Newsletter

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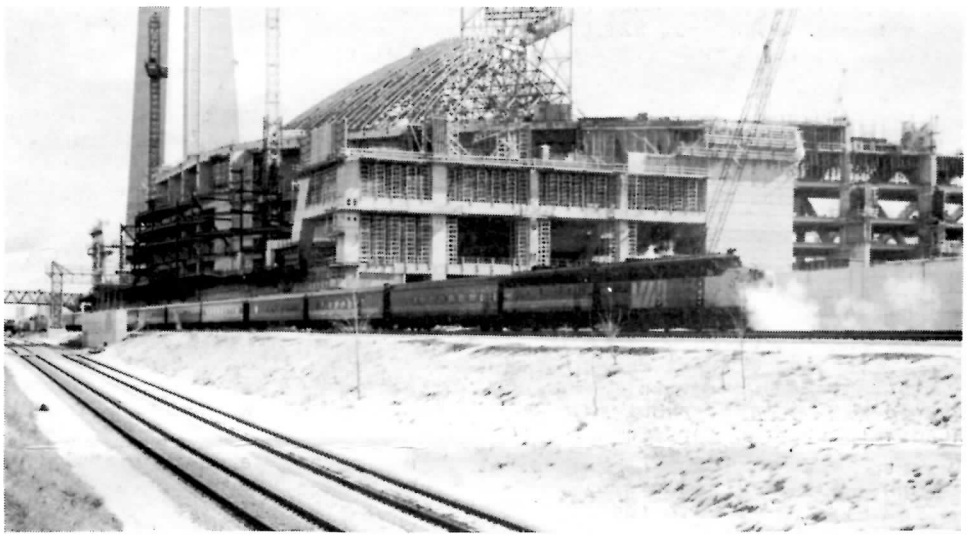
UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO

Photo NEWS

New arrival: VIA SW1000 203, one of four such units recently bought from Inland Steel, East Chicago, switches the Mimico (Ont.) maintenance facility. View is taken from the Islington Ave. bridge, a handy vantage point. --Ben Mills



VIA Train 73, with one of the carrier's soon-to-vanish FPA4's, 6770, on the point, passes the Skydome currently under construction on the site of Spadina Engine Terminal. --Ben Mills

Banff Trail Station, on Calgary's new Northwest LRT Line. The psuedo-tile roofs are reminiscent of those at various TTC facilities, such as Vaughan Loop, at Bathurst and St. Clair. --M.F. Jones

RAIL TECHNOLOGY '88

A handful of serious rail accidents overshadowed 1987's technological advances in the industry. And although the crashes made most of the headlines, the first tests of advanced train control systems caught the industry's attention, as did an increasing acceptance of gate turnoff thyristors and AC propulsion in rail systems.

Some railroad experts have said that the January 1987 collision in Maryland of three Conrail locomotives and an Amtrak passenger train could have been prevented had the lead CR locomotive been equipped with an automatic train protection (ATP) system with overspeed control. Such a system would have automatically stopped the CR locomotives, which passed warning and stop signals before running through a switch into the path of the Amtrak train, shortly after the CR engineer failed to comply with the more restrictive signals. The collision killed 16 and left 170 injured.

In May, then U.S. Secretary of Transportation Elizabeth Dole ordered ATP with overspeed control by July 1, 1990, for all trains operating on the congested Northeast Corridor not already fitted with the systems. Cost of installation, likely to be borne entirely by the individual railroads, can range from $25,000 to $40,000 per locomotive, according to General Railway Signal Co., Rochester, N.Y., a manufacturer of the systems.

ATCS Under Test

The Union Pacific began tests in 1987 of some of the subsystems to be used in its advanced train control system (ATCS) over a stretch of track in western Nebraska. ATCS computers track a train's movement and notify the engineer of train and track conditions. Anticipated benefits include improved safety, more efficient train and crew scheduling, and better fuel economy. A number of railroads are testing their own versions of ATCS, but most are following specifications approved by a task force representing 16 U.S. and Canadian railroads.

Union Pacific employs transponders in the railbed by switches. As a locomotive passes over it, the transponder supplies location information to the locomotive microprocessor. The train's position is continuously passed to a central computer by a radio transmitter on the locomotive.

While UP and others have stuck to ground based radio frequency communications Burlington Northern is one of a few roads looking skyward for its train tracking system. BN will be using the U.S. Defense Department's global positioning system (GPS) of Navstar satellites for its advanced railroad electronics system (ARES). However, all such systems will likely be supplemented with transponders in the railbed.

BN was to begin tests of ARES early this year over a segment of track in northern Minnesota. To compute a locomotive's position, an on-board computer, programmed with the satellites' position, will calculate the difference between the time a signal leaves a satellite and the time it reaches an on-board receiver. Train location information will be relayed to a central computer over a radio system using microwave frequencies.

UP and BN expect to have their control systems operating over much of their lines by the early 1990s. If remaining tests go well, said UP, it will start installing ATCS for general use later this year.

GTO based Systems: Compact and Modular

The use of gate turnoff thyristors (GTO's) is increasing in converters, the systems that change AC to DC power or vice versa, in several applications: traction systems with three-phase (AC) drives; controllers for DC motors; auxiliary power systems for passenger and freight cars and locomotives.

Unlike other types of thyristors which require elaborate, relatively expensive circuits for turnoff, GTO's can be turned off by applying a current pulse at their gate, a feature leading not only to a cut in electrical energy losses, but also to smaller and lighter systems. GTO's are therefore ideal for modular circuits, an advantage to manufacturers providing many diverse types of systems.

