# Newsletter

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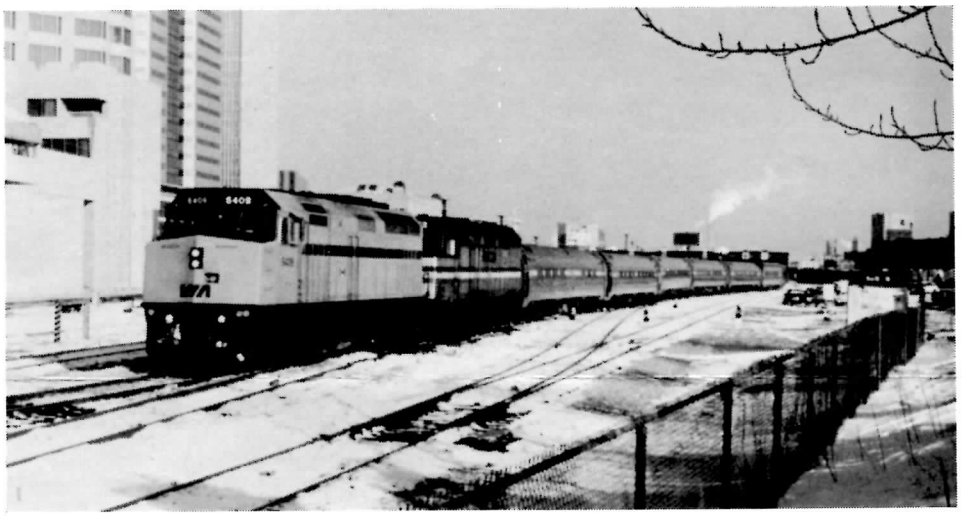
NUMBER 450 APRIL 1987

ANTICOSTI ISLAND RY
CONNECTIONS WITH
MUSKOKA STEAMERS


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

TTC wooden double-end car 2150, built by the Niles Car Co. in 1913 for the Toronto Railway Co., was delivered to the streetcar museum at Rockwood, Ont. on March 21, 1987. The car was last used on the Weston Road route on Sept. 13, 1948, after which it was stripped of electrical and mechanical equipment and seats and sold to a private individual near Port Hope, Ont. for use as a cottage. The museum has the necessary trucks, controls, etc. to restore 2150 to operating condition, in time.

--John D. Thompson



Strange companions: VIA F40 6409 doubleheads out of Toronto Union Station with an Amtrak F40 on Sunday, January 24, 1987, leading Train 89, the Chicago-bound INTERNATIONAL. Note the Amfleet coaches.

--Ben Mills photo


An Articulated Light Rail Vehicle, built by Ontario's Urban Transportation Development Corporation for the new Santa Clara County Transit LRT line, some 40 miles south of San Francisco, was displayed in St. Louis Union Station recently. A local citizens' group that is lobbying for LRT in St. Louis arranged for the car's display to draw attention to the project.

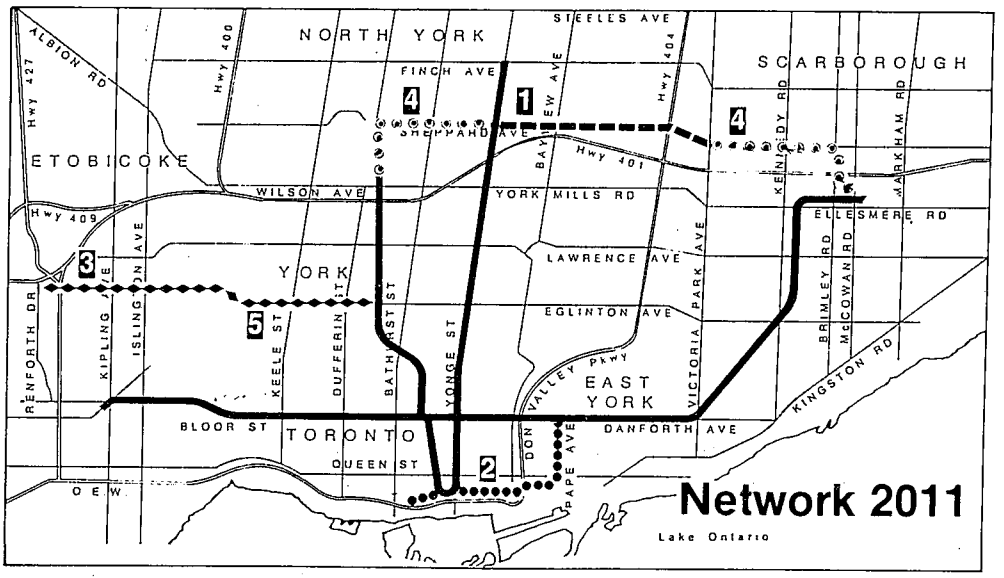
--UTDC photo

# THE CASE FOR RAPID TRANSIT GROWS

Toronto newspapers recently carried articles telling of TTC staff predictions to the effect that traffic congestion in Metropolitan Toronto will, in 10 years' time, have grown to the point where 100 more buses will have to be added to the surface fleet just to stay even with present service levels. Another 100 buses, of course, means also 100+ more Operators (plus additional maintenance staff and garage space). As the articles went on to say, what will likely emerge from this is a call for more reserved bus lanes on arterial roads in the Metropolitan area; but Metro Roads and Traffic Commissioner Sam Cass has already thrown cold water on such notion. He points out that the experience with reserved bus lanes has typically been that car drivers divert through local neighbourhood street systems to attempt to get ahead, and local residents are upset, demanding four-way stops and traffic mazes.

Metropolitan Toronto has three reserved bus lanes at present although about five others have been tried out and discontinued. Criticism of reserved bus lanes has recently come from another quarter, the bicycle lobbies, as bus lanes force cyclists out into the first available auto lane, hardly a safe place for them. It is possible that the reserved bus lane, seen as a wondrous panacea for transit 20 years ago, will go the way of Dial-a-Bus.

A perceptive transit reporter (unfortunately, the Toronto press does not have one of that calibre) would point out, in documenting the congestion threat, that when cities and their transit systems grow to a certain size, movement systems have to be separated. Old hat for Toronto, you may say, as this was realized locally back during World War II and something was done about it, beginning in September, 1949. The point to be made by the perceptive transit reporter, however, is that, as trip distances and congestion grow on a metropolitan area road system, so does the need for (and long term economy in) handling an increasing proportion of the total person movements on a segregated system, i.e., rapid transit. The way in which the proportion of such movements can most effectively be increased is to develop comprehensiveness in the segregated system, i.e., to develop a network of lines ultimately penetrating all major sectors of the area and providing increasingly for trip movements approaching straight line mobility. In other words, a rapid transit system which continues to force riders from one sector of the area to proceed to the centre of the area and then backtrack on another line to reach another sector is not "keeping up" when area congestion is growing.




Metropolitan Toronto has an action plan for rapid transit. It is known as Network 2011 and has already been reviewed in these pages. Its No. 1 element, in terms of priority (in spite of its absence from the accompanying map) is something which has also received much coverage in these pages, viz. the Harbourfront-Spadina LRT Line. This facility is felt to be necessary to handle growing traffic both in the Spadina area (north of Front St.) and in the developing area around the south end of Spadina. The line is also felt in Metro-TTC circles to be necessary to preserve a desirable transit/auto modal split in the precincts served by it. However, certain ratepayer and other associations are fighting the LRT line tooth and nail, in large part because they see it doing what the reserved bus lanes do--forcing free wheeled traffic through local areas (the cyclists, at least, do not have a problem with it). What the opponents fail to see is that, if nothing is done to expedite transit movement on Spadina Ave., they will be faced with Spadina Expressway South, with everyone moving more slowly, with drivers desperately infiltrating adjacent neighbourhoods, and with the whole system simply causing everyone to lose. Congestion costs money--again, witness those 100 buses.

Actually, Metropolitan Toronto probably needs much more rapid transit than Network 2011 envisages, because the latter will not really produce a network. A major extension of the TO P. 5

NEWSLETTER

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

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HARD THINKING ON CAR 13 by Art Clowes, Vice-President, UCRS

Car 13: Diamond or Mill Stone? From discussion that certain Directors have had with various Society members, it appears that opinions about our Car 13 CAPE RACE run the full range from "it's the only reason for the Society" (to exist) to "call Teperman's (a local demolition contractor), with many members appreciating the car but giving only a shrug when asked what the Society should do with it.

Car 13 and Reality: Railroading and railways have changed in Canada since the Society acquired CAPE RACE 18 years ago. We may not like all of these changes, but how many Canadian railway clubs are operating private cars today? What are the costs? It is understood that VIA is looking at the price of 35 First Class tickets plus to move a private car. The number of Canadian trains capable of hauling steam heated, ice cooled cars is shrinking. Other suggested uses for Car 13 include holding Directors' meetings in it (this was regularly done with the predecessor car, NOVA SCOTIA) and renting it out to photographers, movie producers, etc. for promotions and films as well as to other individuals and groups for small meetings.

The Car: Have you looked at Cape Race recently? Its age (58 years) is showing and it would require extensive work to put it into the state that we visualize when we think of private rail cars. One dealer has estimated that $20,000 (professional rates) would be required to replace the roof and window sash and to repair the interior. How long will it be before the steam heat and ice cooling systems will need to be converted to head end power and air conditioning to be compatible with other passenger equipment in Canada? A railway officer has advised that, because of new government regulations, the car could require a major upgrading of its brake system on the first occasion when work is needed on the brakes, and the same situation prevails with the wheels. What would the total cost be? Could the Society afford it?

A Proposal: The Directors have continued to discuss Car 13 and now consider that it is time to develop a firm course of action. They want to see the car preserved and preferably kept in Toronto (there is no way that they would ever allow the car to be scrapped). Noting the current condition of the car and the railways' position re operating it, etc., it is proposed "to contact the City of Toronto to determine if it will accept Car 13 as is for its proposed railway museum., on the basis that the UCRS, subject to the approval of its membership, would donate the car. The Society would request that a plaque be placed on the car recognizing the donor".

Since this Car 13 proposal is a major undertaking, the Directors would like to hear your comments and views. In addition, this topic will be discussed at a Special General Meeting scheduled for May 1987.

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--Many Prairie farmers will be cut off from their economic lifeline if Ottawa approves variable railway freight rates, the CTC was told. The proposed new rate structure is the first step in eliminating rail service in many areas of the West, said Stan Hovdebo, NDP MP for Prince Albert. He said that, without rail service, many small towns will wither and die. Hovdeho was one of 20 witnesses at the CTC's hearing into an application by CN Rail to offer discount rates to six grain handling companies at certain delivery points. It is being argued that the new rates will eventually lead to the end of hundreds of grain elevators across the Prairies, since farmers who cannot reach the discount points will be put at a competitive disadvantage.

