



Newsletter

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OCTOBER 1987

RATIONALIZATION AND COST OF UNUSED LINES (COP)
TEES LATER BRANCH EXITS
ABANDONMENTS



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



A DuWag LRV approaches Sait/ACA Station on a test run prior to opening of the Calgary Transit Northwest LRT Line. Note the crossing signals. The new line offers ample opportunities for photography, as well as being very interesting to ride.

--M.F. Jones



Calgary Transit System's new University Station on the recently-opened Northwest LRT Line. This view looks northeast, with Crowchild Trail in the foreground. Station trim and roof are blue (CTS colour).

--M.F. Jones



CP Rail steel bay window caboose 437265 awaits a one-way journey to Mandak Industries in Selkirk, Manitoba, for scrapping. Photo taken in Winnipeg on Aug. 9, 1987. This was one of three similar cars acquired by CPR in 1948 as an experiment, the others being 437266, 437267. Does anyone know the purpose of the roof platform?

--Brian Schuff



A PERSPECTIVE ON LINE RATIONALIZATION (AND SHORT LINES)

by R.A. Teoli, Vice-President, Marketing & Sales, Intermodal Freight Systems, CP Rail
delivered at Saskatoon, Sept. 14, 1987

As you are probably aware, the new National Transportation Act sets out some new rules for railway line rationalization (i.e., abandonment of unwanted track--Ed.). I want to tell you about some of them and to outline CP Rail's views on the opportunities that they present. But first, the problem. Quite simply, CP Rail and CN Rail today have too many unused or little used lines. Many people wonder how this came to be. Essentially, the problem dates right back to what is referred to as the "Railway Age": the days when railways were, for the most part, the only way to move people and goods in much of Canada.

Through the latter part of the last century and well into this one, the railways tried to outdo each other in an all out bid for future land settlement and traffic. There was a massive Prairie branchline building push in the years prior to 1930. In Eastern Canada, developmental line building was combined with the consolidation of many small railways. Then, in the 1930s, trucks began to offer new service flexibility. They started to affect the two-way flows of railway traffic, reducing the viability of many rail lines. Farm, mine and forest products continued to move out by rail but trucks began whittling away at inbound manufactured goods and foodstuffs.

The need to adapt Canada's railway network to changing economic demand came increasingly into focus after 1945. Growth of modal competition escalated with the development of new truck technologies and widespread public funding of highways, such as the Trans-Canada Highway. In addition, the St. Lawrence Seaway took a big amount of outward bound bulk commodity business. Pipelines also played a role, especially in the switch from coal, moved by rail, to oil and gas as a domestic heating source. This competition led to major developments in the way in which railways serve Canadian industries. These developments included:

1. Intermodal Services--trailer on flatcar and, later, container on flatcar services--which allowed the railways to retain a share of the manufactured goods traffic for longer haul movements, with pickup and delivery handled by truck.
2. New rail-truck transfer systems for such products as plastics, potash, lumber and automobiles, which also allowed the railways to keep much long haul traffic, with pickup and delivery handled by truck. Bulk traffic also benefitted from the use of unit trains and solid trains.

Intermodal services and rail-truck transfer facilities are part of a "rail plus" approach by which the railway integrates its services with those of trucks and other modes. With such services, shippers no longer require private sidings to be served by CP. They have helped us to respond to "Just in Time" service demands from shippers--often benefitting both the trucking industry and the railway.

CP and CN have had to take a broader approach to transportation to survive competition. The railway is becoming less a main and branch line network and more a core system which connects major hubs and transfer centres. That core is where most of the railway's work is done. It is the modern way to run a railroad; and most importantly, it is the type of service which shippers favour. The new National Transportation Act (to go into effect on Jan. 1, 1988), like the Act before it, unfortunately refers to rail line "abandonment", a word which implies the idea of a railway abandoning communities and shippers--like leaving a baby on the doorstep. "Rationalization" is not a great word either, but it does convey the idea of efficiency, which is what the service approaches I have described are all about.

To the casual observer, it may not look expensive to keep a branch line in operation when it is not needed; but it is, especially when you consider that CP today supports a network on which 54% of the track accounts for only 3% of its workload. That's a lot of track. It is also a big problem. It is not unusual to hear people say that they do not know why a line should not be left in place whether it is used or not. After all, what harm can it do? The idea is that it might prove to be useful at some future undefined date at which point the old line would be viable. Believe me, if there is a new shipper planning to move onto the line with enough traffic to make the line viable, we would like to know about it. And, if one emerges, we are not averse to building new lines where traffic warrants.

Unfortunately, the costs of maintaining an unused or rarely used line are overlooked. Also overlooked is the fact that the railway, unlike the trucker, is bearing the full cost of maintaining the "rail" roadway; and the costs of maintaining unused or under-used lines has a serious impact on railway viability. Unused rail just rusts away with the passage of time. If rails can be moved to another location, they will continue to have a productive life. The longer they are



NEWSLETTER

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

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

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

Activities Editor: Ed Campbell (416) 255-1924

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

TORONTO RAILFAN APATHY?

For the second year in succession, the Society has planned a charter excursion with one of the TTC's rebuilt PCC cars (4600 and 4601) and then has been forced to cancel it. The trip planned for September 28 last elicited only seven ticket sales, so the plug was regretfully pulled. The Society's apologies are extended to the seven enthusiasts for being left with a blank Sunday and no photos of car 4601.

What has happened to rail and transit enthusiasts in Toronto? Twenty years ago this car would have probably been filled, although admittedly many TTC trips in the 1960s and 1970s were operated as part of a weekend package involving a rail trip as well. Fans in other cities on this continent are probably hungrier, or simply more enthusiastic. An event such as the complete rebuilding of PCC cars at this late date would probably bring them out in strength. Do Toronto railfans have it "too good"? Has the movement locally been hurt by too many former traditional railfans specializing in relatively narrow fields in which fantrips do not form any part? Has the reduction in the TTC's track system from its extent in the "good old days" (opinions as to when this was probably depend on one's age) made all Toronto streetcar trips seem the same? Would a trip on ALRV 4200, before the car goes into revenue service, have fared better? Toronto railfans still seem to be able to turn out in good numbers for certain events such as the two-day annual March Toronto railway show. What is needed on other occasions? Is it more inter-organizational co-operation? Opinions of members are solicited.

-SIW

NOTES FROM OTTAWA

by J.M. Harry Dodsworth

--I missed the post-strike operations startup as I was in England. Before I returned, Trains 40/41 had been replaced by buses to allow for bridge work at Smiths Falls. F40s from both the first and second orders have been used several times: on Sept. 16, Train 36 had 6424 with LRC cars; rather unusually for a mainline unit, it had a rerailling frog carried over the rear truck. On Sept. 18, Train 48 had F40 6409 and FP9 6518 for two cars. The same day, Train 2 (engine 6779) was derailed east of Carleton Place after hitting a flatbed truck at a private crossing. Two buses took the passengers to Montreal, while the damaged engine was taken to Montreal by CP by way of Ottawa and the Prescott Sub. and the coaches to Montreal the next day (engine 6409). LRC power unit problems have led to several F40 and conventional workings. On Sept. 22, Train 37 had FPA4 6770 and conventional cars (the consist worked back to Montreal on Train 32 on the 23rd, then back to Toronto as Train 35/45 which was 20 minutes late). Train 46 was two hours late and had CN 3540 and VIA 6771 and five conventional cars. Earl Roberts said that the train was originally an LRC which failed and was replaced by 6771 which in turn needed assistance from 3540! The problem with 6771 was fixed overnight, as it left at 0725 on the 23rd on Train 30.

--I recently saw a yellow boxcar lettered for the Northern Alberta Railways, on the CN mainline at Whitby, Ont. The Official Register records only 95 cars for NAR (listed under CN). They are owned by Procor, for use only in international service.

--The Quebec Central line through Ayers Cliff (Newport to Sherbrooke) seemed to be disused when I crossed it in July. I have seen a considerable number of secondhand modern boxcars this summer with QC reporting marks.

--The reduction in track mileage as resulting from the extensive abandonment (actual and proposed) of secondary lines may cause another look to be taken at the economics of electrification. Most countries outside North America find electrification to be justified. With more traffic passing over fewer lines, the traffic density increases, which favours electrification. Also, while a medium term oil shortage is possible, an excess of generating capacity is also likely. The CN main line between Toronto and Montreal could be directly supplied from the Darlington nuclear plant.

COVER: CN GP9 4361 leads a VIA 'B' and 'A' unit and eastbound Train 54 at Newtonville, Ontario.

--Ron Lipsett

left in place, the more their value and usefulness declines. The fact that the rail is an asset that can be redeployed is only part of the story. There are also expenses associated with unused or under-used lines.

If a line is used occasionally, there is the expense of maintaining switches, clearing snow, and coping with the deforming forces of ground frost and spring thaws--the kinds of problems that also face the public authorities responsible for keeping Canada's roads and highways in operation. We may not have potholes, but we have subsidence and washouts, not to mention rock slides and snow slides. Running even minimal railway services necessitates costs that do not change appreciably with volume.

I should point out that CP has put a great deal of thought into the repercussions that can result from line abandonments. Railway cost considerations are only one. To the degree that we can, we try to keep traffic through use of alternate services--intermodal services, such as TOFC and domestic container services, or through the use of rail-truck transfer facilities. We do not want to leave shippers or communities in the lurch. And, the last thing that we want to do is to have rationalization of the track itself cause traffic loss, if we can handle it profitably by alternative arrangements. Our policy is to have our people meet shippers to confirm that there are alternate services, and to help to line up those services, if need be. We also discuss our plans with communities and governments at all levels so that they are aware of our plans and their implications.

The railway looks closely at the possibility for development of future conventional railway business in the area. If we apply to abandon, it means that we think it unlikely that there is any reasonable prospect for conventional rail traffic--as distinct from intermodal services. In the event of an abandonment, the railway is prepared to make lines or rights-of-way available to third parties. The harsh reality is that low density lines drain away railway assets needed to improve mainline operations and to invest in more intermodal and specialized transfer facilities to serve off-line communities more effectively.

Railway plant rationalizations made slow progress under the National Transportation Act of 1967. Under that Act, it was not possible to sell a line of railway outside of the abandonment process. A line had to be ordered abandoned before another party could step in to buy it. The idea of developing short line or regional railways, an idea popular in the U.S. since 1980 (actually, long prior to that--Ed.) had not been contemplated. The NTA specified that a railway could apply to the Canadian Transport Commission to abandon a line only if that line lost money in the prior year. The CTC would analyze financial data for the line, make a determination for itself as to whether or not the line was uneconomic, and consider representations from interested parties, with or without public hearings. Generally, it would then either order the line abandoned, or order operation of the line be continued with the railway receiving compensation for related losses. The application to abandon is a trigger for bringing about one such decision or the other, i.e., to abandon or to obtain compensation. Unfortunately, the compensation provisions in the NTA were generally inadequate. They are worse under the new legislation.

Like the NTA of 1967, the new Act allows the abandonment of lines which are "uneconomic" but it also allows for the abandonment of lines which are "economic". Where there is no opposition to an abandonment application, the agency will order abandonment. Where there is opposition to the abandonment of an "uneconomic" line, Cabinet may delay the abandonment for up to five years on appeal from a shipper or a municipal or provincial government, if it feels that the abandonment would be contrary to the public interest. Where there is opposition to abandonment of an "economic" line, the agency itself must decide whether retention of the line is required in the public interest. If the new agency finds that there are public interest reasons for keeping the line, it will order that it be kept in operation. If it finds that the public interest is not at stake, abandonment will be granted. A general Cabinet appeal applies to all decisions of the new regulatory agency, just as in the past.

In the case of an abandonment, the new Act introduces a new provision designed to assist in the improvement or provision of alternative transportation. This involves payments by the Federal Government to third parties--shippers or Provincial governments, for example. The amount of funding is limited to the total estimated actual loss of the line, and we understand that it becomes available only if the line is abandoned. Grain dependent branch lines and main lines do not qualify for this transitional funding.

Another feature of the new Act is that it allows a railway to sell a line without applying for abandonment at all. Buyer and seller are free to determine the conditions and terms of sale. These provisions appear to make it much simpler to sell regional lines to potential short line operators. Short line service would be complementary to the service provided by the main line carrier, and such services could, if operated efficiently, provide benefits for shippers. It is conceivable that a short line operator could be able to achieve a lower cost operation of the line than a national railway. Such lines could act as feeders to major railways in much the same way as regional air lines link with the trunk carriers and international carriers.

Under the new Act, a buyer will have the option of operating under Provincial authority. This would be the case, however, only on lines contained wholly within one province. The Act also provides that VIA Rail may acquire a line to which an abandonment order applies, at an agreed price, or failing agreement, at net salvage value.

Unfortunately, there are some political restraints associated with line rationalization. For the next five years, the railways will be allowed to abandon only up to 4% of their track in any given year. This is an obvious hobble to our ability to cut costs and restructure our system in response to market forces.

Let me sum up some of the differences between the rules under the old National Transportation Act and the new Act:

1. Under the new law, sales of lines of railway to other operators outside the abandonment process are allowed. This will facilitate short lines.

2. A line no longer has to be "uneconomic" to be abandoned.
3. All abandonments will be granted if there is no opposition.
4. If there is opposition, "uneconomic" and "economic" lines are handled differently: (a) If abandonment of an "uneconomic" line is opposed, Cabinet may delay the abandonment.
- (b) If abandonment of an "economic" line is opposed, the new Agency weighs public interest considerations--then it allows or dismisses the application.
5. Transitional funding can be provided.
6. There is an annual 4% (of total system mileage) cap on rationalization for the next five years.

