Newsletter

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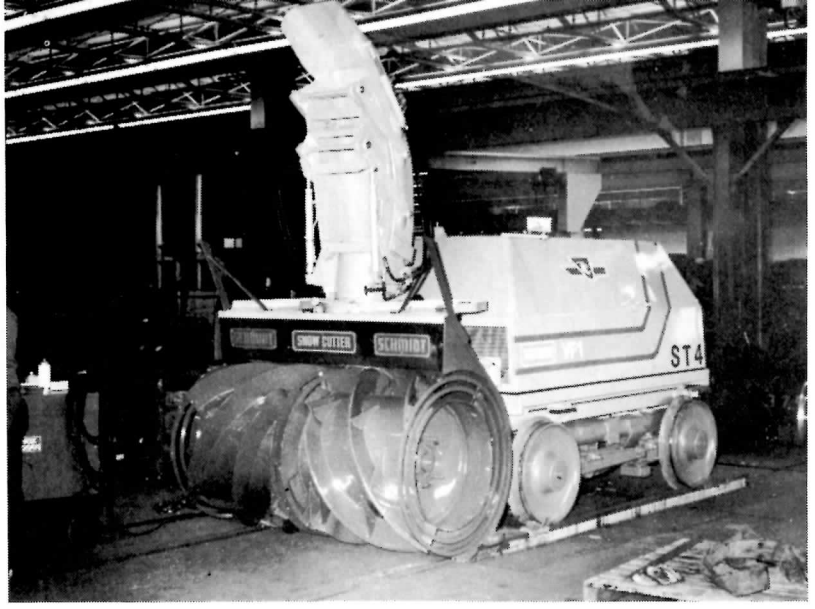
VIA NETWORK 1985
RAILSCANNING

NUMBER 438 APRIL 1986

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

Strange companions: CP Rail 4730, Kennecott Copper Corp. SD40-2 105, and Conrail GP38 7772, on CP Train 903 at Agincourt Yard, Toronto, Feb. 21, 1986.

--Ron Lipsett



TTC ST4, a snowblower for the Scarborough RT line, is the Commission's newest item of rail work equipment, having arrived in Toronto in February, 1986. The German-built snowblower unit was installed on a PCC truck at Greenwood Shops by TTC forces. The car is designed to be pushed by the RT locomotive.

--TTC photo

Indonesia Rys. unit CC20212, fresh out from DDGM, is seen at London on Feb. 21, 1986.

--Ian Platt photo

Nipissing Central Ry. 10 (see article on opposite page).

Rail Passenger Services in Canada

A FRAMEWORK FOR THE FUTURE

A legislative blueprint for rail passenger service in Canada--the National Rail Passenger Transportation Act--was tabled in the House of Commons on Feb. 24 by Transport Minister Don Mazankowski. "The bill defines a national rail passenger transportation policy and gives VIA Rail the powers, flexibility and responsibility to make our rail passenger transportation system work", the Minister said. "VIA has long needed a clear mandate geared to greater self-sufficiency with less dependency on government funding". The proposed legislation contains a pledge that "there shall be a safe, modern, efficient and reliable network of rail passenger transportation services".

Background--In 1977, through a one dollar money vote of Parliament, VIA Rail Canada Inc. was created as a Crown corporation to manage and market rail passenger services with operational support from CN and CP in order to turn around the declining trend. No legislative basis for VIA was established. The Federal Government undertook to subsidize 100% of operating losses and to fund capital investments. Rail passenger services and support facilities were eliminated or reduced over time in response to rising subsidies required for VIA. The service cutbacks were insufficient to make a significant difference in the poor operational and financial performance of rail passenger services. Government subsidy payments to VIA continued to increase at a substantial rate, rising from $436 million in 1980 to $503 million in 1984.

A problem of major proportions was and continues to be the state of VIA's equipment fleet. Even with the purchase of new LRC equipment for use in the Quebec-Windsor corridor, the average age of VIA's fleet is still 25 years for locomotives and 28 years for cars. The older equipment, which makes up the vast majority of VIA's fleet, is obsolete and unattractive to travellers. It suffers from frequent breakdowns, especially under winter conditions, and is costly to operate and maintain.

Other major problems originate with the method of VIA's creation. VIA was established through a variety of legal mechanisms that were considered expeditious at the time, but soon led to problems. In particular, VIA's mandate was never clearly defined, nor were the roles of CN, CP and other institutions involved in the delivery of rail passenger services. As such, the roles and relationships often overlap and sometimes conflict. These institutional problems undermine the ability of VIA's management to carry out its function. The basis for VIA's payments to CN and CP for the provision of operational support (translation: running the trains) has become a major source of friction. All of these problems have become increasingly evident in the 1980s. Parliamentary committees, the Auditor General, and the Progressive Conservative Task Force of 1981 identified the urgent need for corrective action. The government has made a commitment to take such action.

Present Action--As the first step toward restoring health to Canada's rail passenger service, Transport Minister Mazankowski created the Rail Passenger Action Force in November 1984. The Action Force was asked to make recommendations regarding a basic national rail passenger network; a new rail passenger investment program, with emphasis on new equipment; VIA's management structure; and a new costing and compensation arrangement for VIA payments to CN and CP.

Based on the recommendations of the Action Force, the government approved a number of corrective measures. A national network of rail passenger services has been defined. As part of the network, six services were restored on June 1, 1985, including three national routes: the SUPER CONTD. PAGE 6

WHERE IS IT?--The photo opposite (from the A.A. Merrilees collection, Public Archives of Canada) and known to have been taken on Aug. 4, 1912, presents a mystery as to its location. The data corresponds with that recorded for the disposition of Nipissing Central Ry. platformless caboose 10, along with other items of construction equipment from that railway. Behind the caboose can be seen what is apparently a snow sweeper of (or formerly of) the GP&H (Galt, Preston and Hespeler--a predecessor of the Grand River Railway), and to the left are two other cars unidentifiable as to (previous?) owner. The presence of the GP&H unit suggests that the location may have been on that railway, or on the property of a railway equipment dealer. probably somewhere in Ontario. The presence of four nattily and incongruously attired gentlemen posing for the camera amid untidy surroundings (did one of them ride the bicycle?) would seem to suggest that this is probably an arrival, rather than departure, location for caboose 10 in the sale transaction. The one possible clue to location lies in the "Municipal Power Plant" building visible over the sweeper. This building, with its distinctive overhanging roof and upper level windows, may still exist or may have existed into the period of memory of some NEWSLETTER reader. We would be highly grateful for any information leading to the positive identification of the municipality, and location within it where the photo was taken.

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

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NEWSLETTER

A PRESIDENTIAL COMMUNICATION

(In the 1986 Bulletin No. One (Vol. 38, Dec. 18,1985) of the Locomotive Club of Great Britain (LCGB), President Michael Harris had a few words to say. They are reproduced with the kind permission of the President and Mr. D.A. Bosomworth, Editor of the LCGB "Bulletin").

Presidential Messages are apt to be reassuring, bland, self-congratulatory and, at this time of year, seasonal.

This one will be seasonal, but uncomfortable and to the point. Quite simply, unless Club members are prepared to contribute to the organization, and to take part in its running, there won't be a LCGB. Thirty-six years of endeavour will go to the scrap heap.

There are several reasons why people do not involve themselves in organizations: principally families, time, aptitude and inclination. The last non-reason is not typical, one hopes, of the majority of members. Aptitude is simple: those who can, do; those who can't, keep at it. Time and families go together, but it is hard on a father, husband or son if he can't get out of the house sometimes to work together with other people. Try it on your nearest and dearest!

Organizations are sometimes blamed for being in the hands of a clique. Usually there is a clique, not for reasons of holding the reins of power, but because, out of sheer frustration, they have found that people won't come forward, regularly, reliably and cheerfully. So, members of the "clique" have to stay to keep the organization going.

In wishing Club members the very best seasonal greetings for a happy Christmas and a peaceful New Year, I shall lapse into the first person (uncharacteristically) and say this. If you want to see the LCGB continue, attend your next branch meeting, go up to the nearest official (who is not trying to load a slide magazine or pass a cup of coffee to a speaker) and say:"I would like to help the club to be successful in 1986. Michael Harris asked me to contribute to the work of the branch/club." Try it!

--from Sandy Worthen

READERS' EXCHANGE

• Milne Hall, 15 Thomas St., Cobourg, Ont. K9A 1K1, (416)372-7344 has for sale (end of April) a Radio Shack 6 channel, 5 band portable scanner with 12 Canadian railway crystals.

• David J. Daisy, 1002 S. Pope St., Benton, Il. 62812, U.S.A., who is a member of the Illinois Central Historical Society, wishes to contact Canadian railfans who are interested in trading slides of Canadian railroading for railroading in the Illinois area on a one-for-one basis. Shots of Illinois Central, Illinois Central Gulf, Missouri Pacific, Family Lines roads, and some others are available for trade.

• Trolleybus Magazine is a bi-monthly British magazine which contains news, articles, and photos of trolleybuses around the world. Each issue contains regular features such as a comprehensive news column, book reviews, and an events diary, plus articles and readers' correspondence. Histories of particular systems, guides to present-day systems overseas, new developments, preservation progress and technical treatises are some of the topics featured. Format is 6"x8", glossy paper, about 25 pages per issue. Current subscription rates are U.S. $12.75 for a subscription by surface mail from Britain, and U.S. $16.50 for an airmail subscription. Order from Steve Morgan, North American Payments Agent, Trolleybus Magazine, 1480 N.W. 138th Ave., Portland, OR 97229, U.S.A., (503)644-5273, or write to him if further information is desired.