--Canadian Press

--Forty-seven CN Rail employees in Melville, Saskatchewan will be laid off June 30. Public Affairs Manager Jim Starko said that the layoffs are among those planned at 16 points in the Prairie Region. Thirteen more layoffs could occur at Melville, depending upon the outcome of contracts with the United Transportation Union, he added.

--Canadian Press

COVER: CNR 'F' unit 6506, resplendent in its as delivered livery of yellow, green and black, leads the eastbound SUPER CONTINENTAL around Kempenfelt Bay in Barrie, Ontario, in September, 1961. At this point, the train is about two minutes away from the old CN station on Dunlop St. in downtown Barrie. That station has since been demolished, while this beautiful paint scheme, replaced by the drab red, white and black, is but a pleasant memory.

--R.H. Reeves photo

Spadina Subway to the north-west (not in subway structure), as being urged by York University authorities, together with many LRT lines, on primarily surface alignments in the suburbs, will come to be justified, if they are not justified already. In this connection it should be realized that arterial road and expressway congestion is not just an inner city problem--it is quickly becoming a reality in suburbia and exurbia also. The cost of all this rapid transit, you say? Well, it is going to cost Metro area residents plenty in the long run not to have it, just as those noisy Spadina area ratepayers will find out to their sorrow if Spadina Expressway South becomes a reality.

TTC BRIEF TO PROVINCE--New TTC Chairman Jefferey S. Lyons has presented the Commission's ideas on areawide transit fare and service integration to the Provincial Transit Advisory Group. The principal points in the brief are:--The TTC, GO Transit and other local transit systems in the Toronto conurbation should offer joint tickets and passes; --a basic two-zone fare system should be established, the zones consisting, respectively, of Metropolitan Toronto and the area surrounding it;--the Province should exercise a co-ordinating function over interregional transit; --an independent agency, comprising citizens and "respected transit professionals" should be established to advise the Province on problems and solutions in connection with interregional transit.

The brief concludes that transit passengers crossing the Metropolitan Toronto boundary face a lack of co-ordination of routes and services, a lack of fare co-ordination, a situation (primarily with Mississauga Transit) where vehicles of other systems entering Metro cannot pick up to deliver passengers to the subway system, and TTC surface services are not co-ordinated with GO Transit rail services, which do pick up within Metro Toronto. The brief goes on to say that neither the TTC's services nor those of GO Transit should be expanded to take over all transit in the area, but that there should be "more leadership (on the part of the Province), more formal co-ordination of policy issues, and significantly more co-ordination among transit operators". It says that the Province should set transit policy, including the evaluation of proposed services and negotiating fare and service agreements and financing arrangements among the transit operators in the overall area.

The brief suggests that the first step in fare co-ordination (one which has been urged before in various quarters) be a test of joint TTC/GO tickets and passes at Union Station. However, the TTC says that it does not want to get into fares by distance, because this would complicate the system for the great preponderance of TTC passengers whose trips are confined to Metro Toronto.

The Transit Advisory Group was appointed in 1986 by Minister of Transportation and Communications Ed Fulton. The TTC submission represents, somewhat surprisingly, the first time that the Commission has taken a formal part in Provincial studies in recent times of interregional transit issues. The present problems are in some ways those which beset transit riders prior to July 1, 1954 when four suburban bus lines operated in the outer portions of Metro Toronto. The big difference between that situation and the present one is that the political unification represented by Metro Toronto paved the way for service integration under one transit operator, a situation which appears to be far from realization in the present context.

- The Harbourfront LRT Line is also in trouble with citizen activists. The Waterfront Residents Association and the Harbour Square Residents and Ratepayers Association, as well as former Federal Cabinet Minister Paul T. Hellyer and one other resident, have forced a hearing before the Ontario Municipal Board. The hearing, to commence on April 21, is to contest an amendment to the Metropolitan Toronto Official Plan which would have the effect of adding thereto the LRT Line as a planned transportation facility. However, even if the Board decided to turn down the amendment, this would not in itself stop Metro and the TTC from building the line. It is understood that the residents of the expensive bayfront condominiums are concerned with Bay St. being closed for 10 months for LRT construction and with permament limitations on turning movemets into their buildings as may be imposed by the centre reservation on Queen's Quay West. The question of the portal location (on Bay St. north of Queen's Quay or on Queen's Quay west of Bay St.) remains unresolved between Metro/TTC on one hand and the City of Toronto on the other (the City wants the latter location).

The Province of Ontario has announced that it is studying the development of several physical links between the TTC subway system and GO Transit rail services, in an effort to avoid or postpone investment in subway extensions, most notably the so-called Relief Line. The first of these links would be a 1500-foot long tunnel between the GO Transit Danforth Station northerly to the TTC Main Street Station on the Bloor-Danforth Subway. The tunnel would parallel Main St. and would pass under Danforth Ave. It would be equipped with a speedwalk (moving sidewalk, as at Spadina Station) to make the quarter mile plus separation between the stations less onerous to passengers. The speedwalk feature would have another important function, i.e., a contribution to security in a tunnel, not lined with retail stores, etc., of this length: Loiterers would have to stay on the prance to remain in one position to carry out any nefarious activities--an expenditure of energy not likely to be made. If this tunnel is built, this will be another key location for the use of joint passes and tickets. The facility would particularly be aimed at diverting east end subway riders away from the Yonge line and the Bloor/Yonge Station. It may take more of an investment than this estimated $2 to 3 million tunnel to effect this. Scarborough residents with first crack at seats on the B-D Subway may be hesitant to give those up a short way down the line to crowd aboard GO trains already filled with passengers. A true replacement for the Relief Line may have to consist of the tunnel plus a peak hour shuttle GO Transit service, Union to Danforth, on a third main track on the CN Kingston Subdivision.

- The TTC's Gloucester-built subway cars may indeed have a second life awaiting them. The equipment has become a bargaining chip in a bid by Toronto-based Delcanda International Ltd. to win a contract to manage the construction of an electric railway system for the Peruvian capital of Lima. Delcanda is the main partner in the consortium Inca Tren, the other partners in which hail from Peru and Britain. Inca Tren is one of six international bidders vying for the project-management contract, valued at $20-30 million. West German, Italian, French, Brazilian and Mexican consortia are also in the running. The project, to build a 14-mile rail system, will cost an estimated $550 million and is scheduled for completion in 1990. Delcanda has managed

other transportation projects in Africa and the Caribbean, including one currently involving rolling stock maintenance for the Tanzania Railway Corp. That contract is supported by the Canadian International Development Agency. The Peruvians are said to be very interested in acquiring the TTC subway cars. A four-man team from that country returned from an inspection visit to Toronto in early March with a positive report. Italian interests are also reported to be interested in buying the old red cars. --The Financial Post

## HRB PCC STATUS

### ACTIVE, STORED UNSERVICEABLE AND SCRAPPED Mar. 10, 1987

| Stored u/s → | St. Clair SC | Hillcrest HC | Russell RU | Roncesvalles RO | Total | ▲ Scrap | ◉ Active |
|---|---|---|---|---|---|---|---|
| A-6 | 12 | | 6 | 1 | 19 | 24 | 36 |
| A-7 | 10 | | | 2 | 12 | 12 | 21 |
| A-8 | 6 | 1 | | 1 | 8 | 15 | 23 |
| A-15 | — | — | — | — | — | — | 2 |
| TOTALS | 28 | 1 | 6 | 4 | 39 | 51 | 82 |

4301• 02 05•SC 06•RU 08 4310• 11• 13 15•SC 19• 4320 23• 24 SC 26•RU 27• 28 RU 32• 34 RU 35•RU 36 39• 4340 41 RU 44 SC 45 48 4350• 51

4352 55 SC 59• 4361 SC 62• 64 65 66• 67 68 4371 SC 72 SC 74 77 79 SC 4380 SC 81• 83 86 87 SC 88 SC 93• 94 RO 95 97• 98• 99

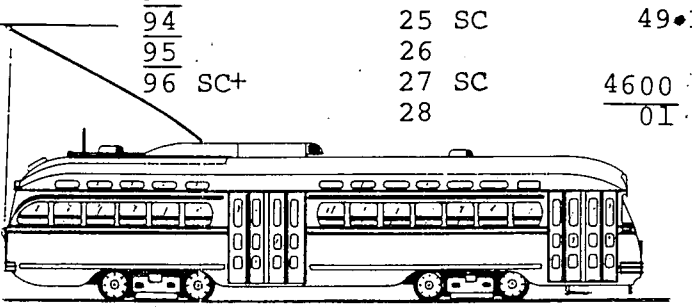
4404 06 SC+ 07• 17 21 RO 24 28 RO 38 SC+ 42 48 SC+ 49 SC+ 51 SC+ 56 58 59 SC+ 4460 63•

4466 68 69 SC+ 4472• 73• 74• 78 81 84 SC+ 85 SC+ 87 4491 92 94 95 96 SC+

4500• 01• 02 HC 03• 07 SC 09 15• 16 SC 18• 20 21 SC 22 24 25 SC 26 27 SC 28

4529 30• 36 37• 39 4540 41• 42 43• 44 45 46 48 SC 49•RO

4600 01



◉ "Uncoded" cars are active

173 HRB cars **(originally)**:

79 A-6
45 A-7
47 A-8
2 A-15
} less 4504 (A-8) to training

= 172 revenue cars

SCRAPPED

4300/12/16/17/18/22/29/30/31/43/47/54/
56/60/69/70/75/76/78/84/85/90/91/92
4400/11/20/29/32/37/40/55/65/77/82/97

4506/08/10/11/14/17/19/23/31-35/38/47

R.F. Corley

▲ Excludes 4504 to training car in 1980 (stored SC) & 4422 URB scrapped 1985.
+ 10 cars stripped of electrical equipment, which is for sale to Mexico City, Nov. 1985
• Cars WITH water bumpers (A-6, A-8) or couplers (A-7).
_ Dual control cars (10 A-6, 8 A-7, 4 A-8, 2 A-15)

# Other Notes

• Toronto to host 1987 APTA Rail Conference--Much of the top North American talent in the rail transit field will trek to Toronto in June when the American Public Transit Association holds its 1987 Rapid Transit Conference. Approximately 1000 senior management and technical people from rail transit systems across the continent will converge on the Sheraton Centre Hotel during the Conference, June 14-18. The TTC and GO Transit are acting as co-hosts; this will be the first major APTA Conference in Toronto in nine years. The agenda is expected to include seminars on such topics as vehicles, track, power and control systems, tunnelling, safety, structures, maintenance, etc. TTC personnel from various departments have been invited to prepare technical papers for presentation at the Conference. In addition, tours of the system, including carhouses and shops, are being arranged.

