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# Newsletter

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



Calgary's Heritage Park includes a short streetcar line as well as a steam railway. Pictured here is a replica of a Calgary Municipal Railway car, 14, which reportedly utilized some parts salvaged from the original car, scrapped circa 1964 after an ill-fated preservation effort. --Ted Wickson



The simple design of the stations on Calgary's Northwest LRT line is evident in this photo. Note the concrete ties. Opening of the line was scheduled for September, 1987. --M.F. Jones



BC Hydro Rail SD38-2 382. The colour scheme is dark blue. The railway's power was formerly painted yellow with redlettering and trim. --Ron Lipsett



# YELLOW BOARD FOR THE ACR

Incorporated in 1899, Algoma Central operated for many years primarily as a wilderness railroad to transport iron ore and forest products out of Northern Ontario. In more recent years the organization has become a diversified transportation company, moving bulk products and freight by water, rail and road. It operates a fleet of 18 dry bulk cargo ships, principally on the Great Lakes and the St. Lawrence Seaway. Its main railway line runs 295 miles north from Sault Ste. Marie and serves the natural resource, manufacturing and tourist industries of the Algoma Region of Northern Ontario. ACR's fleet of trucks carries general shipments on routes extending from Detroit and Buffalo to Toronto and Montreal. ACR also has developed commercial real estate complexes in Sault Ste. Marie and Elliot Lake, Ont. In addition, the company owns approximately 850,000 acres of land, including mineral and timber rights, in the Algoma Region. Now faced with the loss of traffic from its principal shipper (Algoma Steel), the railway's future has taken on a somewhat uncertain aspect. The following passages, extracted from the company's 1986 Annual Report, indicate present management thinking on the future of the Rail Division.

"Economic conditions in the Algoma Region of Northern Ontario resulted in reduced freight movements in 1986, and untimely wet weather during the Autumn colour season deterred many prospective passengers for the Agawa Canyon Tour. Announcements early in the year by our major customer concerning difficulties with the delivered cost of their iron ore call for determined efforts to maintain the future viability of our rail operations. Downsizing steel production by that customer was the main factor in our revenue freight tonnage falling 20% from 1985. Mining tonnage declined by 15% and manufactured tonnage by 35%, while forestry traffic posted a small gain. Reductions in finished steel, woodpulp and petroleum products contributed to the lower movements of manufactured goods.

As a result of these situations, we are striving to identify new traffic opportunities for the railway. Initiatives have included dealings with shippers, connecting railways and all three levels of government. The railway is party to strong efforts by governments to develop opportunities for the area. We are determined to extend our best efforts toward identifying and pursuing every opportunity for regaining and expanding our freight movements.

A 20% increase in passengers taking our Snow Train, from 10,500 in 1985 to 12,600 in 1986, was a very encouraging start for our passenger services. Unfortunately a cool, wet summer resulted in fewer people taking the Agawa Canyon Tour (100,000 vs. 103,500 in 1985) and the Tour of the Line (3,000 vs. 3,500 in 1985). Interest in our main tour train continues to be high and present indications are that 1987 travel should exceed 1986. Efforts to fund the replacement of our passenger cars, which are nearing the end of serviceable life, are continuing. The importance of the tour trains to tourism and the hospitality industry throughout the Region is recognized, but there are no commitments toward assisting in refurbishing this equipment.

Mineral exploration continues at a high level with very encouraging results on our lands and contiguous acreages. Silvicultural operations expanded slowly with financial assistance from the Federal and Provincial Governments' Forest Development Programs.

Fixed asset expenditures were held to \$3,100,000 of which \$2,588,000 was to replace rail, ties and ballast. Acquisition of hopper cars and locomotives which had been under lease accounted for a further \$166,000. The balance of \$346,000 was spent replacing equipment, improving energy efficiency and continuing work toward a wayside radio system. With a reduced volume of operations anticipated for 1987, expenditures will be held to a similar pattern.

Employees at all levels are commended for the commitments and efforts they have made in continuing to operate and maintain a safe railway. Over the past five years our workforce has shrunk by 40%, creating difficult circumstances for many employees. They have responded well during this period. All nine rail union labour contracts expired December 31, 1986 and discussions toward renewing them are ongoing.

Projections for 1987 anticipate a further reduction in our freight tonnage, due to a full year of reduced production by our largest customer. Also, the duty on softwood lumber exported to the U.S.A. may have an adverse effect on forestry tonnage. Reregulation of railways, which is currently being debated by the Federal Government, and increased obligations resulting from regulatory requirements continue to cause apprehension about the future of railroading in Canada."

<u>Algoma Central Ry. Net Rail Tons Carried (1000's)</u>	<u>Mining</u>	<u>Manufacturing</u>	<u>Forestry</u>	<u>Total</u>
1986	1,625	796	407	2828
1985	1,906	1224	401	3531
1981	1,993	1296	455	3744
1977	2,338	832	492	3662



GO Transit has awarded a contract for the construction of a new station at Appleby Line in Burlington. Low bidder Dineen Construction of Rexdale received the \$3,245,000 contract. Work is already under way, with completion scheduled for Fall, 1988. The contract includes construction of the station building, parking lot and site services. The construction of the new station

is part of the phased extension of full GO Transit rail service from Oakville to Burlington.

--GO Transit release



## NEWSLETTER

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

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ONE INSIGHTFUL OBSERVATION ABOUT THE RAIL STRIKE--"CN and CP want to abandon everything anyway--why did they not just leave the systems shut down and be done with it?"

The Royal Hudson Steam Train Society may be close to an agreement with CP Rail to allow a two-day, daylight only steam trip to the Calgary Winter Olympics, February 11-12, 1988. Cost for a one-way trip is anticipated to be approximately \$500 and would include the train, hotel accommodation in Revelstoke, bus transfers and a gourmet dinner. **CONTACT:** Royal Hudson Steam Train Society, #206, 744 West Hastings St., Vancouver, B.C. V6C 1A5 604-689-9222.

## REBUILT PCC EXCURSION

The Society will operate a six-hour streetcar fantrip with TTC rebuilt PCC 4601 (resplendent in the new red, white, black and grey colour scheme) on Sunday, September 27. This is one of only two such cars on the system; numerous photo stops will enable you to get pictures of this distinctive car. The trip leaves from King and Church Streets at 9:30 a.m. The fare is \$20; a lunch stop will be provided. Tickets will be on sale at the September Toronto meeting, or order by mail from Streetcar Trip, UCRS, Box 122, Station A, Toronto, Ont. M5W 1A2. Make cheques or money orders payable to the UCRS. Please provide your phone number, as operation of the trip is dependent on sufficient tickets being sold. For further information, call Bob McMann, (416) 979-2261.

## Readers' Exchange

- **Wanted:** diesel locomotive--suitable for switching and train operation; please contact Southern Ontario Locomotive Restoration Society, Box 196, Jarvis, Ontario NOA 1J0.
- Gary B. Bonder, 1849 Millwood Crescent, Sudbury, Ontario P3E 2S9, has available for sale at \$300 each two antique railway baggage carts with the original cast iron wheels and front and rear racks. One cart is (length) 108", x (width) 43", x (height) 38"; the other is 118" x 48" x 37". They may be inspected at the vendor's residence.
- The Greater Summerside Chamber of Commerce, 267 Water Street, Summerside, Prince Edward Island C1N 1B5, phone (902) 436-9651, is considering a project to commemorate the railway caboose in Canada, a project of particular significance on P.E.I. in view of the question as to the future of rail service on the Island. The Chamber is seeking historical information about railways in general and cabooses in particular. Any assistance which UCRS members could provide would be appreciated.

Distribution crew: Charlie Bridges, Helen Bridges, Dave Scott, Ben Mills, Mal Smith, Don McCartney, John Thompson.

COVER: At Calgary's Heritage Park, 0-6-0 2024, equipped with a boiler tube pilot uncharacteristic of switchers (probably attached at the Park), poses with its train in 1985. The engine was built by the Lima Locomotive Works in 1944 (BN 8410) as U.S. Army 4076, and was used until the early 1960s by Pacific Coast Terminals, New Westminster, B.C., bearing the same number, in company with Alco mate 4012.

--Ted Wickson





# HERITAGE PARK

## RAILWAY DAYS

by M. F. Jones

July 25-26 were Railway Days, an annual event which never ceases to improve and be a crowd pleaser. Calgary is such a railway oriented town that a commercial rail hobby exhibit last winter drew well over 50,000 people during the weekend; this at a respectable entrance fee to see various rail clubs in action and listen to pitches by a few hobby shops. Boats, trains and planes as well as model autos were actually involved, but the clear winner was trains. Railway Days is basically compartmentalized over two days; four compartments with the same operation from Saturday morning to Sunday afternoon; doubleheader steam, wyeing at a selected stop (Laggan Wye), turntable exhibition after one hour of doubleheader operation, model rail displays by local clubs in a nearby tent, and static displays of Park railway equipment in the roundhouse and on the grounds.

I wasn't able to attend on Saturday. That afternoon, by the way, clouds formed rapidly over the expected "sunny and hot" forecast; an intense storm moved in around 4 p.m. Sunday morning also could not be fitted in, but I managed to pick up the last quarter of operations Sunday afternoon, arriving at the Park around 1415. The road leading into Heritage Park features CP Selkirk locomotive 5934 (actually 5931) in a fenced area on the north side. To match the decor, CP S2 7019 was added to the other side last year. Completing the setting, a CP caboose was placed on the rails behind the switcher, in mid-July, 1987. Both units are also within a fenced area. By the way, the outlines of both engines have been ringed with Christmas lights during the festive season in the past. Heritage Park's private road links the corner of 14 St. SW and Heritage Dr. to the main gate. It can be driven; there is a large parking lot on top for tour buses, etc. Most folks choose to ride streetcar 14 to the top, for 25¢. At peak summer periods, a Montreal "Golden Chariot" open sightseeing car, ex-MTC 3, also comes into service. The latter is leased from the CRHA. There's lots of clanging and hooting as both cars reach a passing track on the hill to the main gate. Once there, an admission fee of \$4.50 for adults (special rate for seniors) lets you enter a different world. A flat buck (or looney) lets you ride the train twice around the Park. The consist is usually pulled by either 2023 or 2024, oil-fired 0-6-0s, lettered CP (but never owned by them; in actuality, former Pacific Coast Terminals (Vancouver)). This is all that the track can handle, due to sharp curves and low operating speeds. Bring the tape recorder, there's lots of bell ringing and whistling throughout the run.

