the Ontario Heritage Foundation. Bruce Davey of the Dundas Heritage Association claims that the single storey, wood frame station is one of only five Grand Trunk Ry. designed stations left in Ontario. He said that the station, which features metal ceilings and spacious lobby and baggage areas, is architecturally significant and historically important because of the role it played in the development of the community. The association intends to replace the station's roof with cedar shingles, replace several beams, restore dormers, and restore the building to 1901 condition. CN offered to sell the building to the town last November for a token $1, but the town balked at the relocation clause in the proposal. The association would like to see the building restored as a functioning railway station again, or, if that fails, would consider making the station into a rail museum or restaurant. VIA Rail has indicated that it would consider using the station if it is restored. Presently, VIA passengers use a large "bus shelter" near the station.

--Doug Page & Mike Lindsay

Calgary Notes

by M.F. Jones

• The VIA Rail CANADIAN (NO. 1) west has consistently been late since implementation of the summer schedule. Advertised to leave Calgary at 1255, it has usually departed in the 1600-1730 block, the busiest for freights. Part of the blame has been the mostly single track between Calgary and Banff, with very few sidings, far from Calgary. Its sister, No. 2, has fared somewhat better, with on-time arrivals well over 70%. Upon departure, No. 1 has usually been run through the wash rack (20 minutes average to wash the entire train), as a matter of policy, whether late or not...On June 6 a Loomis Armoured Car heist took place at the central branch of the Royal Bank and the robbers fled on foot in the direction of the VIA station. Police did not allow No. 1 to leave until the entire train had been searched for suspects. Caught in mid-July, they are presently awaiting trial and proved to be a Montreal gang. Their style of flamboyant "lightning strike" robberies led police on an immediate search in that direction, following release of the westbound...The current CANADIAN, both ways, employs the 6300 engines; there are a few 6500s left. They are usually in decrepit condition. The 6300s are also starting to smoke and a few are down to the primer in spots.
• An after-supper drive around Alyth and Ogden yards, on Saturday, Aug. 17, yielded some

interesting diesel sightings. Naturally, Alyth is crammed full of SD40-2s, just waiting for assignment; they all idle around the diesel shop. As viewed from an overpass atop the yard, units 1559, 6801 and 1520, coupled together, did their very best, humping a long string of varied rolling stock. 6801, still in action red, an FB unit, belies its GM parentage. Labelled "Hump Use Only", it is frequently seen within the yard, but not on any rosters I have. Details, anyone? Moving closer to the diesel shop, a quartet of Conrail units could be observed coupled together, but idle:blue 7810, 7811 and black 7815 and 7790; closer to the shop was black 7788. Under the cab windows of the foursome was the legend "Select-a-Power" then, above this, on 7815, the word "Collinwood" (CR's Cleveland, Ohio diesel shop--Ed.), while on 7790 the word was "Conway" (an engine terminal near Pittsburgh--Ed.), in white-on-black or white-on-blue, depending upon the unit's colour, the same with the power legend. The foursome was seen coupled to Robot 1026. Very close by were CP plows 400648 and 400887. On a near track reposed GP9 8527, still in high hood, with all doors open along the left platform. Just out of the south end of the diesel shop was 8630, still in high hood. Both Geeps are fitted with ditch lights, indicating recent service at the head end.

Moving on to Ogden, about a mile south of Alyth, there was not much motive power to be seen by the locomotive shop. Observed however from the parking lot, with the help of binoculars, were FP units 1406 and 1413, still sporting red livery, even though reported as having been sold to VIA as 6555 and 6561, respectively. Seeing is believing! Also seen close by was remanufactured 1575, presumably used in switching duties there. As an aside, it was noted that all buildings in the complex were freshly painted; the west gate sports a 25-foot "man" sculptured entirely from engine parts. Crankshafts are the most recognizable feature. During a short break, just south of the shops, a northbound TOFC/COFC train appeared, with the usual SDs at the front but Geep 8812 as third unit. A bit later, just about sundown, a southbound appeared beyond the trees; getting closer, I saw the green flags waving and green classification lights on; first time in 20 years I had seen them lit up. The second section comprised a fast freight of TOFC/COFC and loaded auto racks, to points unknown.

• The already overcrowded Calgary VIA station was even more so at mid-August, due to construction. Immediately above the basement station, on the second floor, will be the headquarters for the '88 Winter Olympics. In preparation for this, an escalator is being installed from the first to the second floor and, by extension, from the first floor (street level) to the VIA station below. At the start of construction, VIA moved its baggage handling facilities to the first floor and set up a temporary waiting room to relieve congestion. The skeletons of two escalators are presently standing outside on the sidewalk; it is fair to assume that work will be completed before winter, as it involves digging through the sidewalk into the station, to install that escalator.