--TTC Coupler

• Subway Delay/Defect Report--The Toronto press recently carried an article presenting the following TTC subway statistics:--during the first eight weeks of 1987 there were 295 delays in subway operation; during the same period in 1986 there were 317 delays; during the same period in 1983 there were 252 delays.
--In the 1987 period the average delay was 5.9 minutes; in the 1983 period it was 5.2 minutes. It is to be noted that the Jan. 2 derailment was not included in the 1987 survey, as it would have skewed the results inappropriately.
--While the delay situation has deteriorated to some extent, improvement is shown in the matter of defects; in 1987 subway cars are averaging 17,000 miles apiece between defects, while in 1985 they averaged 15,700 miles between defects. The H-5 series cars remain the biggest problem.

• The following is an ALRV delivery and acceptance schedule, as projected by UTDC, March 4, 1987:

| Car No. | Ship | Final Acceptance Certificate | Car No. | Ship | Final Acceptance |
|---|---|---|---|---|---|
| 4200 | May 29, 1987 | July 31, 1987 | 4205 | June 26 | July 31, 1987 |
| 4201 | Sept. 11, 1987 | Sept. 25, 1987 | 4206 | July 31 | Aug. 14, 1987 |
| 4202 | Aug. 14, 1987 | Aug. 28, 1987 | 4207 | Sept.18 | Oct. 2, 1987 |
| 4203 | Aug. 28, 1987 | Sept. 11, 1987 | 4208 | Sept.25 | Oct. 9, 1987 |
| 4204 | June 12, 1987 | July 31, 1987 | 4209 | Oct.2 | Oct.16, 1987 |

Followed by one car per week thereafter to Aug. 26, 1988 (4251) excluding Dec. 25, 1987, Jan. 1, July 22, July 29, 1988. All cars and components will be transferred to, for completion by, Can Car Kingston Works (CCKW), formerly Venture Trans, per arrangements initiated in December, 1986.

• The item on the shipment of demonstrator ALRV 4900 back to UTDC Millhaven (last issue) is repeated here in expanded form, for greater accuracy. The car was loaded onto a Matthews Bros. flatbed truck (facing rearwards) at the back of St. Clair Carhouse on Sat., Mar. 7, the operation being abundantly recorded for posterity by certain Toronto railfans (a slide selection was shown at the March 20 Toronto UCRS meeting). 4900 was then moved to the trucker's Langstaff, Ont. storage area on March 8, and from there to Kingston the next day. It was last operated in revenue service Feb. 25, 1983, being moved to storage at St. Clair Carhouse on Feb. 26. Its last real public exposure was on a fantrip operated in connection with the Electric Railroaders' Association's 1984 Toronto National Convention, when its orange livery added still more colour variety to the "Year of Celebration" paint schemes worn by certain PCCs and CLRVs that year, some of which were used on the Convention trips.

• The following is a summary of the TTC's 1987 surface track rehabilitation program:

1. Tangent Track (all new rail)

| Street | Section | Double Track Feet | Scheduled For |
|---|---|---|---|
| King St. West | Dufferin to Close | 1975 | Late Apr.-May |
| College St. | Grace to Dovercourt | 2895 | Sept.-Oct. |
| Broadview Ave. | Queen to Dundas | 1217 | Early June |
| Lansdowne Ave. | Dundas to College* | 132 | Late June |
| Queen St. West | Brookfield to Shaw | 975 | September |
| Kingston Rd. | Glen Manor to Victoria Park | 2500 | Late Jul.-early Sept. |
| Dundas St. W. | Bathurst to Dovercourt | 4845 | Late Apr.-early July |
| The Queensway | Ellis to South Kingsway** | 1910 | Late Mar.-Apr. and Oct. |

2. Intersections and Miscellaneous

St. Clair & Bathurst Late July-early Aug. St. Clair & Vaughan Late Aug.
College & Lansdowne Late June-early July College & Ossington Sept.
Dundas & Ossington Early June Kingston Road & Bingham Aug.
Kingston Road & Victoria Park Early Aug. Exhibition Eastern Entrance** Late Mar.-Apr.

Rail renewal at car stops: continuous April to Oct. Permanent repairs to track cuts: continuous Apr. to Oct. * single track feet **open track

• A lengthy delay to streetcar service occurred on March 2 when CLRV 4083, operating on Route 504 King, between 8 and 9 a.m., derailed after striking a short section of broken rail on the eastbound track on Queen St. East, between the Don Bridge and Broadview Ave. Damage to the rear truck of the car resulted in the necessity of cutting off the lower bar on both sides of the truck as well as certain brake apparatus before the car could be moved. The disabled car, after rerailing, was pushed to Russell Carhouse by CLRV 4106, arriving there at 12:48 p.m. Just before 4083 was pushed away from the derailment location, at 12:10 p.m., PCC 4316, also on Route 504, was in collision with an automobile while turning from south to west at Broadview and Queen. As traffic began to move again on the eastbound track, streetcars were being permitted to cross the broken rail section at slow speed. During the delay, Queen St. was closed eastbound between River St. and Broadview, with Routes 501, 502 and 504 cars diverted via Parliament, Dundas and Broadview. Westbound traffic was not affected. There was a shuttle bus service for eastbound pass-

engers on Queen, between Parliament and Broadview. --Gordon Webster

• CLRV 4036 derailed on The Queensway open track near the South Kingsway overpass on Mar. 20.

# THE Anticosti Island Railroad

by Keith Pratt

(from CN "Keeping Track", reprinting an article of 50 years ago, as appearing in Canadian National Railways Magazine)

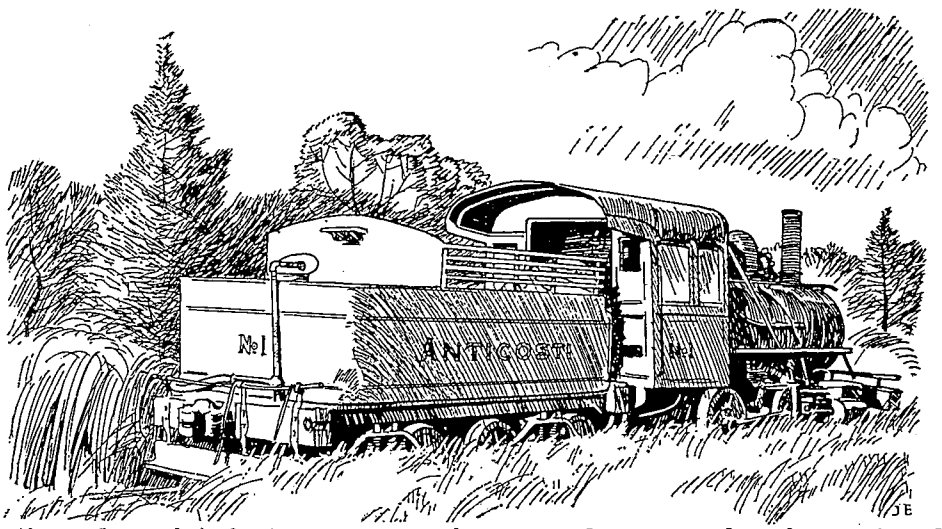
Railroads are often found in odd corners of this old Earth, but to my mind the queerest place for a railroad to be is on an island in the middle of the Gulf of St. Lawrence. But there is an island out there with an honest-to-goodness standard gauge logging railroad.

Anticosti Island is located out in the great Gulf of St. Lawrence, 361 miles east north east from Quebec City, in latitide 49' and longitude 63' west. The closest point on the mainland is Mingan, 21 miles distant on the North Shore, and Fox River in Gaspe. The island is 136 miles in length and about 40 miles across at the widest point, about one-third as large as Prince Edward Island. There are about 75 families settled on this island, all employees of Consolidated Paper Corporation, who now own the island.

In 1896 the late Henri Meunier,"Chocolate King" of France, purchased this island from the Government of Quebec and built on it a wonderful chateau, which he named "Chateau Meunier" and which he and his interests retained for 31 years. In 1926 they sold out to a group of news-print companies, the "Anticosti Corporation", and with the Depression and the falling off in demand for pulpwood these companies were merged with the Consolidated Paper Corporation, the present owners.

After building the Chateau and furnishing it with all modern equipment,Mr. Meunier felt that in order to have a complete place he must have a railroad built. In 1910 work was commenced and an 18½ mile road was built. The first train was operated on Oct. 15 of that year, a locomotive having been purchased from the Montreal Locomotive Works and numbered 1.

No. 1 was built in August of that year and was a 2-4-0, with a diamond stack (later changed). It had 160 lbs. boiler pressure; cylinders 12" diameter x 18" stroke. Driving wheels had a diameter of 34".




Later, when the pulpwood industry was opened up on a larger scale, four other locomotives were required. Nos. 2 and 3 were built by the Heisler Locomotive Works. No. 2 had a boiler pressure of 175 lbs., cylinders 13" diameter x 12" stroke; drive wheels four, diameter 36"

No. 4, as far as I can learn, is a Baldwin product with a boiler pressure of 180 lbs. Cylinders 17" diameter x 24" stroke; drive wheels three, diameter 44".

No. 5 was rebuilt in 1904 by the Fitz-Hugh Luther Co. Boiler pressure 175 lbs.; cylinders 18" diameter x 24" stroke; drive wheels three, diameter 57". (The reference to drive wheels three is assumed to mean a six-coupled locomotive--Ed.).

For other equipment they have about 10 steel cars, two or three box cars fitted up for boarding cars, and used as camps for the men during lumbering operations; about 20 dump cars and 25 wooden cars, about 30' x 9½'. They also own a steam shovel and an industrial crane of around 16 tons, which is used for heavy work.

When the Depression struck in 1929 lumbering operations ceased on Anticosti, and since then the railroad has never been used, with the exception of about 4,000 feet of it, which runs from a warehouse down to the wharf, and on which freight is hauled by a gas engine. Flat cars are used. This gas engine was built on the island around 1930, and can haul three carloads of freight.

There is also a small open air coach which is used to meet the boats that call at the island, and to carry passengers to and from the village. The railroad is very crooked and has some very steep grades, but Mr. Major Small, who was kind enough to supply me with some information, states that the road is getting into very bad shape. The report is that the road is to be torn up, and when there is again a demand for pulpwood a truck road will be constructed.