For the first time during Railway Days, it was decided to doublehead 2023 and 2024 to bring a different feeling to the operation. Some work equipment was also added to give the train a bit of extra length. The latter was not occupied by passengers due to insurance and safety considerations. Crowds lined up in droves to ride any of the three cars assigned to them. The consist, moving counterclockwise, due, I am told, to better timing between stations, was as follows: "CP" 2023, 2024, coach 62, Morrissey, Fernie & Michel coach 63 (donated by the Crow's Nest Coal Co., 1964); CN MOUNT RESPLENDENT, a mountain observation car (15097); boxcar (CP) 19752 (Angus, 1913); CP caboose 436209, blt. 1910, and, bringing up the rear, for VIPs and staff only, car 76. See NEWSLETTER 437 (March 1986, p. 8) for this business car's pedigree.

Smoke was "poured on" only at the final curve, for about 1500 yards, just short of Midnapore station (Mile 0.0), probably for ecological reasons. With both engines a-smokin', flanges squealing, bells clanging and whistles tooting, it was indeed a brief but most enjoyable sight. Crowds aplenty were waiting to board at Midnapore; I neither got on the train nor was able to see any of the wyeing, choosing to video and still photograph the smoking engines instead. It was either do or die, since all would be over in a couple of hours with the 6 pm closing time of the Park.

Trips went on until 5 or so, with an extra trip added due to high expectations by the crowd of a doubleheader ride. At that time, the consist reached Laggan station and 2023 was separated from its sister. After videographing the move, I proceeded to another spot just up the line and made the SONY ready for the expected arrival of 2024 over a small wooden trestle between Laggan station and the roundhouse. To my great surprise, the Canmore Mines No. 4 (a dieselized 0-6-0) appeared, pushing Business Car 76 to the roundhouse. I stayed at the trestle and soon 2023 passed by, running light, proceeding to the turntable a few yards up the line. This became my next location. The 2023 was turned back and forth through 180 degrees on the Hamilton Bridge Works 1922 turntable while a volunteer gave a running commentary on the operation in progress.

By 1745 not much action remained at the roundhouse, as crews were starting to book out in preparation for the Park's closing. While I was sipping a drink, in Shepard station away from the 90 degree heat, the last train went by and picked up volunteers and permanent staff to take them to the main gate. The volunteers were from local railfan organizations such as the Calgary & Southwestern Div., CRHA. Permanent railway staff members are hired on the basis of their qualifications; most of them are pensioners from a major railway. All were happy, if frazzled, after

two days of continuous rail operations. The general consensus of opinion is that Railway Days 1987 was a huge success and it was resolved to do even better next year. It was the first time that a doubleheader had been run and wyeing carried out, although not too much of it could be done in the end, due to hordes of patrons preferring a ride around the Park behind the smoke.

If you plan a trip to Calgary next year, just after Stampede, do give Heritage Park a call and, by all means, partake of Railway Days. You'll find it great fun. Stay at Motel Village in the northwest, away from the tourist crowds, take the LRT at Banff Trail Station, straight south to Heritage Station and transfer to a No. 20 bus. Heritage Park is on 14 St. SW about half a mile from this LRT station.

## Toronto Transit Commission



## G-2 CONVERSIONS

Various details have become available in connection with the planned conversion of the six aluminum bodied Gloucester subway cars (5100-5105) into service equipment for further use on the TTC subway system. They will continue to be configured (operationally) as married pairs, although, in the case of two of the pairs, the partners in the marriage will have "kids" between them. One set of G-2s, to be renumbered RT-34 and RT-35, will form the power units for a rail grinding train, with the four grinding trucks (the order for which was reported in the July issue) coupled between the power units. The grinding trucks will carry numbers RT-30 through RT-33. The train will operate with the cab ends of both G-2 cars facing outwards. RT-34 and RT-35 will each be fitted with a water tank for purposes of flushing the grinding stones during operation. Control of the water feed and of the raising and lowering of the stones on the grinding trucks will be performed from the cabs. Electrical and air lines will be trainlined through the grinding trucks. The new train will replace the present PCC grinding train (RT-14 and RT-15).

A second set of cars, to be numbered RT-36 and RT-37, will be converted to form the power units for a wall washing train, with the present non-powered tunnel washer cars RT-16 and RT-17 (heretofore hauled by a locomotive) coupled between them, again with the necessary trainline connections. The controllers in RT-36 and RT-37 are to be modified for the slow speed necessary for the tunnel washing operation. The final pair of G-2s, to be renumbered RT-38 and RT-39, will operate back to back as a garbage train, supplementing the presently overworked car RT-10 ("TOKYO ROSE"). The underseat heaters will be removed, as a precaution against igniting the trash, and will be replaced by ceiling mounted radiant heaters. Smoke detectors will also be installed.

In the case of all of the G-2 conversions, most of the passenger car seating will be removed and steel floors installed. The cab end couplers will be removed and replaced with Waugh couplers (used on the 75' subway passenger cars). All conversion work will be performed at Greenwood Shop. It has yet to be confirmed that the service car numbering will necessarily be in the order of the passenger car numbers, but confirmation (or otherwise) will be made in the NEWSLETTER as soon as possible.

--Information from Ray Corley and TTC "Coupler."

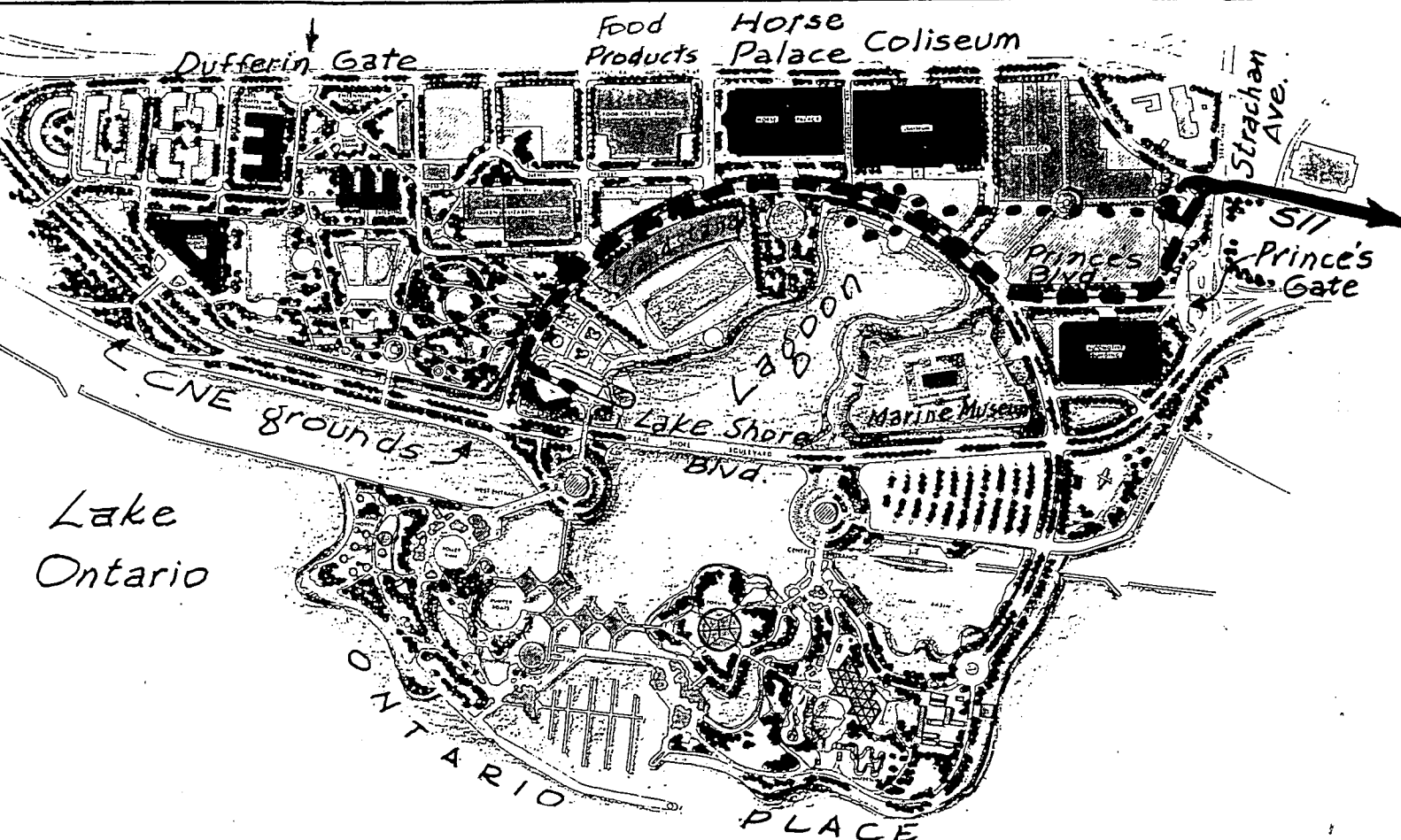
**Footnote**--Two of the G-2 cars were removed from passenger service in early summer. They were observed by UCRS member Mark Brader on June 28 at Davisville Yard (on the easternmost yard track). The special cast aluminum car numbers and TTC heralds (only the G-2s have these) appeared to have been painted over or removed. Incidentally, at the same time as this observation was made, it was noticed that the facing crossover on the Yonge Subway main line south of Davisville Station was being removed.

