



Newsletter

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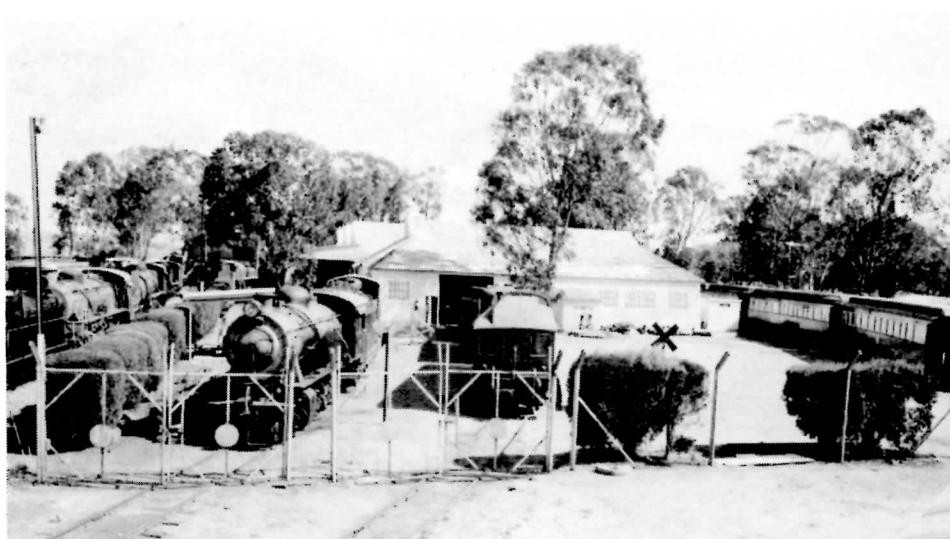


MERRY CHRISTMAS

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



A Neoplan articulated trolley coach, equipped with a diesel engine for off wire operation, was tested in Hamilton during the last week of November, 1986, and was due at the TTC for 2½ weeks of testing immediately afterward. Photo taken on HSR's King route, at Strath-eam, Nov. 25, 1986. --Ted Wickson



Preserved locomotives and passenger cars at the NRZ Railway Museum, Raylton, Bulawayo, Zimbabwe. The building in the background houses and exhibits the smaller pieces of railroadiana.



In mid-October, 1986, this was the scene west of Pickering, where the erstwhile GO-ALRT line was being constructed, requiring two temporary bridges under CN's York Sub. (MacMillan Yd. access line). The bridge, far right, carries the access line across Hwy. 401. --John D. Thompson

A RAILWAY MUSEUM FOR ZIMBABWE

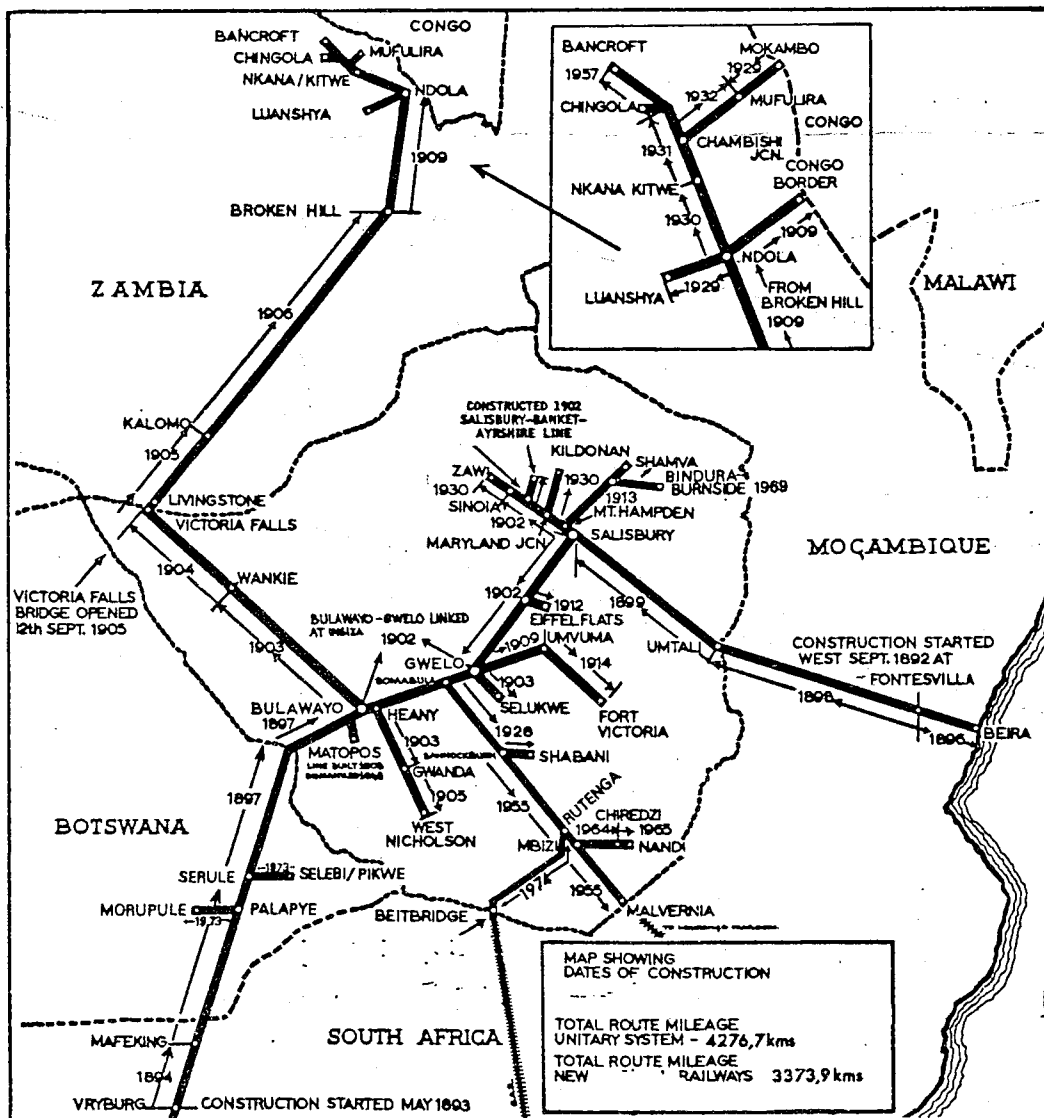
By Sandy Worthen

It is easy to understand why railways developed so rapidly in England, the land of their birth, in the first half of the 19th century. And so it is quite logical that one of the world's finest railway museums, the National Museum at York, England, should have been established at an early date. When George Stephenson's LOCOMOTION hauled the first steam powered train on any public railway in the world on Sept. 27, 1825, from Shildon to Stockton Quay, with 10 loaded coal trucks, 21 waggons fitted with temporary seats and a solitary passenger coach named EXPERIMENT, it was certain that, one day, someone would have the idea of saving some railway equipment to commemorate this historic event.

In France, too, Marc Seguin's steam locomotives for the Lyon to St-Etienne railway were hauling trains in 1828. It was events like this that generated the idea, a century later, of creating the remarkable railway museum at Mulhouse, today so popular with railway enthusiasts and others.

In North America, the LION, built by Robert Stephenson of Newcastle-on-Tyne, England for the Delaware and Hudson Canal Co., made a brief run at Honesdale, Pa. in 1829, followed in 1830 by the BEST FRIEND OF CHARLESTON on the South Carolina R.R. in the state of that name, the first all steam railroad in the Western Hemisphere. Today, there are many museums throughout the 50

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NEWSLETTER

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

Editor: Stuart I. Westland, 78 Edenbridge Dr.,
Etobicoke, Ontario Canada M9A 3G2.
Telephone (416) 239-5254

Assistant Editor: John D. Thompson
(416) 759-1803

Activities Editor: Ed Campbell (416) 255-1924

Please address all correspondence relative to
the Newsletter to the Editor at the
above address.

MESSAGE FROM THE PRESIDENT

Car 13--The car has been moved from its former location at Ontario Hydro's siding in central Toronto and is now stored in a secure location in this area where it is expected that it can remain indefinitely. I am not at liberty to divulge further details due to the terms of our agreement with the company storing CAPE RACE. It appears that the costs of moving the car to this location plus future storage and upkeep costs will be minimal, if anything. In fact, we have even had a company express interest in buying, at our cost, the fence we installed at the Ontario Hydro site. Hopefully, the foregoing represents a satisfactory conclusion to a situation which has represented a major concern to your Directors for over a year, and which has consumed an inordinate amount of their attention. Now, we can turn our attention to other matters, such as bulletin production, which I will discuss in a future address.

Toronto Civic Railways book--Since my last report to you on this in October, little progress has been made; about one-third of the book's 160 pages have been completed. The problem evidently is that our printer has been trying to fit our book in between his regular customers and, as it is basically a two-man operation, has not given it his full attention to complete the job. We have been extremely patient with him, as his price, for the amount of work involved, has been favourable; however, we recognize that our members who have placed orders are eagerly awaiting publication and patience has its limits. Accordingly, and with Bill Hood's concurrence, I have sent the printer a letter stressing the various reasons why the book must be finished soon, and suggesting a date of Jan. 31, 1987 for completion at his plant (followed by about two weeks at the binders); Bill advises that about five days of steady work would complete the printing, so this seems reasonable. Rest assured that we are fully aware of the urgency of the situation, and will take whatever steps are necessary to assure completion of the book early in the New Year.

UCRS Calendar--Since my report last month orders from members have dropped off surprisingly and drastically; since the Society has 600-plus members, and less than 200 orders have come in from you, this is, to say the least, extremely disappointing, especially since just 500 copies were printed. The calendar was basically produced for YOU, the member; unless our people support it with orders, a UCRS calendar will not be produced in future. Send your cheque for \$8.56 to Calendar Sales, UCRS, Box 122, Stn. A, Toronto, Ont. M5W 1A2, or pick one up at a meeting.