The cars and engines that were once so useful and dependable still wait patiently for the big day to come when they will once more proudly "choo choo" up and down the line, but this day has

never come and the little engines are left standing out in the wind, storm and shine, alone with their memories...forgotten.

The above drawing of Anticosti 2-4-0 No. 1, by Joe Easley, appeared in Railroad Magazine some time after the CNR Magazine article had been published. The drawing was based on a photo in the Keith Pratt collection.

## CP Rail WINNIPEG-THUNDER BAY CTC SYSTEM INAUGURATED

Simultaneous ceremonies in Winnipeg and Thunder Bay on Jan. 29 marked the completion of a $48 million Centralized Traffic Control system along the 420-mile double track section of CP Rail main line between those cities. After CP Rail officials and guests in both cities exchanged greetings over the railway's radio network, a sequence of computer key strokes in Winnipeg cleared the way for a train carrying empty cars and with SD40-2 6045 on the point to begin its journey west from Thunder Bay.

This section of CP's main line is a major artery for prairie grain bound for export through the Lakehead port, and the route also handles potash, lumber, coal and other important commodities. CP Rail's signals and communications teams have been at work since April, 1983, wiring and installing 340 control bungalows, implanting 490 in-track sensing devices, mounting 880 new signal lights on 320 new masts and bridges, and tying everything together by way of cable and numerous computer circuits. Meanwhile, other crews installed 49 track crossovers, incorporating a total of 102 electrically powered switches. The remotely operated crossovers, located between 15 and 20 miles apart, allow rail traffic controllers in Winnipeg to make maximum use of double track by routing fast trains around slower ones operating in the same direction. The new system also gives controllers more flexibility in co-ordinating trains moving in opposite directions.

CTC has been expanded in stages since the Winnipeg nerve centre of the system officially was opened June 6, 1985, in an office dominated by a 40-foot wide electronic display board. Rail traffic controllers stationed at the centre use the board and colour computer terminals to supervise operations over the 680 miles from Thunder Bay to Broadview, Sask. The territory governed by the Winnipeg dispatch office will be expanded this year over another 245 route miles between Broadview and Swift Current, Sask.

The last circuits in the Lakehead portion of the system were wired into place in January, 1987. Trains moving within the territory governed by CTC are regulated by automatic signalling. While their movements are governed by the signal indications, locomotive engineers stay in touch with traffic controllers by two-way radio. Transmission facilities at the Winnipeg centre provide voice communication not only with train crews, but also with track and signal maintenance crews using hand held radios. Whether on foot or at the controls of a locomotive, all railway personnel must co-ordinate their actions through the central control point. In the event of a malfunction, signal lights are wired to prohibit two trains from occupying the same zone--or automatic block. Controllers make sure that locomotive engineers are aware of all potentially conflicting traffic movements, slow orders, work crew movements and any other factors which may affect the progress of a train. They, in turn, are fed information by train crews and railway personnel working along the right-of-way. If there is a problem of any kind, the controller is the first person away from the scene to be advised. Controllers enter commands into micro-processor keyboards tied in with CP Rail's transcontinental computer system. --CP Rsil News


## HAMILTON T.C. UPDATE

**by** ALEX PAZARATZ

Trolley coaches are back--permanently--on the Hamilton Street Railway's Cannon route. After an absence of several years (during which 35-foot diesels were used), on Jan. 19, 1987 trolleys were returned to the Cannon service. The overhead was in good shape, and very little needed to be done to effect the restoration of electric service.

Peak demand for trolley coaches on this route is six vehicles. Unfortunately, an approximately similar number of trolleys was removed from peak service on the King line as a result of the route duplication with respect to the crosstown "Beeline" diesel bus service. Accordingly, a minimum of 20 trolleys are still out of service at any given time. Weekend trolley service has not yet been restored, and will not likely be restored until the new downtown garage is opened (targeted for September of 1988, but already well behind schedule). Once the new Wentworh Street North garage is opened, it will become the main transit facility, and all weekend service will originate out of the downtown garage. As a result, it is anticipated that full trolley service will resume on weekends when the new garage is operational. The new garage has been designed so that the height of the roof has been raised by approximately four feet throughout. This is encouraging in that it will make future expansion of the trolley coach fleet more viable.

A feasibility study with respect to expansion of the trolley network is still supposed to be underway, although conspicuously there has been very little information from the HSR on this subject. It would appear that the most likely route expansion would be an extension of King service west to McMaster University. This might well be in conjunction with a general restructuring of the Delaware/Main West/West Hamilton routes which are now regarded as being too long and inefficient. HSR management had earlier spoken of Upper James as another logical route for electrification. From my perspective, this would appear to be the most logical choice for a "new" trolley route, because the passenger volume clearly justifies such service, the "visual impact" argument would be least likely to be raised, and the route itself is fairly permanent. In my view, converting Upper James could be regarded as a threshold issue, which could then

lead the way to electrification of other routes (which share a common path below the top of the escarpment).

Neoplan has made serious inquiries about the possibility of manufacturing trolleys (dual mode or otherwise) in Hamilton. The rationale is that the current Neoplan U.S. manufacturing facility would likely run into tariff or "Canadian content" disandvantages in tendering for Canadian orders, while an Ontario manufacturing site would likely receive not only favourable response from local transit authorities (notably the HSR) but also, perhaps, some government assistance in terms of developing a new industry. Accordingly, Neoplan is looking for a local manufacturing facility to assemble shells which could be sent up from Colorado. Neoplan officials have met with the HSR management, which has provided the following summary as to the HSR's future plans with respect to trolleys.

As indicated earlier, six prototype articulated trolley coaches will be ordered (not company owned demonstrators), likely in three sets of two vehicles each, representing three different kinds of t.c. technology. All coaches will be 60-foot articulated models, and all will have "off wire" capabilities. It is not known whether a full diesel electric dual mode such as the Neoplan vehicle will be included among the three test concepts. Other formats being considered include battery packs, or small Volkswagen engines to run emergency service generators.

The HSR plans to call for tenders for these six articulated trolleys by about September or October, 1987. It is anticipated that delivery will take up to 18 months. Assuming that the vehicles arrive within the first quarter of 1989, the HSR wants to test the vehicles for another 12 to 18 months, at which time a preferred technology will be decided upon, and at which time a further order for 30 articulated trolleys will be placed. For budgetary reasons, the anticipated 30 vehicles would be staggered over a two years period (i.e., 15 out of the 1990 budget and 15 out of the 1991 budget).

All of this is predicated upon future trolley coach service being confined to the existing three routes. HSR officials admit that, if system expansion takes place, additional vehicles will be required, but the plan for future purchases seems to be so specific that one has to wonder whether system expansion is being genuinely contemplated.

Officials at Neoplan indicate that they intend to respond to the September, 1987 tender for the six test vehicles. HSR management hopes that one manufacturer will be able to provide a single vehicle design for the whole of the prototype program. The HSR wants only the propulsion systems to be different, and wants the bodies to be identical, if possible (this is presumably to permit later standardization across the fleet--Ed.).

In an effort to ensure that the diesel/electric dual mode concept is included among the three contenders in September, Neoplan has stated that it will be returning its articulated demonstrator to Hamilton "in the very near future". An uncertainty as to the exact time for the return of the coach relates to the fact that Neoplan is currently rebuilding certain portions of the technology in the demonstrator unit. Another element in the uncertainty seems to relate to the fact that Neoplan was quite shocked when it did not obtain the 234 vehicle order for Seattle (as a result of a problem with a Performance Bond disqualifying the Neoplan tender even though it was approximately $10,000 per vehicle cheaper than the price quoted by the successful bidder, Breda).

HSR officials travelled to Europe recently to evaluate both natural gas and (at the last minute) trolley coach technology. Apparently, HSR officials were quite impressed with some of the German technology. Depending on what New Flyer Industries comes up with in terms of a trolley coach product line, it seems clear that HSR would prefer to do business with the European firms (product reliability appears to be quite attractive), while Neoplan appears to be pinning its hopes on "Canadian content" or at least on "North American content". For various reasons, it appears very unlikely that the HSR would be interested in a trolley version of the Orion-Ikarus 60-foot vehicle.

Interestingly, as last year's trolley debate came to an end, one of the final proposals being put forward by the HSR was the replacement of trolley service with a fleet of approximately 25 articulated diesel buses which was somehow going to be available in the near future at a very low cost. Also of interest, apparently some representatives from a trolley coach manufacturer in Brazil have recently visited the HSR to review future equipment needs. They also appear interested in bidding on future orders.

# DETROIT ADDENDUM by JULIEN R. WOLFE

The 22 cars which SEMTA used up to its discontinuance of train service were leased to the Metro-North Commuter Railroad, the subsidiary of the New York Metropolitan Transportation Authority, in January, 1984. As of June 15, 1986, the 12 ex-PRR 1500 series coaches, renumbered to the 100 series by SEMTA in 1978, had been transferred to the State of Michigan's Department of Transportation, which continued to lease them to the New York agency. SEMTA's 10 ex-Union Pacific, ex-Grand Trunk Western 4800 series coaches were transferred to Metro-North in January, 1987, though Metro-North's lease payments were terminated in mid-June, 1986. The 100's are stainless steel, ex-roomette sleeping cars built by Budd in 1949; the 4800s are painted aluminum, built by Pullman-Standard in 1950.

SEMTA's five locomotives were transferred to the Massachusetts Bay Transportation Authority in early February, 1987, leaving SEMTA's Pontiac shop and yard facility on Monday, February 9, thus ending SEMTA's involvement with rail rolling stock, at least for the forseeable future. Since the 100 series coaches were purchased and rebuilt by SEMTA under a State of Michigan grant, no funds changed hands when SEMTA transferred them to Michigan DOT. Similarily, the 4800 series coaches and the locomotives were purchased by SEMTA and improved with Federal funds (80%) and State funds (20%), and by transferring them to other Federally funded transit agencies, SEMTA did not have to pay back the prorated "unused" Federal investment.

# Notes from Ottawa

by J.M. Harry Dodsworth

On March 6, I rode Train 45 (LRC 6920) and arrived in Toronto five minutes early (my first on-time arrival); the NORTHLAND was preparing to depart (ONR FP7s 1508 and 1509 and CHATEAU sleeper) and an Amtrak train (engine 344) was in the station. On March 8, we had just got settled on Train 46 when the Conductor announced that the car was faulty and had to be switched out. This took 45 minutes. During this time, Train 65 arrived from Montreal three minutes early and Train 123 (ONR 1517 and 1521) prepared to depart. Our final arrival in Ottawa was 54 minutes late. On March 9, Train 37 was reported over two hours late from Montreal.