## Other



## Notes

- **AN UNPUBLICIZED CONVERSION**--The TTC has quietly decided to run buses instead of streetcars on Route 522 (Dundas Exhibition), which operates only during the period of the CNE and at a few other times when there are events at Exhibition Place. The Rider News "take one" for July reviewed transit services that would operate on July 18 and 19 for the Molson Indy auto races at the CNE grounds and revealed that Route 522 buses (keeping the streetcar route number) would operate from Dundas West Station to Dufferin Loop (CNE Western Entrance). Inquiries about this revealed what was feared: the conversion applies not only for that weekend, but for all future times when 522 operates. Except for the short section on Dufferin St. south of King, the Dundas Exhibition route operates in common with Route 504-King cars. The TTC has been loath in the past to mix streetcar and bus operation on the same street, and the change in policy in the present instance comes as a surprise. The other special "Ex" streetcar service (521-King Exhibition) remains as such. The 522 conversion means the end of any kind of scheduled service on the track on Dufferin St., the future of this track now becoming uncertain. Note to fantrip operators: include Dufferin St. and Dufferin Loop in your itineraries while you can.
- **EX Trackage May Be Extended**--Someday--Balancing the bad news (last item) with some (possibly, at least) good news, is the map which is reproduced herewith. This is the latest plan for the refurbishing of Exhibition Place (still the CNE grounds to most people). This plan is espoused by Toronto Mayor Arthur Eggleton and by the City generally (let it be noted that the Municipality of Metropolitan Toronto, not the City, is the owner of the grounds and has the last say). There have been quite a few plans for refurbishing the Ex, and there will probably be quite a few more; what is encouraging to transit fans, however, is the emerging realization that a deeper penetration of transit service into the grounds (not during the actual CNE period) is highly desirable, and what is proposed for extension is the 511-Bathurst carline. The current concept for redevelopment as advanced by the City would have a sizable water body in the form of a lagoon penetrate the grounds, following removal of the stadium, with a circular boulevard



roadway (Princes Gate Crescent) passing around the north end of the lagoon, right through the location of the present Eastern Entrance streetcar loop. This new roadway is intended to form a new strong link between Exhibition Place and Ontario Place. The centre median of this roadway would be used for a diversion and extension of the Bathurst line trackage. The new line would diverge southerly from the present trackage just west of Strachan Ave. (where a new short turn loop would be located) to swing onto the present Princes Blvd. just inside the Princes Gate, and thence to Princes Gate Crescent. The terminal loop would be located adjacent to Lake Shore Blvd. opposite the westerly entrance to Ontario Place. The location is the same as that which was used for many years by interurban, and special, bus services to the CNE. The proposed alignment is shown by the heavy dashed line on the map, while the vacated route would be as shown by the dotted line.

As Ontario Place operates for a much longer time period than does the CNE, it would particularly stand to benefit from the carline extension. Streetcar service would be cut back to the Strachan Ave. loop during the 20-day CNE operating period. Also of interest is the fact that other rails would also pass around the head of the lagoon--the plan shows an amusement park railway commencing at the new midway area adjacent to the streetcar loop, running from there tightly around the irregular perimeter of the lagoon back to Lake Shore Blvd., west of the Marine Museum.

- On July 14 the Commission approved the acceptance of a bid submitted by International Rectifier Canada Ltd., in the amount of \$122,177 for the supply of an outdoor rectifier transformer and an indoor solid state rectifier for Long Branch Substation. The reactivation of Long Branch Substation is required to accommodate the operating characteristics of ALRVs, although this equipment is not planned for operation on 507-Long Branch for the foreseeable future. Long Branch Substation is located at Long Branch Loop, the westerly extremity of the TTC's surface track system. Once the Lakeview Substation, located further west on the former Port Credit line (abandoned 1935), the facility was moved to Long Branch and later decommissioned, the brick building having served since as an oversized trainmen's convenience. As in the case of the reactivated Russell Substation (Queen St. East and Greenwood Ave.), the retention of an apparently surplus asset has proven to be an ultimate economy.

- Bay T.C. Changes During Harbourfront LRT Construction--The initial phase of Harbourfront LRT construction will begin in September, requiring removal of trolley coach overhead between Front St. and Queen's Quay. One lane of Bay St. in each direction will be maintained during this initial construction phase. Subsequently, this section of Bay will be completely closed to traffic for approximately 11 months. As long as Bay St. remains open to traffic, the section of the Bay (6) trolley coach route south of Front St. will be replaced by diesel bus service operating over the regular routing, and the Spadina (77B-Bay via Queen's Quay) route will continue to operate on its regular routing. Upon full closure of this section of Bay, or sooner (if traffic congestion on Bay results in a significant deterioration in transit service reliability) the Harbourfront shuttle diesel bus service would operate from Union Station as a clockwise loop via Front St., Yonge St., Queen's Quay West, York St. and Front St. The Spadina (77B) bus service will be rerouted to operate via Queen's Quay, Freeland St., Harbour St., Jarvis St. and Queen's Quay. In the meantime, the Bay t.c. route will have a split service during peak hours,

with half of the coaches from the north turning back at the Edward-Elizabeth-Elm short turn loop. This recognizes the higher level of ridership in the College to Bloor section of the route, much of which is associated with the Provincial Government buildings in the College to Wellesley area. The operating headways on the various services affected by the changes will be as listed in the following table.

ROAD SECTION (Route)	OPERATING PERIOD				
	AM PEAK	MIDDAY	PM PEAK	EARLY EVE..	LATE EVE.
Bay St. (Bloor St. - Dundas St.) (Bay (6) T.C.)	1-15	5-00	2-20	20-00	20-00
Bay St. (Dundas St. - Front St.)* (Bay (6) T.C.)	2-30	5-00	4-40	20-00	20-00
Yonge St. (Front St. - Queen's Quay) (Harbourfront Shuttle Bus)**	5-00	5-00	5-00	20-00	20-00
Queen's Quay (Yonge St. - Jarvis St.) (Spadina (77B) Bus)	8-40	14-00	14-00	15-00	20-00

\* Proposed service design includes short-turn at Dundas Street to provide service commensurate with demand and to improve service reliability

\*\* Operates via Front St., Yonge St., Queen's Quay and York St.

• TTC BAY trolley coaches were cut back to the short turn loop at Front Street effective Sunday, September 6,

• The Commission authorized the disposal of 30 more out of service PCC cars at its August 18 meeting. This would leave a total of 92 such cars on the system; as of the cited date, 76 cars were classified as active.

• At the aforementioned meeting, the Commission also awarded Harbourfront LRT line construction contracts R1-1 (Structural-Union Station Loop to Lake Shore Blvd.) and R1-3, Option B (Structural-Lake Shore Blvd. to Queen's Quay, with the portal located "around the corner" on Queen's Quay) to Giuseppe Torno Engineering Inc. The total amount of the contracts is \$23,904,000.

• The TTC has awarded a contract to Ecolaire Canada Ltd. of Kitchener, Ont. for the supply of two self-propelled electric flatcars at a total contract price of \$237,492. At present, the Commission uses two motored and two non-motored flatcars for carrying materials used in subway track maintenance. The capacity of these four units has been found inadequate to meet the needs of ongoing subway track work programs. As a result, the Plant Dept. does not have enough flexibility in scheduling the work and, on occasion, some of its programs have had to be delayed. To avoid a general degradation of subway track quality, the new units, to be numbered RT-28 and RT-29, will be added to the subway service car fleet, with delivery expected for mid-1988.

• The Commission, at its meeting of July 25, 1979, approved the commencement of a program to upgrade Transportation Dept. traffic offices. Since that time, the Davenport, Lansdowne and Russell traffic offices have been renovated. It is proposed to continue this program with the upgrading of Roncesvalles Division traffic office, with construction to begin this month and be completed by spring, 1988. The existing traffic office was constructed in 1923, and the accommodations are considered to be below today's office standards, as is the general layout. Over the years various operational changes, such as the exact fare policy, have changed procedures and requirements, and the increasing number of female Operators and staff has created a need for separate washroom facilities. All of the older Commission divisions and shops were designed solely for male staff. CIS is scheduled for implementation at Roncesvalles traffic office to cover all streetcar operations (Roncesvalles and Russell Divisions). A computer room, display console room and backup power facilities must be constructed to accommodate CIS. These various requirements make it necessary to add a second floor, install a mezzanine and completely rebuild the basement and main floor of the existing building. The Transportation office operations will be moved into temporary trailers (not Harvey trailers!) in Roncesvalles Yard during the renovations. Included in the work will be the replacement of the existing old oil fired boiler in the basement with a new natural gas fired boiler. The low bid, submitted by Decon Developments Ltd. in the amount of \$1,257,000 was that accepted.

• The Commission has approved, at no cost to itself, the required modifications to the existing north wall of Finch Subway Station at mezzanine level to accommodate a proposed 280 foot long pedestrian connection from the Place Nouveau development at 5775 Yonge St. The proposed connection will provide a safe and convenient method of separating pedestrians from the bus traffic entering and exiting the GO Transit York Region Bus Terminal directly north of Finch Station.

• Ray Corley reports that PCC Training Car 4504 (see note in July issue) was retired for disposal in October, 1985 and subsequently stored indoors at St. Clair Carhouse, as it was operable. It was moved outside, with the pole removed, on June 8, 1987, just three days before the June 11 observation reported in the July issue. Trolley coach 9223 (observed on the same occasion) was the last of 11 such vehicles not licenced in 1987, stored (10 at St. Clair and one at Lansdowne), and then progressively stripped at Hillcrest commencing in April and now stored at Wilson Division. The numbers of the retired coaches are as follows: 9204, 9205, 9220, 9223, 9234, 9237, 9238, 9251, 9262, 9305, 9320.

