Newsletter

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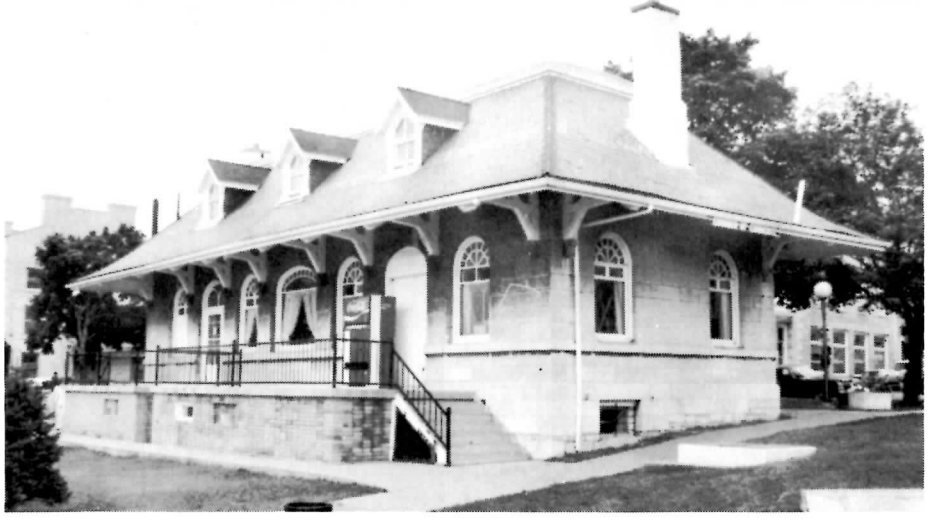
UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO

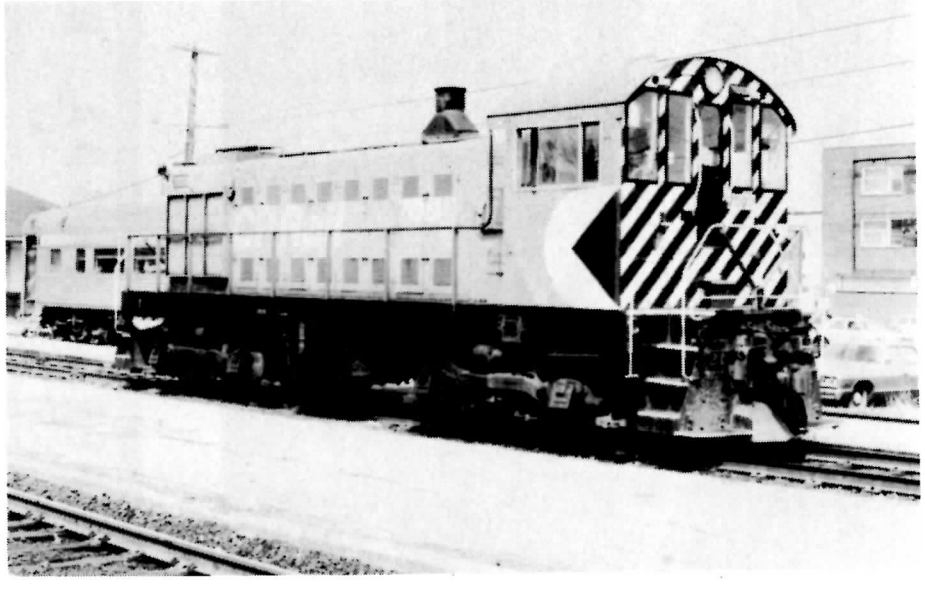
UCRS private car CAPE RACE, at its soon-to-be-vacated location on a Toronto Terminals Ry. siding near Union Station, in Aug., 1985. The car was built in 1929, by the CPR, and is still painted in that railway's attractive maroon paint scheme.

--John D. Thompson



When in Kingston, Ont., visit the former CPR station, now used by the Chamber of Commerce, on downtown Ontario St. near City Hall. Built by the Kingston & Pembroke Ry. in 1887, the station also features CPR 4-6-0 1095 on display.

--Dale Wilson



CP Rail MLW switcher 7090, at Sudbury, Ont., in May, 1981, is typical of the power currently being retired by the railway. 7090 through 7094 were first assigned to Sudbury Yard in 1949.

--Dale Wilson

Still to be seen here and there are relics of the steam age, such as this CPR water tower at Spanish, Ont. on the Sudbury-Sault Ste. Marie line. Photo taken in 1975.

--Dale Wilson

MORE FROM CP RAIL ON

Dangerous Commodity Movement

Mention has been made previously of the Burton-Post report as presented to the Canadian Transport Commission some two years ago, recommending that CP Rail dangerous goods traffic be rerouted away from the Galt and North Toronto Subs. so as to pass along the CN Halton and York Subs. The latter are located just north of Metropolitan Toronto, but the CN line passes through a number of rapidly growing areas. A response to Burton-Post by the Eastern Region Task Force of CP Rail, released some time ago but not previously mentioned in these pages, thoroughly rejects the B-P proposals and cites, in its Executive Summary, the following reasons for such rejection:

1. The calculations on which the B-P report's recommendations are based are distorted by inaccurate carflow data and misrepresented population densities.(CP claims that the B-P report underestimated dangerous goods movements on CN lines by about 50%; it is stated that, overall, CN has about 64% of the dangerous commodity rail market.)
2. The report fails to take into account population growth in its relative risk assessment. While population growth will be minimal on CP Rail's North Toronto and Galt Subdivisions, the Towns of Vaughan and Markham forecast that, within the next 30 years, population will increase by 67% and 217% along two sections of the CN York Subdivision.
3. The report implies that risks are increasing. It does not reflect, in its assessment of risk, any of the safety improvements that the railway industry, and specifically CP Rail, have made over the past decade.
4. Numerous customers within the Toronto Census Metropolitan Area will continue to ship or receive dangerous commodities. To divert only special dangerous commodities that move <u>through</u> the CMA would have little impact on the CTC's relative risk calculation of the CP's Galt and North Toronto Subdivisions. Furthermore, it would simply transfer the purported risk to subdivisions in communities such as Brampton, Vaughan, and Markham.
5. The consequences of rerouting CP special dangerous traffic over the CNR would cost many millions of dollars, and would effectively put CP Rail out of the dangerous commodity business. The lack of inter-railway competition would encourage a greater use of trucking which, as the report states, involves 30 times more risk than rail.

The CP report recounts a variety of interesting physical details of the Galt and North Toronto Subs. together with an in depth discussion of safety measures relative to tank car equipment and train operation which have been undertaken in recent years. The most significant of these are summarized in the sections which follow.

<u>Physical Summary of the Galt and North Toronto Subs.</u>

1. Galt Sub. Mileage 4.9 to 9.6: Rail--Continuous Welded Rail 136 lb. RE section on double shoulder. 7 3/4" x 14" tie plates. On curves exceeding 3 degrees, Chromium CWR 136 lb. RE section on double shoulder 7 3/4"x16" eccentric tie plates. Rail laid new in 1980 and 1981. Ballast--crushed slag. Renewed 1979 and 1980. Ties--No. 1 HWTR, 3160 per mile.Six spikes per tie on 7 3/4"x14" tie plates. Ten spikes per tie on 7 3/4"x16" tie plates. Anchors--Improved Fair, 10,000 per mile. Turnouts--Main track crossovers are No. 20's with 136 lb. RE RBM explosive depth hardened frogs. Signal Plant--CTC installed 1980-82.

2. North Toronto Sub., Rail--CWR 130 lb. RE-HF section on double shoulder 7½"x11" tie plates. Rail laid in 1971. Ballast--Crushed rock. Ties--No. 1 HWTR, 2880 per mile. Six spikes per tie. Anchors--Mixed Improved Fair and Woodings, 8000 per mile. Turnouts--Main track crossovers are No. 13's with 130 lb. RE-HF RBM explosive depth hardened frogs. Signal Plant--CTC, installed 1964. Speed Limits--General: 50 mph. Movements handling one or more full carloads, container-loads or trainloads of any <u>special</u> dangerous commodity: 35 mph.

<u>Maintenance and Inspection of Rail Plant</u>

The Galt Sub. corridor is maintained on a permanent basis by a three man section force headquartered at West Toronto and responsible for trackage between Mileage 4.9 and 8.0. A section force of six men headquartered at Islington maintains the portion of the line between Mileage 8.0 and 9.6 in addition to trackage outside the corridor. On the Galt Sub. corridor this permanent maintenance force maintains approximately 3.8 track miles per man. This compares with 6.7 track miles per man on sections elsewhere on CP Rail's system. The North Toronto Sub. corridor is permanently maintained by section forces headquartered at Howland and Leaside. This manpower complement maintains 3.5 miles per man. Track inspection is carried out on both corridors by Assistant Roadmasters. These officials note repair or priority areas and dispatch repair forces to locations of concern for immediate attention. In addition to the Assistant Roadmaster's inspection, track maintenance forces patrol track during their daily work functions and carry out a complete track inspection over their entire territory. To complement the visual inspections carried out by maintenance forces, the railway contracts Sperry Rail Testing Services to carry out Induction-Ultrasonic testing of rail on an annual basis, locating rail with internal defects.

<u>Recent Engineering Enhancements</u>

Commencing in 1979 CP Rail carried out a major upgrading of its Galt Sub. between Union Station and Milton in preparation for GO Transit commuter service. The program consisted of reballasting, new rail, major tie renewals, installation of high speed turnouts and installation of new

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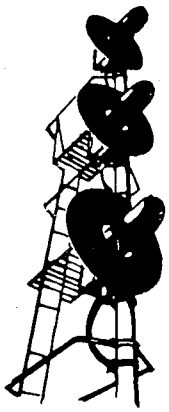

NEWSLETTER

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

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GUESS AGAIN--As recently as last month's issue the suggestion was cautiously put forward that the construction of a new power substation for trolley coaches at Eglinton Division meant that the TTC had taken City opposition to abandonment seriously and decided to retain this type of vehicle in operation. Nothing had been heard on the subject of conversion for some time, so this seemed to be the conclusion that "the reasonable man" might well draw. No sooner was the ink dry on the September issue (figuratively) when there came news of a new TTC report recommending again that trolley coaches be phased out, in two stages, in 1989 and 1990.