On March 13, I rode Train 45 to Toronto (five minutes late; the NORTHLAND had VIA F9s 6511 and 6569) and on March 15, Train 46 to Ottawa (six minutes late). On March 20, Train 45 reached Toronto only one minute late. At Smiths Falls, we passed a westbound CP freight (units 5510, 5617, 5754) including a road trailer from the Nashville and Ashland City R.R. At Brockville, CP 1819 was switching. The NORTHLAND had ONR FP7s 1521 and 1509. VIA LRC Train 67 was coupled to an Amtrak train (engine 369) presumably for the move to Mimico--this would make an unusual picture. The arrivals board showed 668 from London 50 minutes late, 69 from Montreal 50 minutes late and 169 from Montreal 40 minutes late. I returned to Ottawa by bus as Train 46 on March 22 was full; it was at least 16 minutes late.

On March 23, Train 41 arrived in Ottawa 35 minutes late (LRCs 6924 and 6927 and three cars with the rear unit dead). Train 1 (engine 6777) was consequently 20 minutes late leaving. On March 25, Train 33 was reported two hours late from Montreal with mechanical problems. On March 28, Train 1 was ready to leave when the crew on 6777 found a faulty wheel bearing: the engine was cut off and the standby unit, 6765, had to be turned at the M&O wye, so departure was 50 minutes late. Later in the day, Train 46 was expected three hours late after CN had a 15 empty flat car derailment at Kingston, again blocking the mainline (passengers were reported bussed from Belleville to Brockville) while Train 2 was expected 3½ hours late.

The closedown of the CN maintenance shops in Moncton, N.B. is proceeding. Hawker-Siddeley has announced the closure of its rail car manufacturing plant in Trenton, N.S. The Federal Government has announced large grants to modernize the rail making facilities in Sydney, N.S.; this is bad news for Algoma Steel in Sault Ste. Marie, which already has enough capacity to fill the rail needs of all Canadian railways.

Five major derailments within a month have prompted requests for an inquiry in Nova Scotia.

Three rumours: The summer timetable will show service cuts in Southwestern Ontario, and the overnight service between Toronto and Ottawa will be eliminated (this is the shortest sleeper route in Canada although Amtrak offers a sleeper between New York and Washington, 224 miles).
--Trains 43 and 44 between Toronto and Ottawa will be converted to LRC service.
--VIA's FPA4s are being stored as soon as they develop the need for major repairs.

# RAILWAY CONNECTIONS WITH THE MUSKOKA STEAMERS

by Gordon C. Shaw

The Muskoka Lakes steamers served for many years as an extension to the several railways serving Muskoka; they interchanged passengers and package freight with the railways and carried this traffic to and from the various communities and resorts not served by trackage. The steamers continued in this role until the early 1950s when the railways' loss of passenger and package freight traffic to the highways made these ships uneconomic.

This article reflects this historic link between the steamers and the railways, and discusses the available railway service during the years 1915-1925, the peak of the steamboat era. My sources for the following information include the Official Guide of the Railways for June 1916 and the Grand Trunk Railway timetable effective June 25, 1922.

By the summer of 1916, there were three railways serving Muskoka. The most important was the Grand Trunk Railway from Toronto through Barrie and Orillia, to Muskoka Wharf, the steamer landing in West Gravenhurst. The second was the then newly constructed Canadian Pacific route from Toronto to Bala, and the third was the also newly built Canadian Northern Railway from Toronto, through the Don Valley and Beaverton, to Bala Park, just east of Bala, and to Lake Joseph Station, just north of Foot's Bay. These Canadian Pacific and Canadian Northern routes were both built just before World War 1 and, when opened, they provided the first direct service between Southern Ontario, the Bala area and Parry Sound.

Both the Canadian Northern and the Grand Trunk names have long since disappeared. The Grand Trunk originated in the 1850s as a line linking Montreal and Toronto with both Portland, Maine and Chicago. By 1900, it had extended its lines and had purchased other companies to become the principal railway in Eastern Canada. The Canadian Northern Ry. started in 1896 as a Manitoba short line and as a welcome competitor to the CPR. By 1916, it had become a transcontinental railway, the personal creation of two railway builders, Messrs. Mackenzie and Mann. It might have become successful but it was soon duplicated by a third transcontinental railway, the Grand Trunk Pacific, a creation of the Grand Trunk. Thus, for a time, Canada had three transcontinental railways. Unfortunately, both the Canadian Northern and the Grand Trunk Pacific encountered financial difficulties while completing construction in 1916 and 1917. World War 1 prevented their borrowing more money in Europe and, by 1923, both of these bankrupt companies were taken over by the Canadian Government to form the present Canadian National Railways. (Note the plural in "Railways" to indicate the many earlier companies. Also, for many years the

financial problems of the Canadian National were blamed on their absorbing the debts of these predecessors and on the resulting duplication of trackage).

In 1916, the Grand Trunk provided the following four trains on weekdays from Toronto to Gravenhurst: Lv. Toronto: 8:05 a.m., 10:15 a.m., 1:30 p.m., 8:30 p.m.
Arr. Gravenhurst: 1:00 p.m., 2:10 p.m., 5:28 p.m., 12:30 a.m.

The 1:00 p.m. and the 2:10 p.m. arrivals connected with the steamer which left Muskoka Wharf at 2:15 p.m. for Port Carling and Rosseau. The second of these trains carried a through sleeper from Pittsburgh which left the steel city on the Pennsylvania R.R. at 1:10 p.m. on the previous day. This direct connection with Pittsburgh, no doubt, did much to encourage the building of Millionaries' Row and other Muskoka landmarks. By 1922, service had expanded to six trains a day. One of the two additional trains left Toronto at 11:40 p.m. to arrive at Muskoka Wharf at 4:00 a.m.; this train set off sleepers so that passengers could sleep until the departure of the SAGAMO at 7:00 a.m. (At one time in the 1920s, there was even a through sleeper on Friday evenings from Windsor to Muskoka Wharf). The two morning departures from Toronto connected with the steamer leaving Muskoka Wharf at 3:00 p.m.

The CPR provided a local train which left Toronto around 9:30 a.m. and arrived at Bala around 2:00 p.m., to connect with a steamer going up the lakes. A similar service was provided on the Canadian Northern; in 1916, their train left Toronto at 9:00 a.m. to arrive at Bala Park at 3:15 p.m. These Canadian Northern trains also connected with the steamers at Lake Joseph station The author recalls the SAGAMO stopping at this wharf in 1940 to receive passengers from the northward train for Lake Joseph destinations. While the Canadian Northern spent needed capital in building docks at Bala Park and at Lake Joseph, these ports never became important; in the later Canadian Northern years, the train service on their line was reduced to thrice weekly. Once the Canadian National was formed, it concentrated its steamer traffic at Muskoka Wharf. In contrast, the CPR Bala connection remained important and, in 1925, the SEGWUN was rebuilt, in part, to provide additional accommodation to this port.

These train and steamer connections were very important during the World War II years; the author recalls the crowds leaving the Royal Muskoka Hotel on Civic Holiday afternoon in 1943 on the SAGAMO to catch the train that evening at Muskoka Wharf for Toronto. However, with the improved highways and more automobiles, rail passenger traffic declined in the late 1940s and with it, the demand for the steamer connections. The Bala train connections were last provided in 1950 and at Muskoka Wharf a few years later. Muskoka Wharf was sold for industrial use; Lake Joseph Station became a camp for the Canadian National Institute for the Blind while Bala Park became a ruin. Fortunately, some of us still have memories of the great role played by public transportation, particularly the railways and the steamers, in developing Muskoka.

# Canadian Cars in Central California

## Santa Clara County Transit

based on information from

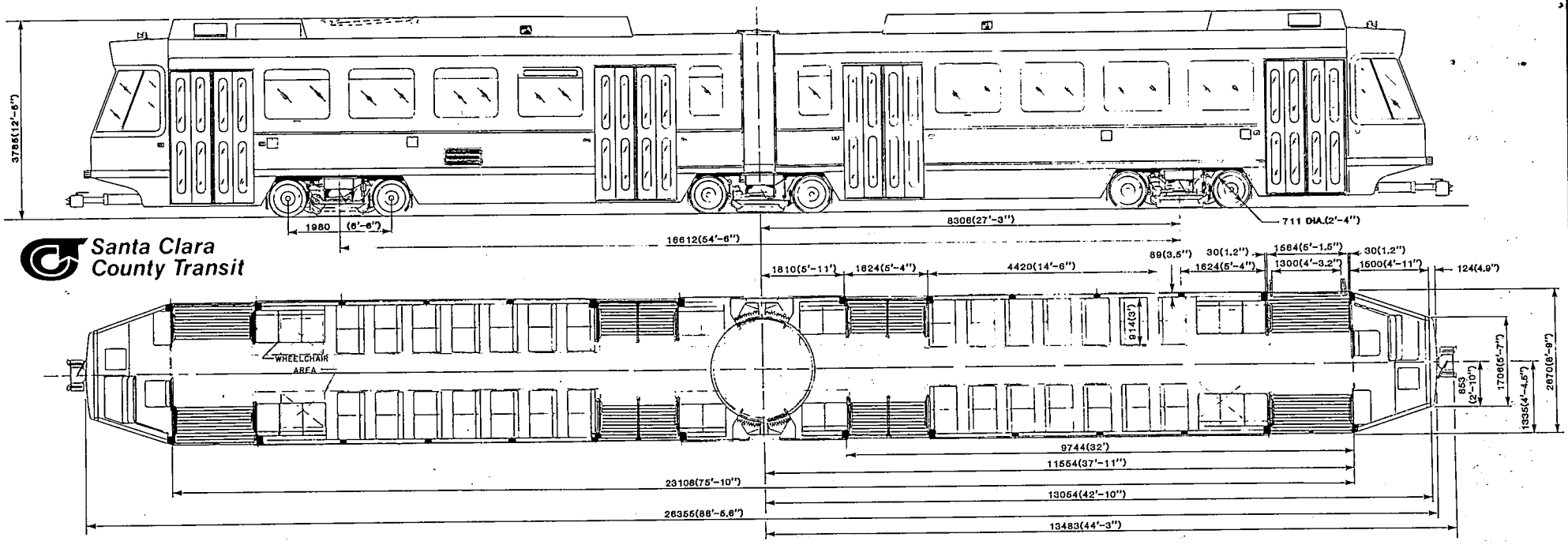
**GORDON W. HANDFORTH**

**and TED WICKSON**

One in the chain of Western LRT systems from Alberta to the Southern California border is a system centred on San Jose, California, south of San Francisco. Being developed by the Santa Clara County Transportation Agency, the 20 mile system (an 18.7 mile main line and a 1.3 mile branch) will extend along what is known as the Guadalupe Corridor from Santa Clara on the north to Santa Teresa on the south, with downtown San Jose roughly half way between the end terminals. The south portion of the double track line will be located largely in freeway medians, with the central section consisting of street running in San Jose (including a transit mall and a planned historic tour tram operation on 1st and 2nd Sts), while median running on arterial roads will prevail in the north section.