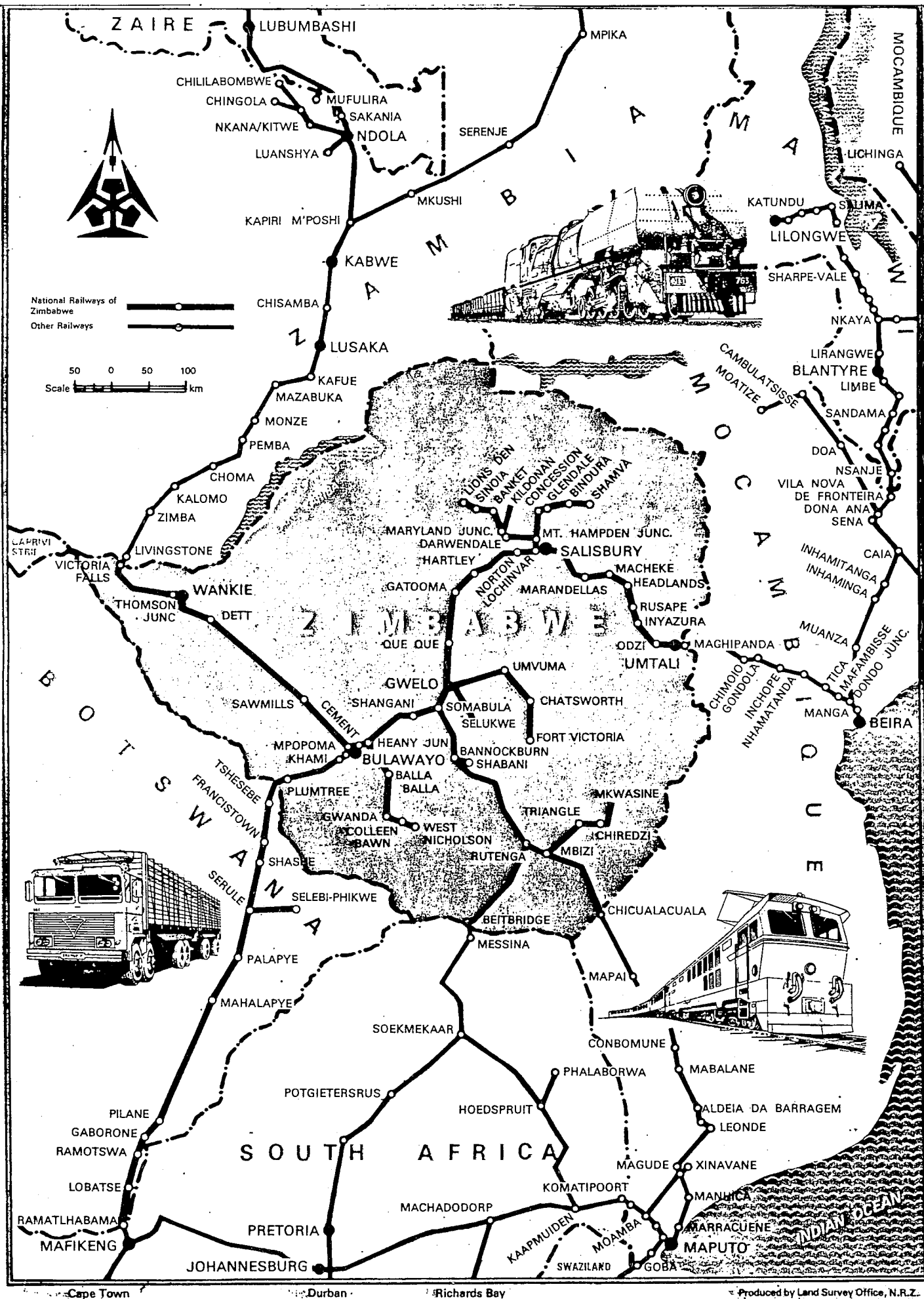
--John D. Thompson, PRESIDENT

DETROIT MAY LOSE AMTRAK SERVICE--A report in the Nov. 8 DETROIT NEWS has indicated that Detroit may lose its Amtrak station to suburban Dearborn, which would leave the Motor City without passenger service for the first time in almost 150 years. The move to Dearborn is one of three options studied by Amtrak now that the Federal Government has killed plans for an Ann Arbor--Detroit commuter train. The other two options consist of staying at the present Michigan Central depot on West Vernor, or building a new station on the first level of the Joe Louis Arena parking garage in downtown Detroit. Dearborn is a very attractive option because of its convenient location (for suburban travellers), its large, free parking lot, and its relatively crime free reputation. Amtrak has reported recently that 106,000 passengers per month boarded trains in Dearborn, compared with 87,000 at the downtown Detroit station. Amtrak operates two Chicago round trips on weekdays and three round trips on Saturdays and Sundays. The corporation was forced to renege plans to build a station at the arena site after the Federal Government cancelled a \$36 million grant in October for a proposed Ann Arbor commuter run. The train was the brain child of the Southeastern Michigan Transportation Authority, which had hoped that the line would carry 3000 passengers daily, and help feed Detroit's new People Mover. Amtrak and SEMTA would have been partners in the new station. Both parties had already committed almost \$1 million each for the new facility. The New York real estate firm which presently owns the old Michigan Central station is currently restoring the building, but primarily as an office tower, rather than as a transportation terminal.

--Mike Lindsay

Cover: "LE P'TIT TRAIN DU NORD" (THE LITTLE TRAIN OF THE NORTH)--with CP Rail FP7 4069 and two RS10 units on the point, a full trainload of nine cars winds through the Laurentians near Lac Carre, Quebec, on Feb. 4, 1979. This train, operating in its 2nd season, was sponsored by local Chambers of Commerce, ski associations, and Molson's Breweries, to carry cross-country skiers. It proved quite popular and on this day was carrying a number of non-skiers (a Voyageur bus strike was on).

--Ted Wickson



states actively engaged in the preservation, restoration, exhibition and, in some cases, operation of many and varied pieces of motive power and rolling stock.

In 1986 Canada celebrated the sesquicentennial of the operation of the country's first public railway, the Compagnie du chemin a rails du Champlain et du Saint-Laurent, otherwise the Champlain and St. Lawrence Rail Road. Several portions of the embankment and roadbed of this pioneer line are visible today. The first steam hauled train made the 14.5-mile trip from La Prairie to St. Johns, Quebec on July 21, 1836. The 0-4-0 Stephenson built locomotive DORCHESTER was used sporadically, because it suffered from improper maintenance and burned boiler tubes! Today, the Canadian Railway Museum at Delson/Saint Constant, Quebec has a comprehensive collection of railroadians which it displays to visitors in order to explain to them the developments that have taken place since that day in July, 150 years ago.

Railway building in the various countries of the continent of Africa occurred mainly towards the end of the 19th century, and an examination of a map of the continent will help to explain why. Africa's western coast was explored mainly by Portugal, France, Germany and Great Britain, with Belgium laying claim to the central portion of the continent. The eastern coast was dominated by Italy, Germany and Portugal. Even after the rearrangement of territories following World War 1, any hope of linking Britain's west and east coast possessions was frustrated by the interposition of the Belgian Congo. Thus, communication with expanding British-controlled territories in southern Africa and the realization of Cecil J. Rhodes' dream of a "Cape to Cairo" railway, had to begin in the settlement of Cape Town, at the Cape of Good Hope, the southern tip of Africa. When diamonds and gold were discovered inland from Cape Town, a railway was built 58 miles north to Wellington and opened in November, 1863. Twenty-two years later, the "British meter gauge" (3 ft., 6 in.) railway reached Kimberley and its diamond mines. To avoid the then independent state of Transvaal, the northern extension of the railway was located along the extreme western border, through Bechuanaland to Bulawayo, Wankie (Hwange) and Victoria Falls, in Zimbabwe.

Construction northward to Southern and Northern Rhodesia was interrupted and prolonged by two wars and the attendant political upheavals. Thus it was not unexpected to find other railways being built to the interior from the Portuguese Mozambique ports of Beira and Lorenzo Marques on the Indian Ocean and the Angolan port of Benguela on the Atlantic to reach the copper mines of the Belgian Congo and Northern Rhodesia.

In the midst of many uncertainties, the first train from Cape Town and Kimberley arrived in Bulawayo on Nov. 4, 1897. It consisted of a saloon car, a cattle truck and four or five ordinary trucks. On the continent's east coast the Beira Ry., from the Mozambique port of the same name to a connection with the railway from Salisbury at the frontier station of Umtali, was built to a gauge of 2 ft. and completed in 1897. The 3'6" gauge line onward to Salisbury was completed in May, 1899. At once, conversion of the Beira Ry. to 42" gauge was seen to be essential and, after conversion, through service was inaugurated on Aug. 1, 1900.

Seventy-five years after the railway had come to Bulawayo, the Railway Museum of the National Railways of Zimbabwe was opened in Raylton, Bulawayo. The establishment of a railway museum at that stage of development of Zimbabwe's railways might have seemed strange, but the National Railways of Zimbabwe Historical Committee looked to the future and decided to recommend the immediate preservation of representative steam locomotives and examples of rolling stock, which might otherwise have been scrapped without protest.

While the collection of railroadians preserved today at Raylton includes many of the items to be found in other similar museums (cutlery, crockery, china, station accessories and maintenance of way equipment), without doubt the most impressive exhibits must be the locomotives assembled: eight conventional types, two Garratts built by Beyer, Peacock in England, and three smaller conventional steam engines and one diesel locomotive of the DE 2 class (1 Co-Co1, 2000 bhp at sea level) built by the English Electric Co. in 1955. In addition, 11 passenger coaches and a variety of freight wagons have been installed in park like surroundings. The various steam engines represent the eras of the Beira Ry., the Mashonaland Ry., Rhodesia Rys. and, since independence in 1980, the National Rys. of Zimbabwe. When the museum was formed, the locomotives selected for preservation and exhibition were not in working order and therefore were useful only as static displays. However, subsequent steam locomotive acquisitions were chosen from candidates in working order that could be used for hauling special passenger trains. Presently, there are four such locomotives in the museum's collection. There is No. 115, a 9B class 4-8-0, built by the North British Locomotive Co. in 1912; No. 190, a 12th. class 4-8-2 from the same builder in 1930; No. 507, a 14th. class 2-6-2-2-6-2 Garratt from Beyer, Peacock & Co. in 1953/54 (exchanged in 1985 with sister locomotive No. 500) and No. 330, a 19th. class 4-8-2 from Henschel & Sohn, West Germany, in 1952. It is hoped that a "double Hudson" 4-6-4+4-6-4 15A class Garratt may be obtained for preservation and operation on the museum's special trains, as certainly these engines are the "greyhounds" of the present steam locomotive fleet on the NRZ.