To sum up, I must say that railway plant rationalization is essential if CP Rail is to maintain a modern, cost effective system. As the railways move into a new era of greater competition, the continued existence of unused or little used rail lines puts them at a disadvantage with their modal competitors. The trucking industry is seeking authority to operate larger and heavier trucks. Efficiencies already in place have helped that industry to extend the range of vehicles to the point where they now compete with rail at distances of more than 700 miles. Ranges of up to 1200 miles or more can be expected with proposed new vehicle weights and dimensions, and greater uniformity of trucking regulations. If the railways are going to stay competitive, they can no longer use rail as they did in the 1950s or 1960s, let alone sustain a network of track based on the needs of 50 years ago. Changing transportation technology and infrastructure have made a large part of the railway network obsolete.

As mentioned earlier, on CP Rail today, 54% of our lines account for only 3% of our traffic, and the railway pays the entire cost of its roadway. Railway efforts to prune the overbuilt track network will be coupled with general service improvements. Intermodal services, along with the use of regional collection and distribution centres, can help railways serve more off-track customers and get traffic to destination faster in many parts of Canada. The concept of short line or regional railroads also offers the promise of a new style of conventional railroading where that seems to make sense. With more than 100 short lines in operation in the U.S. today, and with the National Transportation Act facilitating their development in Canada, the growth of short line railways in Canada may become one of the more significant positive outcomes of regulatory reform in Canada. There is already one new short line railway in Canada, the Central Western Railway, operating over a former CN Rail line in Alberta. For its part, CP Rail has set up a new unit at Winnipeg with responsibility for identifying candidate lines for the establishment of short lines and regional railways, as well as competent candidate operators for them. The short line railroad is a unique breed of railway which depends as much as anything else on the localized personal service and dedication of its owners and operators, who are usually the same people.

In the larger context of trade and commerce, CP recognizes that, if shippers cannot get their products to market at a lower price than their competitors, business will go out the window. At CP, our goal is to help our customers compete more successfully in an era of intensified competition. To do that, we need to rationalize our system and make the best use of new, low cost technology.

--CP Rail release

AN ANALYSIS OF MR. TEOLI'S REMARKS by John D. Thompson

It is encouraging to read in the foregoing that the new National Transportation Act will streamline the creation of short line railways, and that CP Rail is apparently going to aggressively assist in their formation. Unfortunately, one must temper one's enthusiasm with an appreciation of the reality of the business and political realities in Canada; in short, don't make plans just yet for a happy vacation spent chasing shortlines across our country.

For one thing, this legislation, compared to the U.S. situation, is years overdue, being introduced virtually at the eleventh hour. The inevitable question comes to mind whether certain lines that have been abandoned in recent years could have been saved had the Government made it easier for entrepreneurs to do so, five, 10, or 15 years ago. Apart from that, one has to wonder if any of the individual Provinces have made plans to provide subsidies to potential short line operators, for both the purchase and operation of lines unwanted by CN and CP. Again citing the U.S. example, many States have bought quite lengthy sections of Class 1 track, sometimes totalling hundreds of miles, then turned them over to a designated operator.

It is, of course, to be hoped that such operators will materialize in volume in Canada, although I suspect that this will not be the case, given the famous Canadian reluctance to take risks on an individual basis, with some notable exceptions. This is an over simplification, of course; the tax laws and other factors related to railway abandonments and shortline purchases may be quite different in the U.S.; if some member has an intimate knowledge of these matters, vs. the Canadian situation, it would make an interesting article for the NEWSLETTER.

In his speech, Mr. Teoli tactfully skirts around the thorny matter of why a short line can make a go of a branch or secondary line, when the CP can't. The reason, basically, is the artificially high labour costs with which the railways are hobbled, that make it uneconomical to run short, low volume, low value trains. As most of us know, the majors operate under union rules dating back many years, providing for a very complicated pay system based on mileage travelled and other factors, rather than straight hourly rates or salaries.

While this was not as critical 40 or 50 years ago when pay rates, proportionately, were probably much lower, it has the effect today of making branch line operation unattractive for Class 1 railroads. However, for the non-union short line, it, potentially, is another story.

Another interesting question is what will happen to VIA service on lines that the railways seek to abandon? Will VIA buy the track, then seek a short line operator to provide freight service, thus sharing the costs? Or would the passenger carrier go out and buy some GP9s, paint them blue and yellow, and start running freights itself? A situation worth watching is CN's Ottawa-Montreal line, used by several daily VIA trains, but reported to be on CN's hit list of abandonments.

Other VIA lines which might seem to be ultimate abandonment candidates would be CN's Gaspé,

Quebec route, and CP's Havelock line. In these cases, if the railways receive abandonment authorization, the passenger trains will probably quietly die.

In summary, it will be interesting to see what the railway map of Canada looks like at the turn of the century, just 13 years away. This writer would speculate, perhaps rather cynically, that there will be a few short lines created, but nothing like the abundance that have sprung up in a similar time frame south of the border; that certain major lines, especially east of Montreal, will be retained for political reasons, with the Federal Government paying the major railways to do so; and that VIA, partially for the same reasons, will buy some trackage from the majors to forestall abandonment of passenger service thereon.

Of course, if Canada experiences a major, prolonged gasoline shortage at some point down the road, our whole freight and passenger situation could change drastically. Stay tuned.

CP Rail

EXIT THE TEESWATER BRANCH

Canadian Pacific Limited has applied for authority to abandon the operation of the Teeswater Subdivision between mileages 0.0 and 67.9 including the 1.2 mile long Mount Forest Spur at Mile 33.1 and the 3.6 mile long Wingham Spur at Mile 62.5, in the Province of Ontario.

The document applying for the aforesaid authority lists the stations on the line as follows:

<u>Station Name</u>	<u>Mileage</u>	<u>Approximate Population</u>
Fraxa	0.0	NIL
Waldemar	6.0	100
Arthur	19.6	1,700
Mount Forest Wye	33.1	NIL
Mount Forest	1.2 from Mount Forest Wye	3,400
Harriston	41.7	1,900
Gorrie	54.1	400
Wroxeter	56.1	400
Wingham Junction	62.5	NIL
Wingham	3.6 from Wingham Junction	2,900
Teeswater	67.9	1,000

The subject branch was constructed in 1874 by the Toronto, Grey and Bruce Railway as a 3'6" gauge line and was converted to standard gauge in 1881-2. It was leased to the Ontario and Quebec Railway Company for 999 years in July, 1883 and was included in the perpetual lease of the O&Q to the Canadian Pacific Railway Company on January 4, 1884.

The track consists of a mixture of 80 and 85 lb. rail on No. 2 softwood treated ties. Both are in poor condition. The ballast is gravel and is also in poor condition. The maximum degree of curvature is 5 degrees 9 minutes, at Mileage 56.1. The ruling easterly gradient is 1.65% at MP 16.0 and the ruling westerly gradient is 1.8% between MP 13.0 and 14.0. There is a total of 15 bridges on this subdivision, consisting of six pile trestles and nine plate girders. There are 266 minor structures such as culverts and stone and concrete arches.

The Teeswater Sub. has a speed restriction of 15 MPH. A permanent slower order of 5 MPH is in effect on Bridge 62.5. The Mount Forest and Wingham Spurs have speed restrictions of 10 and 20 MPH respectively. The weight restriction in this area is 220,000 lbs. There are speed restrictions of 10 MPH for various crane and auxiliary units on Bridges 5.5, 6.3, 13.6 and 53.0. A similar speed restriction of 5 MPH applies on Bridge 0.5, Mount Forest Spur.

The application brief goes on to point out that CP Rail has team track facilities available at Orangeville, while CN has such facilities at Fergus, Mount Forest, Harriston, Bluevale and Wingham; CP's intermodal and domestic container services are available in all areas presently served by rail. The brief claims that the proposed abandonment will not result in any increase in the loadings on CP at Orangeville or on CN lines in the area as no traffic now originates or terminates on the Teeswater Sub. Premium Lloyd Doors Ltd. at Wingham is now served solely by CN as a result of a spur track diversion which was built by CP in 1983. This 1,570 ft. diversion extends from CN's Kincardine Sub. to this company's property. The building of this track was consistent with the recommendation made by the RTC in its report dated July 1983 regarding the rationalization of rail service in mid-western Ontario. The Committee noted that the construction of the spur "would effectively eliminate the demand for train service on the Teeswater Sub."

Freight traffic statements accompanying the application brief indicate that no traffic has been forwarded over the Subdivision during 1984, 1985 and 1986. The line effectively ceased to be required for received traffic following the construction of the aforementioned spur track in 1983.

Those persons desiring to make a submission with respect to the abandonment application were given 30 days from its date (Sept. 16, 1987) to file same with the Railway Transport Committee.

--information forwarded by Peter F. Oehm

--It has been reported that CPR is considering abandoning its Guelph-Goderich line. There has been some discussion in the Town of Goderich concerning the preservation of the attractive red brick station there; presumably if the line is going to be abandoned CP would not follow its "move the station from our property" policy in the event of sale of the station.

Toronto Transit Commission



NEWS

• RENUMBERING FOR G-2 SUBWAY CARS (see item in September issue)

5100 to RT-38; 5101 to RT-39; 5102 to RT-34; 5103 to RT-35; 5104 to RT-36; 5105 to RT-37.

--Ray Corley

• ALRV 4200 has been testing on the system, including night switch tests on street, at yards and coupling tests at loops. Also carried out was a trip out to Long Branch Loop, wherein the car, with its higher initial power consumption, blew the substation.

• Changes at Hillcrest Yard with the construction of the new southerly extension to the Plant Operations Building include the demolition of the overhead truck garage (behind the Personnel Building, which faces Bathurst St.), demolition of the maintenance building between the Harvey and Duncan Shops, and relocation and reconstruction of the rail bending shed (adjacent to and west of the track layout area, which is in turn west of the Plant Operations Building). The enlargement of the two-storey Plant Operations Building, within the area encompassed by the track of the relocated Hillcrest Yard Loop, will be a major one, with the present building floor space of 1828 square metres being increased by 6142 square metres. The building extension will accommodate a carpentry shop, a paint shop, an electrical shop, mechanical maintenance area, electrical stores, radio shop/garage, overhead truck parking, a sign room, safety and security section, computer repair shop, administration area and lunch and locker rooms, in addition to other minor uses. A westerly extension to the smaller second floor may be made in the future.

• SCARBOROUGH RT LINE--Service on the ICTS line has been improved with one additional train operating during weekday rush hours...the Commission has approved plans for two new commuter parking lots on the line; a 66-space lot will be added at Lawrence East Station, and a 55-space lot at Ellesmere Station.

• Work had begun during the last week of September on a track rehabilitation job on Queen Street between Broadview Ave. and the Don River Bridge.

• NEW CAR WASHER FOR RUSSELL CARHOUSE--The Commission has awarded a contract to Sherman Super-sonic Industries Corp. in the amount of \$168,919 for a new car washer at Russell Carhouse. The existing washer at this location washes only the sides of cars; the back, front and top must be done manually. The unit is very old, and has been rebuilt several times by TTC forces. Replacement parts are no longer available and must be manufactured in-house. The new washer will have moveable brushes that will wash all exterior surfaces of a streetcar. It will make it possible to clean more cars per shift and thus improve the general appearance of the fleet. The machine is to be installed on Track Five, but at a different location from the present unit, to accommodate the longer ALRVs. Work was scheduled to commence near Labour Day, with completion requiring six weeks.

• SHEPPARD SUBWAY DESIGN FUNDS--The recently tight fisted Provincial Government has set aside \$2.75 million for Sheppard Subway engineering and design work, including determination of final alignment, location of stations, and land requirements. The 75% Provincial share of the estimated \$526 million construction cost is being withheld pending a comprehensive review of Greater Toronto Area transit and road priorities, with a report expected by year's end. However, the release of the design funds must, by all that is logical, indicate an essentially favourable disposition towards the Sheppard line to be developing in the corridors at Queen's Park.

• OMB GIVES RULING ON TTC BY-LAW--Last year, the TTC passed its new By-law No. 1, designed to regulate "the conduct of persons using the public transit system and property" of the Commission. Basically, the Board approved the By-law as submitted, except for Section 2(B) which purported to forbid the consumption of food or drink in Commission vehicles or in fare paid areas of stations, as well as the carrying of such items in open containers. In addition, the Board ruled that Section (B), covering loitering on the system, required a clearer definition; this was supplied by TTC legal staff, and accepted.

The position of the Board was that the Commission's proposed food ban was too restrictive and, in any event, Sections 3 and 5 of the By-law--prohibiting littering and creating a nuisance--already covered these problem areas. It had been proposed to exempt from the ban TTC employees eating and drinking while on duty, and persons with medical conditions such as diabetes. The TTC maintained that littering, particularly that resulting from discarded food and beverage containers, has become a steadily worsening problem, being unsightly, unhealthy, and contributing to hazards such as slips and falls as well as creating high maintenance costs.