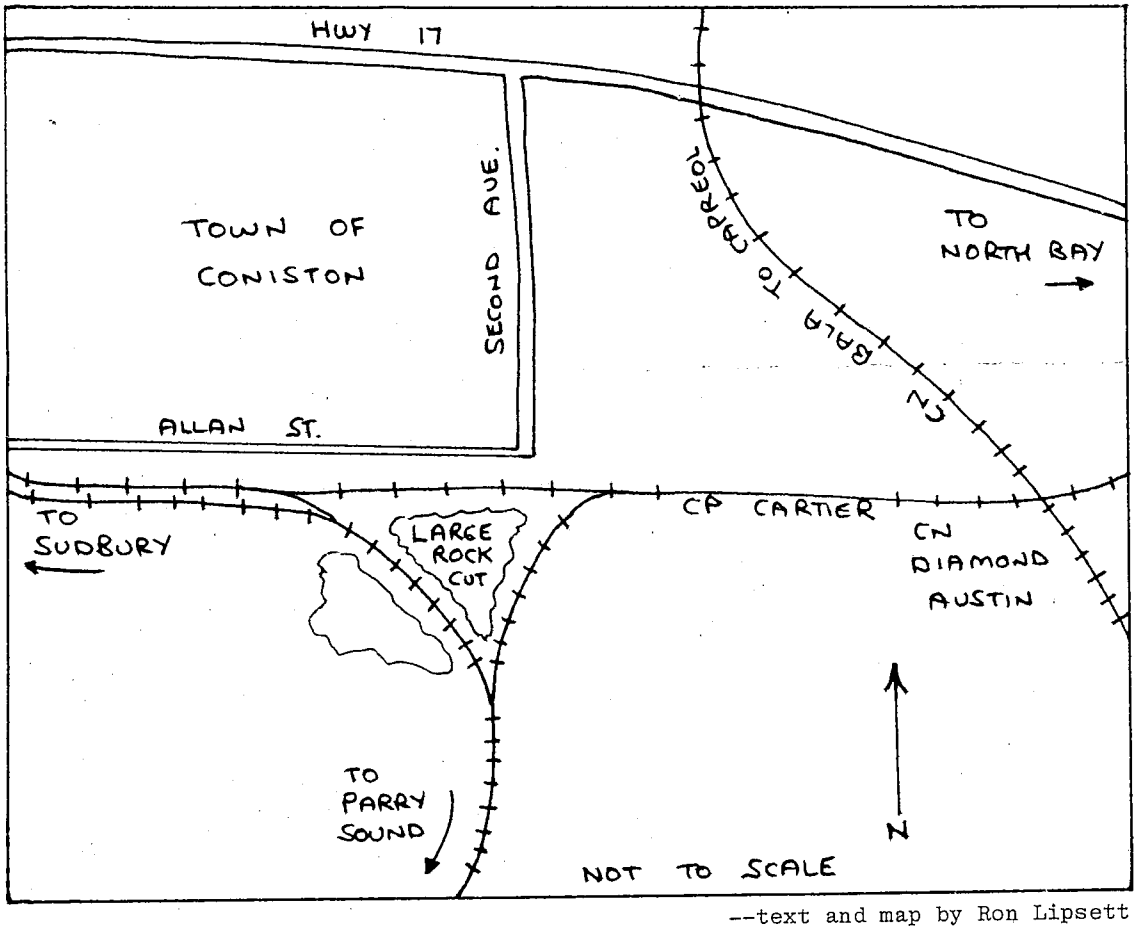
--The Toronto & York Radial Ry. station in Newmarket was demolished sometime after Jan.4 and before Feb. 13. --Dave Stalford

Cover: CP RAIL SD40-2s 5992, 5685 and 5719 lead Business Car LACOMBE and northbound freight 445 across the lunar landscape south of Romford (Sudbury) Ont., May, 1984. See Itinerant Railfan article this issue.

THE ITINERANT RAILFAN: 2

ROMFORD JCT., ONT. CN BALA SUB. MILEAGE 256.6; CP PARRY SOUND SUB. Mileage 121.7, CP CARTIER SUB. MILEAGE 72.4

General Location: East Sudbury, Ont.
How to Get There: East of Sudbury on Hwy. 17 to Coniston; turn right at Second St. and go south to Allan St.; turn right and park near North Ave.; walk to tracks across the road.
Rail traffic: At this location traffic can be expected at any time. On CP, traffic on its way through Sudbury will give prior warning by radio chatter on CP 161.475 and 161.115. CN runs a number of express trains to the east of Romford and crosses the Cartier Sub. at a diamond crossing called Austin. Numerous photo locations abound in the general area. For the more adventurous railfan, a four or five mile walk south on the CP Parry Sound Sub. will yield a spot called "Baby Lake" with stunning rock cuts and curves with spectacular lunar rock formations. CP trains to be expected are Nos. 445, 446, 415 (the Pacific Auto Train), 955, 956 and some of the hotshot 400 series trains in the early a.m. hours. On the Cartier Sub. are VIA Trains 1 and 2, CN freights 481, 482 and ore extras and acid extras coming and going to the Falconbridge Spur.
Additional Notes: A copy of Map Art's Sudbury area map is of use, as well as Government of Canada topographical maps of the area. Map Art: 607 Palace St., Whitby, Ont. L1N 6S5; $1.95 a copy.



--text and map by Ron Lipsett

VIA: IS IT TRYING HARDER?

A travel agent friend from the midwest U.S. organizes rail tours to out of the way places such as Moosonee, Ontario and Churchill, Manitoba. He has never had any difficulty in filling one or more sleeping cars, spring, summer and fall.

Late 1985 planning for a March 1986 departure from Winnipeg to Churchill brough a "conditional" response from VIA. Dick wrote: "VIA would not put an extra car on the Hudson Bay train in March, but wanted to give us all of the regular line car, less the space required for the dining car crew and the porter, a total of 19 beds. This was not enough (space) to justify (connecting) bus operation, St. Paul (Minnesota) to Winnipeg and return. So we said, 'Thanks, but no thanks!'

Summer and fall dates are still up for grabs, as we have not received a reply to our request for sleeping car space. With our travel calendar heavy with trips, there is some doubt as to our ability to do the Hudson Bay trip in 1986."

Although Hudson Bay and Churchill will undoubtedly still be there in 1987, it seems a pity that VIA cannot find a spare sleeper--and more importantly, the will to operate it on the train to Churchill--sometime in 1986. Come on, VIA! Are you really trying harder? --Sandy Worthen

CONTINENTAL, Winnipeg-Edmonton-Vancouver; the ATLANTIC, Montreal-Halifax, via Sherbrooke, St. John and Moncton; and THE CANADIAN, Montreal-Ottawa-Sudbury; and three regional services: Montreal-Sherbrooke; Mont-Joli-Quebec City; Toronto-Peterborough-Havelock.

Communities have been asked to support the restored services and to take the train. Subsidies will not be provided for nearly empty trains: the "use it or lose it" philosophy will prevail.

The purchase of new modern equipment for long distance routes has begun. Twenty diesel locomotives have already been ordered and a further 10 are to be ordered in 1986 for a total cost of $84 million. Negotiations for the purchase of new passenger cars of proven design are currently under way on a priority basis.

VIA management has been restructured and streamlined to make the corporation more efficient and customer oriented. Morever, a strategy is under way to make VIA as independent from CN and CP as practical and, in so doing, to give it greater management control over the manner by which passenger services are provided, and the costs. VIA will, in future, do most of its own maintenance work in new facilities dedicated to its needs. A facility costing $95 million opened in Mimico (Toronto) last summer. Construction of another facility, in Montreal, costing approximately $130 million, will be completed in 1987. The facilities are expected to increase equipment availability and reliability, and to yield considerable cost savings.

Where it is cost effective, CN and CP employees who are dedicated to rail passenger operations are gradually being transferred to VIA. These employees include maintenance workers, train and other operating crews, and station personnel. With respect to the latter, agreement has been reached for the acquisition by VIA from CN and CP of about 440 passenger stations at their total net book value of approximately $5 million. In most cases, net book value of the stations is $1. Upgrading of stations is being carried out by VIA and will continue in the future. For instance, a number of stations in the Gaspe area and the Matapedia Valley were renovated recently.

All of these measures will help to reduce VIA's subsidy requirements and to stop the financial "hemorrhage". The government is unwilling to continue to ask taxpayers to support the cost of providing rail passenger services to the extent which they do now. Therefore, as announced in the May 1985 Federal Budget, government funding for VIA's operating and capital requirements is to be reduced from $600 million in 1985/86 to $400 million in 1989/90.