When the gauge of the Beira Ry. was widened from 24 to 42 inches in 1900, a light saddletank 0-6-0 named JACK TAR was employed. Weighing just over 19 tons, it had been built by Manning, Wardle & Co. of Leeds, England in 1889. Originally constructed to a 26" gauge, JACK TAR was owned by two contractors before being modified to 42" gauge and shipped to Paulings, the contractors, at Beira. The gauge conversion complete, JACK TAR was sold to the Mashonaland Ry., becoming its No. 7. For many years, No. 7 shunted wagons at Beira, at one stage being the "star performer" at the opening of the Mozambique Co.'s new wharf at Beira. For a time in 1904/05 JACK TAR (a most unusual name for a steam locomotive, usually referred to as "she") worked on the construction of the world famous steel arch bridge over the gorge of the Zambezi River at Victoria Falls. In fact, it was the first locomotive over the newly completed bridge.

After the bridge was finished, JACK TAR was returned to Beira for shunting duties. It was not until 1927 that a more powerful engine was required. JACK TAR was reassigned as works shunter at Bulawayo Shops, and by 1935 reboiling and some other structural changes were necessary. In spite of this updating, the job became too much for JACK TAR and it was moved to workshop shunting at Umtali in 1942, before being withdrawn for preservation. It was the "star" at the Rhodes Centenary Exhibition at Bulawayo in 1953 and thereafter was stored until being loaned to the Umtali Museum and transferred subsequently to the NRZ Museum at Raylton.



The opening of the NRZ Railway Museum on Nov. 4, 1972 was animated by the arrival under steam of 7th. class 4-8-0 No. 43, run by the then Minister of Transport, Mr. R. Hawkins. No. 43, one of 20 locomotives built by North British in 1903, was workshop shunter at Bulawayo for several years, and worked the Selukwe Branch Jubilee Train in 1963. At the museum's opening, it was resplendent in the blue livery once used by Rhodesia Rys. With periodic attention to its boiler and firebox, No. 43 should be able to work again occasionally on the museum's special trains. And the museum does operate special trains! During the visit of a group of railfans in 1985, three of the working steam locomotives were assigned to special trains for the party. No. 330 (19th. class 4-8-2) worked between Gweru and Bulawayo and Nos. 115/190 (9B class 4-8-0/12th. class 4-8-2) powered a special on the West Nicholson Branch to Mbalabala and return. Earlier in 1985, the 9B class doubleheaded with Garratt No. 507 (14th. class 2-6-2+2-6-2) for a run to Sawmills and return. Zimbabwean railfans--and others--have also been thrilled by the 9B and 12th. class on the Mbalabala turn on a number of other occasions and, indeed, No. 190 powered an Easter Special to Sawmills in 1983.

An additional profitable involvement for the railway museum was in the provision of exhibits for the filming of the Cannon Films productions of "KING SOLOMON'S MINES" and "ALAN QUARTERMAIN" in 1985, in which the 12th. class 4-8-2 No. 190 played a minor, but essential part.

Steam locomotives, however, are not the only impressive exhibits at the NRZ Railway Museum. There is the private car of Cecil J. Rhodes, the famous "Empire Builder". The General Manager's coach, one of two private cars built for the Mashonaland Rys. in 1929, attracts the attention of visitors. Service coach 0831 (ex-21), originally a composite 1st/2nd class coach, built in 1902, is of interest. One of four built by the Gloucester Railway Carriage and Wagon Co., the car was converted to all 1st class in 1924 and reconverted to a service coach by South African Rys. at Mafeking Workshops in 1940.

For the future, it is intended to build a small steam locomotive running shed (repair shop) in the museum grounds, so that necessary maintenance can be performed when steam engines are no longer repaired in the NRZ shops. The Museum Committee believes that the museum should not be just a display of static objects, but in addition should be a base of operations for locomotives of a bygone era. The Committee has received and continues to receive an enthusiastic response to the organization of special events, such as steam hauled excursion trains commemorating special events, the operation of special equipment such as breakdown cranes, and display of the manufacture and operation of Zimbabwean-made rolling stock.

The Museum Committee responds promptly to both local and overseas inquiries, this function being delegated to Mr. B.S. Hope and Mr. J. Chademana, the latter of whom is the Museum Committee's Asst. Secretary. While requests for steam locomotive accessories obviously cannot be honoured, the NRZ Railway Museum can supply picture booklets of NRZ steam locomotives if the writer so requests. A nominal fee is charged to cover the cost of the booklet and postage. Inquiries may be addressed to: Mr. B.S. Hope, Honorary Secretary, Museum Committee, Railway Museum, National Railways of Zimbabwe, Raylton, Bulawayo, Zimbabwe.

The author is grateful to Mr. John Batwell of Randburg, RSA and Mr. B.S. Hope of Bulawayo, Zimbabwe for information used in the composition of this article, and to Mr. R.B. Radue, Public Relations Section, National Railways of Zimbabwe, Bulawayo, for the photograph.

HAMILTON

TROLLEY COACHES APPARENTLY SAVED

--BUT A DOWNSIDE PERSISTS

On Tuesday, Nov. 4, 1986, Hamilton-Wentworth Regional Council voted 24-2 in favour of keeping the Hamilton Street Railway's trolley coach system. This followed earlier votes at the Regional Transportation Services Committee (5-1), the City Transport and Environment Committee (unanimous in favour) and Hamilton City Council (again, unanimous in favour). The only opponents at the final vote were Hamilton Alderman Tom Murray (who distinguished himself by calling the pro-trolley forces "a bunch of communists") and Helen Bell, a regional Councillor from the Town of Glanbrook, which has no transit of any sort.

The Regional Council's decision more explicitly consisted of its adoption of the following recommendations, as put forward by its Transportation Services Committee:

- 1) That the existing trolley system be retained in Hamilton; and 2) That the 1987-92 Capital Budget be altered to add infrastructure upgrade (\$200,000) and 3) That the new Downtown Transit Centre be constructed to accommodate trolley coaches, and that the Capital Budget be increased by \$950,000 to accomplish this; and 4) That the Wentworth St. substation be relocated (into) the new Downtown Transit Centre and that the Capital Budget be increased by \$800,000 to accomplish this; and 5) That the Commissioner of Transportation be directed to incorporate into the 1987 current budget funds to undertake a feasibility study to consider an expansion of the trolley coach system; and 6) That the Commissioner of Transportation and Director of Engineering (Maintenance) be authorized to extend the already planned trip to view C.N.G. operating and manufacturing sites to include the latest European trolley coach technology; and 7) That the Province of Ontario be requested to sanction a latest technology demonstration of at least six models of articulated trolley coaches.

The HSR staff has been requested, pursuant to Item 5 above, to undertake the feasibility study of expansion of the trolley coach system. The study, expected to cost between \$100,000 and \$120,000, will be commenced within six months to a year. In the meantime the HSR will try out various demonstrator articulated coaches on the system, one of which will have already performed a stint in the city by the time that this is read. A Neoplan-Garrett Corp. diesel/electric (not diesel-electric as in a locomotive) dual mode artic demonstrated on the system between Nov. 17 and 29 (after which it went to Toronto). It was used on the recently introduced Bee-Line express route which crosses town (east-west) and which parallels the King trolley coach route in places, where the coach could be switched to the electric mode. The HSR is reported to have requested a further three-month demonstration period in the spring of 1987, although Neoplan did not know at the time of writing if it could oblige.

Beyond the Neoplan vehicle, the HSR wants to try out one other diesel/electric dual mode coach, two articles with conventional propulsion, and two other non-diesel/electric dual mode vehicles (i.e., with some other form of backup power system). Whether the agency will be successful in getting six different demonstrators to perform on the system remains to be seen.

The "downside" to this suddenly encouraging picture for continued electric propulsion in Hamilton is the fact that there may well be further retrenchment before things really turn around for the better. This comes essentially as a result of the decision of the HSR to replace the aging Wentworth St. barn/shop/garage complex with a new facility further north on the same street (scheduled for completion in September, 1988). Thus far, planning for the new facility has not included accommodation for t.c.'s, and the old "East Barn" dating from streetcar days, near the intersection of Sanford Ave. and King St. East, as well as the maintenance program on the coaches, have deteriorated to the point where between 17 and 20 coaches are routinely out of service. The t.c. fleet has a strength of 56 vehicles. Now that it is apparent that a new t.c. facility, including a new substation, must be constructed at the new "Downtown Transit Centre" (which actually will be a long way from downtown), there is little incentive to spend money on short term upgrading of the present facility. The size of the active fleet may actually be reduced to about 40 of the best vehicles for continued use on the King and Barton routes. Restoration of t.c. operation on the third route (Cannon) does not appear to be an early likelihood, nor does restoration of weekend service on the total system.

The aforementioned Bee-Line diesel bus express route, which duplicates in part the King route, actually reduces the need for trolley coaches in peak hours. In spite of the retention decision, the next two years may test its efficacy, and transit fans may need to keep their fingers crossed.

Finally, to end on the "upside" in this somewhat confused picture: the HSR recently installed and opened a new short turn loop on the King route, in the shopping plaza at the north-west corner of Main St. and Hwy. 20 in east end Hamilton. This apparent commitment to continued t.c. operation on at least the King route came prior to the Regional Council decision of Nov. 4. Elaborate overhead poles have been used--these were possibly specified by the plaza owner.

--Most of the foregoing information supplied by Alex Pazaratz



PORT BURWELL LINE ABANDONMENT APPLICATION--Under date of Oct. 29, 1986 Canadian Pacific has applied to the Railway Transport Committee for authority to abandon the Port Burwell (Ont.) Sub. between mileages 18.5 and 33.5, including stations at Vienna (mileage 31.5) and Port Burwell (mileage 33.2).

That portion of the Port Burwell Sub. from Tillsonburg to Port Burwell (on the north shore of Lake Erie) was constructed in 1895 and 1896 by the Tillsonburg, Lake Erie and Pacific Ry. Co. This line was leased to the CPR on Oct. 6, 1904 for 999 years, from Jan. 1, 1905. By an Act of Parliament of the Dominion of Canada assented to on Aug. 7, 1958, the Tillsonburg, Lake Erie and Pacific Ry. Co. became vested absolutely in the CPR and was dissolved effective Nov. 20, 1958. The trackage between mileages 18.5 and 30.2 consists of 85 lb. Algoma mixed rail. This rail was laid between 1924 and 1946 on No. 2 softwood ties with single shoulder tie plates and gravel and cinder ballast. The trackage between mileages 30.2 and 33.5 consists of 80 lb., 85 lb. and 100 lb. rail. This rail was laid in 1920, 1962 and 1946 respectively on No. 2 softwood ties with single shoulder tie plates and gravel and cinder ballast.