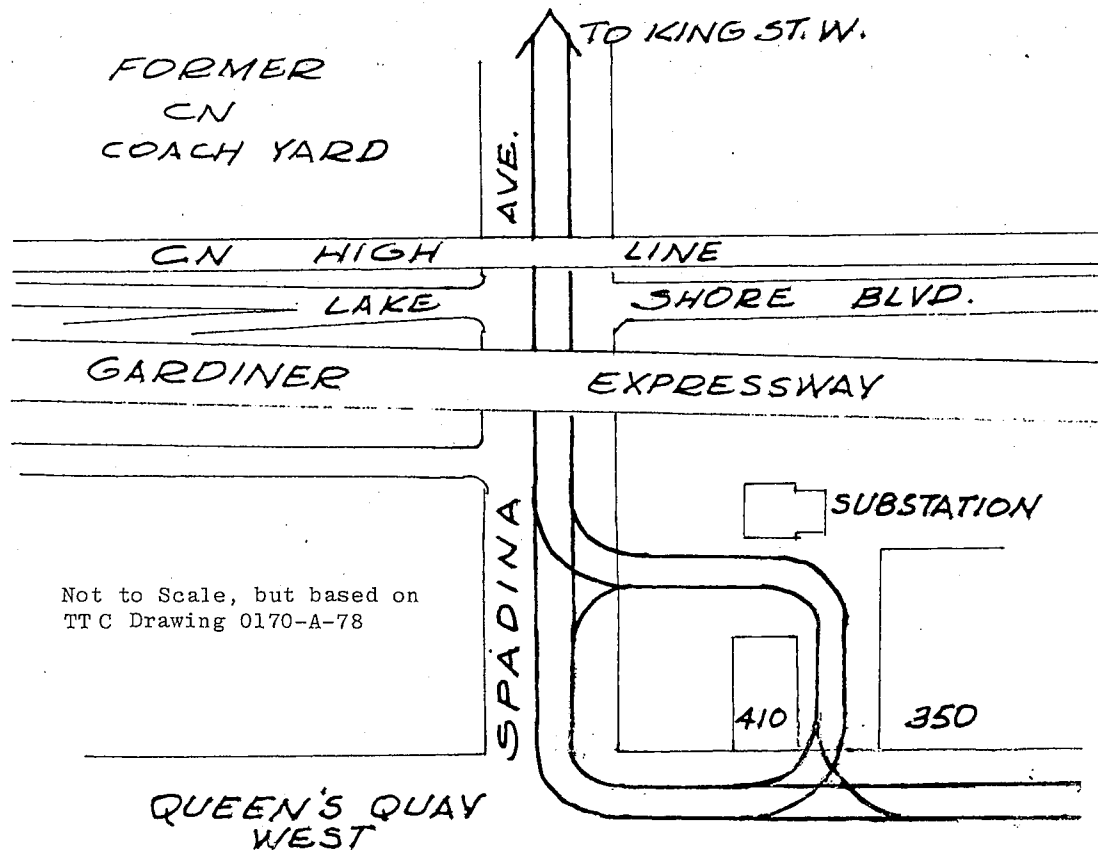
The OMB recommended that the TTC institute a strong public awareness program, to educate as many riders as possible on the problems of litter, and to encourage them to deposit trash in the appropriate containers provided on Commission property.

The Board's decision does not rule out a subsequent application by the Commission if it can be proved that more stringent sanctions are necessary for the safe and efficient operation of the transit system.

Other Sections of the By-law prohibit smoking on TTC vehicles, escalators, elevators, in service lines, in any public area of the rapid transit system or in any area designated as a "no smoking" area on the premises of the Commission; standing in such a position as to obstruct an Operator's vision; carrying of dangerous goods, such as gasoline, aboard a TTC vehicle; bringing bicycles and other bulky items aboard during busy periods;

bicycles and other bulky items aboard trains and surface vehicles during busy periods; and entering upon rapid transit tracks. The By-law also contains sections on the use of Metropasses, reduced fare cards, and obeying employees' instructions re orderly movement, prevention of injury, etc.

--TTC "COUPLER"



• The accompanying diagram shows the planned track layout at the Spadina-Queen's Quay loop on the Harbourfront LRT line. The configuration will permit both clockwise and counterclockwise reversing of the Spadina LRT line and clockwise reversing of Harbourfront. Unfortunately, one curve is missing which would, at times of through operation, permit cars to divert both ways via the loop in order to bypass track fouling traffic accidents at the Spadina-Queen's Quay intersection.

The Harbourfront line substation will be located on the north side of the loop trackage. It is to be a single storey structure, 56 ft. by 38 ft., faced in grey and rust brick, with a flat roof. The larger westerly portion of the substation will consist of a control room with adjacent signal and meter rooms, a vestibule and washrooms. The smaller easterly section will contain a transformer room, with large doors in the north and south walls for moving heavy equipment in and out.

It will be noted that double tangent track is shown continuing north on Spadina Ave. to connect with the existing surface track system at King St. West. This indicates a de facto construction of the first section of the Spadina LRT line no matter who does not like it, and ends any speculation that the "umbilical cord" for the Harbourfront LRT line might be a temporary track to Bathurst and Fleet Sts.

• **timeline**

Effective Aug. 16 the TTC introduced a systemwide telephone service to provide passengers with schedule information. Central to the service is a talking computer which intending passengers can call for advice as to when the next two or

three transit vehicles are scheduled to arrive at the stop bearing the telephone number which was called. The information is keyed to traffic and weather conditions as well as activities such as roadway construction along the route. The service operates 24 hours a day, seven days a week. The decision to provide the individualized service was prompted following the success of a pilot project undertaken between June and December of 1986. Seven test routes primarily servicing Downsview and Willowdale were selected, with information placed at 440 stops. Follow-up surveys conducted to determine the program's effectiveness revealed that more than 80% of polled riders found it to be a helpful, comprehensive system. It rated tops as a means of relaying schedule information to passengers, followed by surface route schedules posted at subway stations, TTC telephone information and pocket timetables. The TTC also found that posted schedules could mean higher ridership—9% of surveyed passengers said that they used their local surface transit route more often as a result of the readily available times. The Commission will pay about \$900,000 to implement the system, with estimated annual costs of \$634,000.

--TTC "RIDER NEWS" and the TORONTO SUN

• The first sign of Harbourfront LRT construction was observed on Monday, Oct. 5; a pair of trailers to be used as field offices, installed in the parking lot on Bay St. south of the railway underpass. Work was scheduled to start on the tunnel section in mid-October.

• The TTC received its second ALRV, 4204, on Oct. 2. The car was trucked to St. Clair Carhouse and offloaded the following Monday. Meanwhile, car 4200, after some road testing, was scheduled to enter Harvey Shops that day for repairs.

--Ray Corley

MOTIVE POWER AND OPERATIONS

Conducted by Pat Scrimgeour

Operations

Ontario changes: The Alderdale subdivision will lose its identity with the November timetable change by being split and combined with the Beachburg sub from Brent to Nipissing, and with the Newmarket sub from Nipissing to Capreol. ■ CN will likely convert the Newmarket to computer-assisted MBS. ■ Algoma Central may buy the remaining portion of the Pagwa sub from Hearst to Calstock. Ontario Northland may take over the Kapuskasing sub.

CN is trucking coal from the Devco mines at Sydney to the Nova Scotia Power Corporation generating station at Point Tupper. The trucks will be replaced by trains in the fall when the tracks are ready. The bridge on the Sydney sub at Grand Narrows is now restricted to RS18s or lighter engines; it is being replaced by a new causeway. (Halifax Chronicle-Herald, "The Un-named Edmontonian")

The last run of passenger train 91-90 on the former NAR was on April 27th and 28th, with GP38-2 5587, baggage car 7856, coaches 5099 and 5095, and caboose 79881. (UE)

CN was 20 percent under the grain car unload target at Vancouver in the first part of 1987, apparently because of insufficient personnel. The Grain Transportation Agency will scrutinise CN's performance once quarterly figures are compiled to the end of July. (The Western Producer)

Track abandonments

Permission has been denied to abandon the Taschereau subdivision from La Sarre, Québec (mileage 99.00) to Cochrane, Ontario (181.42). ■ Le Journal de Montréal reports that CN may abandon 57.7 miles of the Alexandria subdivision between Coteau and Ottawa by 1990. CN has assured that trains will continue until 1991, but in September 1986 "de-marketed" the line and stopped improving service. ■ The abandonment of CN lines in the Abitibi-Témiscamingue area would result, directly and indirectly, in a loss of up to 9500 jobs, according to a study for the regional economic development council. Logging and mining would be less competitive, resulting in a wage loss of \$270-million, revenue loss of \$685-million, and a tax revenue loss of \$112-million. (La Presse, Le Journal de Montréal)

Rebuilding and renumbering...

■ The following GMD1s have now been retrucked with flexicoil Bs from GP9s, and have had 100 added to their numbers in the 1000-series:

1101	1117	1123	1134	1149	1159	1167
1105	1118	1124	1140	1150	1160	1179
1106	1120	1127	1141	1151	1163	
1113	1121	1133	1143	1153	1166	

■ The next to be converted will be:

1009	1029	1039	1045	1069
1015	1030	1044	1048	1077

■ Rebuilt SW1200RSs:

7300 ex 1382 (Jun19)	7306 ex 1372	7312 ex 1275
7301 ex 1393	7307 ex 1397	7313 ex 1243
7302 ex 1368	7308 ex 1373	7314 ex 1307*
7303 ex 1370	7309 ex 1378	7315 ex 1325*
7304 ex 1390	7310 ex 1271	7316 ex 1258*
7305 ex 1358	7311 ex 1274	7317 ex 1347*

* The sequence of the last four may change.

■ All of the M420s and HR412s have been renumbered into the 3500-series, except for 2565 and 2567, which are stored at Moncton and the previously-scrapped 2511, 2526, 2535, and 2552.

Canadian National

■ GP9s newly rebuilt as switchers and slugs:

7232 ex 4253	will operate with 233 ex 4370
7233 ex 4301	will operate with 234 ex 4414
7234 ex 4302	will operate with 235 ex 4368
7235 ex 4263	will operate with 236 ex 4382
7236 ex 4283	will operate with 237 ex 4383

This year, 7237-7240 and 238-241 will be completed. In 1988, 7241-7248 will be rebuilt, with no slugs. ("The Un-named Edmontonian")

Retirements...

■ May 19th and 27th

3621	3707	4307	4373	7165	7900	7915	7922
3633	4214	4344	4505	7167	7906	7918	
3703	4266	4346	7161	7178	7914	7921	

■ July 2

1756	3228	4347	7158	7162	7166	7175	7182
1776	3830	4581	7159	7163	7169	7179	7183
3108	3836	7157	7160	7164	7173	7180	8612

("The Un-named Edmontonian")

Stored power...

1007	1008	1010	1011	1025	1026	1028	
1752	1755	1760	1768	1771	1775		
1753	1758	1761	1770	1772	1784		
3124	3624	3643	3665	3683	3698	3713	3736
3129	3628	3644	3668	3687	3702	3720	3738
3618	3629	3645	3671	3688	3704	3726	3739
3622	3639	3655	3677	3690	3708	3728	3742
3623	3640	3659	3679	3696	3711	3733	3744
7901	7903	7904	7920	7950	7952		
9153	9159	9161	9164	9166	9172	9175	9177
9156	9160	9163	9165	9168	9173	9176	

(Bytown Railway Society "Branchline")

Notes... All of the new 5400-series SD50s have been delivered. The last few, from 5448 on, were delivered starting on June 19th. ■ HBU-4 slugs 260-282 will be renumbered 500-522 soon. (UE)

Sold...

The City of Windsor will own the CN riverfront property by November 30 this year. An agreement was approved on July 6: the 15 hectares will be rented back to CN at \$1 per year for five years, until the tracks are removed. CN will receive 255 ha of vacant land east of Little River for development. The waterfront is to be vacated 2 years after the Tecumseh-Wellington overpass expanded from 3 to 7 tracks, allowing access to the Detroit tunnel. (Windsor Star)

The former GTR station on Montréal Street in Kingston is being renovated as a restaurant. (BRS: Hugues Bonin)

CN has sold business car 97, "Bonaventure", to an American buyer. (BRS: John Godfrey)

Accidents

Dow Chemical S6 1002 (ex SP 1254) ran away from Dow's plant at Fort Saskatchewan on June 10th. It ran 18 miles to Calder, at up to 35-40 mph. A CN hump set moved out of the way, then SW1200 1508 tried to pace 1002 on an adjacent track but the two collided. The crew had minor injuries, but 1002 was wrecked, and 1508 was damaged severely. 1508 is now at Transcona for "evaluation". (UE)

Three cars of a local switcher were derailed by a broken rail on July 14 in Merritton (St. Catharines). From the St. Catharines Standard: "Mr. Jasiak said he was glad the boxcars did not crash through his fence, or he would have lost his ornamental trees as well as a number of

gooseberry bushes and pear trees." A neighbour, Alfred Miles, told the Standard, "We didn't have this much excitement since a load of manure derailed on our side. That was about 30 years ago." ■ On July 20th, one engine and four cars of a Toronto-Fort Erie train derailed at Yager.

The driver of a pickup truck was killed on July 28th when his truck was hit by a train at about 19:30 at a fully-signalled crossing on the Halton subdivision, between Milton and Georgetown. (The Globe and Mail)

CN suffered minor damage during the devastating tornado in Edmonton on July 31. Thirteen cars of train 484 were blown off the track at East Edmonton, and the nearby turnout remanufacturing plant was levelled. A switcher in the 60th Avenue-17th Street industrial area had a boxcar toppled and two crew members slightly injured. CTC on the Camrose subdivision between Bretville Jct. and Strathcona (4.8 miles) was torn out and the track shifted. (Edmonton Journal, UE)

On the Alberta Resources Railway, three engines and nine cars of a 100-car train derailed on August 1st after the bridge over the Simmonette River was washed out. The line was closed for about a week from Grande Prairie to Grand Cache.

All of the new SD50s have arrived from Diesel Division. ■ SD50 5447 has its horns placed over a radiator fan; until now, all new CN engines have had the horns located over the cab.

New CN track inspection car "Tawaw" (15165) is rebuilt from VIA "Cape Chignecto" (1088).

During the railway strike, Speno 13 was tied-up at Kamloops. (Bruce Chapman)

Weyerhaeuser Canada operated three trial unit trains of pulp from Prince Albert, Sask. to Squamish, B.C. Two of the 100-car trains were sent over CN, and one by CP. The trains took between 2.5 and 5 days; previously, shipments took between 11 and 14 days. (Saskatoon Star-Phoenix)

TerraTransport has purchased two new "roadcruiser" buses, and has increased its fares by five percent. (Canadian Press)

CN is opposed to the railway relocation proposed for Regina. (Regina Leader-Post)

Track abandonments...