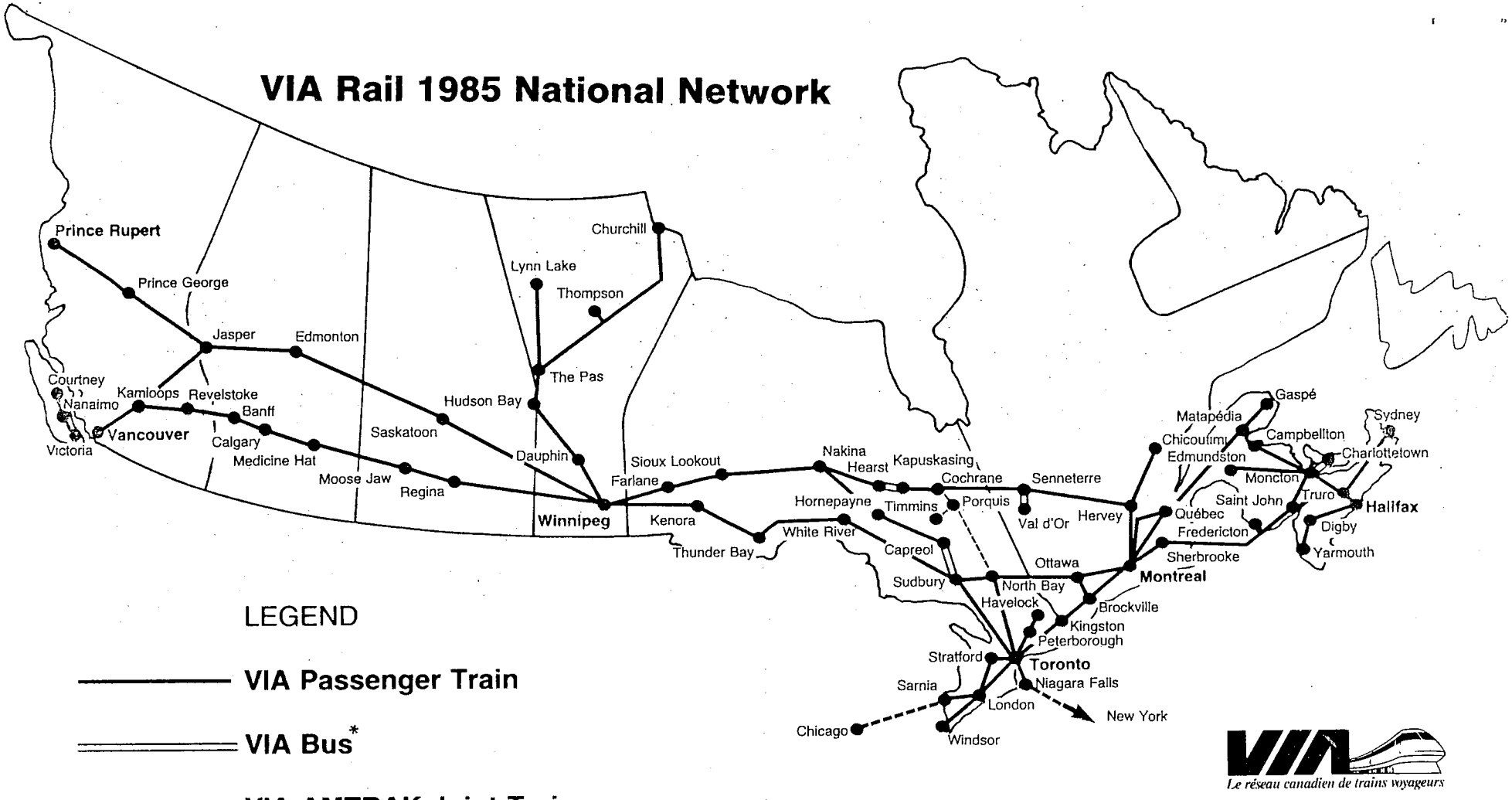
Rail Passenger Legislation--The tabling in Parliament in February of a bill to create a National Rail Passenger Transportation Act represents a major step in the government's strategy for renewal of rail passenger services in Canada. The Act is designed to provide VIA with a clear legislative mandate, to introduce a new simplified costing regime (formula) and a more effective compensation arrangement for VIA's relationships with CN and CP, and to provide an effective legislative basis for the continued improvement and development of rail passenger services. The bill sets out a national rail passenger transportation policy and establishes VIA Rail Canada as the main instrument by which the policy is to be carried out. Essentially, VIA is to plan, manage and operate the national network of rail passenger services with specific objectives in mind. Those objectives are to promote the efficient operation and development of rail passenger services, and to maximize the financial performance of rail passenger services so as to minimize the need for government subsidies. VIA is given the rights, powers and management flexibility required to carry out that mandate. VIA will be held accountable for fulfilling its mandate. For instance, the bill requires VIA to report annually through the Minister of Transport to Parliament on its performance in general and on the performance of each route or service for the previous year, with projections for future years' performance.

The bill replaces the existing statutory obligation of CN and CP to provide rail passenger services with clear, more specific obligations tailored to the current environment. CN and CP are obligated to give passenger trains priority where train conflicts arise, and to enter into agreements with VIA for train operations and the use of their tracks, for track improvements, for equipment maintenance to the degree necessary and appropriate, for use of their stations, for access to their information and property as necessary, and for transfer of any of their properties necessary for rail passenger services.

New compensation regimes will govern payments by VIA to CN and CP under those agreements. The total compensation package is to be fair and reasonable, but is to assure VIA of receiving "value for money". VIA will have the freedom to negotiate compensation arrangements with CN and CP within certain specific guideleines. If negotiations fail, the bill specifically prescribes the compensation formula and the costs on which it is to be based. The new streamlined costing/compensation base is founded on costs defined as direct costs, i.e. those costs that are incurred by CN and CP for VIA that vary in the closest sense with the level of service provided. Direct costs for train operations and track use, for example, would include fuel, train crews, and wear and tear on the tracks. Recovery of a sizeable portion of the costs incurred for train operations and track use, costs defined as indirect costs, must be earned by CN and CP as an incentive for meeting train performance standards. The standards are designed to assist VIA's efforts to provide attractive service to the public. Moreover, the bill calls for all costs to be incurred efficiently to ensure that productivity improvements are made wherever possible. The new costing/compensation base will replace the current Canadian Transport Commission costing formula known as R-6313, which has been the target of criticism in the past.

The bill, once enacted, will establish a national network of 34 rail passenger services, categorized as Transcontinental, Regional, Corridor and Remote. VIA must by statute provide all services in the network on a "use it or lose it" basis. With certain exceptions, a Corridor or Regional service must be operated unless it fails to meet a specified financial performance objective for any two consecutive years after Dec. 31, 1986. Corridor services must recover 100% of specific costs. Regional services must recover 40% of such costs. Specific costs are costs that are attributable to a particular service and that would disappear with the discontinuance of a service. System wide, specific costs amount to about 58% of VIA's total operating costs.

VIA Rail 1985 National Network



LEGEND

——— **VIA Passenger Train**

═══ **VIA Bus***

- - - - - - - - - - **VIA-AMTRAK Joint Train**

---------- **VIA-Ontario Northland Railway Train**

* Due to the scale of the map, two VIA bus routes cannot be shown: Fredericton Junction – Fredericton and Burlington – Hamilton.

Le réseau canadien de trains voyageurs

■ **National Network of Rail Passenger Services Defined in The Act:**

Transcontinental Services

East
- Halifax-Moncton-Saint John-Montreal
- Moncton-Mont Joli-Montreal

West
- Montreal/Toronto-Winnipeg-Calgary-Vancouver
- Winnipeg-Edmonton-Vancouver

Regional Services

- Sydney-Halifax
- Halifax-Saint John
- Halifax-Yarmouth
- Moncton-Campbellton
- Moncton-Edmundston
- Gaspé-Montreal
- Mont Joli-Québec
- Sherbrooke-Montreal
- Chicoutimi-Montreal
- Montreal-Senneterre
- Havelock-Toronto
- Toronto-North Bay
- Cochrane-Kapuskasing
- Sudbury-White River
- Capreol-Winnipeg
- Winnipeg-The Pas
- Edmonton-Prince Rupert
- Victoria-Courtenay

Corridor Services

- Québec-Montreal
- Montreal-Ottawa
- Montreal-Toronto
- Ottawa-Toronto
- Toronto-Niagara Falls
- Toronto-Stratford
- Toronto-Sarnia
- Toronto-Windsor

Remote Services

- Senneterre-Cochrane
- Hearst-Nakina
- The Pas-Churchill
- The Pas-Lynn Lake

Transcontinental services are never to be eliminated. Such services must be operated at least three times per week in each direction. With certain exceptions, operation of a Transcontinental service is to be limited to that minimum frequency if it fails to recover 60% of its specific costs for any two consecutive years after Dec. 31, 1986. Exceptions include the case where a Province or other body pays VIA the amounts needed for a Corridor or Regional service to meet its objective. Similarly, a Transcontinental service may be operated at a greater frequency if a Province or other body pays VIA the net additional costs of the greater frequency. Further, the Governor in Council may choose to give a service an additional two years to meet its objective if the service has failed to meet its objective but is improving in performance and is projected to meet its objective in two years, or has met its objective during the previous two years and is projected to do so in the next two years.

These new service determination provisions in the bill mean that the government can no longer use its powers under the National Transportation Act to cancel rail passenger services arbitrarily as has happened in the past.

The four Remote services are not subject to financial performance tests because they are provided as an essential transportation service. They can be discontinued by an order of the Governor in Council in recognition that the need for a Remote service might disappear if, for instance, a highway were to be constructed which would provide adequate transportation access. An order to abandon a Remote service must be tabled in Parliament and can be the subject of debate.

In addition to the rail passenger services in the national network, the Governor in Council may authorize rail passenger services to be operated on an experimental basis for up to three years. If they pass the test, they must be added to the network. The Minister of Transport may authorize, as well, the operation by VIA of a rail passenger service on a special or temporary basis not exceeding six months.

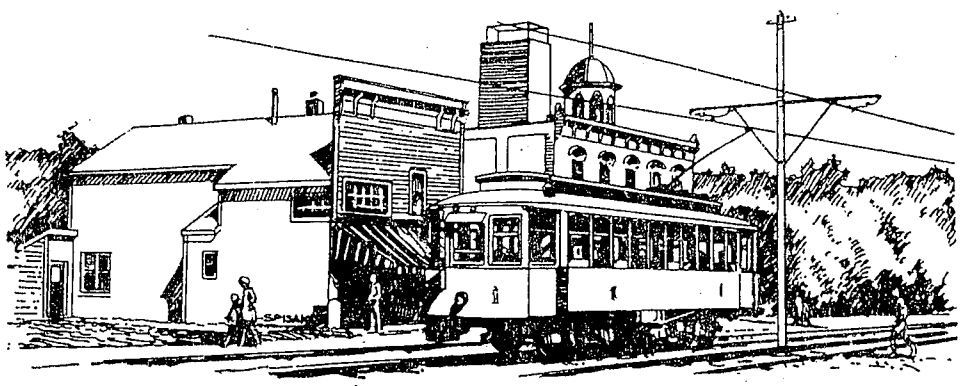
The bill enhances the role of Parliament as ultimate guardian of the public interest through the new requirement for a detailed annual report on VIA's operational and financial performance, to be tabled in Parliament, and for Parliamentary debates on discontinuance of a Remote service. That role will continue to be exercised through the requirement for the VIA corporate plan and budget summaries and for the VIA annual report to be tabled annually in Parliament and through consideration of appropriations for VIA, as well.

Because of the new legislative base for the provision of rail passenger services provided by the bill, the CTC need no longer have the authority to direct that a rail passenger service be provided at a certain frequency and with a certain type of train, nor to rule on passenger fares. Therefore, sole control over both services and fares is to be exercised by the government.The bill, however, gives the Commission a new responsibility as arbitrator for certain types of disputes involving VIA, such as passenger service performance standards, CN and CP costs, train operations and scheduling, and for all disputes involving commuter rail services.

Commuter and other Rail Services--In response to requests from the Provinces, especially Quebec and Ontario, the bill establishes an appropriate statutory basis for commuter rail services under Federal jurisdiction. Currently CN and CP are under no obligation by statute to provide commuter rail services nor to allow such services the use of their tracks. The bill introduces a new obligation to do so as well as imposing other rights and obligations on CN and CP, most of which are comparable to those applicable to VIA services. Moreover, compensation for CN and CP will also be under arrangements similar to those for VIA. These provisions are incorporated in the bill to address specific concerns raised by Provincial governments. The bill obliges CN and CP to operate, under specified terms and conditions, rail passenger services sponsored by a person or persons authorized by the Governor in Council. This is to accommodate such operators as Amtrak or, for instance, a privately sponsored tourist train service.