The Port Burwell Sub. has a speed restriction of 35 mph. Permanent slow orders are as follows: Mileage 18.0 - 23.7, 25 mph; mileage 23.7 - 24.0, 15 mph; mileage 24.0 - 32.5, 25 mph; mileage 32.5 - 33.5, 5 mph. The weight restriction in this area is 177,000 lbs.

The line is serviced by a wayfreight assignment operating as and when required. The statement of traffic received and forwarded indicates that shipments have consisted exclusively of fertilizer received at Kinglake, Vienna or Port Burwell. Carloads handled for the years 1981 through 1985 inclusive were respectively 49, 37, 44, 11 and 10; there were no carloads originating on the line during those years. Reported losses attributable to operation of the subject section of the Port Burwell Sub. are \$78082 for 1983, \$108,016 for 1984 and \$113,160 for 1985.

--information from Peter F. Oehm



Bombardier Inc. has signed a partnership agreement with Japan's Hitachi Ltd. in order to attempt to penetrate the world locomotive market more deeply. The two companies will pool their design, manufacturing and marketing efforts. Bombardier dropped heavy locomotive production in 1985, although it continues to manufacture heavy diesel engines; it would like to re-enter locomotive manufacturing at Montreal, but world demand and currency rates will determine whether

this is possible. The hookup with Hitachi will permit the production of locomotives and components at the most economical location. Each company will offer its own financing package in accordance with the role which it will play in any individual contract. Bombardier is at the present time constructing the engines for 60 locomotives which Hitachi is building for Pakistan.

LISTENING IN

RADIO SCANNER PREVIEW

by Ron Lipsett

Like camera equipment, the host of radio scanners that flood the market and seem to change style and design each year can confuse most of us. Having decided on a particular model, one finds that it usually is replaced the following year by something totally new. With this article we will bring you up to date on what is available from the different manufacturers, and if you are in the market for a scanner (how can you railfan without one?) give you some ideas on what to look for.

Radio Shack--The quality of Radio Shack/Tandy scanners continues to improve, and they seem to have started the race towards bigger capacity of channels. While 10 channels was considered a lot several years ago, the scanners now coming on the market are capable of 200 or 300 channels. From the railfan standpoint it seems useless to have that many, as you can effectively listen to only 15-20 channels at one time; any more will cause you to pick up partial conversations. Still, it must be nice to be able to load up almost the entire North American railroad frequency list in one unit. In 1987 Radio Shack are offering three hand held units: the Pro-31, Pro-32 and Pro-26. The Pro-31 is a 10 channel programmable that many railfans consider to be the best of the three. The Pro-31 has been discontinued; this is unfortunate in that it had 16 channels.

However, the new Pro-32 is about all that you really need, it being a 200 channel hand held unit that is programmed by storing frequencies in 10 banks of 20. To use this unit, you would have to load up the banks with all kinds of seemingly useless frequencies. The third unit is a crystal four-channel device which does not have enough capability for active railfanning. In the Toronto area alone, CP, CN, VIA and GO Transit use about 10 very active channels. Radio Shack has also stopped selling the popular base/mobile Pro 2020 and have replaced it with a Pro-2021, a 200 channel model. Its face is the same as the old Pro-2020, but the case has been made much shorter in depth. Other base units are the Pro-2011, Pro-2010 and Pro-2004. The Radio Shack models have been steady and improved leaders, and are good models. Some fans have expressed concern about the extensive use of plastic in the case of Radio Shack hand-held units, instead of lightweight metals. A weak point of Radio Shack models is indeed this plastic, and the area around the antenna can often weaken and break apart. I think that a metal case would stand up better to the heavy and often rough outdoor usage of a railfan.

Bearcat/Uniden--Once the "Only way to fly" in radio scanners, the Uniden/Bearcat has quietly slid down the scale of scanners, but nonetheless is still an outstanding product. A major change has been the fact that Bearcat was sold to Uniden, a large manufacturer of radios, telephones, CBs and marine radio systems. In Canada the rights to Bearcat have changed hands three times, with A.C. Simmonds selling them to Conspec Ltd. and now on to Lenbrook Industries Ltd. Fans who have older models of Bearcats will now have to send to the U.S. for any parts or service. In speaking with people at Lenbrook, I learned that they will honour only units which they have supplied when it comes to service. They import only five models of the Uniden line. The 100XL is a much improved model of the older Bearcat 100 which suffered from problems with Nicads and lockout. The new 100XL is much improved and an excellent model. The 50XL is a cheaper (in price) 10 channel programmable which may be a "sleeper" in the market. It sells for \$270 Cdn. and is a very nice operating unit. It is one of the least expensive hand held units and would be a great scanner for the new railfan. Both units are metal case and are very durable. The other three units by Uniden are base/mobile units, the 16 channel 145XL, the 16 channel 175XL and the 40 channel 800XL. Again, the best unit to buy is a hand held programmable for field use.

Regency--A much harder and more expensive unit is a Regency hand held. The two big units that seem to sell and operate most satisfactorily are the HX1000 and the HX1200. The HX1200 is the model that I currently use, and while 45 channels may tax you for something worthwhile to fill up the channels with, it is a fantastic unit. Hand held, with superior reception and ability, it can easily pull in Conrail, Buffalo, N.Y. from my kitchen table in Pickering (east of Toronto). One of the big problems in large cities is constant radio interference of telephone pagers, and all units seem to suffer from this, no matter what make.

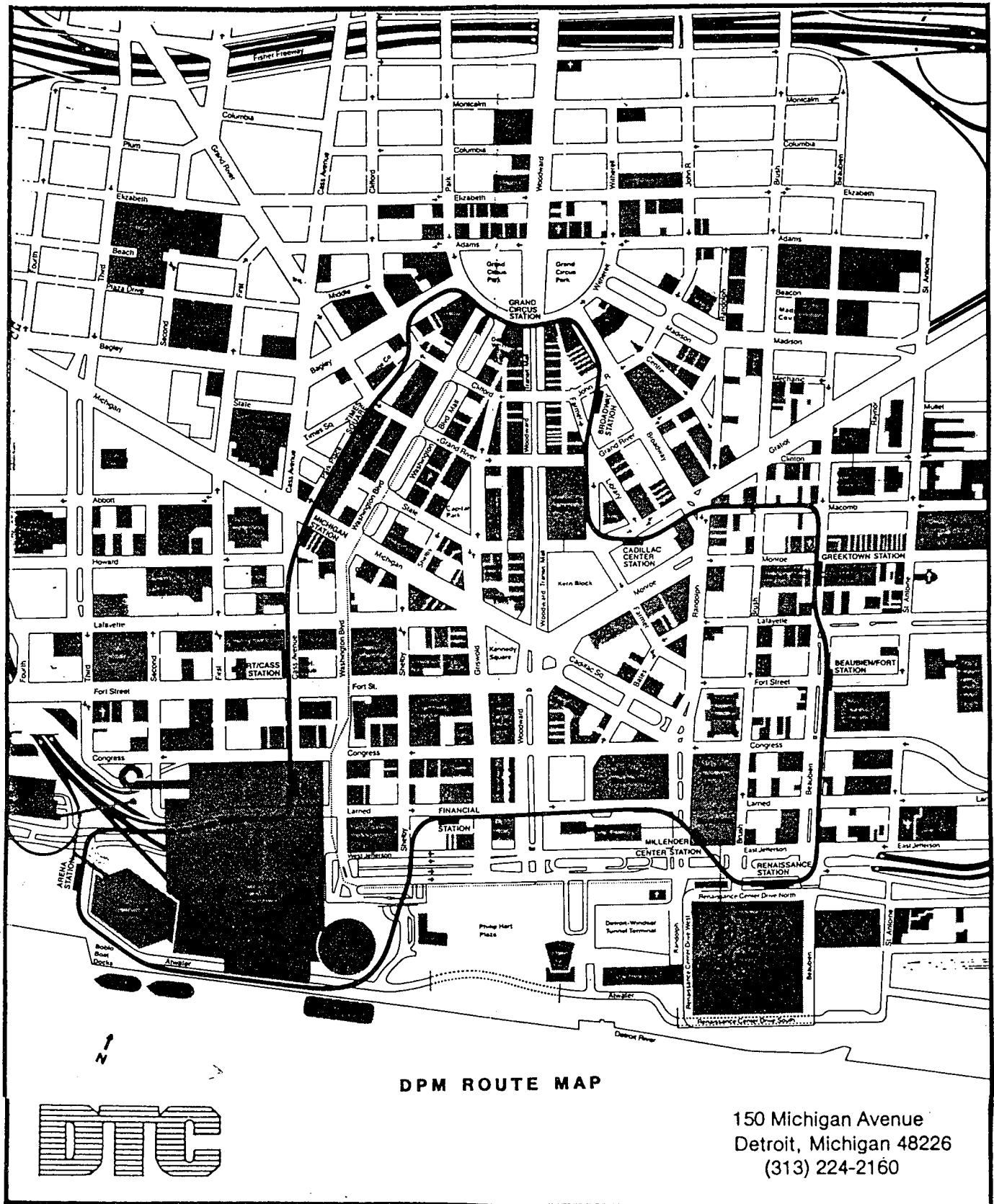
Conclusion--While I have tried to introduce the major makes, it is probable that some have been missed in this article. For the active railfan, a hand held unit can assist greatly in gaining the information needed to watch traffic. In Southern Ontario, more and more trackage is coming under the protection of MBS dispatching. This utilizes radio communication greatly and can pinpoint movements. If you are planning on getting a scanner, shop around and get a good unit: the market is full of them!

NOTES FROM OTTAWA

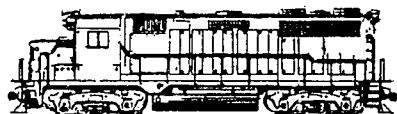
by J.M. Harry Dodsworth

- On Nov. 10, at 0915, I saw a three car train with an 'A' unit (6778) and a 'B' unit heading west through Whitby, Ont. From the timetable, I would guess that it was Train 651, the ONTARIAN, from Kingston to Toronto, but I thought that this was an RDC assignment.
- On Nov. 15 Train 1, the CANADIAN, consisted of FP9 6540, steam generator 15419, combine 9300, cafe-lounge 758 and sleeper CHATEAU BRULE. This train is usually hauled by an FPA4.
- On Nov. 16, Train 36, Ottawa to Montreal, was made up of an LRC locomotive, a steam generator car, and conventional cars.
- My best time by VIA between Toronto and Ottawa is 4 hours, 9 minutes.