To provide service (10' base, 6' peak) on the LRT line, the SCCTA has ordered 50 double end articulated cars, to be numbered 801-850, from UTDC (CANCAR Rail, Thunder Bay). These units, of which diagrams and specifications are presented on adjacent pages, are being finished at the local San Jose Steel Company plant. The body shells are shipped on CP Rail flats (ALRV 806 travelled on 315602) while other components such as pantograph assemblies, trucks, seats, inside panels, ceilings, lights, heating and AC units and many of the under car components are shipped separately in crates. As of early February, Cars 801, 804, 805 and 806 were at the steel company site, with 804 being the most advanced and the only car with all three trucks under it. The no. 1 and no. 3 trucks on the cars are of monomotor design, with worm and pinion drive to each axle. The centre truck is of identical configuration but without a drive system. All 12 wheels have hydraulically operated disc brakes, and there are six magnetic track clamp type brakes. Normal speed reduction is effected by the regenerative braking system, dumping the energy into roof mounted resistors, aft of the air conditioning outlet vents. Wheels are 28-inch diameter and top speed is 55 mph. Each car door (double folding, eight per car, carries the international wheelchair symbol but, so far, no one has presented a design for an elevator type step, thus all station stops are being supplied with a long wheelchair ramp. Low voltage control systems and auxiliaries on the cars use 36 volts DC, and the interior lighting is powered by a 400 HZ rotary inverter.

CanCar Rail has an office on the assembly site, and is responsible for the supply of drawings, parts, planning sequences, liaison with Thunder Bay, etc. An organization known as Sacramento Business Technology Corporation (formed for the purpose) has responsibility for assembly, completion, quality control and testing for roadworthiness, as well as delivery/acceptance. On




## Design and Development Background

This articulated vehicle is an extension of the 6-axle articulated LRV proven in revenue service in Toronto, with changes and modifications to accommodate SCCTD specification requirements. The Toronto 6-axle car in turn is directly derived from its earlier predecessor, the 4-axle CLRV which has been in revenue service since 1979.

The CLRV has accumulated over 10 million car miles of revenue service with an availability averaging 95%.

The ALRV had an availability of 100% on a 6 month – 5 days per week – revenue service demonstration with the Toronto Transit Commission. The vehicle was well received by both the public and the operating staff.

The vehicle is designed to permit convenient and low-cost maintenance of batteries, propulsion control, auxiliary electrics, trucks and carbody.

## General Description of Truck (Bogie):

Fabricated truck. Rubber primary suspension and airbag secondary suspension with load weighing. Suspended motor for low unsprung mass.

## Vehicle Performance:

| | | |
|---|---|---|
| Maximum Speed | 55 mph | (88 km/h) |
| Maximum Grade | 6.4% | |
| Service Acceleration (Initial) | 4.4 ft./s² | (1.33 m/s²) |
| Service Deceleration | 5.16 ft./s² | (1.56 m/s²) |
| Jerk – Normal | 4.42 ft./s³ | (1.34 m/s³) |
| Minimum Horizontal Curve Radius | 82 ft. | (25 m) |
| Single and Coupled Vehicles | | |
| Minimum Vertical Curve Radius | 1660 ft. | (505 m) convex |
| Minimum Vertical Curve Radius | 1660 ft. | (505 m) concave |
| Capacity AW2 (4/m²) | 76 seated, 91 standees | |
| Capacity AW4 (8/m²) | 76 seated, 182 standees | |

## Body

| | |
|---|---|
| Frame | Low alloy, high tensile (LAHT) steel |
| Exterior Walls | LAHT steel |
| Interior Finish | Trim panels |
| Insulation | Fibreglass and K 131 |
| Floor | Corrugated steel with plywood overlay |
| Steps | Removable stainless steel |
| Doors | 4 double bi-fold each side |
| Windows | Top cant opening windows and push-out hinged emergency exit windows |
| Heating | Electric; strip heaters |
| Ventilation | Forced air |
| Air Conditioning | 2 self contained roof units |
| Seats | Fibreglass with cushion inserts |

## Suspension, Propulsion and Braking:

| | |
|---|---|
| Trucks (powered) | DC series motor drive with 1 disc brake per axle |
| (unpowered) | 1, centre truck with 1 disc brake per axle |
| Truck Centers | 27'3" (8306 mm) |
| Wheel Base | 6'6" (1981 mm) |
| Wheel Diameter (new) | 28 ins. (711 mm) |
| Track Gauge | 4.71 ft. (1435 mm) |
| Motors, Number and Type | 2 or 4 dc motors |
| Service Brakes | dynamic non-regen electrical braking and axle-mounted disc brakes |
| Emergency Brakes | dynamic or friction plus electro-magnetic track brake |

**UTDC (USA) Inc.**

# Santa Clara County LRV

Guadalupe Corridor

## Dimensions

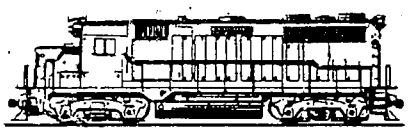
| | | |
|---|---|---|
| Length | 86'5-5/8" | (26355 mm) |
| Width (Over Rub Rails) | 8'9-1/8" | (2670 mm) |
| Height, Rail to Roof | 11'2-1/2" | (3417 mm) |
| Height, Rail to Floor | 3'2-1/4" | (971 mm) |
| Empty Weight | 85,978 lbs. | (39,000 kg) |
| Gross Weight | 122,320 lbs. | (55,484 kg) |
| Inside Width | 8'0-1/2" | (2451 mm) |
| Headroom, Centre Aisle | 6'10-1/8" | (2085 mm) |
| Width, Articulation (min.) | 48.0 ins. | (1219 mm) |
| Doorway Width (min.) | 48.0 ins. | (1219 mm) |
| Doorway Height | 8'6" | (2591 mm) |
| Step Height (first) | 10.0 ins. | (255 mm) |

## Electrical & Control Systems:

| | |
|---|---|
| Line Voltage | 750 VDC + 200V - 225V |
| Power Collection | Overhead, pantograph |
| Interior Lights | 120V 60 Hz ballast |
| Destination Signs | Electrically driven |
| Propulsion Control | Power modulation in acceleration and braking by varying armature and field resistance |
| Controls | Hand control with dead-man switch incorporated in handle |

March 18, at a special ceremony, the completed car 804 was rolled onto a special 26-wheel 90-foot truck trailer constructed in Sacramento for the purpose, for transport over the 3½ miles to the SCCTA maintenance yard (now largely completed) at Younger and San Pedro Streets.

The LRT line is laid to standard gauge, with a 750 volts DC traction power supply (the emerging West Coast LRT standard). 115 lb. rail is used throughout, main line and yard; all main line rail joints are welded and 2-4/0 bonded across the joints. The north end of the line is expected to open first (December 1987) and the south section at some time during late 1988.



# Motive power and car equipment

--Addendum to the CN 1986 retirement list (March 1987 issue):

| Unit No. | Class | Assigned | Date Retired | Unit No. | Class | Assigned | Date Retired |
|---|---|---|---|---|---|---|---|
| 7944 | GS-9 | Saskatoon | Nov. 19, 1986 | 7946 | GS-9 | Taschereau | Nov. 19, 1986 |
| 7947 | " | MacMillan | " | 7949 | " | Sarcee | " |

Total units retired 1986: 53. --Ray Corley

--Motive power on the CN "Extra South" from Kamloops to Kelowna, B.C. on Feb. 18 was 4603 (ex-NAR 202-FAIRVIEW, still in NAR colours), 9104 (ex-9154, ex-9096), 9194 (ex-9035), 7009 (ex-4535), 7012 (ex-4501); several of the "blanked out" 9100s have been used on the train during the winter, but this was the greatest mixture seen to date. --Bob Webster

MOTIVE POWER NEWS by Bruce Chapman

CP Rail

--The 10 remaining CP FP7-9s bought back from VIA have not been moved. There are still four at Calgary and six at St. Luc, Montreal.
--As of Feb. 27, 1987, it had been recommended that CP's 1987 rebuild program include the six TH&B Geeps stored at John St., Toronto; by year's end, all other GP9 rebuilds should be in the 8200 series for road and yard service.
--B&O 3726 was on hand in Winnipeg, going home to owners for repairs, via Emerson to Mid-America Car, Kansas City, Mo. via KCS. All others are in service, but 3706 is also in trouble.
--CP sent 4732 to GMD London on Mar. 10 for examination of the possibility of testing different motors in it.
--Missouri Pacific 5070-5089, ex-3070-3089, are coming to the CP, apparently lettered HLX for HELM Leasing Corp. They lack deadman control, ditch lights, radio base or washrooms, suffer from poor seats and floors, and the old style Chicago pneumatic speedometer. With the exception of 5087, they lack traction motor cutout switches and walkways. The units may come via Soo-Chicago on Trains 500-502; they were built in 1971. The 5070-75 would come to Toronto, and at that time EXPO 5698 goes back to Alyth; the 5076-89 would be assigned to Winnipeg. These units consist of three painted in MOPAC's blue, while the other three are in the newer UP livery.
-- (also Chris Martin via Art Clowes)

CP rebuilds assignments: to Thunder Bay, 1639, 1640, 1696, ex-8692, 8653, 8829; to Sudbury, 1641, ex-8693; to Coquitlam, B.C., 1642, 1643, 1644, 1697, ex-8645, 8616, 8528, 8838.

Other rebuilds: 8801 arrived at Angus Mar. 5 to become 1645; 1637, ex-8511 left Angus Jan 21.

--The stored B&O units returned to service on the CP are as follows: 3735, 3731, 3730, Feb. 5; 3727, 3737, Feb. 16; 3719, Feb. 17; 3717, Feb. 23; 3712, 3718, Feb. 24; 3704, Mar. 3; 3725, Mar. 5; 3723, Mar. 15; 3700, Mar. 13.