• Two CP Rail trains collided head on near the 42nd Ave. crossing on the McLeod Sub. in Calgary on Aug. 9. Both movements, one of which was headed by rebuild 1575, were travelling at slow speed, damage was light, and no crewmen were injured. In fact, one train, which was leaving Alyth Yard bound for Lethbridge, was able to continue on its run half an hour following the incident. The other train, a switching movement heading into the yard, had to be pushed in. CP investigators were later attempting to determine why two opposing trains were on the track at one time.

• On Friday, May 31, 1985, CP Rail's newly restored 8000 (DRS-4-1000) Baldwin roadswitcher suddenly appeared in (grimy) "new" old paint on a sidetrack, by Calgary's VIA station. Leading the consist was (idler) boxcar 51457 in "action red", followed by the 8000, then two smooth-sided baggage cars, of which one was no. 81, and finally Business Car MOUNT STEPHEN, all cars in Tuscan red. The 8000 was briefly towed away June 6, but returned to the same location the next day, within the consist. On June 11, between noon and 1500, the entire train was switched to an unknown destination. Details, anyone?

• At the same location, by noon, June 13, 1985, a string of older dark green passenger cars with yellow trim held the track for a few days. Investigation brought out the fact that the consist belonged to the NRHS, had been used on a special, Vancouver-Kamloops-Kelowna, along the CN May 25-27 and that they were now readied for another special, to Banff, to commemorate the opening of the Cave and Basin (whatever that may be--Ed.) and the centennial of Parks Canada, of which Banff was the first. The complete consist reads as follows, in the order in which the cars were assembled from the head end: baggage-combine 302, 301; coach 802; First Class coach 804; galley car 841; coach 681; Buffet-Obs 741 and Obs Car 601. A TV publicity clip brought out the fact that all cars had been refurbished; the publicist said that the Society refurbished one car per year. Obs 601 was even fitted with a player piano! Sometime around 9:30 on June 15, with the $6000 piano tinkling away, the special left Calgary with the Minister of the Environment and other Parks Canada officials in the 601, led by CP 3040 and 3027, resplendent in action red paint. When it passed my position, about three miles east of Banff, railfans could be seen leaning out of the Dutch doors and from the older cars' open windows, in typical fashion, on a sunny but windy day. The train returned to Calgary later that night and the NRHS cars were hauled out some days later.

A Message

Dear fellow member: In past issues of the NEWSLETTER you have read about the Society's progress in 1984-85. Past President Charlie Randall reported that "1984 has been a good year for the Society" in NEWSLETTER 425, March 1985, and this statement was corroborated by Treasurer John Hesse's financial report of Dec. 31, 1984.

Another reference to "the shape of things to come" appeared in the January 1985 NEWSLETTER, in which it was announced that the Society would produce a wall calendar for 1986, the first since 1981. The happy result of the combined efforts of contributors and the producer is now to hand and hearty congratulations are extended to photographers Helmut Ostermann, Dave More, Dick Vincent, Julian Bernard, as well as to John Riddell, who provided photos taken by the

UCRS and other events and activities

by Ed Campbell

AUGUST 11 STREETCAR FANTRIP--TTC Class A-8 PCC 4536 was retained in its blue Year of Celebration (1984) livery just long enough to provide camera fodder for a group of UCRS traction fan members on an Aug. 11 circuit of surface trackage. Thanks to the timely intervention of member Ray Corley, and with the permission granted by Mr. L.G. Berney, General Manager of Operations of TTC, car 4536 was "saved", just before the start of repainting, in order to be used for our charter. 29 tickets were sold, with 26 representing the breakeven point, so a small profit accrued to the Society. 4536 developed brake problems around noon, so the group bade goodbye to it at Dufferin Loop and awaited the arrival of A-7 class 4481 as a changeoff. This car was particularly selected as it has recently returned to service after some two years' inactivity owing to rear end collision damage. The remainder of the trip was completed without incident, including a visit to the St. Clair Carhouse boneyard tracks where Heavy Rebuild PCCs in various states of disrepair were closely inspected. The local motorized security patrol officer had a bad day because he could not do a thing about all the unabashed trespassing. All in all a successful outing, ideal conditions (weatherwise) for photography, not too hot, and a congenial group.

--The regular Toronto UCRS meetings return to the Education Centre at the corner of College and McCaul Sts. (6th floor auditorium) starting with the Sept. 20 meeting. Please note that this meeting will start at 7:30 p.m. in lieu of the regular time of 8 p.m. for the reason stated below. Be sure to bring a few newscast slides in order that you may show the Society what you have been doing this summer, and bring a friend so that he or she can see them too.