Specific provision is made in the bill to allow the continuation of those payments which the government now makes toward the costs of labour assistance benefits. Those benefits have been awarded to VIA, CN and CP employees if they are negatively affected by changes in the rail passenger system. Government payments made in 1985 totalled about $7 million.

--Abridgement of a Federal Ministry of Transport release, as forwarded by Peter F. Oehm



FORT EDMONTON POSTCRIPT--ETS car 42 is still being worked on each weekend and should be complete for the 1986 season. Restoration has begun in earnest on car 80 and it may be operational sometime in 1987. In case it might be useful to readers who may be potential visitors to Edmonton, streetcar operating during 1986 will be daily from May 17 to Sept. 1. then weekends only to Oct. 13.

--Peter Cox

REPORT FROM THE CHIEF GENERAL MANAGER

1985 Highlights--1985 was a year of solid achievements for the TTC, as well as being a year that may well be remembered in the future as a landmark. Major accomplishments include record breaking ridership, the opening of the Scarborough RT, the introduction of our NETWORK 2011 proposal and the opening of the new Duncan facility. By year end, the system had carried approximately 432 million riders, an all time high, and representing the seventh straight year of increased ridership. Nearly 117 million miles of revenue service were operated and a new single day ridership record of 1.63 million riders was established on Nov. 28. I think these figures speak for themselves about the high quality of daily transit service provided by the TTC throughout the year.

On Mar. 22, when the Scarborough RT was officially opened, we were introducing a brand new transit technology to North America. This has drawn much interest by visitors from Japan, Europe, and the United States. Despite a number of startup problems, which we must expect from new technology, the line has become popular with riders, and we are confident that the rider volume will continue to grow. We are still experiencing a number of problems with the line and, in fact, some areas such as the braking mechanism are in the process of redesign and will take some time to correct. I believe that we can expect a number of years of continual retrofit but parallel to that, a reduction in day-to-day problems.

The Commission took another important step into the future when the NETWORK 2011 Rapid Transit proposals were presented to Metro Council in May. This far reaching rapid transit master plan has gained considerable public attention. There will be a number of debates but it seems that all of the cities and the Borough of East York in Metro support the overall project. Each one, however, has its own priorities and wants its portion of the plan developed first. I expect that these intense debates will get underway in the near future and then, of course, we will have to sell the project to the Province, which provides the major financial support. The TTC and Metro set up public information centres regarding NETWORK 2011 in Metro's six municipalities. Members of the public were encouraged to mail in their comments or visit the information centres to make their views known to the TTC and Metro Planning staff. An analysis of these comments is still underway but they are generally favourable. Many people felt that NETWORK 2011 is essential if the public transit needs of Metro riders are to be met in the next century. A large number of the persons replying agreed that the TTC's proposal to build a Sheppard Avenue subway from Yonge St. to Victoria Park Ave. would be the most logical first step. Another point of interest is that younger persons showed a high level of interest in the proposals, and were also in favour of the Sheppard Subway. The 25 and under age group represents those who will derive long term benefit from the proposed system. At a total price tag of $2.7 billion, NETWORK 2011 is an ambitious proposal but Metro has indicated that it is affordable within their revenue plans and, if a high quality transit service is to be available 25 years from now, there is little time for us to lose in starting to build these new rapid transit lines.

Another major project in 1985 was the completion of the W.E.P. Duncan heavy overhaul and general stores facility at Hillcrest. This 250,000 square foot structure began operating in August when the move was completed from the Parkdale Shops. During this large move, maintenance service to the Commission was uninterrupted, and a great deal of credit should go to those involved in this process. As with all new operations, there have been many problems in the startup period. At the present time, with one or two exceptions, these seem to be sorting themselves out and, in the near future, we should have a very smooth running operation.

1986 is shaping up to be another busy year, with a number of new projects and issues coming to the forefront. At the Dec. 17, 1985 Commission meeting, approval was given for an operating budget of approximately $462 million, based on projected ridership of 437 million passengers. It is estimated that the TTC will operate 1.8 million additional miles of revenue service this year. This additional mileage is due mainly to the effect of operating a full service schedule on the Scarborough RT line for a whole year, in addition to new service routes and extensions of existing routes.

Equipment--We will have some significant additions to the TTC fleet over the course of this year, as some of the older vehicles reach the end of their active service lives. The Commission's 126 new H-6 subway cars, ordered to replace the original Gloucester cars, were expected to commence arriving in March (This did not occur; delivery was postponed until April--Ed.) I recently attended the rolling out ceremony in Thunder Bay of the first two cars, on Feb. 4. These are now almost ready for shipment and approximately 70 of the new air conditioned cars are expected to be delivered by the end of the year. Later in 1986 we expect to receive the first of the 52 ALRVs which are on order. The articulated streetcar will be an entirely new vehicle for the fleet, and will permit replacement of a number of the aging PCCs, which are becoming more and more difficult to maintain as the years go by. As these ALRVs are basically variations of the CLRVs, we do not expect to have the startup problems we have experienced in the past with this technology.

We have been under some pressure to provide reconditioned PCCs for use on the new Harbourfront line and the proposed Spadina line. This would require renovation of about 40 of the existing PCC fleet. The Commission has held strongly to its decision that as these cars are almost 40 years old and have been rebuilt twice so far, any further rebuild would be undesirable. However, under pressure, the Commission has agreed to rebuild two cars for the purpose of acquiring information for a final decision. The Commission requested bids for the reconstruction of one car. This tender was won by UTDC, who plan to rebuild the car at their Kingston works. The other car will be rebuilt in-house, with very close scrutiny of costs and the addition of normal overheads. The two cars will then be assessed as to acceptability and to practicality of the process, and a final decision made. In the meantime, as the ALRVs arrive on site, a number

of the older and decrepit PCCs will be disposed of. We are trying to sell these to other transit authorities who still use PCCs, for parts. At the same time, we are trying to sell the Gloucester cars, and have had one serious enquiry from a South American country that proposes to change the gauge, eliminate the drive motors and pull the vehicles behind a diesel engine for interurban use. While this sounds somewhat impractical to us, given the level of transit we have seen in some of these areas it may be acceptable.

During 1986, we will also have to deal with the future of the trolley coach fleet. I believe that the trolley coaches will be retained, but a sorting out of routes will take place so that we may consolidate the operation in one division. Of course, we will have to review future priorities for equipment purchase and see if some new coaches can be fitted in. These were not on our schedule, as previously it was assumed that we would phase out trolley coach operation over an extended period.

Our new bus order for 1986 has also presented us with a number of problems. We tendered for 75 new buses, with Flyer Industries of Winnipeg being the low bidder. However, before we placed the order with Flyer, we found that they had again had a change in management and a large and extensive layoff. Ours was probably the one major order they had for 1986. The above situation, along with a number of other factors, caused us to consider not awarding the order to the low bidder. However, in the end we did receive a guarantee from the Province of Manitoba for delivery, quality and the availability of parts in the future, and have now awarded the order to Flyer. At the same time, we have told the Province of Ontario that we do not want to retain the 12 General Motors articulated buses that were on loan to us for test purposes. An Equipment Department report indicates that the maintenance cost of these buses is 100% over equivalent adjusted costs for standard buses. It is felt that this cost is based on poor design and under-engineering. This means that, some time during the year, we will have to return these 12 buses to the Province and make appropriate adjustments to the fleet. Nevertheless, we do intend to establish a fleet of articulated buses for special use but this will be based on a review of other manufactured products and will be considered in the 1987 order.

Harbourfront-Spadina--Earlier, I mentioned the Harbourfront line. This project is well underway, and the proposal is now before the Ministry of the Environment. We hope that this approval will be received in the near future, since it will permit detailed work and construction to commence late this year. Development at Harbourfront is proceeding at a rapid pace, with a number of condominiums, co-operative housing projects and hotels nearing completion. If you are one of the thousands who visit the area on weekends, I am sure that you are aware of Harbourfront's popularity and the need for this transit service. The Spadina line proposal is not as far advanced. The TTC has completed its drawing and design functions but has found that the construction of the line has come in conflict with the Metro and Toronto roads people, as we are requesting an exclusive right-of-way, with no left turns from our lines. In addition, a number of the surrounding businesses consider the 6" curb which we require a barrier to free movement of people across the streets. We are working to solve both of these problems and hope to get Metro Council's approval and possibly an application to the Ministry of the Environment by year's end.

Another major problem is the Spadina bridge over the railway tracks south of Front St. To successfully develop the Harbourfront and Spadina lines, these systems will have to cross this bridge. The bridge is owned by Canadian National Railways and maintained by Metro Toronto. It is not considered a Metro road and is, therefore, under the authority of the City of Toronto. No one has budgetted for its replacement or for the share portion of the transit line, as Metro Council decided that this bridge had to be rebuilt as part of the domed stadium construction. Metro Council, therefore, expected the cost of rebuilding to be assessed against the Railway Lands development, which includes the domed stadium. This decision has not been accepted by the developers and discussion will continue on the funding. The reconstruction is key to us, as the Harbourfront line requires a run-in line across the bridge. If this run-in line is not possible, or if we are not able to develop the southern portion of the Spadina line across the bridge, we will have two major problems (1) How we get cars into service on Harbour-front, and (2) How we bring them out for maintenance. In the long run, this would be a setback in the proposal to relieve some of the Yonge Subway pressures by using these lines to bring people from the Bloor-Danforth Subway down to Harbourfront and on to Union Station. I am sure that you will hear more of this debate as time goes by.

Arrow Road Bus Garage--This is our proposed garage for the north-west, located west of Highway 400, midway between Finch and Sheppard. It will be constructed along the lines of the Malvern Garage. The Arrow Road bus garage site will require the installation of city water services before actual design and construction can begin. Sewer installation was completed in 1985 and construction should commence in 1987. We expect that the facility will be operational in 1988.