Distribution Crew: Don McCartney, Dave Scott, Mal Smith, Ben Mills, Stu Westland, John Thompson.



Detail map of Detroit's Downtown People Mover (ICTS) one way loop distributor line, showing station locations. As indicated in the Amtrak Detroit station article in this issue, a valuable intermodal distributor role which the line could have played appears to have been wiped out with the cancellation of the previously proposed Ann Arbor commuter trains. The fine dotted line on Washington Blvd. and along the south side of Jefferson indicates the location of the narrow gauge Detroit Citizens Ry. tour tram operation.



Motive power and car equipment



ASSIGNMENT OF ROAD UNITS OF 1500 H.P. AND OVER

OCT/19/86

MONCTON		TASCHEREAU YARD		MACMILLAN YARD		SYMINGTON		CALDER	
2000-2043	44	2500-2504	5	4206, 4207, 4209	3	4239, 4241, 4243	3	4213-4214	2
2100-2119	20	2507, 2509	2	4263, 4264, 4272	3	4246-4247	2	4216-4217	2
2305-2310	6	2513, 2517, 2518	3	4276, 4373, 4374	3	4252, 4254-4256	4	4225, 4232, 4236	3
2313-2317	5	2520-2525	6	4381-4383, 4385	4	4258-4261	4	4267, 4285, 4290	3
2319-2320	2	2527-2529, 2532	4	4502, 4505, 4506	3	4268, 4287, 4296	3	4330-4332, 4338	4
2322-2329	8	2548-2549	2	4510, 4537	2	4304-4305	2	4343, 4345, 4346	3
2332-2339	8	2555-2579	25	5257	1	4307, 4308, 4310	3	4350-4351	2
2505-2506	2	3113, 3115	2	9164, 9165	2	4314-4319	6	4602-4604	3
2508, 2510, 2512	3	3118-3125	8	9166, 9167, 9169	3	4323-4324	2	4606, 4607, 4609	3
2514-2516, 2519	4	3127-3129	3	9172-9173	2	4329, 4347	2	5098-5103	86
2530-2531	2	3209, 3211-3213	4	9175, 9177	2	4371, 4392, 4393	3	5105-5139	35
2533-2534	2	3223, 3228	2	9430-9463	34	4411-4412	2	5141-5145	5
2536-2547	12	3231, 3236	2	9510-9598	89 151	5008-5010	3	5229, 5231-5238	9
2550-2551	2	3687-3688	2			5012-5017	6	5240-5252	13
2553-2554	2	3690, 3696, 3698	3	CAPREOL		5019-5029	11	5254-5256	3
2580-2589	10	3701-3704	4	4100-4104	5	5180-5228, 5239	50	5258-5259	2
3100, 3102-3104	4	3707-3708	2			5272-5293	22	5299-5353	55
3106-3109, 3111	5	3711, 3713	2	FORT ERIE		5527-5535	9	5400-5439	40
3615-3616, 3618	3	3717-3721	5	4377, 4380, 4476	3	5560-5567	8	5500-5518	19
3621-3629	9	3726-3728	3	4520, 4523, 4524	3	5570, 5576	2	5577-5585	9
3631-3633	3	3731, 3733, 3735	3	4528-4530	3	9151, 9153, 9156	3	5587-5599	13
3636-3637	2	3736, 3738, 3739	3	4532-4534, 4536	4	9158-9161	4	5700-5703	4
3639-3640	2	3742, 3744	2	4560	1	9163, 9168	2	9100-9108	9
3642-3646, 3648	6	4208, 4211	2	4566, 4569, 4571	3	9171, 9176	2	9190-9194	5 252
3651-3652	2	4212, 4220	2	4572, 4577, 4581	3	9488-9509	22		
3654-3656	3	4223-4224	2	4589-4590	2	9600-9602	3	THORNTON YARD	
3659, 3661	2	4229, 4230, 4248	3	4595-4596	2	9607-9613	7 190	5000-5007	8
3663-3665, 3668	4	4294, 4298	2	4599, 4601	2			5044, 5049	2
3671, 3673-3679	8	4360, 4361, 4365	3	9195, 9196, 9198	3	SASKATOON		5060-5061	2
3681-3684, 3686	5	4391, 4394, 4396	3	9302-9310	9	5519-5526	8	5083-5066	4
3830-3836	7	4401, 4403	2	9312-9314	3	5568-5569	2	5083-5097	15
3839, 3841, 3842	3 200	4406-4409, 4414	5	9316-9317	2 43	5571-5575	5 15	5600, 5602, 5603	3
		4417, 4421, 4422	3					5605-5610	6 40
SENNETERRE		4424-4426	3			THE PAS			
4000-4036	37	4484, 4486	2			4266, 4277-4279	4	PRINCE GEORGE	
4452, 4454, 4455	3	4487, 4491, 4493	3			4281, 4282, 4284	3	5146-5150	5
4459, 4460, 4462	3	4495-4498, 4500	5			4288-4289	2	5152-5179	28
4466, 4467, 4470	3	5030-5043	14			4291-4292	2	5230	1
4472, 4475, 4477	3	5045-5048	4			4340, 4342	2	9633-9667	35 69
4585	1 50	5076-5082	7			4344, 4349, 4353	3 16		
		5260-5271	12					PRINCE RUPERT	
*CVSTALBANS, VT		5294-5298	5			NEEBING		4107	1
3600-3602	3	5354-5363	10			5050-5059	10	4110-4111	2
3604-3605	2	9400-9429	30			5067-5075	9 19	4114-4116	3 6
3608-3609	2	9464-9486	23						
3612, 3614	2	9599	1			*DW&P POKEBAMA		SARCEE JCT.	
4441-4442	2	9603-9606	4			*5850-5851 MN	2	4105-4106	2
4445, 4447	2	9614-9632	19			5904-5911	8 10	4108-4109	2
4448, 4450	2	9900-9903	4 270					4112-4113	2 6
4548-4551	4								
4558-4559	2								
4923-4929	7 28								

TOTALS:

1340

OCT/19/86

*EXCL: *CV&DW&P*

CP RAIL NEWS

by Bruce Chapman and Ron Lipsett

--All CP leased units must run in a trailing position. B&O units assigned to Toronto are 3726-3739. Assigned to Montreal are 3700, 3702, 3704-7, 3709, 3711, 3712-25. The Conrail units are being sent to Winnipeg; their nos. are: 7779, 7784, 7786, 7806, 7815, 7804, 7789, 7764, 7763, 7799, 7788, 7765.

--CP 6619 was sold to a company called M4 Holding, Bissell Yard, Edmonton.

--CP plow 400673 was gutted by a fire at Montreal.

--CP 8758 and 1832, involved in the wreck at Espanola, were moved to Angus for repair damage.

At this time RS18 8758 was found to be unserviceable (Nov. 5) and will be retired. The cause of this wreck is under investigation by the CTC. In the November NEWSLETTER it was reported that a dispatching error might have caused it; this is not confirmed. The CTC inquiry will be conducted later in 1987.

--CP is now testing ACTS with units 3130 and 3133 (GP38-2) on the Didsbury switcher north of Calgary. Now, BCR says that it may also test it, on short sections of track.

--MUCTC 1302 was repaired at Angus Shops after minor damage and released Oct. 23.

--CP rebuild plans for 1987 are as follows: Weston Shops will not perform any overhauls; Ogden will rebuild nine 3000 hp GP38s, seven SD40s, 106 SD40-2s and nine SW1200RS; Angus: three RS18s, six 4200s, six 5000s, no SD40s or SD40-2s. They will rebuild 21 GP9s and 12 RS18s.

Ogden Shops Assigned Repairs--1987

GP38--3004, 3011, 3012, 3013, 3015, 3016, 3018, 3019, 3020.

SD-40: 5531, 5514, 5535, 5553, 5557, 5559, 5562.

SD40-2: 5567, 5582, 5587, 5592, 5594, 5595-97, 5599, 5600, 5601, 5603, 5604-5607, 5609, 5612, 5613, 5618, 5620, 5622, 5623, 5626, 5627, 5629, 5631, 5632, 5635, 5637, 5638, 5639, 5641-5646, 5650, 5652, 5653.

The following will be given "mini-rebuilds": 5655, 5656, 5659, 5661, 5663, 5665, 5667, 5673, 5676, 5717, 5726, 5753, 5759, 5762, 5778, 5779, 5780, 5781, 5782, 5784, 5787, 5788, 5837, 5838, 5839-41, 5843-45, 5847-58, 5861-62, 5926, 5933, 5986, 5988, 5990, 5992-3, 5995-8, 6002-3, 6006, 6010, 6012-3, 6015-8, 6020.

SW1200RS: 8109, 8131, 8136, 8160, 8161-2, 8165-7.

Angus Shops Overhauls--1987

RS18u: 1810, 1811, 1812.

C-424: 4203, 4205, 4208, 4221, 4228, 4235. GP30: 5000. GP35: 5003-4, 5010, 5012, 5022.

RS-23: 8022, 8027, 8031, 8034, 8043, 8046.

The following will be rebuilt to 1800 series:

RS18: 8736, 8747, 8750, 8751, 8758, 8770, 8777, 8780, 8783, 8785, 8789, 8796.

GP9: 8502, 8511, 8528, 8541, 8616, 8621, 8639, 8641, 8645, 8678, 8684, 8685, 8693, 8707, 8801, 8802, 8810, 8811, 8825, 8829, 8838.

--8016 was given an engine change at Weston Shops on Oct. 22, 1986.

--8493 was rebuilt to 1631 at Ogden on Oct. 23, 1986.

--8817 was rebuilt to 1630 at Angus on Oct. 20, 1986.

--Trucks and parts from retired CP Robot Car 1010 (ex-CP 4472, CLC CPB-16-4) were sent by Western Canada Steel of Calgary for use as spares for the CPR CLC 'A' unit, 4104, preserved at the Alberta Pioneer Railway Association Museum at Edmonton.

--The museum train from Cranbrook, B.C. on Display at EXPO '86 was returned to Cranbrook, leaving Coquitlam on Oct. 21. The consist included the following heavyweight passenger cars: baggage car 4481, combination 4489, sleeper RUTHERGLEN, diner ARGYLE, solarium lounge RIVER ROUGE and business car BRITISH COLUMBIA. All equipment is ex-CPR.