--TH&B tender 500 (a steam generating car rebuilt from the tender of one of the TH&B's ex-NYC Hudsons) was seen next to the caboose on CP 916 Feb. 12, 1987 en route to the Green Mountain Ry. in Vermont.

--VIA, ex-CP sleeper AYLMER MANOR burned in Toronto Feb. 18, evidently beyond repair.
--Transport Minister John Crosbie has questioned VIA's plan to lease 58 passenger cars to Mexico.
--Observed stored dead at CN Point St. Charles Shops, Montreal on Feb. 28 were VIA locomotives 6758, 6760, 6769, 6787, 6791, 6862, 6866, 6868, 6870, 6535. The FPAs are probably being stripped of parts to keep the others running.

--Quebec Cartier Mining retired RSD17s 91 to 96, ex-B&LE/DM&IR, and they were cut up locally.
--VIA F40PH 6419 was delivered Feb. 8.

--Allied Chemical, Amherstburg, Ont. has acquired Alco S-4 5A from Allied Chemical in Solvay, N.Y.; it is painted medium blue and white and was delivered to CP by CR Feb. 2, 1987; it is ex-B&O 9001. Allied has two other locos working in Amherstburg, S-1 No. 8 and S-2 No. 9.

CN Renumberings: 2513 to 3513; 2515 to 3515; 2510 to 3510; 2514 to 3514; 2517 to 3517; 2518 to 3518; 2507 to 3507; 2504 to 3504; 2500 to 3500; 2505 to 3505; 2501 to 3501; 2509 to 3509; 2508 to 3508; 2520 to 3520; 2502 to 3502; 2503 to 3503.
--CN 3718, 3834, 3839 are stored unserviceable; 2001, 2004, 2008, 2020, 2038 are back in service after a period in storage.

--BCR RS18 625 has been retired after a head-on collision with a CN Tumbler Ridge coal train; the railway plans to rebuild RSC3m's 562 and 565 as slugs 409 and 410.
--Vancouver Wharves now has its first EMD unit, ex-MP SW1200 1279, built Feb. 1966 as Texas & Pacific 1279; it arrived Vancouver in January.
--Alberta's Central Western Ry. now has Morrison-Knudsen 4302, ex-Pittsburgh & Lake Erie 5679/1530 (renumbered in 1972).

--VIA has retired ex-CN sleepers ELCOTT and ENNISHORE as a result of damage sustained in the Hinton wreck. Other retirements include HAMILTON CLUB and CLUB DE LA GARNISON: observation cars BURRARD and BEDFORD; diner 1363, converted to a rolling classroom; awaiting retirement, ex-CN diners 1340, 1349, 1360, 1367; coaches 3229 (Hinton wreck), 3249 (Bernieres, P.Q. wreck); coaches 4890 to 4895, ex-CN heavyweight club cars; coach 5184, from the Lynn Lake, Man. train; combine 7210. Power retired: 6566, 6633, Hinton; 6863.
--Coach 5095 has been converted by CN from steam heat to head end power, perhaps as an experiment to determine the feasibility of further rebuilding for VIA.

--There are 36 stored VIA cars at Ottawa Union Station while Point Ste. Charles Shops in Montreal is being renovated: all 18 GREEN series sleepers plus seven other sleepers, nine Dayniters, one diner, one cafe-bar-lounge.
--VIA 6 section-6 roomette-4 double bedroom sleepers GREENHURST AND GREENWALD, built in 1954 by Pullman-Standard as Boston & Maine TYE BEACH and SALISBURY BEACH,have been sold to Les Kastin. The cars are mechanically sound, but vandalized.

==SEMTA GPs, GP18s 901-905, ex-GTW 4908, 4915, 4950, 4952 and CR 7559 have been sold to the Massachusetts Bay Transportation Authority; they left Detroit Feb. 10 for Boston via GTW-CN-D&H-Guilford.

--CN-VIA stainless steel observation car 304 CHAMPLAIN arrived at the Pennsylvania Railroad Museum in Strasburg, recently. Its owners, the Reading Historical Society, plan to restore it to its original appearance and number as it was built for the 1937 Reading CRUSADER.
--CN-VIA lounge car 2303 is now on a siding near the Toronto International Centre in Mississauga reporting marks TICC 2303; it is connected to power and sewers but externally is very rough looking.

TORONTO AREA SIGHTINGS by Ben Mills

Feb. 4: CP EB: 5909-B&O 3715-1571-434813; WB 4562-4702-434556. Feb. 5; VIA No. 10: 6510-6614-15454. No. 668: 6121-6002-6187. No. 129: 6541-15450 and four cars. Feb. 6: CN east to Danforth: 9606-9515-79642 and about 50 cars. Feb. 7 at Burlington: EB CP: 8921-4245-4236-434345. Feb. 9: Amtrak No. 86: 353 and three Amcoaches plus VIA 354-372-355. Feb. 12: CP EB: 5506-AC 186-4728. Feb. 15: VIA 79: 6919-6763-15488-15450 and 12 cars. Feb. 17: CP CANPA: 4567-4511-4721-4212 and 50 tank cars-434375; VIA 10: CP 5756-VIA 6507-6631. Feb. 25: TTC H6 subway cars 5816-5817 on flat cars; Lakeshore & Sherbourne. Mar. 1: CN Mac. Yd.: 7226-226. Mar. 8: CN MY: WB 2550-9603-9565-2539-79624; 1213-1219. Mar. 12: CN MY Train of cars for scrap: 9173-9174 (with snow deflector)-55152 (ex-tank car)-548249-32376-74780-815074-70858-54645-416223-542414-662116-595511-810587-79364 (some on flatcars, EB out). Mar. 14: CP EB: Soo 6619-5524-5410-434549. Mar. 15: CN MY EB out 9636-9656-9643-train including car 49319 carrying traction motors and 49431 carrying new wheel and axle sets. Mar. 26: CP EB: 5531-5522-and 54 cars of ballast-434446. Mar. 27: VIA No. 668: 6525 and four cars. Mar. 28: CNE Dufferin Gate: CN Jordan Spreader 50995; CP 5757-B&O 3716-AC 186-434334; CN, Lakeshore & Parkside, work train, 9588-9526-9554-65 air dump cars-79885.

--On Feb. 12, 1987, CP Rail engine 4204 was sighted with Jordan spreader 402895 clearing snow westbound at Hillsburgh, Ont. (Elora Sub.). The Jordan appeared to have been freshly painted but the engine was somewhat the worse for wear. --Dana Ashdown

## SOUTHERN ONTARIO LOCOMOTIVE RESTORATION SOCIETY:

As reported in the November 1986 NEWSLETTER, Essex Terminal 0-6-0 No. 9 is being overhauled by the Southern Ontario Locomotive Restoration Society at its Nanticoke worksite. The engine and tender have been partially dismantled for evaluation and it is very evident that the elements have taken their toll. The boiler shell for the most part is O.K. but the area of the roof-sheet and sidesheets in the cab are in poor shape. The deterioration may necessitate a good deal of flexible staybolt replacement. There has been a fair bit of damage to the inner firebox sidesheets from cinder corrosion which has eaten into the plate. Seams and tubesheets look fine as well as the tubes themselves and the Society may find it necessary to retube the engine to Federal standards. The tender has also suffered from rust and all wooden parts will have to be replaced. This will mean lifting the tank off the frame.

As you can well imagine, an overhaul of a steam locomotive in 1987 is a rather big task. Most

parts needing replacement have to be hand made or purchased from American sources. For these reasons, the Society is asking the railfan community to lend it a hand in putting 9 back in running order. The SOLRS would appreciate donations, either private or through membership. Some spare parts are also needed, and they are listed as follows: air compressors, single or cross-compound, steam dynamos, Pyle National or Sunbeam, brake parts, injectors, gauges, brake gauges, water level indicators, and a spare headlight. If you are really interested in seeing steam in Ontario again, please think about giving the Society a hand. The address is Box 196, Jarvis, Ontario N0A 1J0.

--Dave Spigelman, President, SOLRS

--The Western New York Railway Historical Society has purchased former Niagara Junction Ry. steeple cab electric locomotive 15 (latterly Conrail 4751, built by GE, Schnectady, 1952) from GE (Erie, Pa.), to whom the unit had been traded in during 1984.

--The Semaphore (Rochester Chapter, NRHS)

## SHORT HAULS

by Bruce Chapman

--Don Prima, the President of Fantasi Trains, a New York-based businessman, wants to start up the White Pass & Yukon Ry., dormant since 1982. He is seeking $50 million from U.S. and Canadian investors. Cruise ship dockings in Skagway have nearly doubled in the last two years, so potentially 80,000 to 100,000 people annually might be available to ride the train. However, the February 1987 TRAINS had an ad offering for sale the bulk of the WP&Y's freight equipment, including the diesels.

--CP closed Hampstead Tower in Montreal on April 14, and Gatineau, on the Lachute Sub., is scheduled to go on May 25.

--The Maritimes experienced severe snow storms this winter, causing the railways major problems. On Feb. 13 CN Train 716, a wheat extra with 87 cars derailed at Atkinson, N.S. MP 37.3 on the Springhill Sub., putting 25 cars into the Wallace River and demolishing the 52-foot bridge, thus the main line was out of service at this point. On Jan. 25, Train 548, with engines 3108, 3111, and 1756 hit a snowdrift at MP 27.72 of the Tormentine Sub., near MelroseNB; all three units and seven cars derailed; the locomotives are stored unserviceable. The train hit a huge drift caused by high winds blowing across a marsh and packing the snow so hard that the engines ran right up over it and turned over.

--CP will detour trains over the CN due to work programs in Ontario on the following dates (approximate). Windsor Sub. MP 0-MP 24, May 6-7-8, Trains 501-502-904 London-Windsor. Galt Sub. May 20-21-22, MP 39.2-57.0, Trains 501-503-937-927 to detour over CN's Weston and York Subs. and to CN Oakville Sub. at Burlington. MacTier Sub., MP 35-89: Train 415 will run over CN's Bala Sub. to South Parry May 23-28 and on June 3. Belleville Sub., MP 0-54: Train 927 onto CN between Brighton, Ont. and Dorval, Que., June 5-16.

--CP no longer has a direct connection with the GTW at Windsor-Detroit; it now hands its GTW-bound cars over to CN for forwarding on 383, and eastbound traffic comes from 382.

--CN has called tenders for the removal of the Forest Sub. from Parkhill, Ont. to Forest, MP 30.5 to 48.0, and the Fergus Sub. from Lynden to Galt, MP 1.0 to 13.88.

--Three cars of a 59-car Terra Transport (CN) freight train derailed at Corner Brook, Nfld. late on March 25. The line was expected to be open about 24 hours later.