Subway Stations--Renovations to Wellesley and Eglinton subway stations are now virtually complete and the subway station modernization program will now move on to St. Clair and Summerhill stations. The work at Wellesley took considerably longer than expected, as delays occurred in the provision of replacement tiles for the station walls. The City of Toronto, the Toronto Historical Board and the Committee to Save the Yonge Subway Line requested that the original appearance of the stations be kept. This has proven to be very difficult, as the old glass tiles, which were used 30 years ago, are no longer available. However, we have removed the original gray tiles from Wellesley and will be using these to restore the appearance of Eglinton. This will provide enough backup material for Eglinton Station for the future. Construction is well underway at the North York Centre Station on Yonge St. The first phase was to excavate the west side of the street to a depth of eight or nine feet, and then cover it over with heavy timber decking. This work was finished just before Christmas. Excavation is now underway on the east side of Yonge St., and this was to be decked over by the end of February, permitting normal flow of vehicle traffic up and down Yonge St. The major excavation work, to a depth of approximately 35 feet, will be carried out beneath the decking, and was to commence in March.

A large number of complaints are continually received regarding escalator operation, and I am

sure that many of you have heard directly of public concerns regarding this issue. We feel that, with the large number of repairs required and the many escalators we have in use, our people do an excellent job of keeping them operational. As a matter of interest, the TTC is the largest escalator operator in Canada, with 256 escalators in our system. When one escalator is down, the complaints are generally out of proportion with the effect. We are installing a new computerized escalator monitoring system on the Yonge-University-Spadina line which will use micro-computers to monitor the escalators and indicate to a control centre at Hillcrest whether they are working or not. This system will also be capable of indicating if a stoppage is due to mechanical problems or a result of the use of the emergency stop switch. Previously, there was no system to alert Station Collectors or maintenance personnel, other than visual checks, either by the individual, or through the closed circuit TV system in some stations. As a result, escalators could be out of operation for some time before a repair crew is dispatched. This new system will permit personnel in the control centre to notify maintenance staff immediately, thereby improving the response time and helping to reduce escalator downtime. We anticipate that the first installation will be completed early this year and we will be able to install the system on the Bloor-Danforth line by late 1986 or early 1987.

The C.I.S. Project--In 1980, the Commission approved the equipping of Wilson Division with the Communications and Information System technology on a trial basis, with a view to eventually putting CIS into system-wide operation. The Wilson Division trial has proven to be successful and we will be seeking funding and approval from Metro in order to proceed with system-wide implementation, which is aimed to be completed by 1991. This is a very large project and we are, therefore, organizing a separate project unit for which we recently engaged a full time Manager. The project team will be responsible for the development, selection and installation of computer hardware and software. They will also have responsibility for the design and integration of surface elements, personnel training and materials procurement and will bridge various departmental authorities. It is hoped that this project will move rapidly. In the meantime, we are proceeding with the purchase of passenger counting equipment, which will be installed beginning late in 1986 and throughout 1987. Eventually, it will be accommodated in the program. We are also investigating the installation of two-way radios or telephone communicators on a limited number of late night vehicles, which could also be accommodated into the system in due course.

Magnetically Encoded Tickets and Passes--The Commission undertook a test on a new ticketing process which, in fact, was basically a readable turnstile, with an intelligent ticket. Also, a turnstile that would read an intelligent Metropass was tested. The ticket equipment proved to be less reliable than we had hoped and, in fact, with our small number of concession fares, not cost effective. The turnstiles for reading passes did prove to be very reliable and quite effective for the increased movement of passengers. The Commission has, therefore, approved the installation of the pass readers throughout the system. This will make the pass usable with high gate turnstiles in a number of unstaffed locations, and will also help us to cope with the ever increasing number of pass purchases. We reached record sales in 1985, and anticipate that most months in 1986 will have well over 100,000 sales. The installation of pass readers should commence in 1986.

--being the major portion of a general letter to TTC supervisory employees by A.H. Savage, Chief General Manager, dated March 10, 1986.

TTC NOTES

• Couplers are being removed from the CLRVs for storage, with skirting applied concurrently to the front end (on cars which did not already have it). Removal of the couplers reduces car weight by some 1600 lbs....The application of large (6" high) numbers to the dashes and rear ends of PCCs continues apace, although no CLRVs to date have received them; CLRV 4001 has been seen with small black numbers between the front marker lights...Car 4536 (the most recently repainted PCC) has been running regularly on Toronto by Trolley Car charters...The new Australian fareboxes, tested on a few random vehicles over the past several months, are now being installed en masse on the system, commencing at Danforth Garage. Several modifications have been made on the basis of the test period to improve the flow of dollar bills and to prevent jamming. Operators remove a vault from the box to take into the divisional traffic office, rather than removing the entire box from the vehicle as has been done since the days of the Toronto Railway Co.'s "coffee pots". Full installation is expected to be completed by late summer.

--farebox item from TTC COUPLER

TTC 1986 SURFACE TRACK RECONSTRUCTION SCHEDULE

1. Double Tangent Track

Street	Section	Length	Month
College St.	W. of Dovercourt to Sheridan	2160'	June
Gerrard St. E.	Norwood to Main	881'	late July
Queen St. W.	Shaw to Dovercourt	1630'	May
Roncesvalles Ave.,	Wright to Boustead	3008'	Aug.-Sept.
Bathurst St.	Front to Fleet	1582'	July
Dundas St. W.	Dovercourt to Lansdowne	3921'	late May-June
Queen St. E.	Eastern to Kingston Rd.	542'	early Sept.
St. Clair Ave. E.	Yonge to loop exit	639'*	early June
The Queensway	Claude to Ellis	3570'**	late.Mar.-early May & late Sept.-Oct.

*60%+ new rail; all other sections 100% new rail. **mostly open track

2. Other

King & Dufferin intersection, late Mar.-Apr.; Queen & Kingston Rd. intersection, Aug.; Queen & Woodbine Loop specialwork, late Sept.-early Oct.; Rail Replacement at Car Stops, continuous late Mar.-early Nov.; Hillcrest Yard, Jan-early Mar.; Russell Carhouse interior track replacement, Jan.-early Mar.; Roncesvalles Carhouse, interior track replacement, Nov.-Dec.

RAILSCANNING

HOW TO TRIPLE YOUR PHOTOS by Ron Lipsett

To most railfans, a piece of equipment brought along on a "rail junket" that is just as important as their camera is a scanner. In the past 10 years great improvements have been made in hand-held units, such that they are now an essential piece of railfan equipment. To a railfan who spends his day out on the mainline chasing or waiting at his favourite spot for action, it will mean the difference between one or two shots and possibly 10 or 15. With the price of gas getting close to the $2.50 a gallon range, the railfan who uses his scanner can bring home the results with a lot less effort. In a world where CTC rail operations abound, the days of an open train order station (or any railroad station) are all but gone. A railfan must know what he can expect for a day's rail operations, and hope to be in the right location to see it in movement.

Usage--For the active railfan the numerous types of railroad radio usage can be made up under these various titles:

Road--Trains operating on the main line use this or these channels to communicate with their own crews, passing trains or lineside stations. The crew in the head end must know by visual inspection and radio that their train is running in a safe manner with no apparent problems. CP Rail crews are required to communicate frequently from head to tail and must call out all controlled sidings as well as any event that might affect train or crew performance. A photo location may be announced to you by the crew calling a nearby siding or location. The use of an old employee timetable will give you a wealth of information on siding names, mileage, scanner locations, diamonds, lengths of sidings, etc. The road dispatcher will quite often tip his cards in your favour by giving out the whole day's plans, e.g., CP Belleville dispatcher to the Cobourg Turn: "You will have to take the siding at Whitby--I have No. 505 coming at Lovekin and 927 is ready to leave Oshawa in front of him". This will let the railfan know that he will have two westbound trains to set up for and plan his moves accordingly. If you were near the siding at Whitby you would try to get a good shot of the meets. Without a scanner the fan would run up and get the "Cobourg" in the siding and walk away with a big smile but only one shot.

Maintenance of Way--This frequency can also be quite useful to the railfan. Trackside maintenance forces with speeders and various equipment will often call the road dispatcher to check on approaching trains. The dispatcher gives out, at several times during the day, a complete track lineup of trains running, complete with the lead engine number, to MofW crews. Again, the railfan will be better prepared to know where and when to expect movements.

Yards and Yardmasters--On some railroads a separate yard and yardmasters' frequency is used. Trains approaching this yard will call the yardmaster and request advice as to which yard track they may use and the type of setouts and pickups required. Important information may be gathered on movements and train numbers. Some yards that are large enough have several radio frequencies for their switch engines. This is so that crews will avoid interference and the possibility of mistakenly acting on another crews' instructions.

In Canada, some of the makes of radio scanners that are available for fans are the lines of Radio Shack, Bearcat and Regency. All are of good to excellent quality and will do the job nicely. With the cost of programmable hand-held units in the $300-$400 range, it would seem that perhaps a lower priced unit that operates with a fixed crystal might be somewhat more economical. However, I have found that, although these may have a lower initial cost, the purchase of crystals will bump the price up to almost that of a programmable. Some excellent units are the Radio Shack PRO-30 and PRO-31, the Bearcat BC-100 and the Regency HX-1000. Good technical reviews of various scanners can be found in copies of EXTRA 2200 South magazine. Also, the railroad frequencies can be found in X2200 as well as in another excellent publication: Gansel Publications have their Canadian Railway Radio Guide for sale, which lists all Canadian railway frequencies and describes their operation through the use of maps and charts.

The following is a short listing of CN and CP radio frequencies: CP Rail: 161.475, Road Channel, Main Line; 161.115, Yard Channel; 161.175, MofW Channel. CN: 161.415, Road Channel, end to end; 161.025, 161.205, 160.935, Dispatching Channels; 160.905, Channel No. 82, MofW; 160.665, 160.605, Yard.

MONTREAL NOTES by Sandy Worthen

• A report in the Jan. 9, 1986 Montreal GAZETTE revealed that the Montreal Urban Community Transit Commission (MUCTC/STCUM) was conducting an "experiment in efficiency" on Metro Line 4, Berri-de-Montigny/Longueil. STCUM spokesman Claude Marier said that the test had begun on Monday, Jan. 6 and would continue while the results were being analysed. In the past, Metro trains were nine cars long and ran on six-minute frequencies. To effect an indirect reduction in costs, while maintaining an unreduced service to passengers, for the test period six-car trains would be run at five-minute intervals. STCUM hopes that this change in pattern will result in "less wear and tear on the vehicles" and will enable it to move passengers more quickly.