• **NORTH YORK CENTRE STATION**--The first TTC station to be constructed on an operating subway line, the blue and white-finished North York Centre Station, opened on the Yonge Subway Northern Extension on Thursday, June 18. The facility provides a rapid transit link with the North York City Hall, Central Library, Senior Citizens Building, Memorial Community Hall, Novotel Hotel, and soon-to-be-completed Civic Square. The station project, begun in September 1985, was completed on schedule at a cost of \$19.9 million, \$5.1 million under budget. It is a side platform facility with a mezzanine and three entrances: two on the west side into adjoining office buildings and a third on the east side, on Princess Ave.

Before the first revenue passengers passed through the station, an opening ceremony was held involving Municipal, Provincial and TTC officials and other guests. The event was honoured by



the attendance of American Public Transit Association Chairman Reba Malone, and Executive Vice-President Jack Gilstrap.

In his remarks, TTC Chairman Jeffery Lyons said, in part: "Welcome to 'The Better Way to the City With Heart'...I would like to say that there has been a lot of heart and a lot of hard work put into this project. Like any special achievement, the completion of this 60th subway station in the TTC system would not have been possible without the commitment and financial support of our partners in moving people, the Province of Ontario and Metro Toronto."

Various innovative construction techniques were used, with most of the work having been performed during subway operating hours. The first step was to excavate to the depth of the tunnel floor on each side of the existing box tunnel structure, digging out to the final width of the station platforms located on each side of the tracks. Then, the invert slabs to support the platforms were poured, followed by the exterior walls up to the top of the future mezzanine.

The next operation involved pouring the mezzanine floor. Later, the existing tunnel roofs were attached to the floor with epoxy anchors. With the roofs thus secured, the tunnel walls could be cut away. The walls, an average 28 inches thick, were cut with hydraulic saws having 72-inch diameter blades. The walls were cut into 10-foot square sections and hoisted up to street level for disposal. Pouring of the station platforms was then completed. Yonge Street was decked over during part of the construction period.

• YONGE SUBWAY CAPACITY INCREASE STUDY--The TTC's Engineering and Construction Branch has commenced a study to examine the potential for increasing the capacity of the Yonge-University-Spadina Subway from its current 34,000 passengers per hour to approximately 45,000 per hour per direction. When the original section of the Yonge Subway was constructed in the early '50's, it was designed to operate at two minute headways, and stations were designed for loading that could be reasonably forecast at that time. While the design capacity has served well over the years, subway ridership has continued to increase and portions of the line are now operating near maximum capacity. One of the major problems is the very large number of passengers using Bloor Station. The general congestion has resulted in an extended dwell time while the transfer between the two subway lines takes place. The extended dwell time delays train operation, adding to the platform loads, and has forced headways to widen beyond the design time of two minutes.

One solution to the problem is the construction of a parallel subway to divert passengers from the Yonge line. This is the main purpose of the proposed Downtown ("Relief") Rapid Transit line, identified in Network 2011. Pending the Relief Line, it is hoped that an incremental improvement in the capacity of the Yonge Subway, together with downtown LRT improvements, can relieve the existing subway congestion.

The incremental improvement now being studied is to improve the capacity of the existing operation by decreasing headways. Among the areas to be studied are: modifications to key stations to accelerate passenger movement; improvements in train performance; changes to the signal system that would allow closer headways without sacrificing safety, and improvements to the track system. The latter will include investigation of track and signal changes at Finch and Wilson terminals to allow faster turnaround time; determining the improvements required to the traction power system to provide the increased power requirements; and cost estimates and evaluation of the various alternatives. It will also involve analysis of certain aspects of the operation of other rapid transit systems to determine whether they can be adapted to the Toronto operation. The study is expected to take until the end of 1987 to complete, at an estimated cost of \$300,000.

-above two items from TTC "Coupler"

# Notes from Ottawa

by  
J.M. Harry Dodsworth

I often comment on unusual VIA operations; for a change, here is a list of power on all trains (excepting No. 30) on an arbitrarily selected day (Wednesday, August 5). It was a very ordinary day: all LRC turns were filled by LRCs and only two trains were late by VIA's standards (No. 40, 24 minutes and No. 2, 30 minutes).

Train 48/49: 6771. 31/32, 6924. 1, 6519. 40/34, 6923. 33/43, 6902. 44/36, 6921. 35/45, 6912. 37, 6908. 2, 6767. 46, 6927.

Fortunately for trainwatchers, if not for VIA, not all days are so uneventful and here are some unusual movements: on at least three occasions in the week ending July 25, a CP unit assisted on Train 2. On July 22, 4223 was dropped at Ottawa; CP sent the local via Ottawa Station on July 23 to pick it up. Also on July 23, Train 33 (LRC 6918) failed en route from Montreal and had to be brought to Ottawa by CN C424 3213, which later took the disabled train back to Montreal; VIA sent an extra LRC trainset and finally Train 43 left for Toronto at 1652 instead of 1330.

--On August 3, F40 6406 on Train 36 suffered partial electrical power loss at departure time (1730). Finally, the passengers left by bus at 1825 and the empty train, at reduced power and no hotel power, left at 1840. This is the first F40 failure that I have observed.

--On August 4, Train 1 included sleeper DEEP RIVER (ex-Florida East Coast BAHAMIAN), replacing a CHATEAU car; it worked back on Train 2 on August 11.

--On August 6, CN freight 338 had units 2010, 2339 and 1344 and two cabooses.

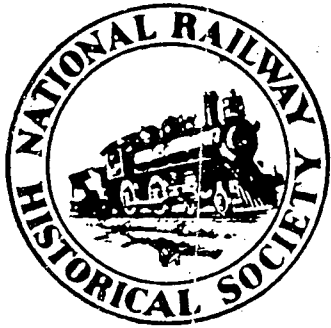
--VIA's open end business car No. 5 left Ottawa on August 12, possibly for withdrawal.

--On August 13, CN freight 338 had units 9623, 9508, 9462, 3532.

--On August 15, CP 4205 assisted on Train 2. On August 16, CP 5519 led on No. 2 into Ottawa, where it was replaced by CN 3568--the train engine was 6786. VIA was short a unit on the 16th as 6761 piloted LRC 6920 on Train 37 and was used on No. 49. CN 3568 piloted 6910 back to Ottawa

on Train 37 on Aug. 17.

--On August 22, Train 46 apparently had trouble as, although it had two power units for four cars, it was piloted by CN 9594.



# CONVENTION '87

by Kevin G. Mugridge

## Part 1

The 1987 NRHS Convention was scheduled to be held in Roanoke, Va., home of the N&W. Their 'J' class 4-8-4, 611, had already been steaming around the countryside for the past several years, showing her beauty and strength over the rails of the former Wabash and Nickel Plate as well as her own N&W. The N&W gave way to the NS and 611 had greater territory to roam, showing all who came to see just what a modern coal burning steam locomotive could do even after being put out to pasture in a park.

To add to the excitement for the Convention, a contemporary of 611, Class A 2-6-6-4 1218 was taken to the Southern's shops in Birmingham, Alabama for reconditioning. Trials early this year showed that this veteran was capable of all the speed and stamina with which she was built, even after years of neglect.

Thus the stage was set for an unprecedented third Convention in Roanoke. Buffalo and Roanoke have each hosted two. A special train from the Washington, D.C. area using both the former Southern and N&W lines as a means of getting to Roanoke was scheduled. The classic green and gold FP7s of the former Southern Ry. were to be used on this run, which would include much freight only trackage of both the SRY and N&W. Other Convention trips would include a trip up to Bluefield and return via the former Virginian Ry, and a terminals tour which would include equipment displays and the Best Friend of Charleston, a Radford run where the 611 would meet the 1218 on the road, hauling a coal train, and then doublehead back to Roanoke with it.

The finale was to be a trip back to the Washington area behind double headed steam out of Roanoke with the steam short turning at Lynchburg and running a part of the train back to Roanoke. The Washington section would be running behind diesels the remainder of the way.

To get revenge for the War of Northern Aggression (Civil War), the registration cards for anyone north of the Mason Dixon Line were held until the last possible minute. When mine arrived I quickly indicated my choices and sent the coupon back to the convention headquarters with the hope that my requests could be filled. I didn't get all of my requests. The Hotel Roanoke, Convention Headquarters, was filled, and 1st Class space on the inbound special was all filled as well.

The next step was the Apollo at the local travel agency. A quick check got me the response that there was the availability of one Type 0 accommodation, a Slumbercoach double room on the LAKESHORE, which I quickly booked. The next inquiry told me that on Train 30, the CAPITOL LIMITED, I would have to settle for roomettes for John Marriott and myself to Washington. President Reagan tries to convince Americans that no one uses trains, but here, almost two months before the departure date, I was having trouble getting the space I wanted.

The CAPITOL carries a dome as in the days of old, and under its new schedule where it runs as a separate train all the way rather than as a portion of the BROADWAY to Pittsburgh. The line from Pittsburgh to Washington is covered in the daylight.

After the Convention, John and I were to lay over in Washington and take the YANKEE CLIPPER to Penn Station. New York City and finally the NIAGARA RAINBOW back up to Buffalo. With the new All-1 fare on Amtrak this was \$159 plus accommodation charges. We could have gone to New Orleans and then on to Washington from there, if we had the time, for the same basic fare.

Neither John nor I had ridden any Superliner equipment, so rather than just a short sample between Chicago and Milwaukee, we were able to get space to St. Paul and return for a better sample. An All-2 fare was set up to include this 800 mile-plus addition. While it was more than the one way plus \$7 fare which had been in effect up until July 1, it was still \$40 cheaper than the normal round trip fare.