Approved: Salisbury to Hillsborough, N.B. (Albert sub.) (S&H may take over service to customers)
Removal: Mile 2 to 11.85, Penetang spur, Ontario.
Hearings: Guelph to Fergus, Ontario (Fergus sub.)
Proposed: Franquet to Chapais, Québec (Chapais sub.)
Proposed: Nepean to Renfrew, Ontario (Renfrew sub.)
On hold: Preeceville to Kelvington, Saskatchewan (Preeceville subdivision)

Residents of towns along the Alexandria subdivision have formed the Save the Train Committee in light of the leaked plans by CN to close the line. CN has dismissed the group as "alarmist." (The Globe and Mail)

Accidents

Ten cars of a 76-car westbound container train derailed at Folly Lake, N.S., 30 kilometres north of Truro, on September 10th. Passenger and freight service was interrupted for about a day. (Canadian Press)

On September 14th, seven loaded auto racks derailed in the north end of Dartmouth, N.S. The line was closed for only a very short time. (The Globe and Mail, Le Devoir)

RTC report on collision in Manitoba

On May 27, 1987, an eastbound CN freight train collided head-on with a work train on the Gladstone subdivision at Makinak, Manitoba. The Gladstone subdivision is on the more northerly CN line, the former Canadian Northern. An investigation was conducted for the

Railway Transport Committee, and a report issued on August 12th. The following paragraphs are excerpted from that report.

Train No. 338, three units, 84 cars, 10312 tons was ordered at Dauphin, Manitoba for 19:05 on 27 May 1987 to operate east to Symington Yard, Winnipeg, Manitoba. ... The ordering time at Dauphin was consistent with the requirements of RTC Order No. R-40385. [Note: R-40385 contains the rest time regulations agreed to following the Dalehurst collision in 1986.] All crew members reported having had sufficient rest at Dauphin. A No. 2 air test of the train was conducted by the carmen, and was satisfactory.

At 20:11 Train No. 338, operating as Extra 5048 East received MBS Clearance No. 883 authorising movement from Dauphin [mileage 121.7 Gladstone subdivision] to Ochre River, Manitoba (mileage 109.3), with permission to hold main track at Ochre River. This was, in effect, a meet with Extra 5270 West who was by MBS Clearance No. 881 permitted to operate from Glenella (mileage 63.8) to Ochre River. Extra 5270 West reached Ochre River and reported to the Train Dispatcher that it was in the clear in the siding at 20:26. The Train Dispatcher then called Extra 5048 East, who was by then moving, and MBS Clearance No. 885 was issued to Extra 5048 East at 20:35. [Note: MBS Clearance 883 was cancelled.] This gave permission to Extra 5048 East to operate from Dauphin to Plumas, but restricted it by having to protect against Work Extra 5035 between Makinak (mileage 100.84) and Cutts (mileage 82.9). Both MBS clearance No. 883 and MBS Clearance No. 885 were copied and repeated on the engine of Extra 5048 East by the head end train person, not the locomotive engineer. [A violation of the System Special Instructions.]

In the meantime, Work Extra 5035 authorised by MBS clearance No. 869 at 16:05 had permission to work between Cutts and Makinak and at the time Extra 5048 East passed Ochre River was unloading ballast at a walking speed in a westerly direction between mileage 99.0 and mileage 100.0. Thirty-four cars of ballast had been unloaded, the unloading crew were on the thirty-fifth car, and one fully loaded car remained in the train when Extra 5048 East was seen approaching Work Extra 5035. The Locomotive Engineer on the Work Extra called to the approaching train to "Soak it, eastbound," then called the rear of his own train to say he was backing up. The unloading crew, two on the north side and two on the south side, were also made aware of the approaching train and ran clear. Work Extra 5035 backed up attaining a speed estimated at 20 to 25 miles per hour and shortly thereafter Extra 5048 East coupled to Unit 5035 on the Work Extra and both trains came to a stop 30 to 36 car lengths east of where Unit 5035 was when the Locomotive Engineer first saw the approaching train. [The only damage in the collision was to the front coupler of 5035.]

On Extra 5048 East, the train person on the head end first saw the Work Extra when their engine was between mileage 101 and mileage 100.64 and shouted, "There is a train." The Locomotive Engineer put the train brakes into emergency, and then after the engine had passed over the crossing at mileage 100, both the Locomotive Engineer and the head end train person, in that order, detained on the south side. Both received injuries. It is estimated their train was travelling between 30 and 35 miles per hour when they jumped.

After the collision the decision was made to call an ambulance for the injured head end train person and about 21:05 the Train Dispatcher was asked to call an ambulance. ... Train No. 338 backed clear of the east siding switch Makinak after having picked up the injured person at about mileage 99.82 and the entire Work Train went into the siding after the injured person was placed in the ambulance. The injured person was accompanied to Ste. Rose du Lac Hospital by the Head-End Trainman of the Work Extra.... The injured person was released from hospital on 29 May, 1987.

All evidence, interviews with employees and perusal of their statements to railway officers indicates that this collision and injuries occurred due to the failure of the entire crew of Train No. 338, Extra 5048 East, to ensure that their train did not enter the work limits of Work Extra 5035 without permission and instructions as prescribed by CN's System Special Instructions.

In addition to this very serious failure on their part, there is evidence that several System Special Instructions and Operating Rules were violated. ... Further, [there was] a reluctance on the part of the conductor of Extra 5048 East to admit to the collision in his conversation with the Assistant Chief Train Dispatcher, or for that matter with the Train Dispatcher. [Note: The transcript appended to the report shows the conductor telling the dispatcher, "She got off the unit and tripped over a tie and injured her hip or her leg." At no point does the transcript show the conductor to mention any collision.]

There is evidence to suggest that Work Extra 5035 was aware that Extra 5048 was in the vicinity, however, the alertness and prompt action of the part of the engineman of Work Extra 5035 avoided a heavier collision with possible further damage and injuries.

Canadian Pacific

Motive power

After June 12, only 9 of the GATX ex-Missouri Pacific SD40s remained on CP: 5070, 5073, 5075, 5076, 5077, 5081, 5083, 5086, and 5088. (UE)

Rebuilds at Angus...

(Corrections and additions)

GP9 1649 ex 8684 out 87-06-16 to Alyth
GP7 1682 ex 72 out 87-07-17 to Toronto (Hamilton)
GP7 1684 ex 74 out 87-09-08 to Hamilton
GP7 1686 ex 76 out 87-09-18 to Hamilton
(Bruce Chapman)

Into Angus for rebuilding...

RS18 8789 to be 1840 in shops 87-07-07
RS18 8750 to be 1841 in shops 87-08-11
RS18 8758 to be 1842 in shops 87-08-11
RS18 8770 to be 1843 in shops 87-08-17
RS18 8751 to be 1844 in shops 87-09-04
RS18 8747 to be 1845 in shops 87-09-09
RS18 8733 to be 1846 arrived 87-09-03
RS18 8777 due in 87-09-08
GP7 77 to be 1687 due next
GP9 401 to be 1688 due next
(Bruce Chapman)

In the shops...

GP9 1518 due at Angus 87-09-22 for painting
RS18 1811 going to Angus for overhaul
GP30 5000 at Angus for overhaul
GP35 5004 due at Angus for overhaul, end of October
GP35 5022 going to Angus for overhaul
SD40-2 5610 was at Ogden for engine change in August
GP9 8835 at Angus for wiring; fire on E&N 87-09-06

PTC done at Ogden: 5876, 5877, 6056, 6058.

At Ogden for PTC: 5992, 6002, 6003, 6010, 6016.

Speno RMS 101 and 109 were at Ogden from 87-07-27 to 87-08-07 for work on their main generators and trucks.
(Bruce Chapman)

As of August 7th, CP has stopped painting multimarks on any of its equipment. Repainted so far: 5599, 5601, 5610 (former Expo 86 "Rainbow War" engine), 5653, 8031. One, 5599, has red stripes on the rear.

TH&B NW2 54 was taken out of service with engine damage; it has been stored at Toronto since September 1st.

All of the 4700-series M36s are now rated at 3000 horsepower.

RS23s 8022, 8027, and 8033 have been transferred temporarily from Saint John to St-Luc.

Rebuilds 1682, 1684, and 1686 are in service on the TH&B. The rest of the TH&B engines will go to St-Luc after they are rebuilt. They may be replaced for now by RS18s, and the first six GP9s rebuilt as road engines will go to the TH&B.

(Bruce Chapman)

Leased power...

B&Os in service:

3700	3705	3711	3716	3720	3724	3728	3735
3702	3706	3712	3717	3721	3725	3730	3736
3704	3707	3713	3719	3722	3727	3733	

Tied-up at St-Luc:

3723 3715 3737 3738

GATX 5077 returned with seized engine

B&O 3709 out of service with overheated wiring

B&O 3711 out of Angus, in service 87-08-21

B&O 3717 out of Angus, in service 87-08-21

B&O 3719 recalled by CSX for repairs, Windsor 87-09-17

B&O 3736 out of Ogden 87-09-17

B&O 3737 to Peaker Services (Michigan) for rebuilding

All of the GATXs on CP were back in service by September 1st. CP is not buying the leased ACR engines.

(Bruce Chapman)

Track abandonments...

Approved: Coronach to Big Beaver, Sask. (Fife Lake sub.)
Possible: Tweed to Havelock, Ontario (Havelock sub.)

The rumour about the reinstatement of the track from Tweed to Glen Tay apparently resulted from speculation about the effects of the Ontario and Québec case before the Supreme Court, which CP ultimately won.

The Saskatoon and Moose Jaw dispatching offices are to be moved to Winnipeg. ("CTC Board")

Operations

CP is looking into either closing Lambton or using it as a container facility. Studies are currently being done to see if the track from Obico to Toronto Yard could take the increase in traffic, as all trains originating from Lambton would have to be relocated. Some trains would also be abolished and others reassigned. If it were to be used for containers, Lambton would be redesigned to house the present facility at Pier 35 and the Marine Facility at Obico. Obico would be used only for domestic containers and trailers. There would be a net job reduction of 45 and a net savings annually of \$3.1-million if the move were made. (Gord Webster)

Speno RSA-1 was testing from August 14th to 26th between Smiths Falls, Toronto, and London; between West Toronto and Romford; between Sudbury and Sault Ste. Marie; and between North Bay and Current River, a total of 1450 miles. The unit then travelled to Mission, B.C. The Loran rail grinder was in Montréal in August. (Gord Webster)

Eight cars of a 79-car train derailed on July 23 near Marquette, 30 km northwest of Winnipeg. (Canadian Press)

Other CP news

The RTC has determined that CP did not violate any rules when it placed hopper cars loaded with fertilizer on the Perth-Andover bridge, washed away in the April floods. A similar action was successful in 1976. The bridge will not be rebuilt, but CP will instead operate the two sections of the line as separate branches, the more northerly via the CN. (Art Clowes)

CP was to decide in August whether to rebuild the flood-damaged bridge at Ste-Anne-de-la-Pérade. If it is not rebuilt, the north shore line between Montréal and Québec would be broken; this has long been considered part of the proposed high-speed Corridor line. (La Presse)

CP will apply to remove the station at Peterborough (VIA now uses an adjacent shelter). The city may purchase the building. (Gord Webster)

CP is to move the cars from the former Harbourfront CRHA collection; they are now stored on the CN near Fort York.

CN Dental car 15095	CN Business car 23
GTW Caboose 77137	WAB Caboose 605
CN Combination 7915	PM Caboose
GT Mail car 9716	CP Boxcar 188625

(Gord Webster)

CP has replaced its bridge at mile 72.6 Parry Sound subdivision, over mile 202.6 on the CN Bala sub. On August 10th, the Bala was closed from 05:00 to 13:00. The CP was closed on August 9th from 05:00 to 10:00 and on August 10th from 05:00 to 14:00. Both the Toronto and Sudbury auxiliaries were used for the swap. (Gord Webster)

CP is considering abandonment of its lines or sale to a new short line railway in the Grand Forks, B.C. area. (UE)

VIA Rail Canada

Motive power

•Stored at Pointe-St-Charles:

6535	6629	6759	6859	6868
6537	6633	6858	6866	6906

•Retired: F-units 6566 and 6633 from the Dalehurst collision, and FPB4 6863.

VIA purchased Inland Steel SW1000s 115-118, built in 1966 and 1967 by EMD. The engines are to be rebuilt at VMV Shops (ex-ICG) at Paducah, and may be numbered as 100-103.

"CTC Board" reports that Napa Valley Wine Train, a tourist line operating on a former Southern Pacific branch in California has purchased four FPA4s from VIA.

In addition to the CN switchers in Montréal and Toronto (July NL), VIA is leasing GMD-1 1900 (with steam generator) at Winnipeg, and SW1200RS 1293 at Vancouver.

The new VIA Montréal Maintenance Centre opened on July 12th; VIA now owns the diesel facilities at Pointe-St-Charles (but CN still owns the backshop). (UE, BRS, "Extra 2200 South", "CTC Board")

VIA news

VIA's design for the proposed transcontinental double-deck cars was two feet taller than the Amtrak Superliners. Thus, as high as but wider than auto tri-racks, they would have had clearance problems in CP's tunnels. (UE)

VIA statistics show that, with the new F40PH-2s, on-time performance of the "Canadian" has increased from 50 percent to 85 percent, and the "Super Continental" from 76 to 86 percent. (Doug Page)

Starting September 8, CP began work on the bridge over the Rideau Canal in Smiths Falls, at mileage 1.26 Brockville subdivision. VIA trains 40 and 41 are replaced by buses and taxis from Monday to Thursday, until the end of November. All VIA trains over the line will be cancelled between November 16 and 20. (PS, BRS)

The VIA winter schedule will come into effect at the end of November this year. • Starting September 8th, VIA-1 Club and Club Deluxe were replaced with a single new Club service, priced between the two. • Mid-day Toronto-Ottawa LRC trains 43 and 44 may be converted to conventional equipment, to allow a looser equipment cycle through Ottawa (see July NL). • Beginning in December, there will be four trains on weekdays between Montréal and Québec on the south shore CN line. This will replace, for the time being, the disrupted CP service via Trois-Rivières.