• Since Jan. 11 historic Windsor Station has been used only by MUCTC/STCUM trains. And, while it is possible that the STCUM/MUCTC might terminate its commuter trains at Vendome Metro Station, thus making redundant Windsor Station as an interface with the Metro at Bonaventure Station (Line 2), historians need not worry, for Windsor Station will continue to be the head office of Canadian Pacific Ltd. and CP Rail, and the

building, on which the corporation has spent considerable sums of money in renovation, is now classified as an historic monument.

• About November, 1985 there was considerable activity in various places in Montreal, where signs, vehicle lettering and other high profile train/bus/Metro accessories of the CTCUM (Commission de transport de la communaute urbaine de Montreal) were being revised to change "Commission" to "Societe", due, it was said, to the insistence of La Societe du bon parler Francais and l'Office de la langue Francaise, Quebec's French language watchdogs (chiens de garde).

LATEST LIST OF STEAMEXPO POWER

(VANCOUVER, MAY, 1986)

EXPO 86 The 1986 World Exposition Vancouver British Columbia, Canada May 2 - October 13, 1986

The following locomotives were announced by EXPO 86 Minister Claude Richmond at a. February 27 press conference. They represent the most up-to-date information on committed participants, but do not preclude last minute additions:

Ex-Canadian Pacific #2860 Royal Hudson type, Province of B.C., North Vancouver, B.C.

Ex-MacMillan Bloedel #1077 Prairie type, B.C. Provincial Museum, North Vancouver, B.C.

Ex-Canadian National #1392 Ten-wheeler type, Alberta Pioneer Rly. Assn., Edmonton, Alberta

"The Best Friend of Charleston" 0-4-0, Norfolk Southern Railway, Roanoke, Virginia. (REPLICA)

Ex-Quincy RR #2 Prairie type, Ex-Pickering Lumber Co. #12 Shay, Pacific Locomotive Assn., San Leandro, California.

"Dunrobin" 0-4-4, Province of B.C., Fort Steele, B.C.

Ex-Southern Pacific #3420 Consolidation type, City of El Paso, Texas.

Ohio Steam Crane, CanSteam, Vancouver, B.C.

Ex-Hillcrest Lumber Co. Climax #10, Western Forest Ind. Museum, Tacoma, WA

"Gypsy" 0-4-0, Northern Counties Logging Interpretive Assn., Eureka, California.

Union Pacific #8444 Northern type, UP Railroad, Omaha, Nebraska.

Alberni Pacific Shay #2, Alberni Valley Museum, Port Alberni, B.C.

Ex-Canadian Pacific #1201 Pacific type, National Museum of Science & Technology, Ottawa, Ontario.

Stephenson's "Rocket" replica, Nat'l Railway Museum, York, UK.

Ex-Canadian National #6060 Mountain type, Province of Alberta, Edmonton, Alberta.

Virginia &Truckee "Inyo" American type, Nevada State Railkroad Museum, Carson City, Nevada.

"John Molson" 2-2-2, Canadian Rly. Museum, St. Constant, Quebec (REPLICA)

Ex-Northern Pacific #1070 0-6-0, Lake Whatcom Rly., Tacoma, Washington.

Prairie Dog Central #3 American type, Vintage Locomotive Society, Winnipeg, Manitoba.

Ex-Southern Pacific #4449 Northern type, City of Portland, Oregon.

Cowichan Valley Rly. Shay #1, BC Forest Museum, Duncan, B.C.

Ex-Union Pacific #4466 0-6-0, California State RR Museum, Sacramento, CA.

Mt. Rainier Scenic Rly. #91 3-truck Heisler, Western Forest Industries Museum,Tacoma, Washington.

"Peter Pan" 0-4-0, Cotswold Railhaul, UK.

Ex-Canadian National #1009 Ten-wheeler, Salem & Hillsborough RR, Hillsborough, New Brunswick.

Great Western #51 Consolidation type, J. Birmingham, Mead, Colorado.

"John Bull" 4-2-0, Railroad Museum of Pennsylvania, Strasburg, Pennsylvania.

--EXPO 86 "Pacific Express"

Port Stanley Terminal Rail Notes

--During 1985 Port Stanley Station had its exterior and interior repainted, eaves rebuilt, most of the windows repaired, a new ceiling installed, the bay rebuilt, and two new counters added. The north room is to become a small museum.
--Gasoline speeder M1 (obtained from the Orangeville area last fall) was completely rebuilt over the winter and a full enclosure was constructed, including sliding doors.
--50-ton Whitcomb locomotive L2 is also in the process of rebuilding, including its previously seized up engine (its other engine was found to be in good condition) and a ring gear has been installed for 12 volt starting. The control stand is being rebuilt and a train brake line and controls are being added.
--Other 1985 equipment acquisitions include Burro crane BC-6 (Model 30) from the C&O, which has already seen much use, C&O SW900 5242, two steel box cars, and a wood caboose from the TH&B. Work is progressing on the conversion of a wood boxcar into another open coach.
--About 80 tons of rock and cement were installed to repair the breakwater wall in Kettle Creek at Port Stanley, which has stabilized the track at Port Stanley station and allows train operation to commence and terminate at the station again.
--Track material was obtained in the removal of a 1000-foot siding in Ingersoll; consideration is being given to the construction of an on-line siding at Whites.

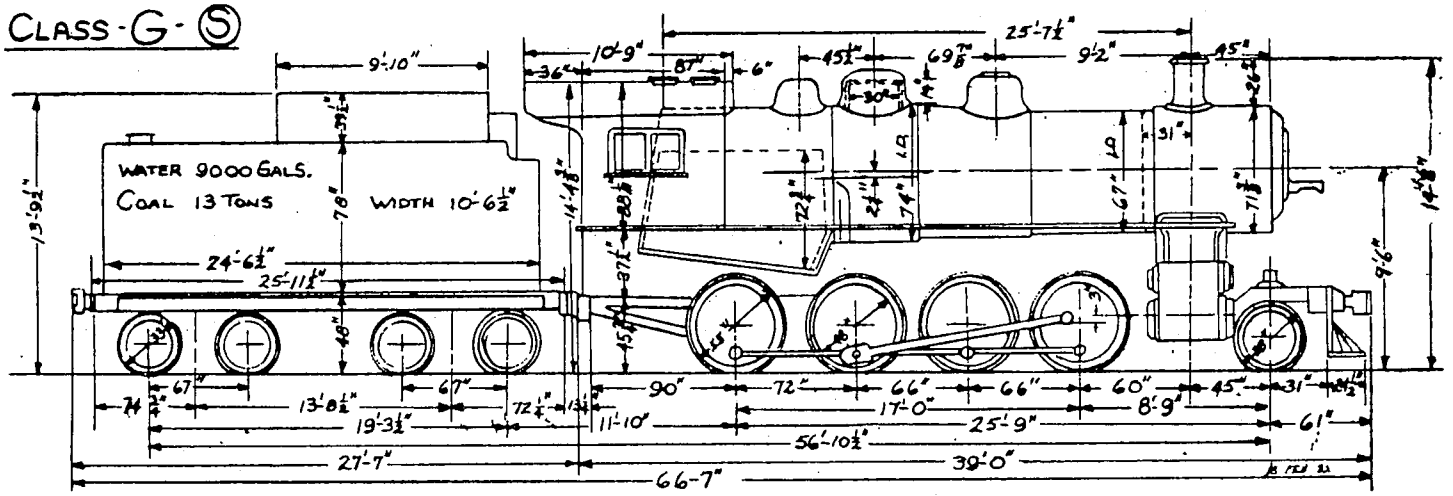
--abstracted from PSTR "Railtalk"

The Hamilton Museum of Steam and Technology

900 Woodward Avenue, Hamilton, Ontario L8H 7N2 (416) 549-5225

TH&B STEAM ENGINE PRESERVATION GROUP

by Mike Lindsay and Doug Page

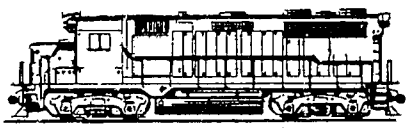


The Hamilton Museum of Steam and Technology has recently formed the "Locomotive 103 Preservation Group" with the goal of moving Toronto, Hamilton and Buffalo Ry. 103, a 1910 MLW-built 2-8-0, from its present location at the Hamilton Wentworth Pioneer Village at Rockton, to the museum site at 900 Woodward Ave. in Hamilton. The engine, retired in 1956, sat in Hamilton's Gage Park until the mid-1970s when it was moved to Rockton. Incredible as it may seem, the 75 year old engine is deemed too modern (for the theme of the park) and has been given virtually no preventive maintenance since its arrival at Rockton. The museum hopes to persuade the Hamilton Wentworth Regional Council into authorizing the move of the locomotive to the Woodward Ave. site where it would become the centrepiece of a Hamilton Railway Heritage Display. The museum is striving to set up a strong, active and committed volunteer group to assist the museum in this project and other rail related functions. For more information, please contact David Rollinson, Hamilton Museum of Steam and Technology, 900 Woodward Ave., Hamilton, Ont. L8H 7N2. The museum is located adjacent to the Queen Elizabeth Way at the Woodward Ave. exit on the Hamilton side of the Burlington Skyway Bridge. The Garthshore Beam steam pumping engine is usually in operation on Sundays. There is presently a display on the TH&B featuring scale models from the Andrew Merrilees collection. (As a postscript, the museum might look into acquiring the steam generator car which was built from the tender of TH&B Hudson 502, which was ex-NYC.)