0344 a.m. is the middle of the night for anybody, but this Sunday morning John and I were at the Depew (Buffalo suburb) Amshack awaiting the arrival of No. 49, the LAKESHORE. The train arrival board showed the train to be 20 minutes late, but that turned out to be the information from the previous night, which was changed as the train passed Batavia when the train was listed as 10 minutes late. The arrival of the LAKESHORE came over our scanner from the dragging equipment detector in Lancaster, N.Y., a few miles east of Depew. "Conrail, Lancaster, New York, milepost 427, track 2, no dragging equipment", from the talking dragger with the answer "Amtrak Train 49, Lancaster, N.Y., no dragging equipment", told us that the LAKESHORE was due.

Two Amtrak FP40s were on the head end of our train, followed by the Boston section, including a Heritage 10-6 sleeper, Amcoaches and an Amdinette. Here the New York City section was spliced in, starting with a Heritage diner, and Amcafe, more Amcoaches, a Slumber Coach, the New York 10-6 sleeper and the deluxe Ambaggage-dormitory car.

While we were awaiting the arrival of the train, we had been treated to a real natural light show, as lightning bolts punctured the leaden sky above. A few drops of rain were falling as the train arrived but it politely waited for us to depart before drenching the area. Our double Slumbercoach room was ample for us in our tired condition and before reaching Angola, N.Y., west of Buffalo, I was sound asleep even with the wild display of lightning out over the lake and the rain lashing at the side of the car.

Our stop at Cleveland woke me up; not so much the stop, but the lack of motion. The Amstation is just west of where I-90 swings away from the lake and heads through downtown. There was a good exchange of passengers and soon we were roaring through the rolling five foot hills of Western Ohio.

Toledo was reached with about the same 10 minutes down as the train had been at Buffalo. A long station stop here is used to service the train but we were not able to get out ahead of schedule. A Conrail freight, BUEL, finally got past us as we were in the station. This was my first time in the new (1949) Toledo Union Station. The last time I was there it had a sign at the end of the tracks saying "Please don't judge Toledo by its Union Station." (Please don't judge Toledo by the people who were born there, e.g., your NEWSLETTER Editor). The station was built as passenger service disappeared so much of the space is used for service and maintenance purposes.

John and I got our space for breakfast just before Toledo so we were eating while the servicing was going on. While the menu has limited choices, the meals are well presented, with the eggs done to your choice. Home fried potatoes and toast were included with the egg selections. Bacon and sausages were also available. Alternates of French toast or pancakes rounded out the menu. Lighter selections of only one egg, or cereal and toast were offered. Grits are available in place of potatoes on some trains. The brown paper table cloths kept me looking for the Super-Duper or Tops (Buffalo area supermarkets--Ed.) imprint on them. The tableware was stainless steel but the "China" was Georgia-Pacific Paper Co. Fiesta pattern. Paper dinner napkins completed the ambience. The food was a cut or two above airplane chow.

The station at South Bend, Indiana is at Bendix, a western suburb, where the South Shore formerly went into the street on its way downtown. It is a joint Amtrak/South Shore station. A single car of the latter passed us eastbound into the station shortly after we pulled out.

At Elkhart, site of large freight classification yards, and the Indiana Harbor Belt connects, NYC Mohawk (4-8-2) 3001 sits awaiting restoration work, along with some other equipment. Here we saw our first western trains, with the C&NW using the yard.

At Whiting/Hammond, Indiana, we took the former PRR line into Chicago Union Station. Much of the track here has been rationalized and removed. Bridges are shared and interlockings automated. At Englewood you have to look sharply to see the once famous raceway between the NYC and PRR. After crossing the Chicago River, the train swings west onto the BN and backs into the station. This put our car very near the unloading spot. Here, we checked most of our luggage, taking only the essentials for the trip to Minneapolis-St. Paul.

Chicago Union Station has all the charm of Washington Union, with the efficient crowd handling of Montreal Central Station. While I often rankle at the crowd control in Toronto, it is far more orderly and efficient than what we had here. For those of you who have never been to Chicago Union Station, it is essentially two stub end commuter stations back to back with two through tracks on the north side. The Milwaukee used the west side of the station while the CB&Q held down most of the space on the other side. Both the Q and MILW ran extensive commuter service. Only one of the two through tracks has a platform, so their use is limited.

Amtrak uses about two tracks on the west side and four on the east, along with the one run-through track with a platform. Schedules are not always taken into consideration for the arrival and departure patterns. A prime example was the arrival of the NICOLETTE from Milwaukee on the track next to the through track, sharing the same platform. Boarding passengers were delayed until the arriving passengers could get off the platform and out of the way. Eight other tracks sat empty which could have held the bilevel arrival from Milwaukee.

The north/west bound EMPIRE BUILDER had two FP40s, two headend cars including a new Ambox, a coach/dorm from the EL CAPITAN, a Superliner sleeper, coach, coach/baggage, diner; sightseer lounge, coach/baggage, coach and sleeper. The difference between the coach/baggage and coach is that in place of the lower level seats there is a baggage compartment. The sightseer lounge has a takeout counter and tables on the lower level along with restrooms. All of the other cars, other than the diner, have washrooms only on the lower level. Unless you have a Deluxe Room in the sleeper, you must use the stairs. The train carries the numbers 7/27 or 8/28 to designate the fact that it is both a Seattle and a Portland train. The diner goes to Seattle while the lounge goes to Portland. One sleeper and two coaches round out the train to each city.

Upon leaving the trainshed, the tracks swing under the C&NW and head west before the grade crossing of the C&NW's westbound mains at Western Ave. Here in the coach yard we caught a glimpse of the C&NW's official train complete with super dome. All were resplendent in the yellow and green livery.

There is no need for the 90 mph restriction at Rondout, as the train is limited to 79 mph. The overhead crossing of the CNS&M (North Shore Line) is barely visible here. By now, John and I were underwhelmed with the Superliner equipment. It has its own peculiar front to back rocking motion along with some side to side rocking. While the MILW is not described as good track, even in locations having welded rail, the cars still did not give a good ride. Seat placement in the sightseer lounge was not designed with a railfan in mind. The seats are grouped for straight out viewing with little forward or rear vision. They are a great place to dump your kids to crawl about underfoot while you go back to your seat and sack out.

It was John's first trip on the MILW, so I tried to point out various rail points of interest. With the nation's favourite flower, the concrete cloverleaf, springing up more and more frequently, a great number of former rail points are obliterated. I was able to point out where the C&NW's line to their passenger station swung off and how the Milw's passenger line continued a

few blocks further north from the 'new' station, opened in the mid-1960s. In the Amtrak (ex-MILW) station there were many private cars stored for their various owners.

The MILW shop complex in the river valley was a sad sight, as much of it was gone along with the adjacent yards. The 'Beer Line' was being serviced as we roared by to cut westward across Wisconsin through The Dells to the Mississippi at LaCrosse. While one usually thinks of Wisconsin as an extension of the farmlands of Illinois, it does offer some more interesting river valleys and rock cuts. There is even a tunnel shared with the C&NW, at Tunnel City.

After dropping to river level and crossing the 'Q' at Grand Crossing in LaCrosse, we passed over the Mississippi and followed its west bank most of the way into the Twin Cities. Even though this was Sunday, freight traffic was very good; about every 20 minutes, we passed one. All had mixed MILW and Soo power. The MILW units are relettered Soo. Some have had their numbers changed, but not all. BN power was in use on some coal trains, as the Wisconsin Electric Power Co.'s contract calls for some portion of the traffic and motive power to be on the MILW.

We remained 20 minutes late just about all the way; this was due to the terminal confusion at Chicago. There were no delays along the way other than some double stopping at the smaller stations through Wisconsin. As the gloom of evening descended upon the train, the lounge was converted into a movie theatre with the showing of the movie FX on the two video monitors on board. The sound was deafening and the picture quality uneven. It was a good way to get rid of the kids of all ages, however.

John and I had our Am dinner just before dark. The diner featured the standard Am fare of chicken, seafood, steak and Lasagna. The featured cut of beef for the night was a rib eye steak. These are served with a salad, potatoes, garden vegetable and choice of beverage. Rice is available in place of potatoes for some selections. The cut of beef varies day by day. Only the steaks are cooked on the train. The rest of the food is nuked in a microwave or heated in a convection oven. We opted for the steaks since we had only nibbled for lunch. The salad was at best skimpy and quite unimaginative. Considering the large kitchen on the lower level, I had expected better things. The steaks were fairly good, cooked as they were ordered. The potato was a baked one with sour cream provided. John benefitted from my mushrooms and salad.

We recrossed the Mississippi to skirt Pig's Eye Yard and slowly roll past the former St. Paul Union Depot. I had been told that the new Amtrak station was between Minneapolis and St. Paul but I really did not expect it to be in Fargo, North Dakota. What took us 10 minutes by cab back to the area of SPUD took one hour by train. The new station is on yard trackage that seemed to have hand thrown switches all along the way. This may not be an accurate description since the Twin Cities had been hit by a deluge that caused some washouts; however, the station is not convenient to either city. Nevertheless, for a train each way every day, it is more than adequate. It is a two storey building about four times the size of the Depew, N.Y. station. Much of the space is used for crew and servicing, but the passenger waiting room itself is larger than the entire Depew station.

We cabbied it to our hotel and crashed for the next six hours. I will admit that the cab driver was a fugitive from the Dayton 400 but the train did take a long time in getting to the station. A call in the morning to check if the train was on time yielded a recording that the station would not open until 6:30 a.m. The eastbound BUILDER was probably sitting in the station while I was listening to the recording, for when we arrived, servicing was nearly complete. The consist was a carbon copy of the westbound one, even to the ex-El CAPITAN coach/dorm behind the head end.