Sleeper "Aylmer Manor", damaged in a fire at TMC last winter, and coach 104, from the Dalehurst wreck, will be the prototypes of VIA's rebuilding programme. Up to 155 of the ex-CP stainless steel cars and 35 ex-CN cars will be rebuilt. The design and testing phase will take up

to two years. The rebuilt cars are expected to last for another 20 years.

F40PH-2s 6420-6425 have been delivered: the first three are assigned to Montréal for service from there to Québec, and the other three have gone to Toronto for use on Trains 44-36 and 33-43. When 6426-6429 arrive, they will be initially assigned to Toronto. • On September 1st, new F40PH-2s 6424, 6420, 6422, 6421, and 6423 ran light as an extra to Toronto.

As of November 29th, service between Montréal and Trois-Rivières will be reduced to only Train 159, leaving Trois-Rivières at 07:45, arriving at Montréal at 09:38, and Train 164 leaving Montréal at 17:10, arriving at Trois-Rivières at 19:10. • Mayor Jean Doré of Montréal has criticised CP for not immediately rebuilding the bridge at Ste-Anne-de-la Pérade. • Voyageur is protesting VIA's contract with Autocar Connaissieur to operate the replacement shuttle on the north shore. (Bruce Chapman, The Globe and Mail)

Train 2, the eastbound "Canadian", hit a truck at Ashton, Ontario, on the Carleton Place sub, on September 18th. FPA4 6779 was damaged, and may not run again.

GO Transit

Burlington East station, at Appleby Line, will be open by the fall of 1988. Construction is to begin this summer of the station, a parking lot with 1200 spaces, a kiss-and-ride area, and a bus loop. Burlington station now handles 1000 passengers a day on three trains. Full service to Burlington will be in place by 1992. GO chairman Lou Parsons foresees full service on all routes by 1997. ("Transit News Canada")

Ed Fulton, Minister of Transportation and Communications, says that he favours the use of the TH&B station in Hamilton for the GO extension. The bus terminal could be relocated to the station. The cost would be \$106-million for trackwork, and \$60-million to expand the tunnel. Trackwork on the CN route would cost \$100- to \$150-million. (TNC)

The platform at Pickering on the new GO subdivision will be, operationally, a separate station with a separate name (such as Liverpool or Pickering North). To the commuter, though, the difference will be invisible; the two platforms will be designated the north and south platforms, or tracks 1, 2, and 3.

The platform has not yet been constructed at the new GO-VIA station at Newmarket. No opening date has yet been set.

A new GO station is planned at Langstaff, in connection with the development of Richmond Hill Centre, on the Langstaff Prison Farm property.

Algoma Central

ACR has leased CN F7Bs 9198 (on July 16th) and 9196 (on August 14th?). (UE)

Algoma Central has applied to the CTC to separate its railway operation in a new company distinct from its shipping and real estate concerns. The applications asks for the new ACR to be "declared for the general advantage of Canada", making it a federally-chartered line. This is connected to a proposal for ACR to take over part of the Soo Line out of Sault Ste. Marie, Michigan. ACR may buy the remaining portion of CN's Pagwa subdivision.

The CTC has postponed hearings on the separation of Algoma Central's railway operations until after the Federal Court of Canada rules on the release of financial information to the commission. ACR has applied for a Certificate of Public Convenience and Necessity for the proposed Algoma Central Railway Inc. Railway employees oppose the application.

ACR leased CN F7B 9198 on July 20th, and 9196 on August 14th.

British Columbia Railway

Motive power

Engines in new paint scheme:

5409	611	685	715	721	728	761	767
5410	615	702	716	722	729	763	
503	631	705	717	724	730	764	
606	683	710	718	727	751	765	

Locotrol will be installed in ex-Kennecott Copper 736-742, allowing the retirement of the ROC cars. The KOCs may also receive the Locotrol equipment from the M420Bs. The Oneida and Western SDs were purchased for \$6.8-million.

New slugs:

407 ex 566	408 ex 573	409 ex 565	410 ex 562
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RS3 561 was re-trucked to its original configuration as an RSC3, and donated to the West Coast Railway Association. It is now stored at Squamish. As well, 586 went to the Central British Columbia Railroad Preservation and Museum Society at Prince George.

All of the RDCs have had 75th anniversary plaques applied for this year.

All BCR engines will have reset safety controls (RSCs) installed to replace the deadman pedals by the end of 1987.

("The Un-named Edmontonian", "Extra 2200 South", "CTC Board")

BCR will convert operation on the main line south of Prince George from train orders to computer assisted MBS. ("CTC Board")

Continuous welded rail has been installed between Kelly Lake and Exeter (67 miles), and on some parts of the line south of Williams Lake. ("CTC Board")

Ex-Kennecott Copper SD40 number 737 has been repainted into BCR colours.

BCR is spending \$19-million to build a new 1200-metre tunnel to bypass a slide prone area at Shalahth Bluff, 4 kilometres north of Seton Lake. Once begun, the construction will take about ten months. ("CTC Board")

Other Railways

CSX in Ontario

CSX has confirmed that its operations in southern Ontario are not for sale. ("CTC Board")

On June 27th, CSX ran an employee Safety Special from St. Thomas to Sarnia and back. CSX (C&O) GP40 6830 (ex 4075) pulled three dark green SBD coaches and three bay window cabooses. ("FCRS Tempo Jr.")

Dispatching by MBS was to begin on September 28th, eliminating the operators at Chatham and Wallaceburg. All dispatching for the CSX system is being centralised at the new Transportation Operations Center in Jacksonville, Florida. The centre, with 35 dispatchers, in all, will be on-line in September 1988, and complete by December 1989. (FCRS "Tempo Jr.", "CTC Board", "Railpace")

The agencies at Blenheim, Leamington, and St. Thomas have been replaced by an agency at Fargo.

CSX has renumbered all of the former Chessie trains to match the SBD system. The changes affecting trains in Ontario are as follows:

Previous number	New#	Route
DT41 (Detroit 41)	321	Buffalo to Detroit
NI42 (Niagara 42)	320	Detroit to Buffalo
230	230	Chicago (BN) to Buffalo (D&H)
231	231	Buffalo (D&H) to Chicago (BN)
Local 1	765	Chatham to Walkerville
Local 3	767	Chatham to Courtright
Local 4	768	Sarnia to Chatham turn
Local 5	769	Chatham to West Lorne
500	200	Chicago (Soo) to Detroit (CP)
501	201	Detroit (CP) to Chicago (Soo)

502	202	Chicago (Soo) to Detroit (CP)
503	203	Detroit (CP) to Chicago (Soo)
937	327	Detroit (CP) to Grand Rapids
942	326	Chicago (GTW) to Detroit (CP)

("CTC Board", "FCRS Tempo Jr.", "Railpace")

Central Western

CWRC carried 130 000 tonnes of grain this crop year from the 12 elevators along its line. (Bruce Chapman) Tom Payne, owner of CWRC, would like to take over other lines in Alberta and Saskatchewan. (Canadian Press)

Thurso Railway

By mid-July, all of the track of the Thurso Railway (previously the Thurso and Nation Valley) had been removed. The Thurso Railway last operated in July 1986. (BRS: Gary Hicks)

Ontario Northland

The ONR station at Engelhart has been torn down to make room for construction of a new building, to begin in August. (BRS: Brian Martyniuk)

ONR 1515 is being cannibalised for parts for the remaining F-units. The following units are stored at North Bay: ONR 1306, 1308, 1400, and 1401; ex-MILW 73B, 84B, 89B, 121B, 125D, and 126C. (UE)

Essex Terminal

ETR C420 106, SW1500 107, and GP9 102 have been repainted. On 102, the original one-piece centre windshield has been replaced with the more usual two. 102 was painted from July 2nd to the 4th, and was back in service on the 7th. (UE)

Dow Chemical

Dow Chemical in Fort Saskatchewan purchased from Chrome Locomotive three ex-BN RS11s, numbers 4188, 4195, and 4197 (originally NP 908, 915, and 917). The first two, 4188 and 4195, arrived in Edmonton on July 31st (the day of the tornado); 4197 was to follow. 4197 was the last RS11 in service on BN. (UE) (*See also CN section)

Québec, North Shore and Labrador

QNS&L GP9s 149, 151, 155, 160, 165, 168, 174, and 176 are still in service; 175 is being used for parts. (UE)

STCUM - Montréal

STCUM is considering the purchase of new passenger engines of 3000 hp, with electric generators for heat and light. GM F40PHs would meet these specifications-- watch for an order. (UE)

Inco

Mandak (Selkirk, Manitoba) is selling the three RS18s from Inco's closed operation in Thompson. Two of the engines are in operating condition. (UE)

Ontario shortlines

The federal and Ontario governments have jointly funded a feasibility study of regional railway service in western Ontario. The \$118 000 study, by Peat Marwick and Partners, is to be completed by January 1988. Peter Bowers of Owen Sound, author of Two Divisions to Bluewater, has proposed such a railway company, to be formed with support from both railways and all three levels of government. (UE, Globe and Mail)

Québec-Cartier Mining

Cartier has scrapped RSD15s 91 to 96. (UE)

Tourist Railways and Museums

Rideau Valley Heritage Railway Association

The CP Kingston subdivision was closed between Tichborne and Kingston on December 1, 1986. On January 16th, a work train with C424 4241 and van 434689 began removing the track. The rail has been sold by CP for use abroad. If Rideau Valley uses the line, new rail will need to be installed. Rail on the 50-mile section of the CN Smiths Falls is 85-lb., and remains in place.

On the roster are several coaches and a snowplow purchased from CN, and stored at Taschereau Yard. Part of the CRHA Toronto and York display at Harbourfront is slated to be moved to Smiths Falls. Presently at the Smiths Falls CN station is CP S3 6591, two wooden box cars, and a tank car. Contrary to the note in the July Newsletter, no equipment has been moved from Delson. (RVHRA: Earl Roberts, "The Un-named Edmontonian")

Toronto

The Ontario Science Centre may take over the John Street roundhouse for use as a transportation museum. It would include railway and streetcar equipment, displays related to transportation, and restaurants. (Toronto Star)

Royal Hudson

CP has approved the use of its tracks for 2860 to make a trip from Vancouver to Calgary during the winter Olympics. The train is now planned to leave Vancouver on February 11th with 500 to 700 passengers. On the first day, the train will travel to Revelstoke, with accommodation there overnight. On the 12th, the train will carry on to Calgary arriving there some time after 15:00. The return to Vancouver would be about a week later. Cost of the trip is estimated at about \$500 one way, including transportation, accommodation, and gourmet meals. (Ottawa Citizen, Vancouver Sun)

Delson

Parts of a new joint Canadian-French film, "La Porte Tournante", were filmed at the CRHA railway museum in Delson. (BRS)

Miscellaneous

Diesel Division is building an order of GP60s for Norfolk Southern at London. They are expected to be moved by CP via the Detroit Tunnel. (Bruce Chapman)

The Manitoba government has asked the federal government to resume support for a railbus being developed by MGI and UTDC, after the cancellation of the BREL-Leyland project. (Canadian Press)

Bombardier has purchased the passenger car designs of Transit America Inc., formerly the Budd Company. This makes Bombardier easily the North American leader in rapid transit and intercity cars. (The Globe and Mail, Le Devoir)

Bruce Chapman reports that the switcher number 17 that Rob Sandusky saw at Merrilees in Montréal (August Newsletter) is a former Norfolk and Western engine. Also, that the F-unit that Dave Bower saw with 1423 may have actually been 1432, and not 4063, since 4063 was scrapped at Winnipeg "years ago."

A 35-foot bronze archway by Toronto artist Eldon Garnet depicting two workers building a railway trestle will be built at the entrance to a new park in the Toronto "railway lands." (Toronto Star)

The RTC has approved the relocation of the CN and CP yards in Regina to the northern outskirts of town. Some opposition remains from local residents, but the mayor supports the plan. The province has confirmed that it will contribute \$20-million to the first stage of the relocation. (Canadian Press)

UCRS member Gordon Shaw, a professor in the faculty of administrative studies at York university, was quoted in the Ottawa Citizen on the implications for trade of a railway strike: "If supply seems uncertain, foreign purchasers will buy elsewhere."