--Five Conrail units leased by the CPR were sent home to Helm Leasing (their owner) of Dixmoor, Ill., via Windsor. Their nos.: 7761, 7777, 7793, 7805, 7807.

--CP GP9s 8809 and 8816 were transferred from Calgary to Winnipeg and 3130-33 were moved from Winnipeg to Calgary on Oct. 16 (for use on ACTS tests).

CN NEWS

by Bruce Chapman and Ron Lipsett

--CN GP9 4422 and four commuter cars were used in a movie featuring CP's Windsor Station, Montreal as a location, on Sunday, Oct. 19, 1986.

--Central Vermont have cut up RS11 3614 and 3602 is reported ready to follow. The following blue Grand Trunk units are on the CV: 5808, 4441, 4448, 4917.

--CN 5111-5 and 5349-53 were transferred from Port Mann, B.C. to Calder (Edmonton), together with 5110, 5229, 5231-8, 5098-5103, 5105-9.

--CN Rebuilds/Renumberings: 461 to 524, 454 to 423, 223 ex-4362, 224 ex-4367, 225 ex-4274, 226 ex-4275, 227 ex-4238, 228 ex-4320, 229 ex-4271, 230 ex-4306, 231 ex-4337, 232 ex-4352, 7224 ex-4464, 7225 ex-4611, 7226 ex-4518, 7227 ex-4563, 7228 ex-4369, 7229 ex-4222, 7230 ex-4370, 7231 ex-4565, 7302 ex-1230, 7303 ex-1238, 7304 ex-1248, 7305 ex-1253, 7306 ex-1257.

--CN plow 55413 was seen recently on display in a Brockville, Ont. park, in grey paint with white lettering.

--CN units stored for short term at Gordon Yd., Moncton: 2001, 2004, 2008, 2020, 2038, 2542-6, 2550-1, 2553-4. At MacMillan Yd., Toronto: 9164-5, 9441, 9455, 9459-61, 9463, 9513, 9516, 9539, 9540, 9554, 9557, 9560, 9578, 9598. Prince George, B.C.: 9636, 9638, 9641-2, 9655, 9659-60, 9662, 9664, 9665.

--Stored long term: Taschereau (Montreal): 2500-1, 2503-4, 2507, 2509, 2513, 2517-8, 2523, 2527-8, 3209, 3211-3, 3223, 3228, 3231, 3236, 3687, 3703, 3713. Gordon Yd.: 2506, 2510, 2512, 2514-6, 2519, 2530-1, 2533-4, 2536-9, 2541, 3102-4, 3106-7, 3623, 3626, 3631-2, 3637, 3640, 3656, 3661, 3665, 3671, 3673-4, 3682, 3835, 3841. Calder Yd.: 4606-7, 9190-4. Symington (Winnipeg): 9153, 9156, 9159-60, 9163, 9176. Ft. Erie: 9196, 9198.



--Data on new VIA F40 units: designated by GMD as F40PH-2D. Class: GPA-30A. Nos.: 6400-19. Weight: 130 tons (approx.) loaded. Height: 15'8". Length: 56'2". Fuel capacity: 1500 IMPERIAL gallons. Traction motors: GM D-77. Speed: 90 mph maximum. Brake: 26 LUM. Dynamic braking: yes. Auxiliary generator: 24 kw. Engine type: GM 645E3C. HP: 3000 hp net for traction and HEP. Details: equipped with ditch lights; cab glass is FRA (bulletproof) type for U.S. service.

--VIA now has additional RDCs re-equipped with Cummins engines, including 6132, 6135, 6126, 6212, 6214-5. Stored at CN Point Ste. Charles Shops are VIA 6148 and 6211, with wreck damage.

--VIA has stored the following "A" units: 6535, 6537, 6566 (wreck damage), 6759, 6906, 6629, 6633, 6858-9, 6863, 6866, 6868.

--The steam generators on 6652-3, 6615 are out of service.

--The following is the status of VIA steam generator cars: Stored: 15407, 15411, 15427, 15433, 15434, 15437-8, 15453, 15462-5, 15468, 15470, 15475, 15478, 15481, 15483, 15486, 15494.

Sold: 15401-3, 15425-6, 15431.

Halifax: 15415-6, 15421-2, 15461. Senneterre, Que.: 15428-30, 15432. Pt. St. Charles: 15417, 15419-20, 15423-4, 15441, 15444, 15458-61, 15466-7, 15469, 15473, 15487. Toronto: 15405, 15410, 15413, 15418, 15450, 15452, 15454, 15455-6, 15471-2, 15476. Symington: 15400, 15439-40, 15443, 15457, 15475, 15477, 15480, 15482, 15484-5, 15488-93. Calder: 15404, 15406, 15409, 15435, 15442, 15445, 15458.

CN has leased the following units to VIA: 3676, 9420, 9433, 9168, 9171. The two 'F' units are for Churchill service, to be used with 'B' units 6615, 6652-3, which have no water capacity. The five locomotives are to be used for six months.

--VIA has leased CN 7942-3 to switch the Mimico Shops and 7156 for Pt. St. Charles.

--The Salem & Hillsborough R.R. in New Brunswick will be acquiring CNR 4-6-0 1112 from the CRHA Museum in Delson, Que., along with ex-CP Business Car CANADA. The oil burner will be a big boost for the S&H and should permit most movements of passenger trains to be steam powered, with diesels as protection. S&H 2-6-0 42 is now owned by the Nova Scotia Government and is being leased, free of charge, to the S&H for another four years.

--CP Rail Trains into the TH&B Aberdeen Yard: Aug. 1: EXTRA ACID: CP 4738-8921. Aug. 6: STARLITE: CP 5557-8921. Aug. 9: STARLITE: CP 5698 (EXPO colours)-4554. SEPT. 13: STARLITE: CP 4702-8921. Sept. 16: EXTRA ACID: CP 5745-5655-5790. Sept. 30: GUELPH JOB: CP 5020-4250. Oct. 3: CP EXTRA: CP 5503-5546-4223-4211. Oct. 18: EXTRA POTASH: CP 4702-8921. Oct. 21: EXTRA HAMILTON: CP 3090-1822. Oct. 23: CP EXTRA: CP 3134. Oct. 28: STARLITE: CP 1811-8796-8921. Oct. 27: STARLITE: CP 5503-Algoma Central 186. Oct. 30: STARLITE: CP 5562-B&O 3732. Nov. 2: EXTRA RAIL CHANGEOUT TRAIN: CP 5562-8921. Nov. 10: STARLITE: CP 5539-8921. Nov. 15: EXTRA ACID: CP 5531-5506-5520. Nov. 19: SPENO RAIL GRINDER: RSA-1. Nov. 21: EXTRA ACID: CP 5503-8921-4225. Nov. 27: EXTRA ACID: CP 8749-5408-5744.

--CP Rail Trains on the TH&B Welland Sub: July 9: EXTRA EAST: TH&B 73-403-CP5414-5549. Sept. 8: EXTRA EAST: Sperry Rail Service 125. Sept. 10: EXTRA EAST SPENO-RMS 109. Sept. 13: EXTRA EAST: SRS 125. Sept. 16: EXTRA EAST: CP 5790-5655. Sept. 23: EXTRA EAST: CP 4219-8782. Sept. 24: EXTRA EAST: CP 5505-5414. Sept. 27: EXTRA EAST: CP 4561-5792. Oct. 3: EXTRA EAST: CP 5503-5546. Oct. 9: EXTRA EAST: CP 5556-5549. Oct. 24: CP 5521-4242-4560, on EXTRA EAST. Oct. 24: EXTRA EAST: CP 4708-4242-4560. Nov. 1: EXTRA EAST: CP 5500-4201-4508. Nov. 11: EXTRA EAST: CP 5552-5542. Nov. 15: EXTRA EAST: CP 5506-5520. Nov. 20: Speno Rail Grinder: RSA-1; to Montrose. Nov. 21: EXTRA EAST: CP 5503-8921-4225. Nov. 27: EXTRA EAST: CP 8749-5408-5744.

--Mike Lindsay and Doug Page

NOTES FROM THE HAMILTON CHAPTER by Mike Lindsay and Doug Page

--Missing from the resume of schedule changes in the November NEWSLETTER were the revisions to VIA's Southwestern Ontario runs. On Sundays, Trains 81 and 71 have been cancelled and replaced by No. 171, leaving Toronto at 0855 and arriving at Windsor at 1320. It has been given a tough schedule, as it has five more station stops than Train 71 yet only 10 minutes more to make the run. Train 83 (Toronto-Sarnia, daily except Sunday) now runs by way of Kitchener and Stratford, leaving Toronto at 1240 and arriving Sarnia at 1653. On Sundays, 83 is replaced by Train 87, which leaves Toronto at 0915 and arrives Sarnia at 1328. Conversely, Train 80, the ST. CLAIR, now runs Sarnia-Toronto via Stratford, leaving Sarnia at 0640 and arriving Toronto at 1030. The eastbound INTERNATIONAL, Train 86, now leaves Chicago 35 minutes earlier, at 0925 Monday to Saturday and at 1000 on Sundays. Arrival in Toronto is at 2035 and 2115 respectively.

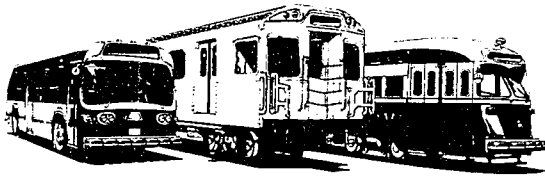
--On the Montreal Corridor, conventionally equipped trains appear to be the exception rather than the rule. Only Trains 43, 44, 48-58 and 49-59 rate conventional equipment on a normal basis, although Trains 651-652 (the Kingston bound ONTARIANS) have often had their RDCs replaced by an 'F' unit and two coaches.

--VIA fares increased 3-4% on Dec. 1, with the largest increases being on long haul routes. Fares under \$20 didn't change, while fares from \$21 to \$50 rose 3%. Anything above \$50 went up 4%. The increases are based on the full one way coach fare, therefore a round trip excursion fare didn't go up if there was no change in the corresponding coach fare. If the coach fare increased, the excursion fare was boosted by the same percentage. Sleeping car fares went up 4% also.

--Eight TH&B employees have been laid off after a decision to consolidate accounting systems at CP Rail's Toronto head office. Eventually, the railway is to cancel 26 jobs and move 18 positions to other departments, with three of those to be moved to Toronto.