John and I headed for the diner for breakfast after putting our carryon luggage in the coach behind the sightseer lounge. Like the Holiday Inns, there were no surprises. The standard Amenu was in effect. We ate as the train rocked and rolled down the industrial trackage to St. Paul and down past Pig's Eye Yard, all of which had been covered in darkness the previous night. Signs of washouts on recent highway construction and a damaged bridge reduced to one lane across the Mississippi gave mute evidence to the furor of the storm that had hit prior to our arrival. As we progressed down the Mississippi, freight traffic was still at a high level. Our scanners easily picked up the BN across the river from us where crews were working to clear up fallen trees and other damage. We ran wrong track for some of the way due to inoperable power switches at Grand Crossing.

The train was pretty well sold out, as were all of the previous ones that we had been on. The agent at each station stop would radio the conductor to see how many tickets he could sell on the train. No provisions were made for the Twin Cities-Chicago traffic in the form of a local coach. Equipment is scarce, especially in the summer, but a transition coach would allow Amfleet equipment to be utilized in local service. As we had to double stop most stations and had lost time in getting out of the Twin Cities, we gradually got later and later. The schedule does not allow much padding for on time arrivals.

We moved right along at track speed, 79 mph in most places, and rocked and pitched accordingly. I collected an Ambruisse trying to walk through the lounge. In exploring the train we were disappointed in the riding qualities of all the types of Superliner cars. The straight coach seemed to ride the best. The ex-AT&SF car had a different motion to it and was noisier than the other cars; all in all, not a set of equipment for the elderly or handicapped.

Milwaukee was reached and we spotted the bridge where the CNS&M went overhead. Freight traffic here was heavier than further west, with the various connecting trains departing from the Chicago yards. The MILW uses C&NW tracks to reach their yards from the north.

We arrived on the one through track without any local interference. Our luggage was reclaimed and sent off to the CAPITOL LIMITED, and John and I retired to the top of the Sears Tower to watch the evening's rush hour from that vantage point. We saw what we thought to be the CAPITOL being backed into Union Station with a foreign looking car on the rear. Later, when we were in the station, it turned out to be the PANAMA LIMITED with the ICG's private car on the rear.

With a bare 10 minutes to spare, the CAPITOL was finally backed into place, also on the one

through track, and we claimed our roomettes on the tail end car, a Heritage Series 10-6. Our luggage arrived and the Car Attendant briefed us on the various amenities of First Class travel by Amtrak. Our package of stationery and Trax Snax awaited us, along with the proper schedule for the train. She informed us that the Dining Car Steward would issue us with vouchers for all three meals on the trip.

The Train Service Chief came on the P.A. to tell us that the diner would be open shortly, the delay having been due to its having no power until it reached the station, and that it would be serving dinner as soon as possible. She outlined the train's features, including the dome coach and the full lounge car. A later investigation showed that the full lounge was one of the Pub Cars from the MONTREALER, complete with piano but no player. Dinner was served slowly, as the car had only one cook in the kitchen and it was a full 48 seat diner. This meal was the best of the trip, as the cook fielded a much better salad than we had seen before. The cut of beef for the night was short ribs, of which we both partook. It was a cut above what we had come to expect.

The former PRR was the route to Pittsburgh. We were still in the diner at Fort Wayne, running on a pile of 401 forms giving us permission to use certain sections of track and to pass various signals that were out of order. We saw no freights on this part of the line. Sleep came easily and I awoke to see a coil steel train leaving Conway Yard, Pittsburgh behind four SDs with three more pushing to get it out of town. We were about a half hour late at Pittsburgh, having lost time during the night. Servicing was completed as quickly as possible. We lost a significant portion of the passengers here.

The transfer to the B&O took place very easily, from the CTC of Conrail to the CTC of the former B&O. We passed two PAT commuter trains on our way, and finally started our windings through the various river valleys on our way to Cumberland. A great deal of track work was in progress, with welded rail being put in place and tracks signalled in both directions. Switch tenders were located at the places where there were two tracks in service, to speed the flow of traffic. The radio crackled with the Pittsburgh Dispatcher issuing manual block clearances for us, for work trains and for freight traffic. We were walked by a number of work trains and stopped once for a high reading on the trailing truck of the car ahead of us, also a 10-6 Heritage sleeper.

The descent of Sand Patch grade was worth the price of admission alone. Three piggyback trains sat westbound on the grade waiting for us to pass as we wound down the hill. At the base, another mixed freight awaited our arrival and the Cumberland yards had several waiting freights also. At Viaduct Junction, where the St. Louis line swings in, a Sperry car was waiting to follow us into the yards.

From Chicago, this all had been new track for me, on both the B&O and PRR, but now I was qualified since I had ridden Cumberland to Harper's Ferry several times as well as Harper's Ferry to both Washington and Baltimore by both the old main and the new route.

We started to pick up the Washington Metro (subway) near Gaithersburg and followed it most of the way into Union Station. At Ivy City we swung east onto the Corridor and backed into the station, putting us nearest the end of the platform. We cabbed to our hotel and rode Metro over to the Smithsonian, where we became educated about the state of the Universe in the Air and Space Museum. We had a late dinner in our hotel and got a good night's sleep in preparation for the reason we came, the Convention.

Our inbound CONVENTION SPECIAL was to leave from the Amtrak station in Alexandria, Va., convenient to a Metro stop and a brief cab ride away from Washington. As we had our luggage, John and I cabbed it over, passing the hordes of inbound traffic on the various parkways and expressways. The only thing moving at speed was Metro. We arrived in sufficient time to look quickly over the train and get seats in an air conditioned car in steerage. We were forced into the "cheap seats" by lack of First Class space.

Today's trip was to head out on the ex-Southern main line as far as Manassas, Va., a distance of 32.6 miles. The line was built as the Orange and Alexandria in 1851. En route, at milepost 28, we were to cross over a small stream known as Bull Run. The railway bridge here was burnt and rebuilt seven times during the Civil War. The three green and gold FP7s, ex-Southern, were in charge of the train. The first two were elephant style, while the third faced the train. They had no trouble hauling the train over the slightly rolling line. The consist was a mixture of air conditioned cars, both N&W and SRY, and open window cars. Many were familiar to us, since they are commonly used by the NS for its steam excursions.

At Manassas we were to swing north-west up the former SRY Harrisonburg line for the 51 miles to Riverton Junction, the crossing of the N&W's Shenandoah Division to Hagerstown. This line has been freight only for many years. From previous descriptions, I feel that it has been upgraded at least as far as the Junction with relay welded rail. The special had no trouble keeping up speed along the route.

The connection at Riverton Jct. is from the SR westbound to the N&W southbound, the direction we were taking. Checking a 1946 N&W schedule, of the two daily passenger trains on this line, I found that only one went into Front Royal. A newer N&W station, located on the railway's side of the river, but out of the main part of town, was the probable reason. The Blue Ridge Parkway starts here and follows the mountain tops down the valley. The railway line follows the valley with a few descents southbound. There is a short grade for northbounds out of Ingram, M.P. 102 (from Hagerstown). Luray, home of the famous caverns, is at M.P. 105. The entire Shenandoah Division was immortalized by O. Winston Link in the late 1950s with his night photographs of N&W steam on the line. Many of the landmarks in his pictures are now gone, along with the steam.

At Shenandoah, the division point, a service stop was made to water the cars. Several freights waited here to go north. The servicing was nearly completed when the fire department got a fire call and had to rush off.

Economic growth was evident in the lower Shenandoah Valley as we passed a new Coor's plant and a new Hershey plant. At Lofton we crested the high point of the line, 1796 ft., having climbed from 945 ft. at Shenandoah. Here we left the Great Valley of Virginia and entered the Upper



James River Valley. The C&O's James River line passes us on the north side of the river. Twenty miles or so brings us out of the James River Valley as we crest the summit near Buchanan and move down the Roanoke Valley and on into the Roanoke Passenger Station, designed by Raymond Loewy for the N&W.

The shuttle buses were at trackside as we backed into a remaining platform track, and I got my first look in more than 25 years at what was left of Roanoke. Highway piers were all over and new 12 storey skyscrapers dominated the skyline. Many of the warehouses and freight forwarding establishments had given way to parking lots and new buildings. Our Holiday Inn was a few blocks inland from the station, out near the crossing of two major highways and the new Civic Center. The hotel was a typical no surprise establishment.

## Conclusion Next Issue



04915

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The Belfast and Moosehead Lake Railroad is an old, established short line owned by the City of Belfast, Maine, connecting Belfast to the Maine Central at Burnham Junction. As part of an effort to make Belfast a tourist centre, the railroad organized passenger excursions this summer. They are run on summer Tuesdays and Thursdays and fall weekends, at a fare of \$9. Equipment used is a windowless Pullman fitted with picnic tables and ex-Amtrak Budd 5680 (ex-NYC) with a couple of windows removed, hauled by B&ML GE 70-tonner No. 53. I rode the line recently; the train left Belfast at 1300 and reached Brooks (14 miles) in about an hour. The Brooks depot has been turned into a small railway museum. The engine ran around the train and, after about half an hour, the train returned. The missing windows led to strong diesel fumes on the return journey. Most passengers seemed either to be taking children for a first rail trip, or riding for nostalgia.

--J.M. Harry Dodsworth

### AN HOUR AT DORVAL

Having an hour to spare at Dorval (suburban Montreal) on Monday, August 3, I decided to see what was moving. Adequate trackside parking is available at the VIA-CN station overlooking both the CN and CP tracks.

The first train was No. 33 to Ottawa (1118): FP9 6507 and five cars instead of the expected LRC. Then, LRC 63 to Toronto left about eight minutes late (6909 and 6900 and nine cars--the consist had apparently been lengthened as seven cars were dirty and two clean). Before this left, a westbound CP freight with eight units passed (5557, 4567, B&O 3720, 3717, CP 4550, 4733, 4724, 4732). This included a number of shortline boxcars: some of them were familiar to me (Ashley, Drew & Northern, Terminal Docks of Alabama), while others sent me to the Official Equipment Register (MSDR: Mississippi Delta R.R.; TOE: Texas, Oklahoma & Eastern; EACH: East Camden and Highland). Ahead of the caboose was crane 414210. At 1140, eastbound STCUM FP9 1303 and four bilevel cars paused at the CP station. Train 32 from Ottawa arrived at noon with F40 6415 and three LRC cars. LRC Train 60 from Toronto came in at 1223, 19 minutes down. STCUM 1303 passed westbound at 1234 (the consist shuttles between Dorion and downtown all day) and LRC Train 65 left at 1304 for Ottawa.