Southern Pacific has ordered 20 GM GP60s, to be numbered 6000-6019 (with an option for 20 more), to be built at London, for delivery in early 1988. ("Extra 2200 South", "CTC Board")

Another rock video with railways: "Desire", by Neo A4, starts and ends with a shot of a westbound VIA train on the Oakville subdivision. The rest of the video was filmed at the Locust Hill station on the Havelock sub, with an open observation car parked outside. (PS)

THE TRAIN SPOTTERS

Recent observations by UCRS members

■CP Rail trains into TH&B Aberdeen yard (Doug Page)

Apr 24	Extra Potash	CP 5502-5558-4554-5519
Apr 28	Starlight	CP 5674-5921
Apr 29	Extra Acid	CP 5543-4550-5557-5516
Apr 30	Starlight	CN 3645-3643-3733
May 5	Extra Acid	CP 5547-5545-5406-5523-5503
May 11	Starlight	CP 8921-5556
May 13	CP Extra	CP 4713-4550-4551-4206
May 13	Starlight	CP 5556-8921
May 17	Extra Ham	CP 5500-ACR 188-CP 4722
May 17	Starlight	CP 5545-ATSF 3615-CP 4215
May 27	Starlight	CP 5404-ACR 186
May 31	Starlight	CP 5528-ACR 185-TH&B 57
Jun 2	Starlight	CP 4558-CN 3720-CP 4706
Jun 5	Starlight	CP 4558-8921
Jun 7	Extra Acid	CP 5574-5680-5402-4220
Jun 10	Starlight	CP 5678-4564
Jun 12	Extra Acid	CP 5513-GATX 5070-CP 5408
Jun 19	Extra	Loran RG-9 rail grinder
Jun 19	Extra Acid	CP 5535-4562-4565-4235
Jun 19	Starlight	CP 6046-GATX 5075-CP 5400
Jun 26	Extra Acid	CP 5558-5408-8734-4246
Jul 3	Extra Acid	CP 5411-6406-5528-4221
Jul 9	Extra Acid	CP 5555-GATX 5075-CP 4510
Jul 16	Starlight	CP 5412-ACR 186
Jul 18	Extra Acid	CP 4573-4711-8792-4246
Jul 18	Guelph Job	CP 5411-8921
Jul 21	Starlight	CP 5513-GATX 5075-CP 8921
Jul 23	Starlight	CP 4213-GATX 5075-CP 8921
Jul 24	Extra Acid	CP 4722-4704-4724-4721
Jul 24	Starlight	CP 8921-GATX 5075-TH&B 55-56
Jul 25	CPBU	CP 4235-4209-4236-1682 (new)
Jul 30	Starlight	CP 5511-GATX 5070-CP 5539-TH&B 58
Aug 1	Starlight	CP 5511-GATX 5070-CP 8921
Aug 5	Extra Acid	CP 5501-5553-5549
Aug 6	Starlight	CP 5556-GATX 5072-CP 5562
Aug 8	Starlight	CP 5534-8921
Aug 11	Extra	Loran RG-9

■CP Rail trains on the TH&B Welland sub (Doug Page)

Apr 23	Extra East	CP 4507-5540-4555
Apr 24	Extra East Potash	CP 5519-4554-5558-5502
Apr 29	Extra East	CP 5557-4550-5543
May 5	Extra East	CP 5406-5545-5547
May 9	Extra East	CP 1810-5412-5506
May 13	Extra East	CP 4713-4550-4551
May 17	Extra East	ACR 188-CP 5500
May 27	Extra East	CP 5523-4738-5403
May 29	Extra East	CP 5404-4512-4558
Jun 7	Extra East	CP 5402-5680-5574-TH&B 57
Jun 12	Extra East	CP 5513-GATX 5070-CP 4508
Jun 19	Extra East	CP 5535-4562-4565-4235
Jun 19	Extra East	Loran RG-9
Jun 26	Extra East	CP 5558-5408-8734-4246
Jul 3	Extra East	CP 5411-5406-5528-4221
Jul 18	Extra East	CP 4573-4711-8792-4246
Jul 24	Extra East	CP 4722-4704-4724-4721
Aug 5	Extra East	CP 5501-5553-5549
Aug 11	Extra East	Loran RG-9

■CSX Sightings (Doug Page)

Mar 22	Near Cayuga	DT41	CS(WM) 4362-SBD 8549
Aug 19	Hagersville	DT41	CSX(SBD) 8223-CS(C&O) 8364
Aug 19	Hagersville	NI42	CS(C&O) 4386-SBD 8337
Aug 21	Hagersville	DT41	CS(C&O) 8366-SBD 7267
Aug 21	Hagersville	NI42	CS(C&O) 6629-CSX(SBD) 7241

■Compressed Metals, Leslie St., Toronto (Ben Mills)
CN S4 8177 and S7 8228, late June/early July

■MacMillan yard, early July (Ben Mills)

Stored dead toward the northeast corner of the yard:
7160 7164 7173 7906 7915 7922
7161 7165 7178 7913 7918 7961
7163 7167 7179 7914 7921
And about seven more of unknown numbers.
Air lines had been removed from all of the units.

•Montréal, late August (Bruce Chapman)
Baltimore and Maryland GP38 (ex-Conrail) 9137 at
St-Luc, stencilled Streigel Supply, Maryland.

•Log of Amtrak locomotives into Toronto (Ben Mills)

July 1 (Wed)	261 on Train	88
July 1 (Wed)	207 on Train	98
July 3 (Fri)	255 on Train	88
July 6 (Mon)	315 on Train	98
July 7 (Tue)	348 on Train	88
July 11 (Sat)	274 on Train	88
July 11 (Sat)	203 on Train	98
July 14 (Tue)	262 on Train	88
July 18 (Sat)	220 on Train	81
July 19 (Sun)	212 on Train	188
July 24 (Fri)	218 on Train	98
July 26 (Sun)	209 on Train	98
Aug 7 (Fri)	355 on Train	98
Aug 12 (Wed)	332 on Train	98
Aug 17 (Mon)	326 on Train	98
Sept 2 (Wed)	277 on Train	88
Sept 9 (Wed)	272 on Train	98
Sept 20 (Sun)	250 on Train	98
Sept 21 (Mon)	277 on Train	88

•CP Rail trains into Aberdeen yard, Hamilton (Doug Page)

Aug 15 Starlight	CP 4232-5000
Aug 18 Starlight	CP 4232-4213-5000
Sept 11 Starlight	CP 5411-1684*-TH&B 74-CP 5400
*1684 is former TH&B GP7 74	
Sept 15 Starlight	CP 6000-6712-6021
Sept 16 Extra Potash	CP 6000-5407-5401-4201

•CP Rail trains out of Aberdeen yard (Doug Page)

Aug 31 Rock Empty North	CP 4565-4561-GATX 5072-5070
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•CP Rail trains on the Welland subdivision (Doug Page)

Aug 15 Extra East	CP 5544-4554-5527
Sept 9 Extra East	CP 5543-5410-5413
Sept 11 Extra East	CP 5550-4735-5510
Sept 16 Extra East	CP 6000-5407-5401-4201

•CSX at Hagersville (Doug Page)

Sept 20 Train 321	CS(B&O) 2017-SBD 8138
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•Leaside, October 3rd (Rob Scrimgeour)

Train 904, eastbound at 20:26: CP 5730-5547-4715-
GATX 5072-GO 704-722-707. Two of the CP units were
dead (5547 and 4715), and the GATX unit was in idle (of
course). GO units haven't been seen on CP for a couple
of years.

Corrections

•CN is not abandoning the Taschereau subdivision (NTR).
See the CN section.

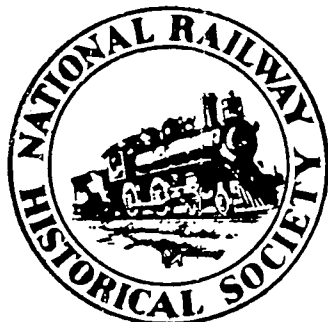
•See the Tourist Railways section regarding the Smiths
Falls museum and proposed operation.

Additional notes

A train-bus fantrip will tour London and St. Thomas on
Saturday, October 24th, including many stops of interest
to railfans and transit enthusiasts.

November 7th is the date of the Toronto Transportation
Society slide and photo sale and swap at the Etobicoke
Lakeshore Community Centre. The Centre is located on
Lake Shore Boulevard, at Mimico Avenue.

Bill Draper, famous for the "Draper Taper", will be the
guest speaker at the UCRS banquet on November 21st. See
the details elsewhere in this Newsletter.



CONVENTION '87

by Kevin G. Mugridge

CONCLUSION

Shortly before arrival at Roanoke we had been informed by our car hosts that boarding passes would be required for the rest of the trips. To get these, we would have to line up at track-side and turn in our tickets for a boarding pass in the morning. Imagine the hassle of 1600 people trying to get passes from a small table and three people. John and I got up early, caught a shuttle bus as soon as possible, and got down to be second and third in an unending line. We then worried about breakfast. We selected an N&W air conditioned car, no. 28, which we knew from previous experience would keep its cool. Since the day was to be in the mid 90s we could listen to the engine from the baggage car or a Dutch door. Besides, how much strain could a 25 car passenger train put on an engine designed to haul 80 to 100 loaded hoppers up the same route we were going to take?

The departure time of 8 a.m. arrived and one of the gremlins that plague railfan trips also arrived in the form of power failure at the interlocking switches through which we needed to pass to get out of the station. Within 30 minutes or so the problem was corrected and we were under way.

The N&W's main line west passes the huge classification yards at Shaffer's Crossing and the new locomotive servicing facilities. Lines of stored diesels awaiting shopping or scrap when their equipment trusts expire were at the east end. We were to see more of this facility on the terminal tour on Friday. We passed the connection to the former Virginian just beyond the end of the yards. Most of the eastbound coal traffic uses the former VGN due to its lower grades from here to Tidewater. At Elliston we began the climb up the eastern continental divide which crests at Christianburg. The 792 feet in elevation are climbed in 12 forward miles. Just before reaching Christianburg the remnant of the former Blacksburg branch swings off. This was the scene of triple headed 4-8-0s during the 1957 NRHS Convention.

At Christianburg the freight station, dating from the 1870s, is undergoing extensive renovation. Much of the interior work is complete. Five miles west of Christianburg are the remains of a coal dock, at Vickers, and two miles further on is the split of the line, to either Bristol or Bluefield, at BF Tower. While the tower is gone, the wye is still in service. The Bluefield line swings to the right and enters the New River Valley and passes the Radford Army Arsenal.

The New River is now on the north side of the tracks, as we have crossed it and traversed a tunnel. Across the river the former VGN may be seen. If operating conditions are favourable, we

will be over there later this afternoon on our return trip. At Narrows, where the river cuts between Peters Mountain and East River Mountain, is the all brick station of the N&W where the Narrows Branch connected.

The large plant of Appalachian Power is marked Glyn Lyn, but the famous VGN bridge across the valley is now nothing but empty piers. The 2,155 ft., 127 ft. high bridge was removed in 1970. The VGN line had swung over to the N&W at a place called Whitehorse Connection, at Mile 75.4, just before Narrows, and swings off again at Kellysville, Mile 87.3, to go to Princeton, W. Va.

Here, the final climb into Bluefield begins. In the 23.3 remaining miles we must climb 1,037 ft. The 1218 makes light work of the grade and we arrive in the heart of the Pocahontas coal fields, at Bluefield, West Virginia. The grade into town is emphasized by derails on all out-bound eastward tracks. The conductor was told to tie down all hand brakes while the train was being serviced.

During this time, the 1218 will be cut off and the 611, which we passed on the way in, will be coupled onto the train. The cars themselves will not be turned, so the MARDI GRAS observation car will be coupled to the tender backwards for the trip to Roanoke. The rest of the First Class section comprised a dome-coach, a 10-6 sleeper and an 11 DBR sleeper. A former Seaboard stainless steel diner served the meals. These were the cars that had been used on the inbound special. First Class space was limited to the number of meals that could be turned out in the diner during the trip. The MARDI GRAS has had two new Ford diesel engine generators added since last year to replace its ailing original motor generator set. John and I were to ride this car later on the outbound special. The watering was to require a move of cars so that the hoses could all reach. The 611 was now given her chance to pull the train forward several car lengths, thus clearing the 1218 for servicing. The 'A' was to follow us back with some coal hoppers behind it for added braking capacity.

We departed as close to schedule as possible, but, with the delay in Roanoke and the time required to water the cars, it was still a bit behind what was scheduled. Traffic favoured us and at the Whitehorse Connection we were diverted to the former VGN on the north bank of the river. The VGN was never noted for signals and now has colour position lights guarding the CTC-controlled sidings; not an overkill, to be sure, but enough to keep traffic flowing steadily.

Whitehorse itself is a helper station for a 10 mile, 0.6% grade. Here we had a photo runpast with the 611. The earlier one with 1218 was in an inappropriate place, but with freight traffic it was the only one possible. Here we had a nice open field to the north side of the track and the 611 could work a little with the train. However, the only rain in the area also picked the pusher siding to fail; it was not much, but it did cool off the 90 degree-plus day somewhat.

Ten miles further on we crossed the divide again, this time in the nearly mile long Alleghany Tunnel. From here it is downgrade all the way into Roanoke. We wound our way out of the valley and crossed over the Roanoke River and the former N&W mainline. Just beyond Salem, at VN, we crossed back to the N&W for the rest of the trip into the passenger depot. Shuttle buses awaited the train's arrival and we were shortly back to our motel.

The trip for Friday was to be a terminals tour around Roanoke. It did not leave as early as the Bluefield trip and was to use all open window coaches so there was no real need to get up as early to get good boarding passes. John and I ate a good breakfast at our motel and shuttled over to the station. With only 600 scheduled for today's trip, the various open window coaches would provide sufficient seating. Only the snack baggage car was along, furnishing soda pop and other snacks. On previous trains this car was supplemented with the FORT MITCHELL, a converted GN lunch counter/dormitory/lounge, which served hot dogs, hamburgers, chili, etc. on the longer trips. The crews of these cars are certainly to be complimented for the quality of both the food and the service. Box lunches were not needed with this type of service available.

The terminal tour headed east out the N&W's former mainline past the East End Shops, where both 611 and 1218 were built, along with 445 other steam engines, to the Tinker Creek connection, built in 1959 to connect the N&W with the VGN after their merger. After gaining the VGN's former line, the push/pull nature of the train became apparent. The FP7 on the opposite end took over and we headed westward through the former VGN yards. These yards, now termed the South Yards, handle mainly coal, taking advantage of the nearly gradeless line of the former VGN to tidewater. Very few signs of the catenary remain here, even where the engine shops stood.

At JK Interlocking, controlled from Randolph Street Tower at the Roanoke passenger station, we cross over the line to Winston-Salem. We will be on this line a bit later on. This yard was extended westward in 1959, after the merger. After the crossing of the Roanoke River, a lead to the N&W's Materials Yard diverges and we cross the Roanoke Belt Line. We continue west on the VGN, passing along the south side of Salem. Just beyond, we change directions and cross back to the old N&W at VN and head eastward. Here, at the west yard limit, we enter the pull-in tracks following the old eastbound freight main. We reverse direction to make a 180 degree swing onto the Materials Yard connection and cross the former VGN, which we had been over a short time ago, and head east on the Roanoke Belt Line.