--Tender Time: CN has recently advertised for tenders for the following: 1) Sale and removal of track materials, mile 1.00 Lynden, Ont. to mile 13.88, Cambridge on the Fergus Sub. Part of this subdivision is the old main line which went from Lynden to Paris Junction via Harrisburg and avoided Brantford.

2) Sale and removal of track materials, mile 30.50 to mile 48.00, Forest Sub. More of the old back route to Sarnia disappears!



NOTES

• **CLRV WHEEL ORDER**--The investigation of CLRV (Bochum) wheel noise and vibration by a UTDC/Ministry of Transportation and Communications/TTC study group concluded that the CLRV wheel treads should be kept very smooth to avoid the problem. It was also found that wheels of greater compliance would permit a 'practical' tolerance regarding thread unevenness. Despite best efforts at detecting and grinding smooth the offending wheels, citizen complaints have continued. It has accordingly been decided to replace the Bochum wheels with the SAB resilient wheel, manufactured by SAB Nife of Sweden, as the only suitable wheel commercially available. The ALRVs will also be equipped with the SAB resilient wheel. Purchase of the same wheel for CLRVs will thus eventually result in one standard wheel for the streetcar fleet (apart from any PCCs that may be retained). To this end, the TTC has ordered an adequate supply of wheels to re-wheel 48 CLRVs as scheduled for late 1986 and early 1987. The remaining CLRVs will be changed to SAB wheels as the Bochum wheels wear out. The price of each SAB wheel is \$2797.

• The TTC has ordered a second rail grinding "truck" for the Scarborough RT line from General Crane and Hoist Co.

• **SUBWAY/RT SCHEDULE CHANGES**--Not previously reported headway changes, effective last Sept. 2, are as follows:

Bloor-Danforth Subway: Two trains were added to the AM and PM peak period service on the B-D line. The rush hour headway was thus improved to 2'17" from the previous 2'25". At the same time two trains were removed from the weekday evening service, widening the evening headway to 5'32" from the previous 4'57". However, the resulting service is being provided by six car trains in place of the previous four car operation.

Yonge-University-Spadina Subway: Three trains were removed from the Y-U-S line weekday evening service. However, the resulting service is being provided by full length eight car 'G' trains or six car 'H' trains in place of the previously operated six car 'G' or four car 'H' trains. The current and revised headways are detailed below.

Previous	Weekdays	Early Evening	Late Evening
3'42"	4'07"	4'40"	5'21"

Scarborough RT: One two car train was added to the Scarborough RT rush hour service. This has the effect of improving the RT headway during both the AM and PM peak periods to 2'40" from the previous 3'00".

(For our clandestine bus historians, Sept. 2 was also the date when the 12 pilot GM articulated buses in experimental use on the Finch East route were withdrawn from TTC service. These vehicles, which were operated in revenue service on a number of routes over the last several years, were returned to the Ministry of Transportation and Communications).

• PCC 4512, rebuilt as 4601 by UTDC at their plant at Millhaven, Ont. was returned to Hillcrest by flatbed trailer truck on Dec. 4, 1986.

• **Status of ALRV and H6 Car Contracts** (The following is the major portion of the text of a report considered at the Commission meeting of Nov. 18, 1986)--Since the H6 (subway car) and ALRV contracts were signed, in December 1983 and March 1984 respectively, there have been a number of delays on both projects. The purpose of this status report is to summarize the reasons for these delays and to explain the current status of the two projects.

H6 Subway Cars--The 126 H6 cars were originally scheduled for delivery to the TTC between November 1985 and April 1987. A subsequent delay of three months occurred due to a work stoppage (strike--Ed.) at CanCar Rail in late 1984. The first two cars were eventually delivered to the TTC in April 1986 and two more were delivered in May.

During commissioning and track testing of the first two cars, a number of major technical problems were encountered. The most significant problem relates to the Motor Alternator set supplied by Krupp. Whereas most of the other problems have now been resolved, a final solution has not been found for the MA problem. Krupp personnel were at CCRI's plant in Thunder Bay recently to review the MA problem first hand, in a final attempt to develop a solution. A report and a proposal from Krupp are expected shortly. If a fix for the existing MA set is not found soon, a substitute unit meeting the specified performance requirements may have to be introduced. This will result in further delays to the H6 Subway Car Project.

Due to the above noted problems, vehicle production at Thunder Bay has virtually come to a standstill (of the H6s). About 41 cars have been completed and these are being retrofitted to incorporate modifications found necessary during the commissioning and track testing program. Although a revised delivery schedule will not be available until the MA problem is resolved, it is unlikely that any cars will be accepted for revenue service this year. Even if the MA problem is resolved in the near future, there is a good probability that delivery of all 126 subway cars will not be completed until sometime in 1988.

ALRVs--The 52 ALRVs were originally scheduled for delivery to TTC between April 1986 and January 1987. The delivery schedule was revised several times by CanCar Rail Inc. and the most recent schedule indicates delivery of the first vehicle by the end of May, 1987 and the last vehicle by the end of August, 1988. Some of this slippage resulted from a delay in transfer of the contract from UTDC to CCRI. The balance of the delay resulted from UTDC/CCRI underestimating the complexity of the vehicle design, as well as from the number of other projects in the CCRI plant at the same time (i.e., H6 cars, ALRVs for Santa Clara (Calif.), and subway cars for Boston). Additionally, the prolonged negotiations leading up to the sale of UTDC to Lavalin had

a detrimental effect on both the H6 and ALRV projects.

The original delivery schedule was based on a production rate of 1.5 vehicles per week, whereas the latest schedule is based on a rate of 1.0 vehicles per week, commencing with car no. 7. The schedule allows a reasonable amount of time for any unforeseen problems during car no. 1 tests at Thunder Bay (three months) and car no. 1 commissioning at TTC (two months). TTC staff believe that the revised schedule, which calls for delivery of 21 vehicles by the end of 1987 and the remaining 31 vehicles by the end of August, 1988, is achievable barring any major unforeseen problem, and provided the new UTDC/Lavalin management commit the required resources to support the project.

② Edmonton Transit

Cromdale Garage, with the "trolley crew" (overhead maintenance) relocated to the Southside Edmonton Power facility. The Signal Crew has relocated to D.L. MacDonald Shop. Cromdale, originally a streetcar facility, housed the LRVs until the MacDonald Shop opened about four years ago.

- The City of Edmonton/ETS are operating two "car traps" to keep autos off of two bus roadways in the Clareview area of the city (the outer end of the LRT line). After trying out gates, which were knocked down by motorists, sadistic devices were installed which let buses through but rip apart automobile transmissions and generally carve up the underside. Why are we reporting this? Well, some transit fans of wide ranging interests might want to see and photograph the predatory monsters while on a stopover during an LRT ride; but, more significantly, the necessity for these things is another example of why the concept of busways, on a minor or major scale, is basically flawed. A bus operator must apparently go to these extreme lengths to establish the exclusivity which comes so naturally on street car and LRT lines with prw (open track) sections.
- The \$61-million extension of Edmonton's LRT line from Corona Station to the North Saskatchewan River was launched on Sept. 11 by Provincial and civic officials. Expected to be completed by August 1989, the extension to the north river bank is the first step in seeing the LRT cross the river to the University of Alberta. "The project will be done on time and under budget", promised Project Manager Ken Sorenson.

Provincial Transportation Minister Al Adair said that the Province has contributed about \$520 million to Edmonton over the past decade for major transportation projects. The latest three-year provincial grant of \$120 million, which is to expire at the end of 1987, was instrumental in getting the south LRT extension underway. The project is 75% provincially funded, with the city picking up the remaining cost. While the Province is committed to the project, Mr. Adair said that there was no guarantee of future LRT funding. He promised that the government "will do a great deal of soul searching" before deciding some time in 1987 whether to continue giving major capital transportation grants to the city.

Included in the extension is the construction of Grandin (Government Centre) Station at 110th St. between 98th and 99th Avenues, with an underground pedway connection to the Legislature. The extension is the first step for LRT to cross the river, bringing the University of Alberta, Jubilee Auditorium and Mackenzie Health Sciences Centre into the system. When the extension to the University is completed, it is expected that 10 million passengers will use the LRT line yearly, compared with the six million who ride it now. Expansion to the university is contingent upon future provincial funding.

PROGRESS REPORT ON GO TRANSIT'S EASTERN EXTENSION--Two inspection trips along the route of the erstwhile GO-ALRT line to Whitby revealed substantial progress. Grading has been completed between the eastern terminus at Brock St., Whitby, and Church St., Pickering. At the latter point, concrete piers have been installed for a short bridge to take the line across a stream. West of Church St., grading was in the preliminary stages. The GO tracks are to join CN's Kingston Sub. about half a mile west of Pickering Station, west of CN's Halton Sub. The new line will pass beneath the CN embankment (see photo page 2).

The existing Pickering Station building is to remain, with underground passages linking it with the platforms on the new line. At Brock St., the station is to be just west of the overpass; the tracks will continue for about 2000 feet eastward, to provide storage capacity. The overpass is being rebuilt west of here to carry Henry St. over the GO line. There is one intermediate station.

The GO route is laid out between the Kingston Sub. and Hwy. 401, in some cases being quite close to the road; one can well anticipate the exhilarating sight of GO trains racing past traffic snarls on 401, particularly during inclement weather!

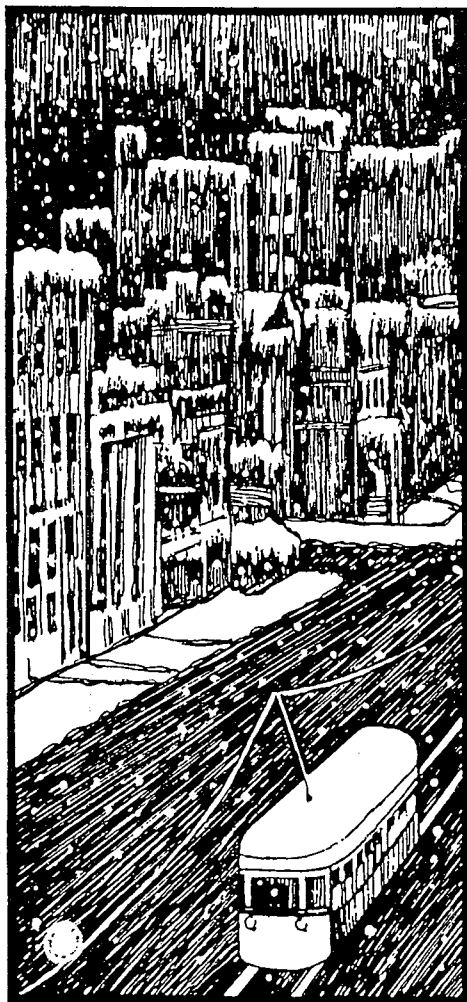
Tracklaying is scheduled to commence on the Whitby extension in 1987, with opening in 1988. At this time, GO Transit has not decided which route (CN or CP mainlines) it will follow into Oshawa or, indeed, if this extension will be built in the foreseeable future. The present terminal, at Brock St., Whitby, represents the "point of decision", where the tracks would have to either veer north-eastward across the 401, towards the CPR, or continue on their present alignment beside the CN. Further details should be available during 1987.