The planned hour stretched into two, which seems typical for trainwatching. Another railfan told me that the best time to see freights is in the morning from 0530 onwards.

--J.M. Harry Dodsworth

--BC Rail has purchased eight SD40-2s from the Shamrock Coal Co. of Corbin, Kentucky, bringing the railway's diesel fleet to 116 units. The additions arrived lettered Oneida and Western, and numbered 9950-9957. It is expected that the 1979-built units will carry BCR nos. 743-750. The "new" power is in addition to seven SD40-2s bought from Kennecott Copper in December, 1986. The Shamrock units have been purchased outright, while the Kennecott locomotives are on a 10-year lease-to-own arrangement.

--PCD, CRHA "Sandhouse"

--BCR S13s 1001-1003 have been renumbered 501-503.

--PCD, CRHA "Sandhouse"

--Ex-BCR RS3 561, owned by the West Coast Railway Association, has been restored by BCR's Squamish Shops to its Pacific Great Eastern Ry. appearance. WCRA hopes to operate the unit on its planned museum trackage in Squamish, just west of the BCR line.

--PCD, CRHA "Sandhouse"

--A visit to Oshawa, Ontario on September 5 revealed that CP's station, near Mill and Simcoe Streets, is still standing, but abandonment has taken place. The windows are boarded up and the building is in derelict condition. Photographers would be urged to get there before the wrecking crew does! The last passenger train went through here over 20 years ago.

# BOOK REVIEWS

1

The Story of the B.C. Electric Railway Company by Henry Ewert

Published 1986 by Whitecap Books Ltd., 1086 West 3rd St., North Vancouver, B.C. V7P 3J6, price Cdn. \$39.95 post paid (U.S.A. \$29.95). Hardbound ISBN 0-920629-54-X, 8 1/2"x11", dust jacket, 336 pages, 277 photos, 19 maps (including endsheets), acknowledgements, bibliography, all time rail car roster, sign roll lists, 31 company car diagrams plus five partial diagrams and 43 floor plans, four very detailed interurban car drawings.

Reviewed by John D. Knowles

This book fills a longstanding gap in North American traction literature, being the first major work on Canada's important west coast electric rail system. The main topics are the former street railway systems in Vancouver and New Westminster and the contiguous interurban network, the separate small North Vancouver city system and, on Vancouver Island, the Victoria city system and the short lived Saanich interurban. Some supply railways to hydro-electric dam sites are also covered. This is a history of the rail system; comments on motor bus and trolley coach operations are limited to startups, conversions and co-ordinated services. Details of the rise and fall of the steam railways competing with the Chilliwack and Saanich interurbans are included chronologically. The story of the former interurban lines' continuation as diesel freight roads is covered throughout the recent years after acquisition of the power and transportation systems by the Province of British Columbia. The diesel locomotives of this more recent era are not shown in the rosters. The new Skytrain with linear induction motors and steerable axle trucks on the old Central Park interurban right-of-way is described.

Much of the text is chronological, with the year shown at the top of each page. This facilitates locating individual items of interest. City names are sometimes used as subheadings when the topic changes from one system to another in the yearly reviews.

The company was also the main integrated electric utility in its area. Construction of facilities which increased generating capacity are listed chronologically in the railway story, as are details of substation additions and betterments affecting the rail system. The previously mentioned construction railways for the hydro-electric generating stations are adequately covered.

Access to extensive company records has enabled Mr. Ewert to write a very detailed authoritative text. Route alterations, track extensions and abandonments are given in almost overwhelming detail. The book will undoubtedly prove very satisfactory to electric rail buffs with good knowledge of the urban and rural geography of the areas served.

There is a wide (2-1/8") margin beside the text; fortunately, photo widths are not similarly reduced. This margin is often occupied by photo captions or reproductions of printed matter. Some photos are printed in a sepia tone, and this is also extensively used as a background for sidebars, small statistical comparisons and reproductions of printed forms, tickets, transfers, etc. No other colour is used within the book.

The photographs include a great many views of cars in interesting street settings or on interurban trackage. Such pictures by nature tend to show car fronts better than the sides. After going through the book, the reviewer still had a desire to see many more large, well lit top quality roster shots of the varied, well maintained cars of this company from the 1930s on. There are a number of accident photos, but the well known triple pileup of Feb. 24, 1947 at Carrall Street Depot is not illustrated.

Regardless of the foregoing comment on roster shots, the wants of modellers have not been neglected, for an appendix includes 31 company car diagrams, five partial diagrams and 43 floor plans. The diagrams include sightseeing cars 123 and 124, "Stepless" car 500 and six express motors. Not included are the unusual octagonal cab flat pulling motors, the English Electric steeple cabs or any other locomotives, snow clearing cars or work cars. D.E. Reuss' four interurban car drawings are finely detailed works of art. The maps are also very good.

Major alterations and rebuilds of both city and interurban cars are adequately discussed in the text, including the alterations required for British Columbia's 1922 change from left to right hand rule of the road. However, the author does not seem to understand the steps in the manufacture of Canadian PCC cars (page 223). Car roster browsing is hampered by the use of a number code in the Builder column of the all-time roster, rather than initials.

The front cover of an employees' interurban timetable is included among many reproductions of company printed material, but not the timetable's interior pages, aside from the interesting interlocking rules for the Fraser River Bridge, shared with CNR and Great Northern. The text does include much detail on service changes on the interurban lines throughout the years.

Henry Ewert is to be strongly commended for writing and getting into print what is unquestionably the definitive account of BCER rail operations.

--Reprinted from the Ontario Electric Railway Historical Association's "RADIAL REPORT" with the permission of both its Editor and reviewer.

## 2

West of the Great Divide by Robert D. Turner (Sono Nis Press, 336 pages, \$39.95)

Reviewed by Bill Hart, Calgary Herald

Thousands of miles of track. Tunnels bored through solid rock. Gorges spanned. Rivers crossed. A political dream fulfilled. Robert Turner covers this and more in West of the Great Divide, his history of the Canadian Pacific Railway in British Columbia. But, the actual construction of the railroad is only a starting point for the B.C. historian. He also chronicles why certain routes were chosen over others and who paid for the National Dream in B.C.--and who didn't. In telling the tale, Turner shows how some things never change--nationalism was a key issue at the turn of the century when Canadian Pacific, expanding into southern B.C., faced stiff competition from American entrepreneurs pushing rail lines north from Idaho and Washington.

West of the Great Divide also offers a look at the day-to-day running of a railroad--juggling crews, keeping tracks clear of snow, passing messages, mail and passengers down the line--and how that routine changed as CP expanded and steam (locomotives) became more powerful, only to be replaced by diesels. That day-to-day chronicle serves to plot the decline of railroads in the 50s as the automobile replaced the Pullman car and 18 wheelers (trucks) replaced boxcars. Although obviously a railroad aficionado, Turner doesn't pass judgement on the cutbacks in rail service, but there's a definite wistful air as he describes that demise.

The pages of this book are divided vertically, with text on one side and photos and drawings on the other--very readable. Turner's writing style is relaxed and informative, his choice of pictures and illustrations a perfect accompaniment. It's a pity that high school history books weren't this interesting.

(The reader should be cautioned that the foregoing review is that of a layman, not a rail enthusiast; one of the latter might see the book (or some aspects of it) differently. If any member or NEWSLETTER reader wishes to submit his own review of this work, we will print it as a parallel review.--Ed.).

--review forwarded by M.F. Jones

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TRAIN SPOTTING IN CALGARY -- THE EASY WAY by M.F. Jones

I have a favourite downtown train watching position, for anyone visiting Calgary on the fly. Located just west of the VIA station on 9 Ave. SW, it is easily accessible, with plenty of (commercial) parking nearby. I usually take myself close to the washrack, located between 6 and 7 St. SW. All mainline trains pass this spot westward; unhindered views may be taken both ways. Westerly views are best taken in the afternoon. First thing out of the station (the average time this summer has been around 1545), No. 1, the CANADIAN hits the washrack for 20 minutes and emerges glistening. An excellent shot of the train can also be taken by 11 St. SW, just a little further up the line, as locomotives usually have their ditch lights on by then. Most freights average 150 cars of coal, potash or sulphur; sometimes they are COFC/TOFC or just plain mixed consist.

VIA trains now all have an F40PH-2 at the head end, followed by an FPB unit, with a steam generator in the winter. The F40s are starting to show a little dirt around the nose but otherwise look absolutely great with, for the larger part of the time, an all stainless steel consist.

On June 17, No. 1 was late and I observed the following: VIA 6410, 6634, 605 (baggage), 123 (coach), 3232 (coach in blue/yellow), Skyline 504, sleepers DRUMMOND MANOR, BUTLER MANOR, BRANT MANOR, diner KENT, sleepers ELGIN MANOR, CHATEAU MAISONNEUVE, CHATEAU LAVAL, BLISS MANOR, CRAIG MANOR and, bringing up the markers, ASSINIBOINE PARK. The train entered the washrack at 1845 and left at 1900. The washrack is generally manned by a crew of two, one on each side. Nylon roller brushes wash the train as it advances but the domes must be washed by hand, with the consist braking momentarily. When work is completed, the walkways (used by the wash crew) are folded, roller brushes secured and nozzles folded in. Freights generally go through the washrack also, as an overflow move on the main line. They never receive the wash treatment for obvious reasons. Dwarf signals just west of the washrack govern westbound movements; the line is mostly single track for quite a distance out of the yard westbound, for several miles as a fact, with trains hugging a shore of the Bow River. Some of this mileage makes for spectacular rail-side photography as well.