The Belt Line dates from 1904 and still has some very active sidings along it. The line passes through a scenic park area where the Roanoke Transportation Museum had been before its bout with the Roanoke River. After passing the former museum site, we climbed a sharp grade and entered the Winston-Salem line in a northbound direction. A sports complex and Memorial Hospital flank the tracks as we curve towards downtown. In an adjacent junk yard were the remains not only of some 4-8-0s and 2-8-0s but also Baldwin diesels from the Chesapeake and Western.

At the passenger station the main line serves as a leg of a wye. We do not stop at the station but continue west on the former N&W main line, this time entering the middle yard of Shaffer's Crossing. Near the turntable where the old roundhouse stood, 611 and 1218 sat resting for tomorrow's extravaganza. We go west as far as 30th St., where we reverse directions for the last time. We run past the engine facilities again, this time on the north side, past the double hump, and the 5th Street Amtrak station, across from the newly relocated Virginia Museum of Transportation, and slip back into four pocket at the station in good time. Even with all of the direction reversals, we are actually early.

The 611, 1218, a new GE diesel, the Best Friend of Charleston, and a NS exhibit car were to be spotted for photography along with one of the FP7s. The trip could have been improved with a simple map of where we were going and description of what happened at the various sites along the way. The main convention booklet had much of this information, but was too slick and nice to bring along and get dirty on the trips.

Saturday was the day for steam. The 611 took the crammed special westbound out to Salem. Along the way, at Shaffer's Crossing, the 1218 sat with a 49-car coal train. Photographers were detrained and the 1218 operated past the standing passenger train. The 1218 ran up the grade to beyond Elliston where it waited for the 611 to come by.

On the grade the 'A' started up its train and pulled abreast of the passenger special with the engines running almost side by side. As the two trains came through Christianburg the locomotives were right along side of each other, splitting the signal bridges. At Walton the 'J' went around the wye to back the train into Radford while the 'A' dropped its train and did the same. The engines were to doublehead back to Roanoke.

At Radford, the passengers were treated to a picnic buffet. More than ample food was on hand but there were few shady places to sit and enjoy it. The wise went to the only bar in town for a roast beef sandwich and cold beer. The cars and the 'J' were watered by the local fire department. With its canteen car (auxiliary tender), the 'A' does not need water as often. Considering the number to be fed, the stop went quite well. The various NS officials on board received the key to the city and a bluegrass band was on hand to entertain. Unfortunately, the 'A' and 'J' were also on hand to do the same.

In the meantime an eastbound freight had picked up the coal set out by the 1218 at Walton. A westbound was holding down the north track that the special wanted to get on at BF. It left, but not in time to clear the special. We stayed on the south track and ran a double photo run-by at Vickers. While the doubleheader looked spectacular, it was not taxed by the small passenger train on a downgrade.

This trip will be talked about for many years and though many will try to duplicate it in some way, it will take a tremendous amount of co-operation from the host railroad to come even close. We had both main tracks tied up for the morning on our run westbound to Walton and had them tied up for part of the afternoon with the run back. Hats off to the NS for such co-operation in allowing this trip to be run.

The final trip was the outbound CONVENTION SPECIAL. This featured the 'A' and the 'J' double-headed out of Roanoke. The morning was overcast and the mountain mists were still in most of the valleys as we raced up the famed Blue Ridge Summit with the 'A' in the lead. Once again the tiny passenger train did little to strain the two powerful engines. I opted to sit in the MARDI GRAS while fellow Buffalo Chapter members Al Kerr and John Marriott took seats in the dome-coach. A light breakfast of doughnuts and coffee or tea was available as we left Roanoke, which took the edge off the otherwise hurried breakfast at the Holiday Inn. We had a pair of lounge chairs in the rear part of the car just ahead of a table of four and with a small end counter at our side. Copies of the Roanoke newspaper with a picture of the side by side runpast at Christianburg were throughout the car for all to see.

The one runpast was in an area that has been used before on other trips. As the morning was overcast, I did not partake of this one. Chasers on an overpass really got a heavy dusting as the dynamic duo blasted underneath.

All too soon we arrived at Lynchburg where the FP7s awaited the Washington section of the train and the 'A' turned the section that was to return to Roanoke. The 'J' was to run light to the scene of its trip the following weekend. Air was tested and we ran up the former SRY main line, changing crews at Monroe where the diesels were formerly changed to the N&W's steam in the latter's pre-diesel days.

I had opted for an early lunch in the diner. The choice was from a regular menu with entrees of sole, sliced sirloin of beef or spaghetti. The car was an ex-Seaboard 48-seat diner restored to excellent condition. The chefs had been trained at the Greenbriar, C&O's famous resort hotel. Service was by Roanoke Chapter members, who did a superb job. One could almost imagine that it was their full-time work.

After lunch I tried the dome coach for awhile. The seats were loose diner type chairs, since the regular seating had been removed. I felt rather uneasy up there with the seats not being anchored down. It was a good vantage point from which to observe the SRY's roller coaster line. Numerous short up and down grades were evident as we rolled on northward towards Alexandria at our limited speed of 40 mph, which the NS has placed in effect for all special moves of this type. We arrived in Alexandria in good time for Al Kerr to catch his southbound CRESCENT and Helen Dubois, another friend from Buffalo, her train to Richmond. John and I simply caught a cab over to our hotel in D.C. and went out for dinner.

Monday was to be our last day of train riding from the Convention, with a ride on the Corridor and then a TURBO back home to Buffalo. We had Club seats on Train 170, the YANKEE CLIPPER. The "Club" portion of the train was the rear half of an Amcafe which had two-one seating rather than the conventional kind. A curtain, ala aircraft, screened off the Club passengers from the prying eyes of the others. Breakfast at our seat was included, with a moderate selection of items to be nuked before serving. I selected an omelette while John opted for a New England Breakfast Sandwich.

The train consisted of 11 cars and an AEM-7. While I have photographed them in many places, this was my first time tied on to the tail of one. While the acceleration was impressive, the deceleration and braking capacity was astounding. We encountered several slow orders along the way where track work was in progress. We simply tore up to the work limits, dropped into the low speed and rocketed out at the end of the slow order. We had to wait for station time at two places even with the work delays. At Metropark the Metroliner that left 40 minutes later than our train roared by on its way to Gotham. This was John's first time on the Corridor, and he was impressed with the speed and the level of service offered by Amtrak. It is easy to see why

they can be the No. 1 carrier between Washington and New York City. The superimposed commuter service is easily swallowed up in the plant, but new stirrings are afoot by NJ Transit to improve this further. The worst part of the trip was from Penn Station to Grand Central Terminal, with heat, humidity, and near gridlock at even the noon hour. It will be great when Amtrak has only one station in New York City (Penn Station):

The remaining leg of the trip was on Train 65, the NIAGARA RAINBOW, a TURBOLINER out of GCT at 1:55 p.m. We had Custom Class aboard here, which on the trip gave us two-one seating in the rear power car. We had the car virtually to ourselves after Albany. The trip up the Hudson is always great and the Turbo can do over 100 mph where allowed. Several timings came in at 110 or better. The climb up the hill at West Albany was not as fast as I remember it, but nevertheless very good, as we were still accelerating as we crested the grade.

Once again, decelerating was as important as acceleration, and the trainset did a good job of this. We were not stuck behind any freights along the way, so we made good time and rolled into the Depew station on the advertised where several friends met us to take us back home.

Now for mileage fans: Buffalo-Chicago, 528 miles; Chicago-Minn.-St. Paul, 419 (X2) = 838 miles; Chicago-Washington, 910 miles; Alexandria-Roanoke, 256.2 miles; Roanoke-Bluefield, 100.9 (X2) = 201.8 miles; Roanoke-Radford, 43.2 (X2) = 86.4 miles; Roanoke-Lynchburg, 52.6 miles; Lynchburg-Alexandria, 164.3 miles; Washington-New York, 224 miles, and NY-Buffalo, 432 miles. Total, 3693.3 miles. This does not include the Roanoke Terminal tour, since mileage was difficult to keep up with here, or the minor variation in using the ex-Virginian part of the way back from Bluefield.

An almost immediate comparison with 3608 miles on VIA was made by chance, not choice, but more of that in a later issue.

Edmonton transit *Notes*

- Starting with its Sept. 6, 1987 sign-up, Edmonton Transit initiated a program to clamp down on fare evaders. Bus Operators and Fare Agents (POP Inspectors) will be the key components in this program as they will be more aggressive in enforcing the Transit Bylaw. Operators will closely scrutinize all passes, transfers, tickets and POP tickets. Of course, common sense will still have to be used so that, for example, a child is not left out in bad weather.

Fare Agents will be asked to intensify ticketing of fare evaders and to not accept excuses such as "I don't know how the LRT system works, I forgot to validate my ticket, I left my pass at home, etc."

- A dual fare collection system has been instituted at Stadium Station on the LRT line, similar to the system used at LRT stations serving stadia in Europe. This system incorporates ticket machines, change machines and validators for normal usage. For special events portable vehicle fare boxes are used, placed within a railing system which is used for crowd control. Passengers are not expected to use the normal fare collection system during special events; instead, fare collectors will man the portable fareboxes, checking fares and issuing transfers.

- To control increasing vandalism on ETS LRVs, the interior sidewall carpeting is being replaced with arborite paneling. This material, which is identical to the ceiling paneling, is both fire retardant and much easier to clean than the carpeting. The result is a brighter, more appealing and vandal resistant interior. Other changes to the cars' interiors are also underway. The upholstery is gradually being replaced on an as required basis with a new material which was necessitated by the high rate of seat vandalism and the unavailability of the previous material. In conjunction with this, the older style urethane seat cushions are being replaced with a newer neoprene cushion which is more fire retardant and produces less smoke than previous cushions.

- The staff of ETS Plant and Electrical Systems worked tirelessly through miserable weather conditions between 1600 hours Friday, July 31 and 1645 hours Sunday, August 2 to repair damage caused by the tornado and storm that hit the area on the 31st. The extent of damage was great, causing the collapse of a major sewer in the northeast Edmonton area that overloaded the storm sewer in the area of the LRT tunnel at 66 St. The resulting water backup caused manhole covers to pop up and the tremendous torrents of water washed out 100 feet of trackbed. The tunnel area is lower than the storm sewer and filled quickly with water to a depth of five feet. The Track Crew Foreman quickly arranged for pumping equipment and organized crews for the repair of the track. Many ETS staff, including personnel called in from vacation, worked through the weekend. Light Rail Equipment personnel were kept busy putting equipment in place (and keeping it running), moving equipment and ballast trains throughout the weekend and repairing broken equipment. Shelter and Plant Crews also pitched in with the Track Crew and helped to move loads and spread ballast as well as install pumps and hoses. LRT Inspectors and LRT Control also helped out by moving work trains and equipment to the work site. The results of the hard effort were that limited LRT service was restored by 1600 Saturday, just in time for the football game service, and full LRT service was restored at 1645 Sunday. LRT operation was in place to provide full scheduled service for Monday morning.

--Items from ETS TRANSIT NEWS

TROLLEY COACHES VS. DIESEL BUSES--AS ETS CURRENTLY SEES THE SITUATION

by Geoff Atkins, ETS Transit Manager, in ETS TRANSIT NEWS

Much has been said in the past on the economics of operating diesel versus trolley buses. Here are the basic facts for you to digest and consider:

	<u>Trolleys</u>	<u>Diesels</u>	<u>Comments</u>
<u>Operating cost per km</u>	same	same	no difference
<u>Bus mtce. cost/km</u>	13¢	16¢	
<u>Fuel cost/km</u>	11¢	17¢	fuel or power
<u>Overhead cost/km</u>	13¢	nil	Edmonton Power cost for trolley substations and trolley overhead lines and feeders

The bottom line is a total cost differential of approximately 4¢ per kilometre in favour of diesel operation. Look at the figures closely. Maintenance costs for electric powered buses will always be lower than for diesel buses because, primarily, there are fewer moving parts. Not much can change as wage rates and spare parts costs are essentially similar. Fuel/power costs will change with the fluctuation of world oil prices. Electricity costs are essentially stable in this province and this situation is not expected to change during this century. Fuel prices vary widely with world oil prices. For example, a \$2 increase in the price per barrel can mean an increase of approximately 1¢ per litre (for ETS, every 1¢ per litre costs us \$150,000 per year). The real difference is the cost in maintaining the trolley wires, feeders and substations that is not applicable in the diesel case.

For the summer of 1987, the City Engineer advised us that there was considerable construction scheduled for the east end of Jasper Ave. and for the Kingsway terminal area. The construction could have gone on with trolleys operating, and there would have been considerable detour costs to the City. With dieselization, the City Engineers save money in their construction contracts and, therefore, will reimburse us for the maintenance and fuel cost difference between diesel and trolley buses. Additionally, it was possible to schedule most of our trolley overhead wire construction during this period of inactivity and we thus saved money due to the elimination of routine preventative maintenance during the trolley shutdown period.

(Editor's note: Well, when you "digest and consider", it seems that the diesel bus wins—but what will the situation be 10 or 20 years from now and beyond?).

SKYTRAIN PHASE II -- SURREY EXTENSION: MID-SEPTEMBER CONSTRUCTION STATUS

Six of the seven segments of tunnel section under 6th St. in New Westminster have been poured. A contract for construction of the North Bridge Approach has been awarded to Foundation Company of Canada Ltd., low bidder of tenders received. The North Bridge Approach consists of 221 metres of elevated double guideway. The section extends from the New Westminster guideway at Elliott St., and curves in an elevated span over Columbia and Front Sts., and joins the Skybridge structure at the North Anchor Pier.

Work is progressing on column structures for the South Bridge Approach. The first cast in place elevated guideway section spans the B.C. Hydro rail line west of Scott Rd.

On the Surrey Guideway, excavation and pile driving for column bases is progressing and the first column base in this section was scheduled for pouring in the week of Sept. 28. This section will require 33 columns to support the elevated guideway.