The Editor was caught napping at the switch, having momentarily forgotten the cardinal and hard learned rules of the railway/transit news publishing endeavour: 1. Take nothing whatsoever for granted. 2. Nothing should be regarded as "safe" for the future. 3. Whatever a given event or set of circumstances may seem to portend, be equally prepared for the exact opposite. 4. Following from 1-3, stay away from predicting--let the future unfold for itself. A little extreme/cynical, perhaps, but good rules by which to live nevertheless.

--The Society expresses its appreciation to member Ray Corley, and the TTC, for providing the new descriptive brochure on the Scarborough RT cars that was included with the September NEWSLETTER. The folder was prepared by Ray, who is Superintendent--Design and Development, TTC Equipment Department.

NOTES FROM OTTAWA by J.M. Harry Dodsworth

--At the Labour Day weekend, I made the Ottawa-Toronto round trip by train and, for the first time, VIA lived up to its promises. On Aug. 31 Train 45 reached Toronto in 4 hrs. 12 mins. (5 min. late) and on Sept. 3 Train 46 arrived in Ottawa only two minutes late. Time seems to be lost (1) running slowly through Smiths Falls;(2) at Brockville, where two minutes is inadequate time for the station stop;(3) because of track or operating delays between Oshawa and Guildwood. Conversely, the train can make up time on the main line. Train 46 ran from passing Cobourg to the Kingston stop in 62 minutes (average 85 mph) and from Kingston to Brockville in 40 minutes (average 75 mph start to stop--scheduled time 44 minutes). The Brockville to Smiths Falls track is much improved and we averaged 60 mph, start to stop. My travelling companion had made five successful trips but told me that, on Aug. 24, Train 46 broke down at Oshawa. After three hours, the passengers were loaded on to school buses (!!--Ed.), arriving in Ottawa after 4 a.m. (seven hours late).
--Track work between Ottawa and Montreal has dislocated schedules as the civil engineers require extensive track possession. On several occasions the consist of THE CANADIAN (Train 1) deadheaded to Ottawa the previous evening on Train 39, and after an overnight layover started from Ottawa with the passengers from Montreal joining by bus. On Sept. 19, Train 39 was made up of nine cars (five from THE CANADIAN and four from Train 39) and two 'A' units.
--CP Business car ASSINIBOINE was an unusual visitor to Ottawa Station (seen Sept. 18/19). It is painted tuscan red with a gold CP Rail logo and runs on six wheel trucks with leaf springs--stencilled with the car's name! It shared the east end stub tracks with VIA Business car 5 (six wheel coil spring trucks) and the Governor-General's two cars.
--Twice recently, I've noticed GO trains with a locomotive at each end, in addition to the auxiliary power unit. Is this a common practice? (It appears to be--Ed.) Also, why does GO position station nameboards in the pools of darkness between lamp posts?

CABOOSELESS SETBACK IN THE MAKING--Opponents broke into a chorus of "I've Been Working on the Railroad" as the California State Assembly narrowly approved a bill on Sept. 9 to require all freight trains in the state that are over 1500 feet long to carry a caboose with a crew in it. The vote was 41-33, sending the bill to the State Senate.

--From the San Jose Mercury News via Gordon Handforth

COVER:

VIA FPA4 6767 leads an eastbound passenger train out of Toronto Union Station on April 2, 1983, against the backdrop of a skyline that has changed dramatically within the past 20 years.

--Ted Wickson photo

CTC signal plant. This upgrading was completed in 1982 at a cost of $43.6 million. In 1981 and 1982 the construction of grade separations at Montgomery Rd. and Shorncliffe Rd. eliminated all grade crossings on the highlighted corridor. In 1981 relocation of crossovers from Mt. Pleasant to Leaside and installation of new CWR at the former location of the crossovers was carried out at a cost of $60,000. In 1983 the Runnymede Rd. grade separation was reconstructed. The railway has installed 10 hot journal, hot wheel and dragging equipment detectors at strategic locations within the Metro Toronto area and an additional three approaching the area. The 13 detectors were installed for $1.5 million. Most rail joints on the North Toronto Sub. were eliminated in 1982 by the installation of strings of rail measuring approximately 1,440 feet in length. The track was still further improved by providing new, clean, dense, inert crushed ballast. At the same time new wood ties were installed where required to provide an enhanced track condition. Additional rail anchors were installed as well as some work performed on bridges. West Toronto diamond, the at-grade crossing with the CN Weston Sub. at Mileage 5.88 North Toronto, was upgraded in 1983. New 135 lb. RE rail section diamonds were installed along with improvements to alignments of the diamonds.

Equipment Enhancements

To a large extent, dangerous commodities are transported by rail in tank cars, and over the past decade there have been several design improvements to better protect the contents and reduce the risk of accidents.

1. Specification 103 and 111 tank cars are used for transporting flammable liquids, acids and other corrosives. Both are non-pressurized cars. Spec. 111 cars may or may not be insulated, depending on commodity carried, while Spec. 103 cars are always non-insulated. Both of these types of tank cars were to have been equipped with double shelf couplers by Feb. 28, 1985.
2. Spec. 112 cars, built prior to 1981, were constructed as non-insulated, pressurized tank cars. Spec. 114 are slightly modified 112 cars. These tank cars are used to transport flammable and non-flammable compressed gases. All Spec. 112 and 114 cars operating in Canada were equipped with complete tank head shields and retrofitted with thermal protection by June 30, 1981. The same cars were equipped with double shelf couplers prior to March 31, 1979.
3. Spec. 105 tank cars are also used to carry such products, but there are certain products (such as chlorine) than can be transported in 105 cars. Some 105 cars do not meet standards of insulation for 112 and 114 cars, although all 105 cars are better protected. Spec. 105 cars were equipped with double shelf couplers prior to June 20, 1982. All Spec. 105 tank cars, built after Dec. 31, 1981, with the exception of those built to a service pressure of 500 or more P.S.I., have been equipped with full head shields, as well as thermal protection equal to that required on 112 and 114 cars.
4. All new tank cars built since 1981, regardless of specification, are equipped with double shelf couplers.
5. All tank cars equipped with bottom outlets carrying sulphuric acid in unit train service were retrofitted with bottom outlet protection during the mid-1970s. All new tank cars equipped with bottom outlets built after Dec. 31, 1981 must have the outlets protected or recessed below the surface of the tank shell.

As of Dec. 31, 1974, approximately 20% of CP's revenue cars were equipped with roller bearings. On Dec. 31, 1982, this had increased to 54%. Since the program commenced in 1974, over 8500 revenue cars have been converted. By Dec. 31, 1987 CP will convert sufficient cars in the owned and leased revenue car fleet to ensure that 75% of cars are roller bearing equipped.

The three major companies that own tank cars for the shipping of dangerous commodities in Canada are Procor Ltd., North American Car Corp. and Canadian General Transit Corp. Eighty-two percent of their total cars in dangerous commodity service were equipped with roller bearings as of 1983.

Documentation

A Hazard Information Emergency Response form is prepared by the shipper for each full car, trailer or container load of dangerous commodities. It accompanies CP's waybill and is always in the possession of a crew member on whose train the shipment is being transported. The only exception is in classification yards, where the form must be readily available in case of emergency. The information on this form includes placard notation, a special commodity notation, car number, consignee, classification, UN number and all other information, including the potential hazards of the commodity, the immediate action to be taken if a problem arises and the shipper's emergency telephone number. The form also includes information about the location of special commodity cars in train movements.

Marshalling

CP Rail marshals all dangerous commodities in compliance with RTC regulations. Cars of explosives require special placement in trains, widely separated from other dangerous commodities and from occupied equipment such as locomotives or cabooses or any equipment in which a lighted appliance is in use (such as heaters in insulated boxcars). Other dangerous commodities require at least five car separations from locomotives or cabooses. Liquified petroleum gases require separation from not only certain corrosive and/or toxic chemicals such as chlorine, but from anhydrous ammonia and sulphur dioxide as well, by at least five non-placarded cars.

Train Inspection Procedures

Train crews constantly inspect and monitor their train enroute to ensure a safe operation. Other railway personnel working in the vicinity of the right-of-way are also trained to inspect passing trains. Standing trains, prior to departure or after arrival in Toronto, are thoroughly inspected by carmen. Any defects require that the cars are removed from the train and sent to the car shop for repairs. All train movements handling special dangerous commodities are manually inspected and/or pass electronic hot box detectors before entering the Metro Toronto area. Trains approaching from the east will have had a pull-by inspection at Smiths Falls and have passed seven hot box/dragging equipment detectors, prior to entering Toronto Yard. Trains

approaching from the southwest will have had a standing inspection by Car Dept. personnel at either Windsor or Chatham, had a pull-by inspection at London and have passed at least nine hot box detectors before arriving at Toronto Yard. Three of these detectors, at Streetsville, Scarlett Rd. and Kennedy Rd., are within the Toronto CMA. Trains approaching from the northwest will have had a pull-by inspection at Mactier and passed four hot box/dragging equipment detectors before entering the Toronto CMA. This will pass another hot box detector at Finch Ave. and at Kennedy Rd. prior to arriving at Toronto Yard. All trains originating at Toronto Yard get a full standing inspection by Car Dept. personnel prior to departure. These trains pass the same hot box detectors described above as they leave the CMA. If a hot box detector is inoperative or if any part of the movement over the detector is made at 10 mph or less, an inspection by the train crew must be conducted from the front of the train up to and including the second car after the last full car of any special commodity. For Toronto, trains carrying special dangerous commodities can proceed from the first point of inspection, i.e. the initial gateway hot box detector, only at speeds not exceeding 35 MPH. This speed can be maintained as the hot box detectors are spaced at less than 20 mile intervals within the CMA.