The Society wishes to thank all of those who helped to staff the sales booth at the Canadian National Exhibition, beside CNR 6213. The names of the members involved will be published later.

We are sorry to advise you of the death of the mother of Toronto member Mal Marchbank. While not a member of the Society, Mrs. Marchbank was a dedicated railroad fan and took a great interest in the restoring and furnishing of Car 13. She was a great help and we all extend sympathy to Mal.

Do not forget that the 1986 UCRS calendar is now available. The cost to non-members is $6 plus $2 postage and handling. Additional copies mailed at the same time are $6 plus $1 handling. They, of course, make excellent Christmas gifts. Order yours today.

Friday, Sept. 20--See note above re location and time of regular Toronto UCRS meeting. The early start to the meeting is to permit the showing of an excellent 16mm film featuring Norfolk and Western J Class Northern 611, one of the continent's most impressive and famous excursion steam locomotives. We are also fortunate to have as our speaker Ron Deiter of Arlington, Va., who is coming here to tell us about the rapid transit system operated by the Washington Metropolitan Area Transportation Authority. Ron has recently completed a new book "The Story of Metro" about the system. Don't miss this meeting.
Friday, Sept. 27--UCRS Hamilton Chapter meeting at 8 p.m. at the CN station, Hamilton. The program will feature members' 35mm slides; bring yours as taken during the past summer. As always, all UCRS members and friends are welcome at Hamilton Chapter meetings.
Thursday, Oct. 10--CRHA Toronto and York Division meeting at The Loft (Harbourfront), 235 Queen's Quay West at 8 p.m. The program will feature slides of Australian railways.
Friday, Oct. 13--Regular meeting of the Ontario Society of HO Model Engineers in Rosedale Presbyterian Church, corner of Mt. Pleasant Rd. and South Dr., Toronto. Admission free, visitors welcome.
Friday, Oct. 18--Regular UCRS Toronto meeting at the Education Centre, College and McCaul Sts., 6th floor auditorium. John Freyseng will present a slide program entitled "Rail Excursions I Have Known, 1960-1985".
Saturday, Oct. 26--UCRS trip to Windsor with tour of railways of Southwestern Ontario, including Essex Terminal, C&O, CASO, CN, CP, VIA. See the Detroit River Tunnel and Norfolk and Western barges. Take VIA Train 71 Toronto-Windsor (depart 0900, arrive 1305); return on VIA Train 78 (depart Windsor 1810, arrive Toronto 2230). Tour bus will depart after arrival of No. 71. Fares for the bus tour only are $8 adult, $6 child, available from UCRS, Box 505, Holland Landing, Ont. L0G 1H0. (Note: this address is for excursions only; for other club business, use Box 122). Passengers are responsible for their own transportation to Windsor (the present VIA return adult fare from Toronto is $42).
--As noted in the last issue, please keep the evening of Nov. 23 free and clear of any other engagements in order that you may attend the UCRS Annual Banquet. We are fortunate to have CP Rail's Omer Lavallee address us on the subject of "After Craigellachie".
ONCE AGAIN, PLEASE NOTE AND REMEMBER THAT THE SEPTEMBER 20 TORONTO MEETING STARTS AT 7:30 P.M. SHARP.

late Jim Walder, his cousin. Thanks also go to Dave "Superman" Stalford, who produced this superlative calendar.

The interests of both streetcar and railway enthusiasts are satisfied, with pictures ranging from a 1948 scene on the TTC's North Yonge line, to a splendid shot of VIA Rail/Amtrak's

MAPLE LEAF on Twenty Mile Creek trestle at Jordan Station, Ont. And there are other equally interesting steam, diesel and streetcar scenes in between.

And now for the added surprise! In the spirit of President Randalls' end-of-1984 announcement, the Directors of your Society have ratified the distribution of copies of the UCRS 1986 calendar to all members of record at no charge! This free distribution of the Society's 1986 calendar is made possible by some 18 months of successful operation and by the response of the membership to projects and activities organized and supported by the Society. Most of all, however, successful operation of the Society is a result of the prompt payment of annual dues, as requested in the last half of each calendar year.

With this in mind and after careful discussion, your Directors have confirmed that there will be no increase in the 1986 dues; that is, $19 Cdn. before Nov. 15, 1985 and $20 after. It will not be possible to send issues of the NEWSLETTER to members who have not paid their 1986 dues by Jan. 1, 1986. The Directors urge you to remember that some delay in the delivery of remittances by mail may be expected, so send in your dues as early as possible.