At the Supercrete plant in Richmond, the first guideway beam section has been cast, measuring 91 feet in length. These guideway sections will be trucked, as required, to the Surrey guideway for erection on the elevated guideway columns. At the Con-Force plant in Richmond, several of the bridge deck sections have been precast and work is progressing on the production line. These 110 ton sections will be barged, as required, into position beneath the bridge and lifted into place at deck level by erection travellers (cranes) on the bridge, where they will be secured by permanent cables suspended from the twin bridge towers.

--BC Transit release

ST. BRUNO, QUEBEC STATION--In a letter dated July 15, 1987, the committee created to preserve the St. Bruno CN station asked Jacques Robert, Cultural Analyst in Architecture for the Quebec Minister of Cultural Affairs, Montreal District, to classify the station as a cultural establishment. CN officials have informed the committee that the railway is not interested in maintaining this building and wants to be rid of it. The station has not been heated over the past two winters. If the City of St. Bruno does not accept CN's offer (i.e., to acquire the building for the symbolic sum of \$1), CN intends to dispose of the building in its usual manner--by sale or auction. CN-operated commuter trains 900 and 991 (Montreal-St. Hilaire) stop at St. Bruno station.

The preservation committee and a great number of concerned citizens are asking the Provincial Government to preserve the 1902 structure through accompanying grants to provide ongoing maintenance. In reply to the committee's letter, the Quebec Government has stated that it would study the situation and decide, following the recommendation of its investigator from the Cultural Affairs Department, what should happen to the building. A decision based on this study was expected to be rendered during September.

--LE JOURNAL (St. Bruno), via Douglas Brown

LAYOFFS AT CN FORT ERIE--CN has notified employees at Fort Erie that one shift will be dropped from its car repair facility. Mike Matthews, Manager of Public Relations, said that 42 jobs are being eliminated as a cost cutting measure, with there not being enough work to justify two shifts. Also, 29 track repair employees and 13 others from the interior upgrading division will be laid off. Some employees will have the option of moving to Division offices in Toronto.

--Chuck Riedmiller in "THE SEMAPHORE" (Rochester Chapter, NRHS)



Commission canadienne
des transports

Canadian Transport
Commission

Under date of Aug. 28, 1987, the Railway
Transport Committee of the CTC issued Order
No. R-41065 indicating that it had given

further consideration to the CN application to discontinue the VIA Rail/CN operated passenger trains Nos. 120, 121, 122, 123, 124, 128 and 129 (Toronto-North Bay-Kapuskasing) which had been the subject of an order to continue (R-34315) dated Sept. 3, 1982. The new order indicates that, despite a finding that the service is uneconomic and likely to continue to be so, the trains are to continue in operation. Accompanying the order is the usual draft notice which VIA was, not later than Oct. 1, to post in all relevant stations and passenger cars indicating that the CTC has decreed that the services shall not be terminated.

--The CNR station at Forest, Ontario, near Sarnia, has been preserved, presumably by the town, on its original site, and has a wooden CN caboose located outside.



UCRS and other events and activities

by Ed Campbell

--The Toronto September meeting entertainment featured a program right up the power enthusiasts' alley--a review of Delaware & Hudson Ry. operation within and into and out of Buffalo by a resident of that area, Peter Benham. In addition to D&H, many liveries and diesel models were to be seen, including Springfield Terminal, Guilford, Boston and Maine, Maine Central, Lehigh Valley (showing through other superimposed paint jobs worn thin), etc. Thanks to Pete, one of a fair number of Niagara Frontier members who have favoured the Society with meeting programs in the past few years.

--The Society wishes also to thank the following members who helped to staff the UCRS booth at the Canadian National Exhibition. The booth was located beside CNR 6213, which was unfortunately not open this year. The members were Al Maitland, Al Faber, Russell MacLean, Tom Gray, John Hinbest, Mal Smith, John Walker, John Laraway, Rod Semple, Ivor Samuel, George Meek and Tom Thomson.

--We are pleased to report that Ed Misera is progressing well from the hip surgery which he sustained, but will enter St. Joseph's Hospital about the middle of October for right knee replacement. We wish him well.

Friday, October 16--Note change in program for the regular UCRS Toronto meeting, to be held commencing at 7:30 p.m. in the Education Centre Auditorium, College and McCaul Sts. (6th floor). Select a few slides (maximum 25) on a theme (railway, stations, location) or an outing and bring them to share with your fellow fans. These do not necessarily have to be 'newscast' type slides, but rather should represent some of your favourite shots, taken at any time. However, please keep good photographic quality in mind when selecting your views. Half of the evening is set aside for your slides--so let's see what's hiding in your collection. Rumour has it that any spare time in this segment will be filled by a Society Director from Leaside showing his sizable collection of SD40 shots--so let's everyone dig so that we can keep him in the wings. The second half of the evening will be a look at North American railroading as seen by a number of local film burners (railfans). Any questions or offers? Call Art at (416) 960-0063 anytime.

Saturday, October 17, Sunday, October 18--"Rails through the Oaks", the Fall 1987 Niagara Frontier Region NMRA Regional Convention at the Howard Johnston Hotel, 590 Argus Rd., Oakville, Ont. Clinics, banquets, videos, films, flea market, layout tours and prototype tours. Admission to all events, \$40. Contact George Stephenson, 3671 Glencolin Court, Mississauga, Ont. L5J 2G3, phone (416) 270-0038.

Saturday, October 17--UCRS Moving Sale. Bargains galore on all overstocked UCRS published material. We can't afford to move and store the hundreds of copies of many items now in stock. So--come to the CN St. Clair Ave. Station, just west of Caledonia, 10:00 a.m. to 4:00 p.m. Make us an offer--buy by the ton, pound, gross, dozen or singles--but don't expect to see prices like this again.

Saturday, October 17, Sunday, October 18--Railfair '87, 10th Model Railway Exhibition at Algonquin College Building "D", Woodroffe Ave. and Base Line Rd., Ottawa (11:30 a.m. to 6 p.m. on the 17th, 10:00 a.m. to 5 p.m. on the 18th). Adults \$3, teens \$2, children over four, \$1. For other information call D.H. Venables, 6 Trevor Cr., Nepean, Ont. K2H 6H8.

Saturday, October 17, Sunday, October 18--Aberfoyle Junction O gauge display and layout, admission \$2. 10 a.m. to 5 p.m. both days. Located on Brock Rd., about 1 1/4 miles north of Hwy. 401, Exit 99. Information at (519) 837-3837.

Wednesday, October 21--7:30 p.m., Upper Canada Society of Model Railroaders (no connection with UCRS) meeting at Bathurst Heights Collegiate, 640 Lawrence Ave. West, Room 226, Toronto. The program will be presented by Charles Cooper on KD couplers on N scale equipment.

Friday, October 23--Regular UCRS Hamilton Chapter meeting in the Hamilton Spectator Building, 44 Frid St., Hamilton, at 8 p.m. Bring your newscast slides to contribute to the meeting. All Hamilton GO Transit buses stop near the building (i.e., near Main & Dundurn Sts.). Return buses stop at King & Dundurn Sts. Consult your GO timetable for bus times. If driving from Toronto or other points to the northeast, enter Hamilton via Hwy. 403, using the Main St. West exit, turn eastbound at Main St. West past the CHML/CKDS Radio building at Longwood Rd., over Hwy. 403 and then turn right onto Frid St. and the Spectator Bldg. is right in front of you. (On July 6 the high level bridge on York Blvd. was closed for approximately six months, to allow for reconstruction of the bridge; the York Blvd. exit from Hwy. 403 to York Blvd. was also closed; the above are thus temporary directions for the construction period). If driving from Brantford or other points to the southwest, enter Hamilton via Hwy. 403 using the Main St. East exit and then turn right onto Frid St.

Saturday, October 24 and Sunday, October 25--Repeat of Aberfoyle Junction O gauge display (see Oct. 17, 18, same times).

Saturday, October 24--Soper Valley Model Railroad Club, Bowmanville High School, Liberty St. North, Bowmanville, Ont., 10 a.m. - 4 p.m.; admission \$2.

Sunday, October 25--Toy and train collectors' show at Kinsman Auditorium, Chatham, Ont., Queen St. at Tweedsmuir, 11 a.m. to 5 p.m., admission \$2.50.

Saturday, October 31--Boomers' auction at Harriston Community Centre, Harriston, Ont., 12:30 p.m. - 6 p.m. Admission free.

Saturday, October 31-Sunday, November 1--Repeat of Aberfoyle Junction O gauge display, same times.

Friday, November 6 through Sunday, November 8--Hobbies 87, International Centre, 6900 Airport Road, Mississauga. Layouts and displays by five model railroad clubs. Friday, noon to 10 p.m., Saturday 10 a.m. - 10 p.m., Sunday 10 a.m. to 6 p.m.

Saturday, November 7--International Division meeting, Beamsville, Ont. at St. Alban's Anglican Church. Subject: realistic rolling stock. Admission \$3. 9:30 a.m. - 3 p.m.

Saturday, November 14--Central Ontario Division NMRA will meet at North York Central Library, Yonge St. and Empress Ave. (TTC North York Centre Station); clinics and home layout tours. 9 a.m. to 12 noon and 1 p.m. to 4 p.m.

Saturday, November 14--Lake Simcoe Railway Modellers will meet in the Barrie (Ont.) Armouries, 11 a.m. to 5 p.m.

Friday, November 20--Regular UCRS Toronto meeting in the 6th floor auditorium of the Education Centre, College and McCaul Sts., at 7:30 p.m. sharp. Pete Jobe will present an illustrated program on "Fallen Flags" depicting vanished diesels and paint schemes. Bring your newscast slides. Note program change--October and November meeting subjects have been interchanged.

Saturday, November 21--UCRS Annual Banquet, 6 p.m., Delta Chelsea Inn. See flyer attached to this issue.

SOCIETY NEWS UPDATE--Unfortunately the TTC 4601 fantrip scheduled for Sunday, September 27 had to be cancelled as, by midweek, only seven tickets had been sold, and we would have required about 20 in order to break even. Despite ample advance notice (August and September NEWSLETTERS), it would seem that there just wasn't enough interest among Society members for this trip. Accordingly, our policy on future transit fantrips may have to be reconsidered; possibly a joint venture with one of the other area railfan clubs is the answer.

Car 13--The 'status quo' prevails insofar as our car is concerned, i.e., it remains stored under cover locally at no cost to the Society in a secure location. We have notified Mayor Eggleton that we might be interested in providing the car as an exhibit in the proposed Toronto railway museum (should this project ever come to fruition), and have received an acknowledgement, of a general nature, from his office. Accordingly, the Society is basically adopting a 'wait and see' policy concerning CAPE RACE. Members will, of course, be kept advised of any developments although we do not anticipate anything happening in the immediate future.

1988 Dues--Enclosed is your renewal notice for 1988. Our Membership Secretary, Al Maitland, will appreciate your sending in your cheque as soon as possible (depending on the postal situation) to help lessen his work load. Please note that, for 1988, we have again been able to hold the line and avoid a dues increase, despite increasing printing and postage costs for the NEWSLETTER. Accordingly, it will cost you just \$19 if you renew early, \$20 for the late-comers. As usual, you'll receive 12 information loaded issues of the NEWSLETTER, covering the railway and transit scene, past and present. Your Directors approved the 1988 dues structure on the basis that, for 1987, the Society was no longer faced with the financial burden of storing and maintaining Car 13; storage alone cost in the vicinity of \$1000 annually.

Society Offices--After considerable discussion of the pros and cons, your Directors approved the move of our offices from the CNR St. Clair Avenue to the nearby Royal Canadian Legion at 6A Greenlaw Ave. The move is effective November 1, 1987. Although, of course, it would have been highly desirable for the UCRS to have remained in a railway building, given the present situation concerning the station, it was deemed inadvisable to remain there. Since VIA moved out of the station two years ago, the building has been unheated, as CN basically uses it as a storage area for maintenance of way material, etc. The lack of heat has made it impossible to work in the station during the winter months, and we have been concerned that dampness could get into the Society's publications and other material stored there. The 'last straw' occurred when our premises were broken into earlier this year and a trunk and some caps, etc. stolen. Fortunately the theft was not of major proportions, and there was no vandalism of our material. However, realizing that this was a close call, it was deemed wise to move. As long as the station remains vacant and boarded up, it represents a target for vandals, burglars and arsonists. Contact with the CN revealed that they had no immediate plans for renting out the waiting room area, thus providing a tenant that would have resulted in the building being heated, and offering less of a derelict appearance. The City of Toronto Historical Board were contacted as to their interest in the station; the impression was received from them that they did not plan to do anything about the station unless it was in immediate danger of demolition. Accordingly, we have had to bid a reluctant farewell to St. Clair Avenue Station, and hope that the last of Toronto's suburban stations will survive. Our new offices are heated and secure, and should offer a satisfactory storage and working area; the amount of space is approximately the same. Although there will be some relatively small moving expenses, the amount that we are paying for our new quarters is slightly less than the station and, as mentioned, the new space will be more satisfactory.

Annual Banquet--As noted in the attached flyer, our Annual Banquet is being held on Saturday, November 21 (a change of date from that announced at the September Toronto meeting). Our speaker, Bill Draper, formerly Assistant Chief of Motive Power, Canadian National, comes highly recommended and we are certain that his presentation will maintain the high tradition set by Society Banquets. Plan now to join us for a relaxing, congenial evening of renewing acquaintance with old friends, enjoying an excellent meal, and Bill Draper's presentation on the railways of Russia. See you there.

--John D. Thompson, PRESIDENT, UCRS

Distribution crew: George Meek, Al Faber, Al Maitland, Don McCartney, Mal Smith, Norm Cardwell, Ben Mills, Charlie Bridges, Helen Bridges, Dave Scott, Stu Westland, John Thompson.