Support Functions

CP Rail has set up 12 specially trained and equipped dangerous commodity teams, located in major cities across Canada at an average of 300 miles apart. Each team has a four wheel drive vehicle equipped with retractable rail wheels. Their equipment, from gloves to breathing apparatus, is packed in such a way that it can be easily and quickly transferred from one mode to another (i.e., in or under a helicopter). The railway has installed special phones in every dispatcher's office across Canada for emergency use only and every police and fire department in communities served by CP has the number.

The report goes on to point out that CP Rail had the best overall safety record (in terms of train accidents) over the five years previous to 1983 of any Class 1 North American railroad, consistently ranking first in Canada and in the top four on the continent. It reveals that there are 58 firms in the Toronto CMA which ship or receive dangerous commodities on CP Rail. These are handled by local switching movements to and from Toronto and Lambton Yards and would continue to be so handled even if movement of such commodities was diverted by way of CN's access line north of Steeles Ave. It is estimated that the more complex switching arrangements imposed on locally destined or originating shipments would add at least 24 hours tc transit time, putting CP at a competitive disadvantage and possibly causing the railway to lose much of its business to CN or to trucks. The diversion of traffic to trucks increases the hazards manyfold in terms of accident exposure for both residents adjacent to highways and motorists using them. The report opines that this kind of result from banning dangerous goods movements over the Galt and North Toronto Subs. would not be in the overall public interest, to say nothing of the financial losses to both major railways.

OBSERVATIONS FROM PETERBOROUGH by David Hales

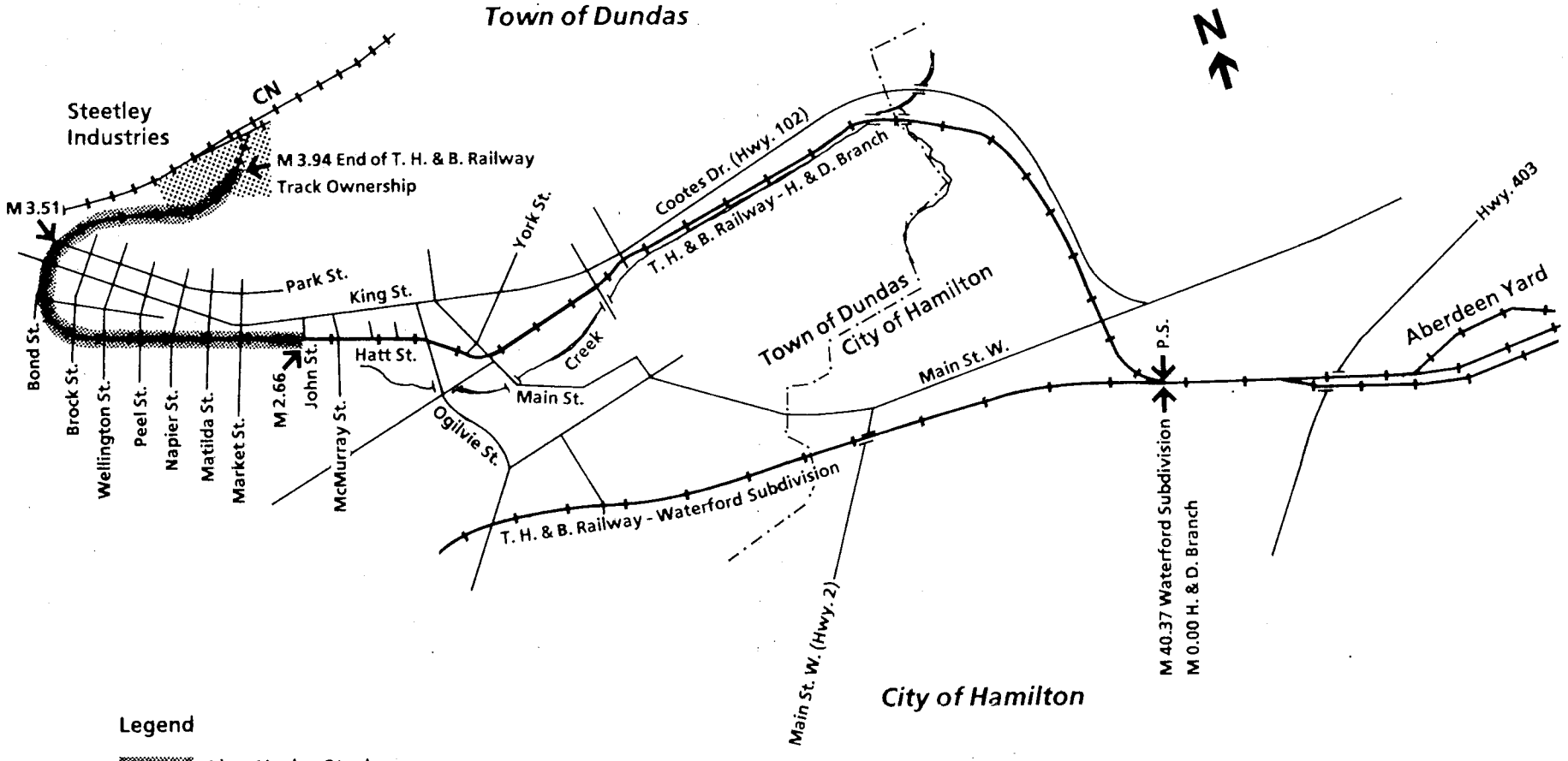
--There has been activity throughout the summer on CP Rail's Havelock Sub. I have seen tie trains, ballast trains, and 5516 with a Jordan spreader recently.
--The general feeling about the restored Toronto-Havelock passenger service is that the running time is a little excessive; hopefully the fall timetable will show a significant improvement. I think that the time should be less than two hours between Toronto and Peterborough.
--CP Rail and the City of Peterborough have reached a tentative agreement on the restoration of the former's station pending the outcome of the CP-Ontario and Quebec Ry. litigation.
--Restoration of the old Grand Trunk station at Port Hope has come along nicely. It was stalled for a while when matching stone could not be had. The end walls were torn out and rebuilt with cement block, then new outside stone. What with the roof shingles replaced and a paint job including the wainscoting on the interior, the station looks spanking new. Now all we need is for a couple of trains more to stop there, say the westbound LAKESHORE and the eastbound BONAVENTURE (this would complement the existing CAVALIER and ONTARIAN).
--CP Rail 4206, 4221 and 4247 have been spotted working the Havelock-Lindsay way freight; also, the CN Burro crane has been in town.

--As a result of a recent ICC ruling, CP Rail has gained access to Georgia-Pacific Corporation's pulp and paper complex at Woodland, Maine. The decision means improved service and viability for CP's lines between the U.S. border at Milltown, N.B., and McAdam, N.B.

CP says that the new Georgia-Pacific connection will ensure the long term for its St. Stephen and St. Andrews Subdivisions and permit greatly upgraded service. The railway has recently spent some $500,000 on improvements to the first named subdivision, and plans further upgrading. The ICC ruling exempted the Maine Central Railroad's system rationalization in the Woodland area and the resulting MEC/CP pooling activity. As well, the Springfield Terminal Ry. was established as a switching carrier permitting mill access by both railways. The Georgia-Pacific complex now has two rail services from which to choose instead of one, meaning a more competitive atmosphere. Tom Golden, the company's Traffic Manager, says that the new service will assist his company in breaking into new markets, including the Midwest. He says further that "CP Rail will provide five days a week service, where before we had service only three days a week; that kind of service supports future growth and means that customers can depend on us for supply".

The mill's annual output includes 125,000 tons of printing paper, 300,000 tons of wood pulp, 70,000 tons of lumber and 115,000 tons of wafer board. The mill will soon begin producing lighter weight paper, competing directly with Midwestern producers. CP Rail's more direct service to the Midwest through Canada cuts up to two days off transit time by avoiding interchanges with U.S. railroads. --CP Rail release

The Railway Transport Committee of the CTC in a June 19, 1985 decision has authorized abandonment of the portion of the TH&B Hamilton and Dundas branch between Mile 2.66 and Mile 3.94, consisting of single street trackage (80 lb. rail) on Hatt and Bond Streets in the Town of Dundas. Application for abandonment approval was made by CP Ltd. on Mar. 13, 1985. The track between Mile 2.66 and Mile 3.51 had formed the westernmost portion of the line of the Hamilton and Dundas Street Ry. Co. Steetley Industries Ltd., shown on the map, operates the former Canada Crushed Stone Corp. property. No cars had been pushed up the hill from Hatt St. to the plant since December, 1982.



CTC MAP

TORONTO, HAMILTON AND BUFFALO RAILWAY COMPANY
HAMILTON AND DUNDAS BRANCH

FROM
PETER F. OEHM

A RAILWAY ADVENTURE (CONCLUDED)

by John A. Fleck

On April 25, I took the 5:56 a.m. train from Baldwin to Jamaica where I transferred to a train to Penn Station. Even this early in the morning there is already much activity at Jamaica. There are eight branches east from Jamaica and four destinations west of here. Three westbound trains leave within a minute of each other: the 6:18 a.m. to Brooklyn, the 6:18 local to New York and the 6:17 express to New York. On a weekday, 423 trains stop at Jamaica to or from the west. This does not include express trains not stopping at Jamaica or trains starting to or terminating from the east. There are eight platforms with two tracks between each platform except Track 2 westbound and Track 7 eastbound. Trains stopping on these two tracks open their doors on both sides and act as "bridge" trains to allow passengers to walk through them between trains on Tracks 1 and 3 or 6 and 8. These trios of trains are from and to different destinations. Jay Tower at the west end and Hall Tower on the east side control complex interlockings including many double slip switches. There are flyover and flyunder juctions as well.