A month later, on July 14, my railside observation at the same spot (by the washrack, west of Gulf Canada Square) yielded virtually the same consist except for VIA 6405, 6631 as motive power, Skyline 507 midtrain and KOKANEE PARK at the rear. On July 21, VIA 6408 and 6652 were at the head end westbound on the CANADIAN at 1445. My luck was not with me, as I left, only to witness No. 2 eastbound just entering the area at 1450. Freight observations have also been plentiful. On Friday, June 19, I observed the following at 1812, direction not noted: CP 5818, 5965, 5748 (in very clean EXPO 86 colours), 5848, 5665 and Robot 1025. What a lashup! You can well imagine the length of that train, an all-hopper unit consist. The caboose was 434315. On May 21 at 1445, I observed some of those Santa Fe units mentioned in the July NEWSLETTER; 3667 and 3670 westbound. I also spotted a red and yellow SF unit on at least two other occasions; my notes escape me.

To summarize, there are several excellent train watching spots in Calgary, which is a railway town. When time permits, I will try to make available a map showing some of the key spots. In the meantime, don't neglect Blackfoot Trail, which overlooks part of Alyth Yard; the Ogden area; and certainly not downtown, west of Gulf Canada Square, a few steps from the VIA station. If you're travelling by rail, don't get left behind, as someone did last spring. VIA had to halt the westbound CANADIAN about a mile west of the station, to allow wayward passengers to catch up, after the consist had departed. Take Calgary Transit Route 24, to get to either Alyth Yard or Ogden Yard. Both can be reached in the southeast, along Ogden Road.



# UCRS and other events and activities

by Ed Campbell

Friday, September 18--Regular UCRS Toronto meeting, at the 6th floor auditorium, Toronto Board of Education, 155 College St., 7:30 p.m. The entertainment will be provided by Peter Benham in the form of an illustrated talk on the Buffalo area operations of the Delaware & Hudson Ry. Remember to bring your newscast slides.

Friday, September 25--Regular Hamilton Chapter meeting at the Spectator Building auditorium. 35mm slides will be featured. See Aug. entry, August NEWSLETTER, for transportation details. Bring your newscast slides.

Sunday, September 27--UCRS Fantrip with TTC rebuilt PCC 4601. Full details elsewhere in this issue.

Sunday, September 27--Model Train Meet at Howard Johnson's Airport Hotel, Dixon Road and Hwy. 27, sponsored by George's Trains. Adults \$2, children under 12 \$1.

Saturday and Sunday, October 10, 11, 17, 18--Excursions from Buffalo to Corning, N.Y. and return with PRR E8s. Western N.Y. Ry. Historical Society, Box 502, Tonawanda, N.Y. 14151-0502, (716)662-7002.

Friday, October 16 to Sunday, October 18--"Rails through the Oaks", the Fall 1987 Niagara Frontier Region NMRA Regional Convention, at the Howard Johnson Hotel, 590 Argus Rd., Oakville. Clinics, banquets, videos, films, flea market, layout tours and prototype tours. For convention brochure, contact George Stephenson, 3671 Glencolin Court, Mississauga, Ont. L5J 2G3 (416) 270-0038.

Friday, October 16--Regular UCRS Toronto meeting at the Board of Education 6th floor auditorium, College & McCaul Sts., 7:30 p.m. Pete Jobe will present an illustrated program on "Fallen Flags", depicting vanished diesels and paint schemes. Bring your newscast slides.

Friday, October 23--Hamilton Chapter meeting, Hamilton Spectator Building, 8 p.m. Bring your slides to contribute to the evening's entertainment.

Friday, November 20--Toronto meeting at the Board of Education Auditorium, College and McCaul. The format of the evening will be members' slide night; further details in the next NEWSLETTER.

Friday, November 27--Hamilton Chapter meeting, 8 p.m. at the Hamilton Spectator Building. Bring your slides for the entertainment.

## Quebec - N.B. Items

by

SANBORN S. WORTHEN

• A notice published in a recent issue of the Montreal GAZETTE confirmed CN Rail's intention to abandon the operation of that part of its Valleyfield (Quebec) Subdivision between Ayrness, mileage 27.20 and the crossing at grade with its Massena Subdivision (mileage 56.00) and Cecile, mileage 36.20, the crossing at grade with the Adirondack Junction - Huntingdon, Quebec line of Conrail. The latter is the remaining portion of the Mohawk and Malone section of the one time New York Central, later the Penn Central, freight only line to Malone and Utica, New York.

This nine-mile stretch includes a vertical lift-bridge over the Beauharnois Canal, the perennial target of ships using the canal as part of the St. Lawrence Seaway.

The notice said that no traffic had been handled on this stretch for the past five years. It was just about five years ago that a ship ran into one of the bridge piers, forcing the rail/road lift span out of alignment and freezing the bridge in the raised ("open") position. This condition did not interfere (much) with water-borne traffic, but it interrupted rail/road traffic effectively.

Comments or requests for a public hearing were to be received on or before September 8, 1987. Students of Canadian railway history will recognize this stretch as being a part of the former main line of John Rodolphus Booth's Canada Atlantic Railway, completed in 1897 from Depot Harbour, Ontario, on an inlet of Georgian Bay, to an end-on junction with the Central Vermont Railroad at East Alburgh, Vermont. Until the trouble with the lift-bridge at Saint-Louis de Gonzague, through freights from Chicago to New England avoided Taschereau Yard, Montreal, by using the Valleyfield Sub. south from the Kingston Sub. at Coteau Junction to a connection with the Swanton Sub. of the CV for the onward journey to St. Albans, Vermont, and points south.

• Ever since the floodwaters of the Sainte-Anne River carried away the CP Rail multi-span, through truss bridge at Sainte-Anne de la Parade, Quebec, on its Montreal-Quebec City North Shore line, VIA Rail Canada has been RDCing passengers three times a day between Montreal and Trois-Rivieres and bussing others to Quebec City from Trois-Rivieres. Frustrated by the lack of a commitment for the reconstruction of the bridge, VIA wants the Canadian Transport Commission to force CP to rebuild it, now.

In a Montreal GAZETTE report on August 27, 1987, CP argued that it would take at least a year and \$7 million to rebuild the bridge. Since April 1, 1987, the day that the spans were shoved off their piers by the ice-shove in the flooding river, CP freight trains have moved over area CN Rail lines.

Essential to the CTC decision seems to be a VIA study of options for improving all of its Montreal-Quebec City "Corridor" services on both sides of the St. Lawrence River. After Trois-Rivieres-Quebec City on the North Shore line was severed, VIA lost 50% of its passengers.



That's why VIA wants CP to do something about restoring the collapsed bridge. CP says that VIA's examination could take two years to complete and it would be bad judgement to do anything before the results of the study are known. However, VIA told the CTC that it rejects the idea that its review "can constitute grounds for another railway not to maintain the infrastructure required to deliver the passenger services."

On November 29, VIA will reduce North Shore service to one rail/bus round trip daily, while adding a fourth return trip to its South Shore "Corridor" services. With the fragmented Montreal-Quebec City North Shore service, passengers for those destinations surely will find other means of transportation.

This VIA-CP disagreement is reminiscent of the current standoff between Amtrak and B&M/Guilford Industries in northern Massachusetts, which has resulted in the termination of the MONTREALER between Washington, D.C. and Montreal.

• John Welsh of Montreal reports the continuation of a trend which was established quite some time before Ms. Elizabeth Wilmot wrote "Meet Me at the Station." Now, another Canadian city is proposing to preserve its railway passenger station by converting it into something useful in today's context.

In early August, 1987, the Woodstock, New Brunswick BUGLE reported that CP Rail had received favourably a petition from the City representatives to convert the "old railway station on Lower Main Street" into a Carleton County museum. Mayor Harold Culbert, supported by Town Manager Edward Dickinson and Carleton Regional Development Commissioner Howard Roach, met with Mr. M.S. Andrews, Superintendent of CP's Saint John Division, who assured the Town's representatives that the Division would support its bid to acquire the station.

The "request to acquire" was lodged with CP four years ago and was reiterated last January. CP responded at the time that the disposition of the station could not be discussed until after its Telecommunications Systems office in the building was relocated. This summer, the Telecommunications Systems office was relocated and the station's windows were boarded up to prevent vandalism.

A week or so later, Superintendent Andrews said that CP was prepared to take initial steps either to lease the building or to sell it. Mayor Culbert warned that the procedure leading to a decision was a lengthy one and might not be approved for six months or a year. CP must have the agreement of the Canadian Transport Commission, as well as the company's Marathon Realities division.

The Town of Woodstock plans to convert the station to exhibit Carleton County's historic memorabilia, dating "as far back as possible", not exclusively of railway artifacts, but devoting perhaps "one corner" of the renovated building to railway exhibits.

The Town is hoping also to acquire a caboose which, according to various announcements, would "blend in well" with the station and could provide "an excellent location" for a tourist bureau.

At the same meeting, Town representatives were anxious to be reassured about CP's plans for continuing service to the community. Mr. Andrews reassured them that the railway had called for tenders to remove the debris and parts of railway cars in the St. John River resulting from the collapse of two railway bridges at Woodstock and Perth-Andover during the spring floods in April, 1987.

At the meeting, businessmen were concerned about rail service to the Town's industrial park, presently being developed. Currently, Woodstock's industries are served by only a siding between Karnes Bakery (Mason & Ritch) and the industrial park, from CN Rail's Centreville Sub., mileage 1.7.

A special meeting, held in mid-August, gave Woodstock businessmen an opportunity to communicate their concerns to CP. The possibility of resuming CP service from McAdam, N.B. was "quite viable", according to Mayor Culbert, who was very optimistic about all of the points discussed.

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