CN The Victoria Bridge (Montreal) was reopened for South Shore commuters on the morning of March 23 following a weekend of repairs and cleanup after four cars of a freight train derailed during the March 20 morning rush hour. CN Rail crews repaired electrical lines for lighting and replaced about 60 feet of guard rail on the south auto lane that were knocked out when two of the derailed cars, carrying newsprint, flipped over. One car broke open, blocking the lane. No one was injured in the accident, but damage was estimated at several thousand dollars. The bridge reopened to rail traffic on Saturday, with CN setting a speed limit of 5 miles per hour.

--The Montreal GAZETTE

--The Soo Line may close the former Bensenville (Milwaukee Road) yard in Chicago, losing 250 jobs, freeing 420 acres for an industrial park.

Farmers from Russell, Manitoba have decided that it is never too soon to launch a fight to save a railway line slated for abandonment. A CN Rail line running from Neepawa to Russell is slated for abandonment in the year 2000. Doug Burns, the railway's Grain Development Manager, said that $9 million had been allocated to upgrade the line and, while $2 million has been spent to date, the line was not included in the 1987 upgrading plans.

--Winnipeg Free Press

## Readers' Exchange

- Hubert T. Allen, 525 Eglinton Ave. East, Toronto, Ont. M4P 1N5, has for sale a considerable quantity of railroadiana. Readers who are interested may telephone (416) 489-5422 to make an appointment to inspect the material.
- Paul Havens, 64 Orchard Hills Dr., Spencerport, N.Y. U.S.A. 14559, wants to obtain a copy of Larry Partridge's book "The Witts: An Affectionate Look at Toronto's Original Red Rockets".
- Dave Houston, R.R. 3, Vanessa, Ont. N0E 1V0, wants to obtain photos of railroad operation in and around Port Credit, Ont. in the late 1950s. He is specifically interested in shots of the CNR station area and switching operations at the St. Lawrence Starch Co.
- Rick Mannen, Box 62, Lynden, Ont. L0R 1T0, phone (519) 647-3736, has for sale a large selection of public and employees' timetables, a GP9 locomotive operator's manual and other items; list available.

# UCRS and other events and activities

## by Ed Campbell

HAMILTON NEWS FLASH!--The Hamilton Chapter of the Society has had to vacate the CN (now VIA) station meeting room which it called home for many years. The 21 Chapter members attending the March meeting discussed possible sites for their future meetings and their association with the Society as a Chapter. Two of the Society's Directors were present and indicated that the Society is interested in the Hamilton Chapter and is prepared to assist the Chapter in any way that the Society can. The discussions were followed by the crew spending its remaining energy loading the Chapter's belongings into a number of vehicles and conveying them to Doug Page's garage for storage.

And a happy ending: the Hamilton Chapter, through the efforts of several members, including Doug Page, has located a new home--the Hamilton Spectator auditorium, 44 Frid St., Hamilton. See you there for the first meeting 8 p.m., Friday, May 22. There will be no April meeting in Hamilton. Members driving from Toronto should leave Highway 403 at the York St. Exit and proceed south-east on York St., south on Dundurn St., west on Chatham St. and north on Frid St. to the building. There is plenty of parking available.

--The March 20 Toronto meeting featured a 1960s Pittsburgh traction review by Bob McMann, with slides from his collection. Those familiar with Pittsburgh in that era had recalled for them the extremely diverse territory through which its transit system's 666 PCC cars operated: tree lined residential streets on the north side, steel plants and spindly bridges (the latter owned by Pittsburgh Railways Co.) in the far east, and the private rights-of-way of the South Hills, to say nothing of views of the famed and unique Fineview line. It is difficult to believe that what was seen in the slides was for the most part totally destroyed within a few years. Fortunately, the bus minded Port Authority management met its match in the South Hills, and was forced to retain and upgrade that portion of the system, as an effective way of replacing it with buses (or the ill starred Westinghouse Skybus technology) could not be found.

--The Society thanks John Laraway, who organized a UCRS booth at the Toronto Model Railway Show at the International Centre on March 14 and 15. Art Clowes, Bill Hood, Ken Davis, Rod and Janet Semple and John Thompson also assisted with the booth. The Society sold some $800 worth of publications and other material during the two days.

--Thanks are also due to those who staffed the UCRS booth at the Canadian National Sportsmen's Show, including Ken Balfour, Ed Ellis, Art Faber, Barry Gregory, Mike Hamilton, John Hinbest, Mal Marchbank, Russ MacLean, Al Maitland, Ivor Samuel, Millie Sandusky, Rod Semple, Chris Spinney, Gerry Sturgess, John Walker, Terry Walsh, George Meek, Margery Meerk, Evelyn Cosby, Cathy and Robbie Cosby. The Society also wishes to express special thanks to Ralph Percy for arranging the booth space with the Sportsmen's Show.

Friday, April 17--No Toronto regular UCRS meeting this day--postponed until April 24.

Friday, April 24--Regular Toronto UCRS meeting at the Education Centre, College and McCaul Sts., 6th floor auditorium at 7:30 p.m. sharp. The entertainment will be presented by Jon Rothenmeyer and friends, including coverage of stations and railroading in general in Southern Ontario and New York State. Don't forget your newscast slides; guests welcome.

Friday, April 24--No UCRS Hamilton Chapter meeting this day or this month (see earlier note).

Sunday, April 26--Lake Simcoe Modellers Open House, 80 Bradford St., Barrie, 12 noon-5 p.m.

Sunday, April 26--The International Division of the National Model Railroad Association (in conjunction with the Niagara Frontier Region Spring Convention) will hold a model railroad flea market, 11 a.m.-5 p.m., at the Park Hotel, 4960 Clifton Hill, Niagara Falls, Ont. Adults $2, children under 12 free.

Sunday, April 26--Pine Ridge Railroaders Annual Show at Hayden Shore Pavilion, Water St., Whitby, Ont., 12 noon to 4:30 p.m.

Saturday May 2, Sunday, May 3--Aberfoyle Junction Model Railway (O Gauge) Open House; layout is located at the southern village limit of Aberfoyle on old Highway 6 (now Brock Road; leave Hwy. 401 at Interchange 299 and drive about one mile north to arched steel building on east side of road (across from gravel company). Hours both days 10 a.m. to 5 p.m.; adults $2, children 50¢.

Saturday May 2--Toronto Transportation Society Spring Excursion by chartered bus leaving from in front of Toronto Union Station, 9 a.m., to Brampton, Kitchener, Cambridge and Hamilton, affording opportunities for photos of railways and transit systems in the area. Order tickets ($18.50 member, $20.50 non-member, $13 child) from TTS, Box 5187, Stn. 'A', Toronto M5W 1N5, or call (416) 694-2511 or 781-7310.

Sunday, May 3--TH&B Model Railway Engineers Show and Sale, 10 a.m. - 4 p.m., Pavilion 3, 2289 Barton St. East, Hamilton (just west of Hwy. 20) Adults $2, children under 12 free. For table space call 416-549-5414 or 639-7504.

Sunday, May 3--St. Mary's Stonetown Model Railroad Association open house in Community Centre, St. Mary's, Ont., 12 noon to 4 p.m.

Thursday, May 14--Toronto and York Division CRHA meeting at Harbourfront, 235 Queen's Quay West, Toronto, 8 p.m. Admission free.

Friday, May 15--Regular UCRS Toronto meeting at the Education Centre, College and McCaul Sts., 6th floor auditorium. The entertainment for this meeting will commemorate the May 23, 1967 opening of GO Transit commuter rail service, with an address by Tom Henry of that organization reviewing the 20-year history of the operation. Do not forget to bring your newscast slides; guests are always welcome. The meeting starts at 7:30 p.m. sharp.

Friday, May 22--Regular UCRS Hamilton Chapter meeting in its new venue, the Hamilton Spectator

Auditorium, 44 Frid St., Hamilton (see note earlier for driving instructions from Toronto and points east). The program will consist of members' 35mm slides. Meeting starts at 8 p.m.; guests and UCRS members from elsewhere always welcome.

**UCRS SPECIAL GENERAL MEETING: Notice: A Special General Meeting of the UCRS will be held at the Earlscourt Legion Hall, 6A Greenlaw Ave. (south of St. Clair, between Dufferin and Lansdowne) starting at 8 p.m. on Wednesday, May 27, 1987. Come and join the discussion concerning Car 13, computers for the Society, and the NEWSLETTER. If you have a question to ask, or a topic to discuss, come along and we will see you on May 27.**

**CENTRAL WESTERN DOING A BRISK BUSINESS--Some grain farmers are wondering if political strings are being pulled to ensure that the Central Western, Alberta's first private short line railway, succeeds. "I've never seen so many railway cars parked in front of the elevators", farmer Dennis Halfer said. "The Question is, is it working"? said another farmer. "Many hundreds of thousands of dollars of government money are being spent here to see if privatization works. Are the rules the same as they have been ?"Arnold Malone, Conservative Member of Parliament for the Alberta riding of Crowfoot, said that the idea of political interference is preposterous. He said that Central Western moved 19,800 tons of grain in January, three times the best that CN Rail had ever done for that month. Malone said that the Number of Cars that Central Western obtains is determined by the Wheat Board, CN, and on-line grain companies. --Canadian Press**

--A recent installation at the Maple Leaf mills elevator at Port McNicoll, Ont. consists of safety lines over the tracks leading to the loading area. These tracks were completely rebuilt last year with new rail, ties, ballast and switches. The safety lines look like catenary overhead, with eight-inch diameter support poles and support arms extending over both entry tracks. The installation, which extends for about 900 feet on each side of the loader, was hastened by an accident during 1986 when an employee fell from a car, badly injuring both ankles. Most loading is done during the winter, when hatches not only have to be opened and closed, but also dug out of snow and ice. The system includes a body harness that gives personnel complete mobility but engages like a seat belt when a quick motion occurs. The safety line fastens to a steel cable overhead, supported by the upright towers. The approximate cost of the new equipment was $45,000. No boxcars are left in grain service in this area; many secondhand U.S. hoppers are showing up. --Tom Barber

**--Provincial MP Girve Fretz (Erie) says that not much more can be done to prevent CN Rail from moving its diesel maintenance operations to Toronto from Fort Erie. Employees at CN's Fort Erie shop were given notice on March 10 that the move, a cost saving measure, will be completed by June 8. Mr. Fretz said that he went through several channels to express his concern about the situation, but all failed. --Niagara Falls (Ont.) REVIEW**

AND, AS THE ACTIVE OUTDOOR

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