On arrival at Penn Station I soon boarded a club car on the 7:05 a.m. Metroliner to Philadelphia, which arrived there on time at 8:20 a.m. After walking to the upper level of 30th St. Station, I rode a SEPTA train into the Market East Station which forms a major part of the City Center Connecting Tunnel, built at a cost of around $338 million to connect the Pennsy and Reading commuter rail networks as described in my article in the Feb. 1985 NEWSLETTER. The station faces east and west and is below the front doors of the old Reading Terminal which is now closed to rail traffic. It is very bright and colourful with tiled walls, four tracks with two wide island platforms and large windows at street level letting in lots of daylight. My first trip was to Chestnut Hill West on the Pennsy line at 8:45 a.m. After leaving 30th St. Station we swung right and went through a tunnel at Zoo Interlocking before following the Corridor line to North Philadelphia where we turned sharply left. Just before the turn, we crossed all the main Reading lines, and after the turn we crossed again all except the Reading Norristown line. My train then ran parallel to the Norristown line. At Chestnut Hill I walked north along the Bethlehem Pike to the Reading Chestnut Hill East station. I returned to Market East on the 10:20 a.m. train through Wayne Jct. Soon after crossing Columbia Ave. I saw a "phase break" signal where the Reading electrification system ends and the Pennsy system begins. We then entered the new tunnel and arrived Market East at 10:55 a.m.

I had lunch at MacDonald's in the spectacular Gallery Mall, which has over 200 stores, including department stores such as J.C, Penney's. This mall has several levels, fountains, escalators, and glass enclosed elevators and is connected underground to the Market East Station, the Market-Frankford Subway, the Ridge Avenue Spur of the Broad St. Subway, and even to the famous Lindenwold High Speed Line to New Jersey. My next trip was to Ivy Ridge on the Pennsy line, leaving Market East at 11:55 a.m. The train followed the main line to Paoli, Harrisburg and beyond on the bridge crossing the tracks leading out of the old 44th St. Freight Yard, then turned north immediately after the bridge. In true Pennsy fashion, the south line from Ivy Ridge passes under the Paoli line before joining it. Soon we were on the handsome concrete arch bridge over a Reading freight line, the I-76 Schuylkill Expressway, the Schuylkill River and the Reading passenger line to Norristown, which forms the other end of the Route 6 line to Ivy Ridge. After arriving at 12:20 p.m. I walked to the Manayunk station on the Norristown line to catch the 1:02 p.m. train back to Market East which arrived there at 1:25 p.m. At M.E. you can sit on the mezzanine level in front of a glass window and watch the trains pass right under your feet! The trains usually have a green over red signal when they leave Market East, but as soon as the train reaches the signal, the top light changes to red and the bottom one changes to yellow to give an immediate "calling on" signal for the next train. This allows trains to follow each other at close headways.

The Lindenwold Line always deserves a rail buff's attention and so I rode it out to Haddonfield in New Jersey and back. The Budd-built cars have double seats directly facing the front windows--giving a perfect forward view! They accelerate very rapidly and run around 70 mph. Back at M.E., the rush hour was beginning and, as in the morning rush hour period, I saw some Blueliners in operation, some in SEPTA colours and some in the original Reading dark blue livery with Reading logos. My last trip was to Paoli on the 4:30 p.m. train which ran express to Bryn Mawr and arrived Paoli at 5:16 p.m. The BROADWAY LIMITED to Chicago arrived on time at 5:38 p.m. behind two F40s put on at 30th St. Station. Then the 5:42 p.m. local back to Philly and on to Doylestown left, and my CAPITOL LINER came in on time at 5:51 p.m. to take me back to Suburban Station in Philly. The signal ahead showed the Pennsy position light equivalent of red over green as my train crossed over to the inside express track in order to pass the inbound local before crossing back to stop ahead of the local at Ardmore. This train used to operate as one of the premium fare Metroliners between New Haven, New York City and Washington before being demoted to local Harrisburg-Philly service with some runs continuing to and from NYC. Now half of the seats face backwards as most of the through NYC-Harrisburg trains reverse at 30th St. After a fast run my train arrived at Suburban Station at 6:17 p.m., four minutes early. These Harrisburg trains terminate on stub-end tracks at Suburban Station as no Amtrak trains enter the Market East Station. I rode a SEPTA train back to 30th Street to await my 7:39 p.m. Metroliner back to NYC. After leaving one minute late I enjoyed my usual Chicken Kiev dinner in the club car. We made an unscheduled stop on the local northbound track 1 at Trenton as a New Jersey Transit local from NYC, due at 7:54 P.M., came in late on a side track, having had to cross all the northbound tracks to gain access to this platform. It was most unusual for Amtrak, which owns the Corridor, to hold its own premium fare Metroliner for a NJT local. As a result, we arrived NYC almost five minutes late, just before 9 p.m. I still easily caught my 9:10 p.m. train to Baldwin.

On Friday, April 26, I took the same 5:56 a.m. from Baldwin and changed at Jamaica for Penn Station. By walking one block east to the PATH station at 33rd St., I saved a subway fare to the World Trade Center as I rode PATH to Newark with a change at Journal Square. Nearing Newark, my Hawker Siddeley train passed under the main Corridor line and then ran between it and the Lackawanna main line until approaching the Harrison station, just east of the massive lift bridges over the Passaic River.

The unique 4.7 mile Newark City Subway celebrated its 50th anniversary just five days before I rode it upon arrival in Newark. It has been completely rebuilt with new track and modernized stations. It begins under Newark's Penn Station, has three underground stops after Penn Station, and then runs along the bed of the old Morris Canal to the city limits and ends at Franklin Ave. beside the Erie R.R. Boonton Line. The loop at Franklin Ave. was made larger as the original one was extremely sharp. PCCs from Minneapolis operate on this line and they are very well maintained. They are expected to last at least another 10 years. In 1975 they were all painted in Bicentennial colours and after NJ Transit came into being in 1980 its logos were applied. I did see one car, No. 28, in the same livery as NJT uses on its buses. There is only one level crossing on the line, at Orange St., and traffic lights are installed to stop the street traffic for the PCCs. The two station platforms here are on opposite sides of the street and the outbound one is on a bridge over the main electrified Lackawanna Morris and Essex Lines.

After returning to Newark's Penn Station I rode the 9:24 a.m. local train to New Brunswick, N.J., to film trains crossing the handsome bridge over the Raritan River which runs beside the well kept campus of Rutgers University. The bridge begins at the north end of the station, 31 miles from NYC, and has concrete arches over the river and stone arches over the campus. I also filmed trains roaring by at full speed from the station platforms, which are reached by stairs or escalators from street level.

I took the 12:24 p.m. local back to NYC, passing the Metuchen station which has been recently rebuilt with high level platforms which are soon to be installed at New Brunswick and Princeton Jct. After lunch I rode PATH to Harrison to meet Howard Dash and El Simon on the westbound platform. The eastbound platform has a glass enclosed shelter with a bench, but you cannot change platforms here or at Newark without paying another 75¢. I believe you can change directions at all other PATH stations without paying another fare. Amtrak and New Jersey Transit put on quite a show for us and PATH trains between Newark and the World Trade Center stopped here frequently. Electro-pneumatic switches controlled by Dock Tower frequently changed in front of us and their blades slide over very rapidly by comparison with our straight electric switches, and you can hear the air exhausting after the switches change. Then El and I had dinner at a Burger King within view of the Passaic lift bridges. My 7:10 p.m. Jersey Arrow back to NYC made an unusual entry into Penn Station. We had a red over green signal right at the NYC end of the tunnel under the Hudson River and crossed over to Track 1 to follow it to the ladder tracks leading to Platform 1. Normally trains continue straight east on Track 3 from the tunnel to the ladder tracks under Tower "A" and the main post office.

Two major railroading events took place in Philadelphia in less than six months: the opening of the City Center Commuter Tunnel on Nov. 10, 1984 and the inauguration of the Airport Line on April 28, 1985. I was most fortunate in being able to attend both events, so, after a fairly quiet day (for a change) on April 27, my Baldwin host drove me into Manhattan to catch the combined PALMETTO/CAROLINIAN at 8:30 a.m. to Philly. It had quite a long all Amfleet consist with direct cars for Savannah, Georgia; Charlotte, North Carolina; and local coaches to Washington. We thus had two AEM-7s on the point. Motion began at 8:31 a.m. and it was a beautiful sight to see the two meatballs and front coaches curving to the left after we popped out of the Hudson River Tunnel! Arrival at 30th St. was on time at 9:54 a.m. and the MONTREALER came in beside us almost an hour late because of the change to Daylight Saving Time. After my train pulled out, No. 61 received a yellow indication from the pedestal signal at the end of the platform, which cleared to green before its two meatballs reached it. Later on the SILVER METEOR was likewise almost an hour late behind its usual E60, and the YANKEE CLIPPER came in beside it. As previously mentioned, Track 2 was closed north of Philly, so the 120 mph CLIPPER left for NYC ahead of the 80 MPH METEOR. Then I met Tony Sassa, our fellow UCRS member who took me around Philadelphia on my previous trips, and we headed to the upper level to catch the 11:04 a.m. SEPTA train to the airport. A single St. Louis-built Pennsy car came in, and during our ride I was interviewed by Channel 10 News and by a radio crew! I told them I was from Toronto and that I had come from NYC specifically to ride the new Airport Line.

The train immediately turned sharp left to enter a tunnel under Market St., also used by R2 trains to Marcus Hook on the main Amtrak line to Washington and by R3 trains to West Chester via Media. About two miles south of 30 St. is "Phil" Interlocking where the new Airport Line swings to the right away from the Amtrak and Conrail lines and then left over the main lines on a new flyover. After passing under Elmwood Ave. in an open cut section, the route turns right and joins the Reading Chester Branch coming in on the left side. For the next 3½ miles this Chester route is followed in a straight line, and the only level crossing on this line is encountered at Island Ave., where an overhead bridge is almost completed. Here I saw concrete trolley poles and trackwork for the future extension of the LRV Route 36 which I rode in May 1984 as far as the new Elmwood Shops. At the end of this straight line the Reading freight line splits off to the right (presently used by Conrail freights) and the new line turns left on a 4,000 foot viaduct over a long, uncompleted section of I-95 into the airport. There are three stops here: at Terminals B, C-D, and E. At the other end of the platform for Terminal B will likely be Terminal A. Stairs, escalators and elevators give direct access to the airport buildings from each station.