DERAILMENTS by Doug Page

--On Saturday, Feb. 8 a CNR westbound freight train, No. 413, collided head on with eastbound VIA Train No. 4 at Hinton, Alberta. A total of 23 persons lost their lives in the crash, which resulted from human error (see account in March issue).
--On Monday, Feb. 10 two CNR workers, apparently part of a track inspection team, were killed when they were struck by a freight train.
--Around the same time, a VIA coach was derailed on a VIA train somewhere in Quebec; minor damage, no injuries.
--On Wednesday, Feb. 12 a CP Rail acid train derailed 15 of its 36 tank cars at a point approximately 18 miles south of Parry Sound, Ont. Six tank cars crashed through the ice on the lakes and some of the cars leaked sulphuric acid; no injuries.
--On Saturday, Feb. 15 a VIA train, THE OCEAN, running from Moncton, New Brunswick to Montreal, collided head on with a CNR freight train near Bernieres, Quebec. The collision occurred in heavy fog when the passenger train, which was supposed to hold the main line, was diverted onto a siding where the stopped freight was waiting for the passenger train to pass by. The collision, at 10 mph, caused injuries to 42 passengers on the train.
--On Saturday, Feb. 15 a CNR freight train derailed 19 of its 86 cars near Fort Langley, B.C., in the Fraser Valley. There were no injuries.
--On Thursday, Feb. 20 VIA Train 662, from London, and an empty GO Transit train bound for the storage yard in Mimico stopped about 650 feet short of each other on the same track at about 8:30 a.m. just east of Bathurst St., Toronto. Apparently VIA and GO Transit crews are aware that until June, when the $40 million yard improvement program is completed, such a situation as this one can develop.
--On Saturday, Feb. 22 a CP Rail westbound freight train derailed 11 of its cars at Blucher, Sask., 15 miles east of Saskatoon. There were no injuries reported.

--GO Transit has extended the period of experimental Proof of Payment operation on the Streetsville-Milton line to the end of April. The experiment had been originally scheduled for six months only, but problems with POP equipment began to surface towards the end of that period. Design modifications and changes in maintenance procedures are expected to solve the problems, and the experiment has been extended to allow time to prove the machines. --GO News



Motive power and car equipment

HAMILTON CHAPTER AND AREA NEWS by Doug Page and Mike Lindsay

--CN GP40-2s were still in use on many VIA Sarnia-Windsor runs throughout February and March. GO Equipment is still in service on many of the "Backwoods" runs (Toronto-Stratford-London) on weekends and on Train 659 on Friday nights.
--Friday, Feb. 28 saw VIA No. 80's LRC set led by CN 9428. On the same day, VIA No. 81, the Chicago bound INTERNATIONAL, was annulled at London after the Amtrak F40 was disabled at London East after hitting a foreign object, thought to be a drawbar lying on the tracks. Passengers were bussed to points west of London.
--CN F7B units 9195, 9196 and 9198 are still stored at Fort Erie. F7AU's 9164, 9165, 9166 and 9167 are assigned to Fort Erie but see most service in the London-Stratford area on plow extras and backwoods freights.
--Alco fans in the Hamilton area are a little down as Dofasco recently converted its last two S2 diesels into slugs, numbered 422 and 423. The units started life as Nickel Plate Road 50 and 70, which became N&W 2050 and 2070. Dofasco is now all GMD-EMD.
--CP Rail has closed the former Conrail Trailvan (piggyback) yard at Montrose-Niagara Falls.
--Recent Stelco motive power changes saw GE 80 ton no. 53 renumbered to No. 7 and transferred to Welland, Ont. from Hamilton. Sister 52 was sent to Edmonton, while No. 50 is for sale and nos. 51 and 54 are stored serviceable. SW8's 71 and 72 were transferred to Nanticoke, while SW9 no. 70 was sent from Nanticoke to Hamilton.
--Recent changes at Ontario Rail's Milton storage yard saw the demolition of the CNR Bronte station and Irondale Tower (from Hamilton), both of which had been stored in Milton for a number of years. It was also reported that the Shay locomotive in the same site was sold to a party in London.
--TH&B caboose 61 has been sold to Port Stanley Terminal Rail, joining bay window caboose 66 which had been at PST for three years.
--Ex-CNR Mogul 96 passed through Hamilton on Feb. 19 on its way from Steamtown in Scranton, Pa. to a buyer in Preston, Ont. (according to the waybills). No. 96 arrived on CN freight 436, and left on the 20th on freight 432.
--The TH&B will once again be handling the Nanticoke steel train for one month effective Mar. 10.
--Feb. 28 saw two CP Rail business cars at the Hamilton TH&B station; according to local sources, meetings were held in the cars re GO expansion.
--Burlington West CN operators were recently given their 90 day notice; VIA ticket agents will be taking over effective May 1.
--CP Rail trains into Aberdeen Yard: Jan. 24: STARLIGHT: CP 5962-CR 7790-CR 7765. Jan. 28: STARLIGHT: CP 5406-CR 7771-CP 6044. Feb. 5: Extra Acid: CP 5645-CR 7771-CR 7807. Feb. 13: X-Acid: CP 5534-CR 7747. Feb. 20: STARLIGHT: CP 5500-CR 7799. Feb. 21: X-Acid: CP 5564-CR 7771-CP 8921-CP 4238.

CP RAIL NEWS by Bruce Chapman

--Next EXPO 86 units to be outshopped: 5610, 5624; 5775 out of Ogden Feb. 14, 1986 in EXPO paint.
--8013 out of Angus Shops with engine change Feb. 10; returned to Sutherland, Saskatchewan.
--Leased B&O 3714, 3717, 3718 sent from Morrison Knudsen to CP at Kingsgate, B.C., week of Feb. 17 for movement to Toronto. They will be stored until required.
--CP has stored unserviceable at Angus and is preparing for dismantling: 5537, 6008 and B&O 3701.
--With increase in CP-Soo traffic in addition to Trains 500-501, CP expects to start trains 502, 503 soon, these will run three or four days per week at startup.
--Also, due to upswing in U.S. traffic, CP will internationalize the following Toronto maintained SD-40s (at present these trail because of no glazed windows (FRA ruling)): 5530-5564 (excluding 5560), 5400 to 5414 (ex-QNS&L).
--CP RDC 91 left Toronto Feb. 13 en route to St. John, N.B.
--CP 4245 came into Winnipeg from Pacific Region on Train 482-03 Jan. 5. Orders are for all MLW power to now stay east of Winnipeg.
--QNS&L 209 into Ogden Shops Feb. 12 to become CP 5409 (they are slowly repainting all, so don't delay in getting pictures!)
--CP began using the Napierville Jct. Ry. for Trains 904-917 as of Jan. 30. The Newport Sub. now gets a train only when required, from Montreal to Newport, with local work. The local has been running six days per week of late.
--CP units involved in the Bolingbroke, Ont. (Belleville Sub.) derailment on New Year's Day 1986: 5546, 5743 into Angus for repair; 6047 was repaired at Toronto and returned to duty.
--The GO Transit 63 car bilevel order placed with UTDC (see article elsewhere in this issue) will have the first units arrive by Nov. 1986 and the last by Nov. 1988. --Ron Lipsett

--Amtrak coach 5476 is scheduled for conversion to CP Rail Track Geometry Car 64 in 1986 by an outside firm. Trucks were stripped for inspection of components at Angus, and the extent of truck overhaul will be determined.

--Spotters are reporting sightings of some of CP Rail's six SD40-2 3000 HP DDGM units, specially painted to advertise EXPO 86 in Vancouver, B.C., which opens May 2 this year. The first of the six rolled out of Ogden Shops, Calgary last December and the other five ought to have been redecorated there by the time you read this. Each of the units is expected to travel more than 83,000 miles back and forth across Canada between now and the end of the World Exposition on transportation and communications in October 1986. Canadian Pacific's travelling billboards

have a swath of rainbow colour on the hood sides, described as a "teaser" (iron horse?) for its EXPO 86 pavilion. One of the rolling billboards will be used in international service to the United States, spreading the EXPO 86 word there, as well

--Sandy Worthen

NEW CAR ORDER--GO Transit has placed an $82.3 million order with UTDC for more bilevel coaches and cab cars, consisting of 56 of the former and seven of the latter. The equipment will, as in the case of all previous GO car orders, be manufactured in the CanCar Rail plant in Thunder Bay. Included in the order is a stock of spare parts. Delivery of the cars will increase GO Transit's bilevel stock to 214 units. Production is scheduled to begin late this year for delivery starting in September, 1987. The equipment is required to permit service expansion on the Streetsville-Milton line and full service extension of the Lakeshore to Burlington and Whitby. Dubbed Bilevel III, the cars will have the 162-seat capacity of Bilevels I and II (1978 and 1983 respectively), but will be a further refinement of the original design, incorporating almost 100 changes, most of which are described as technical, based on eight years of experience with the first order. Some changes will be made for passenger comfort: soundproofing, insulation and draft elimination will be improved, as will the quality and fit of armrests and carpeting.

--GO News

VIA STATION EMPLOYEE UNIFORMS--While VIA Rail's new uniform program is not due to go into effect until November, 1986, some 440 station employees across the system are being outfitted with a new look. Back in 1981, when the new uniform program was in the first stages of development, VIA had a certain quantity of new uniforms produced. Since that time some modifications have been made to update the original design, so that the small stock of uniforms in storage is not consistent with the new uniforms. However, in order to make good use of the existing uniforms, they are now being distributed to station staff in larger centres on an interim basis until the official new uniform program goes into effect. Supervisors, ticket examiners and counter sales agents in 19 stations across the country will be furnished with the uniforms as long as quantities last. Station employees slated to receive the new uniforms are located at Halifax, Moncton, Montreal, Dorval, Ottawa, Quebec, Sainte-Foy, Toronto, Hamilton, Windsor, London, Kingston, Sudbury, Winnipeg, Saskatoon, Edmonton, Calgary, Jasper and Banff.

--VIA Rail "Vialogue"

--Reports in CP Rail News from Stephen Morris, Supervisor, Public Relations, Canadian Pacific, Revelstoke, B.C., describe how work on the surface route construction on the Rogers Pass project in the Selkirk Mountains of British Columbia was halted last November by falls of more than 180 cm of snow, making it impossible for construction equipment to manoeuver on the narrow access roads. In the 1985 season, five major bridges over Cupola, Mountain, Gully, Stoney and Connaught Creeks were completed, requiring the installation of 15 spans weighing more than 1,278 tonnes. John Fox, Vice-president, Special Projects, said that, since tracklaying up the 9.4 mile stretch in the Beaver River valley from Rogers Station to Surprise Creek is programmed to begin in mid-1986, it is essential that these bridges be in place. Also completed were more than 6.8 miles of grade up the Beaver River valley from Rogers Station to Surprise Creek. Preliminary work was begun on a mile long viaduct, which clings to the 40 degree slopes from west of Stoney Creek bridge to the east portal of the 1.1 mile Mount Shaughnessy Tunnel. Twenty-four of the necessary 45 piers were installed before the winter shut operations down. Portions of the new rail line up the Beaver River valley to Mount Shaughnessy and Mount Macdonald Tunnels pass through Glacier National Park, and Parks Canada has insisted on an extremely narrow right-of-way. This requirement, in addition to the steep slopes, has necessitated the building of more than 14,600 feet of stabilizing and retaining walls. --Sandy Worthen

UPDATE ON SOCIETY PROJECTS, ETC.