The Directors of your Society are honoured to be able to present to you, at no charge, this fine Society calendar, with their sincere thanks to the contributors and producer, and they solicit your continuing co-operation in completing successfully the various projects of the Society, in particular the streetcar and railway excursions, as well as the staffing of Society booths and displays at festivities such as the annual CRHA Model Railroad Show, the Sportsmen's Show, and the Canaidan National Exhibition.

In conclusion, your thoughts and recommendations about the Society's activities, as described from time to time in the NEWSLETTER, are solicited. Please send them to the Membership Secretary, UCRS, at Box 122, Station A, Toronto, Ontario M5W 1A2.

--Sandy Worthen for the Board of Directors, Upper Canada Railway Society

--CP Rail--"CPR" to most State of Vermont enthusiasts--was running only one through freight each way, daily, over its Newport and Lyndonville Subdivisions (Brookport, Quebec through Newport to Wells River, Vt.) at the beginning of August. Way freights ran as required, all the way or part way (Newport). In 1984, CP Rail was said to have spent $3.5 million U.S. upgrading this line, while simultaneously thinking about pruning the unnecessary accessories, such as the Absolute Block System (NEWSLETTER No. 416, June, 1984).

At the beginning of August, Bob Jones of Burlington, Vt. reported that the Boston and Maine R.R. (Guilford Industries) had been ordered by a Vermont court to rebuild the eastern span of the Central Vermont R.R.'s through truss bridge over the Missisquoi River at Sheldon Jct., Vt. This span collapsed in mid-1984 (NEWSLETTER No. 418, August 1984) when a CP Rail boxcar in a B&M/CP Rail freight (the train having been detoured via White River Jct./St. Albans/ Richford, Vt. to bypass the collapsed B&M bridge at Wells River, Vt., derailed and unseated the span, causing it to fall diagonally into the river. Subsequently, controversy wrangled on as to whom would pay for rebuilding the collapsed span: CP Rail, whose freight train (and boxcar!) it was; B&M, who was responsible for the train until it regained CP rails, or Central Vermont, over whose St. Albans-Richford, Vt. Richford Sub. it was running. Estimated cost of rebuilding the span is $500,000 U.S. Target date for completion of the job is summer 1986. Altogether, an expensive replacement for the bridge span on a line which rumour said CV was thinking of abandoning at the beginning of 1984!

One benefit that may accrue may be enjoyed by the Lamoille Valley R.R. Corp. (once the St. Johnsbury & Lake Champlain R.R.). When the bridge is rebuilt, the LVRC will--or can--cease to be a "stub-end" operation from St. Johnsbury to Morrisville, Vt. But this benefit presumes that LVRC will repair its roadbed west from Cambridge Jct., through Fairfield to Sheldon Jct. and the CV's restored Richford Sub.

The LVRC operated the first of a series of summer excursions from Morrisville to West Danville (Joe's Pond) Vt., 34 miles, on June 29, hosting some 80 members and friends of the Champlain Valley Chapter, NRHS.

--Sandy Worthen

--CP Rail has reorganized its sales and service departments across Canada with the objective that sales personnel will concentrate on sales while service personnel will direct their attention to support to customers. The reorganization allows sales people in 21 cities to concentrate exclusively on finding new customers and maintaining and increasing CP's share of freight originating with existing customers. Servicing, which ranges from tracing shipments for a customer to advising on customs regulations, is now handled by service personnel located in Vancouver, Calgary, Regina, Winnipeg, Toronto and Montreal. These centres are linked to the sales offices by the latest in computerized communications. Service staff in the six centres handle inquiries direct from customers and use computer terminals to obtain answers quickly. Inquiries about freight rates will be handled in the same way, from a central rate quotation office. Managers of freight sales and service have been appointed in Vancouver, Calgary, Regina, Winnipeg, Toronto and Montreal. Sales staff have been appointed in those centres as well as in Kamloops, Cranbrook, Lethbridge, Edmonton, Saskatoon, Thunder Bay, Sudbury, London, Hamilton, Smiths Falls, Windsor, Sherbrooke, Trois Rivieres, Quebec City and St. John. The reorganization of sales and service follows decentralization, in April 1984, of CP's national commodity marketing teams from Montreal so as to be close to the largest concentrations of major producers (coal and forest products in Vancouver, chemicals in Calgary, wheat and grains in Winnipeg, mines, metals, automotive products, food and miscellaneous manufactured products in Toronto, and pulp and paper in Montreal. Sales personnel in the 21 cities will concentrate on local business in their areas and small to medium sized industries.

--CP Rail release