We rode the 12:10 p.m. train back to Market East to have lunch, then rode out again on the 1:26 p.m. train and back to 30th St. on the 2:40 p.m. run. The service is every 30 minutes every day from 6 a.m. to midnight. The trains reverse at North Broad St., but when trackwork is completed to West Trenton, then train will run between there and the airport. As this is the

showpiece line for SEPTA, it did not want the airport trains delayed by trackwork. Between "Phil" Interlocking (where the B&O line once used by Royal Blue trains crosses) and the airport, the catenary is the European "constant tension" type. Although there is a connecting track at the flyover from the Airport Line to the northbound Amtrak line from Washington, it is not used and is even equipped with a derail device. Thus all Airport trains heading into the city use the flyover to the west side of the Amtrak line. This makes a lot of sense as, if trains joined the east side of the Amtrak line, they would have to cross over on the level to gain access to the Suburban Line tracks leading into the upper level of 30th St. Station.

My Metroliner back to NYC left six minutes late at 3:43 p.m. and I rode coach instead of club as I was taking my Baldwin hosts aboard a restaurant yacht for dinner in NYC. I stepped onto the platform at Penn Station a few seconds before its scheduled arrival time of 4:55 p.m.

On April 29, I rode the LIRR into Penn Station to catch the MONTREALER to Washington. It came in close to time and I boarded a very comfortable Heritage Fleet coach which had seats that really reclined. We left 3 minutes late at 7:48 a.m. and, after the stop at Metropark, I noticed a new interlocking to be installed just south of the station. As many trains, including some Metroliners, stop here, the new interlocking will permit trains to and from points south to use inside express tracks 2 and 3 right up to the station. Now they have to use tracks 1 and 4 for three miles to Lincoln Interlocking in front of the Metuchen station and slow down there to cross over. We did very well to arrive in Washington one minute late at 11:23 a.m. as we were stopped on track 4 at Grundy Interlocking, 10 miles south of Trenton, to allow the 8 a.m. Metroliner to pass us on track 3 before we crossed over behind it. As the 8:35 a.m. SEPTA local from Trenton to Philly was making all the stops ahead of us on track 4, we had to use track 3 into Philly. We stopped again outside 30th St. as the westbound PENNSYLVANIAN with an F40 passed on my right and the northbound SILVER METEOR passed on my left! A slow order was in effect at the south end of the Gunpowder River bridge north of Baltimore as well. We stopped in Washington Union Station on one of the through tracks leading into the tunnel under Capitol Hill for points south, and I was happy to see that progress is being made in the restoration of the station. For several years, the temporary walkway into the station followed the same path, but now the path is different. I saw a sign saying that work is to be completed by December, 1986.

Last December Washington's Metro Red Line was extended about 5½ miles from Grosvenor to Shady Grove, the final terminal at this end of the line, and about 14 miles from downtown. A tunnel begins right at the end of the platform at Grosvenor and ends at the White Flint Station, 1½ blocks north on the Rockville Pike from the large and handsome White Flint Mall. Another tunnel begins right after this station and ends south of the Twinbrook Station as the line runs beside the B&O's Metropolitan Division used by commuter trains to Brunswick and the CAPITOL LIMITED to Chicago. The next station, at Rockville, is right beside the B&O station, and the final stop is Shady Grove, still beside the B&O. On my return trip to downtown I got off at Rockville and the eastbound CAPITOL LIMITED stopped at its station one half hour late, complete with an ex-Northern Pacific dome coach. After lunch in the White Flint Mall I rode to Gallery Place and then the Yellow Line to Huntington. After returning to Union Station, I rode the 4:25 p.m. Maryland Rail Commuter Service (MARC) train to Silver Spring. Some passengers in my rebuilt Budd coach were passing around a bottle of wine and one of them said that when he saw one of our single level GO coaches (dubbed with great affection "GO-Karts" by Americans), he thought Canadians were little square people three feet tall! Oddly, my train left a full eight minutes late behind a rebuilt F9PH and the conductor said I had to go forward into the next coach to get off at Silver Spring, and, guess what, it was a GO coach! Budd coaches are included in all trains as the Americans cannot last as long without facilities as we can, since we can't drink wine on board!

At the B&O Silver Spring station I was surprised to see the two American Zephyr cars parked in the open. The observation-lounge car and diner were former Atlantic Coast Line and Seaboard Air Line R.R. cars respectively and both were built by Budd and are available for weekend charter trips to NYC. I saw them last November in Washington Union Station. Parked beside them was DOVER HARBOUR, a private car owned by the largest chapter in the NRHS, the Washington Chapter. I walked to the nearby Silver Spring Metro station which is the present, but not final, terminal at the other end of the Red Line. This portion of the line runs beside the same B&O line right into Union Station. I rode to Brookland-CUA to meet UCRS member Ron Deiter and his two friends Charles Axthelm and Harry Olmstead for the first time, and to have dinner with them. While waiting I phoned Tony Sassa in Philadelphia who confirmed that I was on the 6 p.m. Channel 10 News the evening before! We had dinner at Colonel Brook's Tavern near the Metro Station. I mentioned that, while riding northbound on the Yellow Line near Alexandria, I caught a glimpse of a private car on the southbound SILVER STAR. It was dark green and it had an awning over the rear open observation platform. They said it was likely a Southern car, maybe SUSAN MARIE. After dinner we rode the Metro to Silver Spring and then to Union Station. Its top speed is 70-75 mph and near Fort Totten I saw a connecting track to be used for deadhead movements to and from the future Green Line as the Metro has a large maintenance facility south of Rhode Island Ave. on the Red Line near the Amtrak Ivy City Coach Yard. At Union Station my SILVER METEOR to Tampa arrived five minutes early from NYC and, after its E60 was replaced by two F40s, it left right on time at 8:40 p.m. My upper single slumbercoach room 1 was on the right side, so I could see the Capitol and the flashing red lights on top of the Washington Monument as we crossed the Potomac River.

A very fast overnight run put us into Jacksonville early and we left there on time, but a stop before Palatka and a long slow run through a freight yard between Orlando and Kissimmee put us into Tampa ½-hour late at 3:46 p.m. I saw a TV crew interviewing an Amtrak conductor and it turned out that the SILVER PALM would be leaving at 4:30 p.m. for the last time to Miami as this was April 30. It was scheduled for discontinuance last November, but it was saved then. There was a feature front page article about it the next day in the Miami Herald.

On my way home in my father's car, I stayed overnight near Atlanta and drove the next morning to the Brookhaven terminal at the north end of the MARTA North-South Rapid Rail Line. It is a short drive north from I-85 on the North Druid Hills Road. The line is elevated here and the fare is 60¢. It follows the Southern R.R. main line from Washington, used by Amtrak's CRESCENT, past the Lenox station near a classy mall of the same name, and the Linbergh Centre Station. Some distance after this station it crosses I-85 and goes underground until south of downtown at the Garnett Station. It runs below the East-West Line at the bright and spacious Five Points Station and here the doors open on both sides as the station has side and island platforms. South of Garnett it crosses I-20 and follows the Atlanta and West Point R.R. to Lakewood. By 1988 the line is to be extended three more stops to the Atlanta airport.

Thus ended another very enjoyable trip! This was the first time that I used the free checked baggage service, which was very helpful. In Toronto I checked my suitcase aboard No. 54 straight to Montreal so I didn't have to worry about it in Ottawa; likewise on the MONTREALER to NYC where I picked it up after my side trips to Wilmington and Stamford, then at NYC straight to Tampa so I didn't have to bother with it in Washington.

By a great stroke of luck, I visited NYC again on June 15! As always, I make the most of my visits there, so I rode into Penn Station from Jamaica to catch the combined BAY STATE/COLONIAL at 12:30 p.m. to Washington. The BAY STATE was inaugurated last October and runs via the Inland Route on the Boston and Albany through Worcester and Springfield, then south on New Haven rails through Hartford to New Haven where it is combined with THE COLONIAL, also from Boston but via the Shore Line through Providence and New London.

A cute little attendant welcomed me aboard the Club Car, a 20100 series Amfleet car right behind the AEM-7 engine. After we pulled out at 12:31 p.m., I saw the newly rebuilt B yard just west of Penn Station which was completed on time on May 12. Then at Metropark the new crossover tracks which I mentioned earlier in this article have been installed although my two trains didn't use them as we didn't stop at Metropark. As we stopped in Baltimore, I saw three MARC trains on one track, each consisting of rebuilt Budd coaches with head end power and an E60 leased from Amtrak. These E60s will soon be replaced by four AEM-7s ordered by the Maryland Department of Transportation for $3.4 million each. This is quite a large investment for a commuter run of 40 miles with as many as seven intermediate stops. We stopped in Washington two minutes early at 3:47 p.m. at a stub-end track with a high level platform. The four coaches at the rear were then moved by a yard engine to one of the through platforms to be attached to an F40 for THE COLONIAL's run to Newport News, Virginia.

I then rode the Metro's Red and Yellow Lines to the King St. Station in Alexandria which is right beside the RF&P and Southern station of the same name. I had 10¢ left on my Metro Farecard from my April 29th visit, so I inserted it into the machine and it showed 10¢. Then I put in something with George Washington's picture on it and it showed $1.10. After pushing another button to reduce the value I wanted on my new Farecard to $1, I activated the Push for Farecard button and got it and two nickels back. At King St. the turnstile said "Exact Fare" and kept my Farecard. I arrived at the Alexandria Station before THE COLONIAL did and I met Charles Axthelm and Harry Olmsted again and we chatted until my combined PALMETTO/CAROLINIAN came in 23 minutes late at 6 p.m. THE CAROLINIAN was also inaugurated last October from Charlotte, North Carolina to New York City. It is combined with the PALMETTO at Richmond, Virginia. My train had two F40s and about 13 cars. As I crossed the Potomac River, I saw a southbound Metro Yellow Line train crossing its bridge beside the RF&P bridge. Then we entered the tunnel under Capitol Hill and stopped in Union Station 18 minutes late. Three more Amfleet coaches for local traffic to NYC were attached at the rear by an RS1 yard engine, no. 62, still in Washington Terminal R.R. dark blue although now owned by Amtrak, and the F40s were replaced by two AEM-7s! We pulled out 12 minutes late at 6:42 p.m. and despite long station stops and unusual crossover moves at Baldwin and Hook Towers between Wilmington and Philadelphia, we arrived NYC only one minute late at 10:07 p.m! I rode very comfortably in a 25000 series Amfleet II coach and thoroughly enjoyed the ride. We used the newly relaid No. 2 track between North Philadelphia and Trenton. I still caught my 10:10 p.m. LIRR train to Jamaica, 58 blocks west of where I was staying. Upon arriving at Jamaica, I saw that even that late on a Saturday night (10:30 p.m.), there were three trains heading east on tracks 6, 7 and 8 with the centre train's doors open on both sides. They were headed for the Babylon, Far Rockaway and Long Beach Branches.