Car 13--At time of writing (Mar. 31) our car was in the process of being moved from its long-time home at the Toronto Terminals Railway siding adjacent to CPR's John St. Coach Yard and was en route to a new location, at an Ontario Hydro yard in the vicinity of Spadina and Davenport Roads, in central Toronto. This promises to be a good location for the car, as 13 is behind a barbed wire topped Frost fence, yet the Society has unlimited access to the car. This is an improvement over the former location where road access was via CPR property, and the railway did not want members other than small work parties using this road--precluding the holding of social meetings, etc. in the car.

The new siding, for which we have signed a lease, is connected to CPR's North Toronto Sub., although in order to move the car in it was necessary to reinstall two rail lengths which Hydro had removed for electrical safety reasons. At this point I would like to extend the Society's thanks to Mal Marchbank and John Laraway, and several other people whose names will be published later, for their tremendous efforts in connecting the rails. Appreciation is also due our friends in the Ontario Electric Railway Historical Association for providing track parts and tools.

Costs--At the moment, all of the bills for the Car 13 move are not in. The largest single item was the construction of a fence around the car, within the Hydro compound, at a cost of about $2000; this was a Hydro requirement. We will have to install a Hydro connection to provide heat and light for the car, as well. Incidentally, despite the moving costs, the actual monthly rent at Hydro is less than at the TTR, so in several years the move would pay for itself. Further details will be reported later.

Possible Disposal of Car--As was mentioned in the President's Report in the March 1986 NEWSLETTER, your directors have considered the possibility of selling the car. The reasons for doing so, basically, are financial, logistical, and, perhaps, philosophical, i.e. whether we should even be in the equipment preservation business when there are other groups in Canada better able to do so.

At this time, the situation is that the Directors have agreed to consider (and I emphasize

(SKIP OVER EVENTS)

UCRS and other events and activities

by Ed Campbell

The March Toronto meeting program consisted of a selection of 1960s slides featuring British Railways passenger trains and facilities, in some of the most heavily trafficked corridors, as taken by John Fleck. While there has been some "rationalization" of plant since that time, one could not help but be impressed upon viewing the presentation of the huge capital investment which has gone exclusively into the haulage of passengers in Great Britain, in common with many European countries. This is in great contrast to much of the thinking on this continent, where too many in power believe that the investment in rail passenger service should be $0.00.

--The UCRS booth at the Canadian National Sportsmen's Show achieved an even better result than last year, apparently attracting even more people than a year ago. This year the Society is much in debt to those who helped to staff the booth. These were Vic Borrow, Art Clowes, Kathy Cosby, Evelyn Cosby, Ken Cosby, Ken Davis, Norm English, Art Faber, J. Wesley Glass, Barrie Gregory, John Hinbest, John Laraway, Art Lieper, Mal Marchbank, Al Maitland, George Meek, Ed Misera, Steve Morse, Ralph Percy, Millie Sandusky, Ivor Samuel, Dave Scott, Mal Smith, Chris Spinney, Gerry Sturgess, John Thompson, Tom Thomson and John Walker. Thank you all again.

--The Society also wishes to thank those members who staffed the UCRS booth at the Toronto Model Railway Show, sponsored by the Toronto and York Division, CRHA. The booth was looked after by John Laraway, John Thompson, Dave Scott, Ivor Samuel, and Rod and Janet Semple. Many thanks indeed.

Friday, April 18--Regular UCRS Toronto meeting at the Education Centre, corner of College and McCaul Sts., in the 6th floor auditorium at 7:30 p.m. A slide presentation by Pete Jobe on current Western Canadian railroading will be the entertainment. Do not forget your newscast slides.
Friday, April 25--Regular UCRS Hamilton Chapter meeting in the CNR station (second floor) at 8 p.m. The program will consist of members' 35mm slides. If you have a newscast for this month, why not take it to Hamilton? Members and friends are always welcome there.
Thursday, May 8--Toronto and York Div. CRHA meeting in "The Loft" at 235 Queen's Quay West, Toronto. Visitors welcome, no admission charge.
Friday, May 9--Ontario Society of HO Model Engineers' meeting at Rosedale Presbyterian Church, Mt. Pleasant Rd. and South Dr., Toronto. 8 p.m. Visitors welcome, no admission charge.
Friday, May 16--Regular UCRS Toronto meeting in the 6th floor auditorium of the Education Centre, corner College and McCaul Sts., at 7:30 p.m. The entertainment will consist of railroading in the American West in the 1970s and 1980s, presented by Tony Schill. Don't forget your newscast slides.

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that we have at this moment made no decision to sell the car to anyone) an offer to purchase from member Mal Marchbank, long time Car Custodian. It has been the feeling of the Directors that, in view of Mal's dedication to Car 13, and the tremendous amount of work that he has put into it, that he should have "first chance" should we decide to sell it. Mal and his partners have plans to recondition the car extensively and operate it, possibly in the U.S. His price is several times our original (1969) purchase price, and includes the recent moving costs as well.

The question may arise "Why not turn Car 13 over to the proposed Toronto Railway Museum?" The answer is that the museum has not at this time been approved by the government, being little more than a concept which may or may not ever materialize--railway museums are never high on the list of government priorities--and in any event it is probably at least five years down the track. This raises the question of where Car 13 would be stored in the interim--we would not want it exposed to decay or vandalism, yet it is questionable whether the City would want to pay the storage charges at the Hydro site--and certainly the UCRS would not want to continue doing so if the car were to go to the museum, particularly since the City would probably only accept the car on a donation basis. Although we have not approached the City or any other organization with regard to acquiring Car 13, the uncertainty of the Toronto Museum gives us reason to pause.

While there may be nothing inherently wrong with turning Car 13 over to the Toronto museum, or some other Canadian railway museum or tourist railroad, Mal's proposal, apart from its important financial aspects, means that the potential exists for operation of the car, with UCRS members being able to take part. And, with all due respect to museums, many of us, I think, would agree that it would be preferable to have Car 13 in use, rather than being a static display in a museum.

Consideration is being given to ending our ownership of Car 13 for several reasons: basically, there is a question as to whether the Society can or should continue funding the storage and maintenance of the car when our resources could perhaps be better used elsewhere. It is important to remember that the situation today is far different from 1969, when the UCRS bought 13 from the CPR. At that time, and for some time afterward, we obtained free storage space from CN at Spadina Yard. We were operating regular, well patronized steam excursions behind CNR 6218 and later 6060, as well as diesel trips, and the car saw use on many of these, as well as group charter trips on regular trains to a variety of destinations.

However, Car 13 has not operated since 1980, the year of our last steam excursion to Niagara Falls. The reasons are varied: sharply rising costs, extreme reluctance on the part of the

railways to handle the car, the entry of VIA into the picture, the lack of fantrips of any sort (again, the result of rising costs and railway disinterest), etc. We are unable to use it on an excursion with GO Transit cars because of incompatible diaphragms--and the necessary modifications would be very costly. In point of fact, the railways would not even consider accepting the car at present for passenger service without a brake job, required at routine intervals, but expensive nevertheless. The car's roof also needs replacement. Modifying the car to travel in the U.S., where the climate is more favourable for private cars, would cost thousands of dollars.

In summary, for the above noted reasons, your Directors may decide that continued ownership of Car 13 is not in the Society's best interests, and recommend disposition to a good home. Rest assured that members will be kept advised of developments.

Toronto Civic Railways Book--As this is written, we are close to giving the green light to proceed with this project, our first book since TTC '28 in 1968. Bill Hood has done a tremendous job, and we are confident that the book will be well received. It will be 8½"x11" format, 160 pages, with approximately 180 photos, plus car plans, maps, ticket and transfer reproductions, etc. Both hard and soft cover versions will be offered, with prices in the $20-25 range. 24.95 19.95 Extensive plans have been made for marketing it, to help ensure chances of an early sellout. We anticipate receiving reviews in the railfan press and, hopefully, the local media as a tie-in with the celebrations for the 125th anniversary of streetcar service in Toronto in September. Useful advice and indications of publicity assistance have been received from a well known local author. The book, of course, will be offered to local hobby shops and book dealers; an advertising flyer is being produced for distribution to out-of-town hobby shops, libraries, schools, bookstores, railway and trolley museums, in short, any potential buyers. Railfare, the well known Canadian railway publishing firm, has agreed to carry the book in its catalogue, which reaches a very extensive mailing list. We may also place an ad in TRAINS Magazine. Bill Hood, who is retired from the TTC, has kindly offered to fill mail orders and possibly assist with other aspects of marketing and distribution.

The Toronto Civic Railways book gives every indication of being a well received item, and its publication represents a significant contribution to Canadian electric railway history by the UCRS.

St. Clair Ave. Station--CN has offered us a two year lease on our space here, a moderate increase in rent, and we have accepted it. The lease may be cancelled by either party on a month's notice. Last winter there was a problem with the space being unheated (due, presumably, to VIA's departure as a tenant) and consequently we will be discussing with CN the possibility of heat for the 1986-87 season. Should negotiations not be successful, we have lined up alternate, heated space in the neighbourhood.

1987 Calendar--At the present time we have not decided whether or not to proceed with this project; however, a decision will be made shortly. Should we decide to proceed, the press run would likely be reduced, and would be based on last year's "over the counter" sales, and anticipated sales to members of the 1987 production (it being doubtful that it would be given to members again, due to financial circumstances).

In Conclusion--I trust that the foregoing has been an effective summary of current major Society activities. Members with specific questions should feel free to contact the Directors. While questions at monthly meetings about Society activities are welcome, members must remember the time constraints involved. Further updates on UCRS activities will appear in future NEWSLETTERS.

--John D. Thompson, PRESIDENT

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