--The full service dining car has been taken off the CANADIAN. It will only return during busy periods (summer, Christmas). As an alternative, half of the Skyline car is being used for full meal service. This type of service has also been provided on the SUPER CONTINENTAL. The Toronto section of the CANADIAN now carries two dome cars: the Skyline and Park (observation). On many occasions since the fall timetable change this train has comprised a full stainless steel consist.

--At Barrie, Ont. CN has lifted all yard trackage east of the Newmarket Sub. main line, except for a single passing track. A sewer project was evidently the impetus for this work. The engine house, turntable and crew quarters have also been removed; all orders are now issued in the second floor of the VIA station. An engine is still stationed at Barrie for work up to Orillia and Collingwood.

--Bruce D. Cole

A TRANSIT CHRISTMAS



was the night before Christmas
when all through the town
Not an engine was stirring from
uptown to down.
The streetlights were dimmed
to a wintery glow,

It was cold, it was chill, it was starting to snow.
When I in my parka came trudging along
For my battery was dead (it had never been strong)
And wishing I was home and snug by my fire
Or at least that I'd shopped at Canadian Tire,
Then all of a sudden I heard such a clatter
I peered into the gloom to see what was the matter.
It sounded like wheels and it sounded like steel
It wasn't a truck or an automobile,
When what to my wondering eyes should appear
But a streetcar (it's true, I saw it quite clear).
As it slid to a stop, its lamps all were lit
And Edmonton Radial Railway was writ
In letters of gold on each wooden side
"All aboard sir," a voice from within smartly cried.
"Five cents, if you please sir, a fare set in '07,
We made it a dime in nineteen eleven." ★



sat in my seat, my head in a whirl
The conductor he laughed, gave his
moustache a twirl

And cried out the names of the streets that we passed,
"Now Namayo, Now Syndicate, Now Norwood at last
To Sutherland, To Kirkness, To Curry and Whyte."
As the streetcar carried me into the night.
As I looked through the window it seemed that I saw
A tram from the twenties with a sightseeing tour
Just twenty-five cents to see all the sights
And another decked out in one thousand lights.
As I drew in my head and was turning around
The Conductor passed by with a leap and a bound
"We only need one man," he cried loud and clear,
"Just pay as you enter and step to the rear."
In a flash he was gone, I saw him no more
But passing me by was a bus from the war.
The sight of it gave me a bit of a thrill
Does anyone here remember the Brill? ★



rom streetcar to trolley to rubber-tired
bus—The procession continued
without undue fuss

And then with a jerk the tram came to a halt
The tracks had been covered with layered asphalt,
I knew it was over, the trip was all done
As I stepped from the rear the car faded, was gone.
Was it a dream? It all seemed so real
That cold winter night I spent travelling on steel.
But it seemed that a message was still in my ears
A thought from the service, down through the years
For I heard from the driver as he faded from sight.

★
*"Merry Christmas to all,
And to all a good night."*

L.M. Lalla

M. Ravini

J.B. Shepherd



Edmonton transit

Owned and operated by the City of Edmonton ★



UCRS and other events and activities

by Ed Campbell

--Do not forget that the Society has a number of excellent publications and a 13-photo calendar that make excellent Christmas gifts--get your orders in right away. Refer to the publications list that was sent with the October NEWSLETTER; calendar orders may be sent to :Calendar Sales,UCRS Box 122, Stn. A, Toronto, Ont. M5W 1A2. The price is \$8.50, which includes postage and handling.

Friday, Dec. 19--Regular Toronto UCRS meeting in the 6th floor auditorium of the Education Centre at College & McCaul Sts. Mike Roschlau will present an illustrated program on the railways, including commuter lines, of Australia and New Zealand, as well as streetcars and museums. The meeting commences at 7:30 p.m. sharp. Guests welcome; do not forget your edited newscast slides.

Friday, Dec. 19 and each day to Sunday, Jan. 4, Saturdays 9:30 a.m. to 5 p.m., Sundays noon to 4 p.m., weekdays 2 p.m. to 4 p.m.: special exhibition by the Toronto N Gauge Model Railroad Club at the Marine Museum, Exhibition Place, Toronto. Admission fee to the Museum is the only cost. Note that the display will not be open on Dec. 24, 25, 26 and Jan. 1.

Friday, Dec. 26--Regular UCRS Hamilton Chapter meeting at the CNR station, Hamilton. The program will consist of members' 35mm slides. Note that Hamilton GO trains will not be operating this day.

Thursday, Jan. 8--CRHA Toronto and York Division meeting at 235 Queen's Quay West, Toronto. Admission free. Meeting starts at 8 p.m.

Friday, Jan. 9--Ontario Society of HO Model Engineers meeting at Rosedale Presbyterian Church, corner of Mt. Pleasant Rd. and South Dr., Toronto. Interesting program--admission free.

Friday, Jan. 16--Regular Toronto UCRS meeting in the 6th floor auditorium of the Education Centre, College & McCaul Sts., at 7:30 p.m. sharp. The program will consist of an address on the Canadian passenger train situation by Greg Gormick. Please bring your edited newscast slides.

Friday, Jan. 23--UCRS Hamilton Chapter meeting at 8 p.m. in the CNR station, Hamilton. The program will consist of members' 35mm slides--all UCRS members and their guests are welcome.

Saturday, Feb. 14--Barrie Model Railroaders Flea Market will be held at St. George's Anglican Church, corner of Burton Ave. and Granville St., Barrie. Admission \$2 adult, 75¢ child; table rentals \$10 each. Contact Maurice Wagner, 86 Highcroft Rd., Barrie, Ont. L4N 2X7 (Phone: 705-737-4496).

Saturday, March 14, Sunday March 15--The 12th Annual Toronto Model Railway Show, sponsored by the Toronto and York Division, CRHA, at the International Centre, 6900 Airport Rd., Mississauga, Ont. Admission: \$5 adult, \$3 senior, \$2 child (6-12 years). The UCRS is expected to have a display booth. For vendor inquiries and other information call Mike at 416-488-9446. Do not plan on wandering out of town this weekend--save it for Toronto's big railfan event of the year.

BUFFALO



MOVING TOWARDS A PERMANENT HOME--Buffalo's long-time railfan organization, the local Chapter of the NRHS, is taking steps toward acquiring its permanent head-

CANADIAN TRACKAGE ABANDONMENTS

The following is a list of some recent CTC decisions for Canadian railroads ceasing certain operations.

--CN has received authority to abandon the Neepawa Sub. in Manitoba, from Neepawa, MP 33.6 to Rossburn Jct. MP 37.39, and between Rossburn Jct. MP 0.0 and to a point between Spring Hill MP 11.9, within the next five years. This is subject to CN complying with the following decisions: 1. A 2.1 mile connecting track is to be constructed between MP 7.15 of CP's Minnedosa Sub., and MP 11.9 of the Rossburn Sub.; 2. A connection is to be built between the Rossburn Sub. and CP's Russell Sub., near the town of Russell; 3. CN is to transfer to CP those portions of the Neepawa and Rossburn Subs. located between the two CP connections.

--CP has approval to abandon the last remnant of the Kingston Sub., between Tichborne and Kingston, Ont. The losses on this line in 1984 were \$137,350. The CN is to acquire ownership in Kingston of the trackage between MP 101.85 and 102.09, plus 100.28 and 101.1, in order that existing on-line customers may still be served. Two other on-line customers were the Ontario Hydro transformer station at Murvale and a feed company in Harrowsmith. The line was built between 1871 and 1875 as the Kingston and Pembroke Ry. CP took it over on Jan. 1, 1913.

--CN has again been granted permission to abandon the Oakland Sub. in Manitoba, from MP 1.0 to MP 10.0. It had been authorized as of Aug. 31, 1984 but a month later CN reopened the line when a grain elevator at Portage la Prairie was destroyed by fire.

--CN received the O.K. to open the Domtar Spur in Quebec, a 2.76 mile line through Windsor Twp. from MP 57.52 on the Sherbrooke Sub.

--CN has been allowed by the CTC to abandon a portion of the Valleyfield Sub. in Quebec, between Barrington MP 12.0 and Ayrness MP 26.0. In 1984 the loss was \$126,903 with no traffic in or out for the past five years.

--CP has been given approval, on behalf of the DAR, to abandon a large portion of the Truro Sub. in Nova Scotia, from MP 4.4 near Windsor to Truro MP 57.6. Truro used to be the interchange between CP and CN but this function was moved to Rockingham, near Halifax, so the line has seen no traffic since 1983. It was built in 1901 as the Midland Ry. between Windsor (on the DAR) and Truro. It was acquired by the DAR in 1905. The line was unique in that it carried the last CP mixed service.

--CN has been given authority to abandon the Inverness Sub. on Cape Breton Island, N.S. between Port Hastings Jct. MP 0.0 and Inverness MP 55.6. In 1983 this line lost \$842,362 and traffic was only moved in the spring when highway weight restrictions prevented the line's only shipper, Evans Coal, from using trucks. The Evans Mine in Inverness has not been willing to use the rail outlet year round owing to the competitive nature of truck rates and complaints of coal dust. The line was incorporated in 1874 as the Inverness Railway Co. to build from the Strait of Canso to Broad Cove (Inverness). On May 6, 1875 the name was changed to Inverness Coal Field and Railway Co. It was taken over by CN on Aug. 8, 1929.

--CN has authorization to abandon a portion of the Ashburton Sub. (near Peterborough, Ont.) between MP 0.72 and MP 1.72. It commences at MP 1.58 of the Lakefield Spur and at MP 63.65 of the CN Campbellford Sub.

-- by Bruce Chapman and Ron Lipsett



SEASONS' GREETINGS