The next morning my wife's relatives and I left NYC and drove along I-280 west from the New Jersey Turnpike through Newark and The Oranges. From the highway I could see both the former Pennsy and Lackawanna electrified main lines and the Lackawanna Broad St. Station in Newark.

I will be going to California in October, and Florida and NYC in November, January 1986 and May 1986. I plan to ride the new Peninsula commuter trains from San Jose to San Francisco, consisting of new named Caltrain F40s and Sumitomo gallery cars like those in Chicago and Montreal. Please stay tuned for more accounts of my travels on these pages!

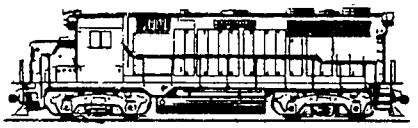
EXCHANGE SECTION

- For Sale: One Radio Shack Pro 24, 4 channel 4 band pocket scanner, one year old, with 6 railroad crystals and AC adapter, $100. Call Neil McCarten at (416) 461-3810.

--I wonder who the author is of that report in VIA Rail Canada's "Vialogue", reproduced in the June 1985 (No. 428) issue of the NEWSLETTER. Renovation is planned of the Dorval, Quebec station: "The....waiting room will soon be able to hold 160 people instead of the current 100." Who dreamed up that holding capacity? As a user of this station for years and years, ever since it was built, in fact, I'd say you might pack 55 people into the place, if nobody sat down and nobody closed the door--and nobody stayed in the unrenovated and unenlarged washrooms! I'll await future developments with the greatest interest, as I can't see 160 passengers waiting in the station waiting room, even in the pouring rain or in the dead of winter!

--John Welsh

MOTIVE POWER



and car equipment

Motive Power News by Bruce Chapman

CP Rail

--The delivery schedule of the new GP38-2s from GMD is as follows: two in September, 16 in October, 16 in November, 11 in December.
--8797 is now being used on the Grand River Ry. due to 8160 and 8162 experiencing mechanical problems.
--CP SD40-2s 5500-5529 have been appearing on the CP-C&O-Soo RAILRUNNER runthrough trains. However they have not run as lead units in the U.S. due to their lack of bulletproof windows as required by the Federal Railroad Administration.
--The famous 8921, the 'Empress of Agincourt', CP's only (and seemingly indestructible) RSD17 emerged from a Class 1 overhaul at Angus Aug. 28. (Who says that everything is dull and standardized these days?--Ed.)

Rebuildings--8803 has emerged from Angus as 1598. 8543 is currently there for rebuilding to 1604, while 8613 entered Ogden in August; 8125 left Ogden as 1271 on Aug. 29; other Ogden rebuildings include 8690 to 1600, 8520 to 1601, 8661 to 1603; at Angus 8815 to 1599, 8818 to 1602, 8536 to 1606.

Retirements: --Sold to General Scrap and Car Shredder Ltd., Winnipeg: 4444, 7030, 7035, 7042, 7049, 7055, 7084. Lakehead Scrap Metal, Thunder Bay, has purchased 6581, 6598, 6604.
--The railway is disposing of its 539-engined power. Stored unserviceable at Sudbury are 6537, 7089, 7099, 7107, 7108; in Toronto 6527, 6549, 6552, 7029, 7061; at St. Luc, 6529, 6617; at Sutherland, Sask., 6568.
--CLC Robots 1007-1010 have been sold to Western Canada Steel Ltd., Calgary, for scrapping.
Miscellaneous--B&O 3706 and 3731 have been repaired at the ONR North Bay shops and will lead on CP trains when they are reactivated.
--Port Stanley Terminal Rail has bought C&O SW9 5242 (GMD 2-51) plus Burro crane BC6.

CN

--9400-9414, geared for 82 mph and ICC approved, are being used in the LASER service, Montreal-Chicago. GTW will use four ex-DT&I GP40s in this pool, although they will not run east of Toronto.
Transfers--5260-5264, Calder to Taschereau.

Rebuildings--4515 to 7200; 4226 to 7201, assigned to Senneterre, Quebec; 4235 to 7202, 4592 to 7203, 4507 to 7204, 4511 to 7205, 4534 to 7206, and all sent to Vancouver; 1060 to 1160, 1066 to 1166, both to Saskatoon; 8700 to 8703, Senneterre to Moncton.

Retirements--8050, 8164, 8166, 8167, 8171, 8191, 8229, 8232, 8242, 8049, 8053, 8170, 8182, 8189, 1779, 8037, 8056, 8057, 8061, 8062, 8071, 8073, 8163, 8214 (last of series), 8239, 8245, 8069, 8055, 8066, 8077, 8078, 8079, 8240, 8422 (last of 539's).
--As of Aug. 1 CN had 155 units stored serviceable, 67 unserviceable.
--Only A's running were 9169, 9172, 9177, 9104, plus leased units to VIA.

TORONTO AREA SIGHTINGS by Ben Mills

Sept. 5: CP 1574 deadheading EB from N. Queensway on N. Tor. Sub.; 4736-4527 EB; 5753-5504 WB. Sept. 6: at Milton EB, CN 4515-4549-4584; 9419-5029-2030-9425-5052 EB; 5031-5325-5071 WB; at Spadina: VIA 6781, CN 3111 (RS18); CN 9518-9530-9482 WB. Sept. 8: CP 5511-4510 Agincourt EB; CP 1241 Front St.; VIA 6758 and three cars.
Sept. 12: Dock 35: CN 7943; 9416-2572 EB through downtown. Sept. 13: CN 7743 EB Spadina; CP 1241 Keating Yd.; Spadina: CN 9451-9467; VIA 6903-CN 4579; Mimico: VIA 6912, 6925; Willowbrook: GO Transit 801 (roof open, freshly painted); Don Valley: CN 4562-9519-8276NB.
Sept. 16: Don Yd.: CN3111, 4520, 7948, 7770; 7943 entering from north; CP 8136-8167 at N. Queensway, 7033 at Shorncliffe Rd. Sept. 18: CP N. Tor. Sub., 4564-4753-4561 WB. Lambton Yd.: 1534 on turntable; 4721-4702 with container train N: Tor. Sub. Sept. 20: CP N. Tor. Sub.: 4581-4731 EB; 6080-5929-3719 (B&O) Transfer; 4508-5902-4762 EB; Union Stn.: CN 9535 (leading)-VIA 6735-6717; 6607 'B' unit; 7178 at Don Weigh Scale. Sept. 24: Mimico: CN 1383-1229 EB with 10 cars of grapes; 1358 dead, VIA 6916 dead at west end; 6783-6624-6764 on pass. train made up; 6916 and 6758 dead; CP 1534 EB at N. Queensway; 1578 WB light; 7043 EB towards Lambton with a few cars. Sept. 25: CP 4250, 8770 Lambton Yd. by turntable; CN crane 50491 on trackwork by CNE.
Sept. 26: TTC 'M' class subway cars 5316-5317 with extended cabs, new wheels; CP 7021 at N. Queensway. Sept. 27: CP 1248 Don Valley; P8901 mobile crane on EB track N. Tor. Sub. east of Ossington Ave. (handling tie plates); CP 5979-4563 WB from Tor. Yd.; 8133-8156 N. Queensway; 4720-4578 WB at Lambton. Sept. 28: CP 5416-2000 (QNS&L)-5711 WB from Agincourt; 8770-7780 (Conrail)-4560 worktrain (hoppers) WB; 5796-3706 (B&O)-4711-7749 (Conrail) WB 2:15 P.M.; 8770-8740-8720 (RS18 high nose) EB; 5403-3704 (B&O)-5744-4711 WB; 4734-4705-4239 WB.
Sept. 29: CP N. Tor. Sub.: 4746-2004 (QNS&L)-1588-8770 WB; 4719-5748-4312-3518 (B&O)
Sept. 30: WB to CN line: CP 8156-8167 plus 10 auto cars; 7020 N. Queensway, 1578 Don Valley; TTC 'M' class cars 5322-5323 with dark blue seats (like H-1 class).

OFFICIAL STATEMENT

The following is the text of the statement issued by Bombardier to its customers covering its recently announced withdrawal from the manufacture of freight locomotives:

"You are probably aware of Bombardier's corporate decision to withdraw from the manufacture in Canada of freight locomotives for the domestic market. We will however continue to supply Bombardier locomotives to the international market through our worldwide chain of licensees and associates.

We wish to clarify that even though we do not intend to produce locomotives in Canada, we will not relent in our commitments to the Model 251 engine in terms of manufacturing, servicing and technical support, as well as improvements related to this product. In this regard, we are currently developing tooling for new components for the 251 Plus engine for increased reliability and "State of the Art" fuel consumption. Those components will be available in 1986.

We will also continue our involvement in the development of the "next generation" diesel engine (code name--B2400) for future use in all applications. The first such engine has recently commenced operational development testing in our Montreal R&D facilities.

We assure you of our long term support in the supply of spare parts, tools and technical services for the 251 engine and all previously delivered Bombardier, Rail & Diesel Division products."

CN Class U-1-f Mountain type 6060, once Southern Ontario's favourite excursion locomotive, is at present reposing "in a shop south of Edmonton", awaiting restoration to operating condition for its appearance in Vancouver at Expo 86. The work will benefit from a $350,000 grant from the Government of Alberta. There is now a prospect for continued operation of 6060 after 1986 on a planned 53-mile tourist rail operation in Jasper National Park, a location which has to be a "natural" for such an operation. Harry Home, President of the Rocky Mountain Rail Society of Jasper, the prospective operator, has revealed to the press that his group has obtained land for a terminal, permission to operate on a section of CN line, and an option to purchase from British Rail eight coaches from the FLYING SCOTSMAN. The crowning jewel in the picture would be 6060. The Society, however, still faces expenditures estimated at some $2 million for purchase of the British varnish, construction of trackage at the terminal, and for a maintenance and storage building. --Regina Leader-Post report, via Harlan Creighton

--CP has recently carried out dynamic brake testing in high horsepower MLW units relative to identifying excessive braking when these units are not leading. Preliminary testing and circuit designing have indicated that a trainline indicator is possible as well as a "coarse" regulation and identification of the offending unit. To establish final settings, CP was planning in late August to operate one unit from three different MLW series at various speeds of up to 40 mph for five minute intervals, running together with two other six-axle locomotives. One MLW unit would operate in dynamic brake with the other units motoring. The units for brake testing were to come from series 4500-4573, 4700-4728 and 4729-4743. The testing was to have been performed in the Montreal area.
--As of Aug. 28 CP Rail Robot cars 1007, 1008, 1009 and 1010 had been sold to Western Canada Steel Ltd. for scrap, with one unit to be shipped from Ogden Shop (Calgary) immediately and the balance on request.

--The tentative consist for the special movement on CP Rail, Revelstoke to Craigellachie on Nov. 7, 1985, is as follows: 1201 steam locomotive, 3501 combination coach, SAND POINT coach, MIC MAC coach, Business Car ASSINIBOINE, Business Car (STRATHCONA OR SHAUGHNESSY), Business Car 76 from Heritage Park, Calgary.

--On the afternoon of Sept. 15, in Oro Township between Barrie and Orillia, the northbound NORTHLANDER had locomotive 1984. The Toronto-bound CANADIAN was led by 6557 and WATERTON PARK brought up the rear. The Vancouver-bound CANADIAN had 6305 up front and GLACIER PARK at the rear. Both had a 'B' locomotive (numbers not recorded), a stainless steel baggage car and nine passenger coaches, predominantly stainless steel. All three trains were roughly on schedule.

--George Iwanchyshyn

--CN has placed orders for work and shop equipment, worth almost $2.5 million, for ongoing system maintenance. A total of 116 trackmotor cars will be purchased from Woodings-Railcar Ltd. of Lancaster, Ont., and Fairmont Railway Motors Ltd. of Mississauga, Ont. They include two-seat cars for track inspection and six-seat section cars for transporting work crews. The cost is more than $1.2 million. A contract of similar value was awarded to Blast Cleaning Products of Oakville, Ont. to manufacture and install a blast and painting facility at Transcona Shops in Winnipeg, Manitoba. The system includes paint spray booths and convection type drying ovens for use in the painting of railway cars. --CN "Movin'"

THIS AND THAT by Sandy Worthen

• The story of the collapsed eastern through truss span of the bridge carrying the Central Vermont Railroad's Richford Subdivision over the Missisquoi River at Sheldon Junction, Vermont continues to unfold (NEWSLETTER 428, June 1985). Bob Jones of Burlington, Vt. says that it is rumoured that CV may accept a cash settlement from Boston and Maine/Guilford Industries in lieu of rebuilding the span. While B&M/Guilford is balking at paying anything at the moment, it seems as though this solution would be the best in the long run (no pun!).
• CP Rail's plans for its Newport/Lyndonville Subdivisions are still unclear. Presently, there is one freight in each direction daily: 904 south, dpt. Brookport Mile 0.0 at 1400; Newport Mile 58.4 arr. 1605; Newport Mile 0.0 dpt. 2130; Wells River Mile 63.7 arr. 0025. Northbound No. 917: Wells River dpt. 2015; Newport arr. 2335; Newport dpt. 0800; Brookport arr. 1000. 904

and 917 do all the pickup and setoff moves en route. Webster's Feed Mill at Richford, Vt. has the use of a switcher working in the mill yard, but, compared to other years, these movements must be minimal. CP's Bridges and Building Department has replaced the single span, through truss bridge over the Missisquoi River just east of the station at Richford and the mobile crane was on the siding at Richford at the beginning of September.

• It's just one thing after another for Bombardier, Inc., Quebec transit vehicle builder. Having overcome the problems associated with car doors and brake and electrical systems on the new subway cars for New York City's Metropolitan Transit Authority, Bombardier has now to deal with troubles with the couplings between the cars. Tests to confirm that the electrical problems have been resolved have been called off, according to the Montreal Gazette (Aug. 29, 1985), until the existing couplers can be replaced with new ones. This statement came from Bombardier official Yvon Turcot, who says that replacement of the couplers is a precautionary measure; they may have been damaged from friction between them and the brackets on the subway cars, when operating at high speeds and around curves. The brackets were used to facilitate tieing down the cars to flat cars for transportation to New York City from Bombardier's plant in Barre, Vt. Currently, the brackets have been removed and other methods are used to fasten the subway cars firmly to the flats. All couplers have been x-rayed; any that were damaged were replaced and undamaged ones will be used on future units.

Mr. Turcot was unable to tell reporter Shirley Won when testing of modifications proposed by Bombardier's subcontractor Westinghouse Electric Corporation of Pittsburg, Pa., to eliminate problems in the electrical converters and in an arc chute (?) in the control mechanism, would resume. Bill Allan, a Westinghouse official, confirmed that tests designed to eliminate these two problems were run for 10 days on 10 cars around the first of August, but had not been completed as of the end of August. He affirmed that the modifications proposed were specific for the resolution of both problems, but he could not give a date for the resumption of confirmatory tests. Bob Slovak of New York's MTA said on the phone that the MTA was waiting for a "fix" and wasn't accepting anything in the meantime. After the required modifications(s), cars would have to go on test for 30 consecutive days before being accepted.

Bombardier did not make a planned shipment of cars in mid-August, but affirmed that deliveries are being made ahead of schedule because the shipment of 60 cars already delivered was not scheduled before Oct. 1. An additional 22 cars are scheduled for delivery by the end of the year. Mr. Turcot minimized the problems encountered to date in the production of the subway cars, saying that mass transit experts accept three to five years (!) as the length of time required for "debugging".

• Jack Aubry's story in the Ottawa Citizen of Aug. 31, 1985 reminded readers that the National Capital Commission/National Museum of Science and Technology's "Wakefield Steam Train", hauled by ex-CPR Pacific 1201, would not be making any fall foliage runs this year. The regular summer schedule of this popular excursion train terminated on Aug. 31/Sept. 1 because, after that, 1201 would be steaming away to the Rocky Mountains to participate in the ceremony on Nov. 7 commemorating the driving of the last spike in the then Montreal-Port Moody, B.C. line of the Canadian Pacific Railway.

On a more optimistic note, a committee representing the Wakefield Steam Train supporters and CP Rail reached an agreement at the end of August to keep the Hull-Maniwaki, Quebec line intact for another two years, but it was not clear if the train would continue to operate in that interval. Meanwhile, efforts to find ways of financing the operation of the line will continue. The Canadian Transport Commission has given permission to the Outaouais and Gatineau Valley Railway Committee to continue negotiations with CP Rail until December 1985. A second group, representing the NCC, the Outaouais Planning Corporation, the NMST, the Wakefield Community Association, and the Cities of Hull, Hull West and La Peche, is attempting, with CP, to set up a foundation to purchase the line. In a brief to the CTC, this committee said that the NCC and the OPC would provide "seed money" to start a new train operation. The rest of the funds required would be raised from corporate and private donors, said OPC President Roger Blais.

• It seems as though VIA Rail Canada's "ATLANTIC" service (Trains 11/12) is proceeding from stability to confusion. After a promising start at the beginning of June (NEWSLETTER No. 429, July 1985), Guy Chartrand of Transport 2000 now predicts a gloomy future for the service. He says that there is a possibility that, starting Oct. 27, the ATLANTIC will be rescheduled to depart Montreal at 1800, instead of the present 2045, to facilitate early morning inspection at Jackman, Maine by United States Customs and Immigration authorities. Simultaneously, the departure from Montreal of RDC Train 630 will be advanced to 1645. Morning departures from Sherbrooke of Trains 11 and 629 for Montreal would remain unchanged.

Chartrand claims that these changes would discourage Eastern Townshippers from making day trips to Montreal because they would not have enough time between arrival (1030) and departure (1645). A reduction in the number of riders might well stimulate application of Transport Minister Mazankowski's dictum: "Use it or lose it!"

Brian Heath, a VIA spokesman, offered no suggestions for a resolution of the border crossing difficulties. Nor would he confirm or deny Chartrand's misgivings. Meanwhile, the ATLANTIC is doing well enough, Chartrand said, with about 600 people using the service daily. Trains 629/630, Sherbrooke/Montreal/Sherbrooke, are less popular, with 50 to 75 riders per day. Heath was moved to confirm Chartrand's evaluation of the ATLANTIC service, but said the Sherbrooke Budds had only 32% occupancy.

Similar difficulties with Canada-USA border inspection requirements by both Canadian and U.S. Customs and Immigration authorities cause unreasonable delays at both Niagara Falls (Ont. and NY) and Sarnia/Pt. Huron. No one, from VIA, Amtrak, or the general public, has offered any acceptable suggestions for reducing or eliminating these delays; and even if they did, it is unlikely that they would be listened to by the inspection authorities.

UCRS and other events and activities

by Ed Campbell

The Calendar Committee is now soliciting photos for use in the Society's 1987 wall calendar. Photos of steam and electric railroading in Ontario are most needed. Members who wish to provide photos (which will be sharp and clear when enlarged to 8x10 size) are asked to write to: Calendar Committee, Upper Canada Railway Society, Box 505, Holland Landing, Ontario L0G 1H0. Please be sure to include a telephone number as well as an address. Readers are reminded that the above address is to be used only for correspondence relating to calendar production and that all other enquiries, including calendar sales, should be sent to the Society's Box 122 address in Toronto.

--The Society is still open to suggestions for a new location for Car 13 storage. Please advise any member of the Executive if you have a suggestion, by Oct. 21, so that arrangements may be made by the 31st, the deadline for the move.
--The Society wishes to thank sincerely the members who helped at the booth located beside 6213 at the CNE. These were Vic Borrow, Ed Campbell, Norm Cardwell, Alan Crompton, Norm English, Alf Faber, John Heribest, John Laraway, Al Maitland, Ed Misera, Ben Mills, Ivor Samuel, Dave Scott, John Slobodin, Mal Smith, Tom Thompson and George Meek.
--Exterior repairs to CN 6213 are complete to the extent that only the boiler lagging still needs to be replaced along with various fittings removed during repairs and painting as required. About two months' work is still required to effect completion. Incidentally, it was 25 years ago this past August that 6213 was placed on display.
--Toronto area members (and perhaps those beyond) will be interested to learn that North York Hobbies (with a good stock of railroad books) has moved to 690 Wilson Ave.
--Members are urged to renew membership in the Society by mid-November and receive the discount.
--Do not forget to obtain your tickets for the UCRS Nov. 23 Annual Banquet at the next meeting. We are privileged to have Omer Lavallee as our guest speaker. Price is $21, with tickets also available from Banquet Committee, UCRS, Box 122, Station A. Toronto M5W 1A2, for pickup at the door of the Chelsea Inn banquet room.
Friday, Oct. 18--Regular UCRS Toronto meeting at the Education Centre, College and McCaul Sts., 6th floor auditorium. The meeting will start at 7:30 p.m. sharp. John Freyseng will present a slide program entitled "Rail Excursions I Have Known, 1960-1985." Bring your summer-fall newscast slides.
Friday, Oct. 25--Regular UCRS Hamilton Chapter meeting in the CNR Hamilton Station (2nd floor) at 8 p.m. Entertainment will be members' 35mm slides. All members are always welcome at Hamilton. Bring your newscast slides. The GO train offers an easy way to get to Hamilton; trains leave Toronto Union at 1719 and 1803 and go directly to Hamilton station.
Saturday, Oct. 26--UCRS tour of the railways of Windsor; see the flyer included with the September NEWSLETTER for details.
Friday, Nov. 8--Ontario Society of HO Model Engineers regular meeting at Rosedale Presbyterian Church at 8 p.m. The speaker, John Sparks, will present a talk on locomotives planned but not put into regular production.
Thursday, Nov. 14--CRHA Toronto and York Division meeting at 8 p.m., 235 Queen's Quay West.
Friday, Nov. 15--Regular UCRS Toronto meeting in the 6th floor auditorium of the Education Centre, College and McCaul Sts. at 7:30 p.m. Please bring your newscast slides. The entertainment will consist of another of Pete Jobe's spectacular slide presentations on British Columbia railroading.

Short Hauls--Hearings were held Aug. 19-20-21 in Schefferville, Wabush and Sept Isles concerning the QNS&L's application to abandon passenger service.
--CP Vaudreuil station, Mile 18.9 out of Windsor Station, has been renovated and renamed Dorion.
--CN has approval to abandon the MacGregor Spur, formerly part of the Forest Sub. (Mile 67.32 to 70.62) now Mile 1.8 to 3.24, opposite Mile 57.8 of the Strathroy Sub.
--CN may remove the agencies and stations at Dolbeau and Roberval, Quebec, plus the Herbertville agency.

--Bruce Chapman

--On Monday, Aug. 26, the GO train from Bradford was 1½ hours late getting to Toronto. That evening on the return trip a Commuter Bulletin was handed out to all the passengers to explain the delay; the text of the Bulletin is as follows: "The morning southbound train from Bradford was delayed 83 minutes arriving in Toronto due to the combination of a vacation relief mixup and a CN freight derailment which blocked the rail line near Finch Ave. The employee error occurred when the regular CN charge-hand went away on vacation and there was confusion over his replacement. This person normally carries the key which unlocks the switch for the wayside power in Bradford. Without the key, the crew could not get access to the power switch. The delay was further compounded by a CN freight derailment near Finch Ave., which blocked the track and forced the GO train to take a detour route. GO Transit sincerely apologizes for the lengthy delay to Bradford line passengers. We also assure you that measures have been taken to prevent a recurrence." (Editor's Note: A good explanation by GO Transit of what went wrong, but we are left hanging as to what those "measures" are.)

--forwarded by Dave Stalford

News

• CHANGED PLANS FOR ALRV OPERATION--The TTC has decided that the 52 ALRVs on order will be used on the 501-Queen, 502-Kingston Road and 503-Kingston Road Tripper routes. Use of the equipment on 502 and 503 will be in lieu of the originally planned use on Route 511-Bathurst. The reason for the change in plans is to have uniform ALRV operation on those routes which use lengthy sections of Queen St., avoiding the bunching and service gaps anticipated with mixed CLRV-ALRV operation because of the longer loading and unloading times of the latter. While 2 for 3 vehicle substitution (the standard for ALRVs) will occur on 502 and 503 peak hour schedules, the weekday inter-peak operation of Route 502 would be subject to 4 for 5 substitution because of the presently longer than 5 minute headway (now 12'00"). The headway at these times would become 15'00". Under ALRV operation of the three routes, assignments at peak periods would be as follows: 501 = 33 cars, 502 = 7 cars, 503 = 6 cars, for a total of 46 cars. Transportation extras and maintenance spares would cause the total requirement to be 53 cars, one more than the number on order, so the odd CLRV might be found on the lines from time to time. The combined peak hour headway on Kingston Road (the street) (502 and 503 combined) would be 6'00". The assignments and headways as described here would be of an interim nature until (when and if) the Kingston Road Corridor Services Study routing pattern (see NEWSLETTER 414, page 10) is implemented. The TTC staff report leading to the ALRV assignment decision mentions that the cars still might be used as extras on Bathurst at times of heavy travel on that route (primarily during the CNE).

• TROLLEY COACHES AGAIN UNDER ATTACK--As revealed on page 4, a report has gone before the TTC recommending that the nine-route, 150-vehicle trolley coach operation be phased out, commencing with the north end system (Eglinton Division) in 1989 and the west end system (Lansdowne Division) in 1990. The report follows upon a new study of the cost performance of T.C.'s as compared with that of diesel buses. The following constitutes a summary report text extract which presents the authors' rationale for abandonment:

"Three major options for replacement of the trolley coach fleet were considered: (1) Retain the existing trolley coach operation and replace the existing vehicles with new trolley coaches; (2) Retain and centralize some of the existing trolley coach operation using new vehicles and replace the rest of the existing operation with diesel buses; and (3) Abandon trolley coach operation with full replacement by diesel buses.

Options 1 and 2 were divided further into three sub-options, each dealing with a different type of trolley coach technology. As a result, a total of seven options were considered in the study: 1A--Retain existing trolley coach operation using standard vehicles; 1B--Retain existing T.C. operation using regenerative vehicles; 1C--Retain existing T.C. operation using vehicles with off-wire capability; 2A--Retain partial t.c. operation using standard vehicles; 2B--Retain partial t.c. operation using regenerative vehicles; 2C--Retain partial t.c. operation using vehicles with off-wire capability; 3--Replace existing t.c. operation with diesel buses.

Analysis of the options covered four issues, including environment, operations, maintenance and costs. Recent experience of other transit properties in North America with trolley coaches was also considered in the study. The environmental analysis considered air and noise pollution, visual intrusion and energy efficiency. Overall, no major advantage is given to any option.

Conversion to diesel buses would eliminate the visual intrusion associated with trolley coach overhead wires and support poles. On the other hand, conversion would result in increases in air and noise pollution in the vicinity of Wade Yard storage facility (Lansdowne Division). Also, on Bay St. south of Queen St., the height and density of surrounding buildings may create occasional noticeable concentrations of diesel fumes. The abandonment of Wade Yard, if necessary, would not be a problem. In addition, investigation of a diesel bus operation on Bay St., undertaken in co-operation with the Ontario Ministry of the Environment, clearly indicates that resulting concentrations of air pollutants would not exceed Provincial Air Quality Standards. With regard to noise impacts, the prevailing ambient noise levels in the existing trolley coach route corridors are high enough that, generally, the additional noise from diesel buses (5 dB) would not have a noticeable impact, except in some isolated cases where increased noise levels may be perceived by adjacent residents. Although trolley coaches are more energy efficient than diesel buses, the cost savings realized through this higher efficiency are more than offset by higher operating costs.

The operations analysis indicates that, compared to trolley coaches, diesel buses offer better service flexibility, are safer to operate and, due to the elimination of mixed mode garage operations, have lower manpower training costs. Maintenance procedures would also be more efficient with just diesel buses operating out of Lansdowne and Eglinton Divisions. Overall cost analysis indicates that diesel bus costs would be approximately $38 million lower than the least expensive trolley coach option over the 18-year life of the vehicles. In terms of overall performance, Option 3, full conversion of trolley coach routes to diesel bus operation, is considered superior. The recent experience of other North American transit properties with trolley coaches supports this conclusion.

The analysis supports the conclusion of the Vehicle Fleet Mix Study and clearly indicates that diesel buses offer superior performance in the areas of operations, maintenance and costs. While trolley coaches may offer some environmental benefits, these do not offset substantial disadvantages associated with the retention of the existing trolley coach operation."

The report was placed before the Commission on Sept. 10, at which time it was not adopted, and the decision was taken to call a public meeting on the subject of discontinuing t.c. operation. This meeting will present an opportunity for the fifth issue to be brought to bear on the conversion question, i.e., public preference.