Take AC drives. Last July, the Bodensee Toggenburg route in Switzerland commissioned the world's first locomotive for intercity transport with GTO equipped converters for a three-phase drive. Seven more locomotives--five for the Bodensee Toggenburg and two for the Sihltel-Zurich-Utliberg route--were to be operating by April. An additional order, initially for 24 shuttle train locomotives with virtually identical electrical designs, came from the Swiss Federal Rys. All of these locomotives are built by Brown Boveri Ltd., Baden, Switzerland. In the U.S., New York City's Metro North commuter system plans to convert within four years the DC based traction system of 10 of its FL9 dual mode (diesel and electric) locomotives to AC, with five more units expected to follow.

Among the attractions of AC drives with asynchronous, squirrel cage motors is the way they save energy: as the train brakes, motors become generators and convert mechanical energy into electricity to be fed back into the power system. Moreover, because they have none of the DC motors' brushes, commutators and field coil systems, AC drives cost less to maintain and operate; those factors can add up to 40% of a DC motor's lifelong maintenance cost.

The same reasons make AC traction systems attractive for urban transit systems, Seattle being a case in point. In December 1986 the Municipality of Metropolitan Seattle ordered 236 dual power trolley buses (diesel for use except where AC propulsion would be required, particularly in a downtown tunnel presently under construction) from Breda of Italy, whose AC propulsion systems were to be made by Westinghouse Electric in Pittsburgh. This was the first North American order of its kind. Four preproduction buses are to be delivered by August. New York City's Metropol-

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Upper Canada Railway Society

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MAIL

THOUGHTS ON TWIN PASS

Dear Mr. Westland,

The introduction of the TTC-GO Transit Twin Pass, as reported in the February 1988 NEWSLETTER, contrasted the recent increase in TTC fares with the opportunity for reduced fares for commuters from outside Toronto. I should like to offer some other interesting perspectives on the matter. First, the suburban (outside Metro Toronto) GO Transit riders have enjoyed the benefits of integrated transit fares under specific arrangements with the local transit agencies for a number of years. These joint fares with co-ordinated services have provided alternatives to driving or being driven to the suburban station. The ability to buy a joint TTC-GO Transit fare medium is a welcome addition to make these trips more convenient and less expensive at the Metro end of the trip.

For the Metro resident, boarding at the outer Metro GO stations such as Etobicoke North, Weston, Scarborough, Eglinton and Guildwood, the Twin Pass will permit the use of one economical fare package for three legs of the trip: 1) to the outer TTC station 2) on the GO train to Union Station 3) on the TTC to the employment location.

This intensive use of the TTC has been possible using two TTC fares plus a GO fare for a one way trip or the TTC monthly Metropass and a separate GO pass or ticket. Metro residents using the combined pass may obtain good transit value for their money. About ¼ of GO riders who board in Metro suburban stations will be able to take advantage of this benefit.

While transit users will benefit from this phase of fare integration, the most important benefits will occur if present motorists find this new fare system sufficiently attractive to move to transit. Each car left at home or at a GO station means one less vehicle on the congested freeways and arterial roads between those stations and downtown. The primary benefits of the Twin Pass will be a reduced demand for road space and increased mobility for trucks, emergency vehicles, and necessary service and delivery vehicles. Since the road user will probably be the biggest beneficiary of increased transit use, it is appropriate that the first year's losses, if any, be absorbed by the Province. It is the Province which collects the road user taxes.

It may also be of interest that the original fare integration schemes in Peel resulted in higher revenues at lower operator costs than the systems had previously. It will be interesting to see if the Twin Pass results in a net cost or a net revenue increase for the two operators.

--Douglas Thwaites,
Brampton, Ont.

Dear sir,

We have had postage stamps to honour trains, forts, lighthouses and aircraft; however, old streetcars get the freeze treatment. Please find (enclosed) a stamp from East Germany that shows what they think of their old streetcars, and (shows) just what can be done. Streetcars did Canada a great service long before automobiles were even thought of. Please direct this letter to your members, suggesting a plug to Ottawa for the old streetcars; remember, no stamp is required if the communication is to your M.P.

--Robert N. Brown, Rexdale, Ont.

COVER: The former CNR Barrie, Ont. station was located beside Kempenfelt Bay and was convenient to the city's downtown area. Built by the Northern Ry. in the 1870's, the structure was enlarged circa 1900, with the large tower added at that time. In the early 1960s the station was demolished and the former Allandale station about a mile to the south became the Barrie stop; today, this structure is boarded up, facing an uncertain future, and VIA uses the former dispatcher's office as a waiting room. --M.F. Jones

itan Transit Authority announced last November that it intends to buy 200 new AC propelled subway cars by 1992 and 200 more the following year, as part of its overall capital improvement program.

More High-speed Trains

SNCF, the French state railways, continues to expand its TGV system with a new, 176 kilometre double track from Paris to Le Mans, to open in 1989, and an 87-km branch to Tours, to open in 1990. Trains on the new lines are to run at a top speed of 300 km per hr. (190 miles per hour) against the 270 km/h(170 mph) on the existing TGV line linking Paris with Lyons. Their equipment incorporates improved braking as well as an innovative self-induction, synchronous motor developed by SNCF engineers a few years ago. With the expansion, the TGV system will serve three of France's most important rail corridors with 40% of the intercity passenger traffic.

In the U.S., at least five states--California, Florida, Nevada, Ohio and Pennsylvania--are looking into building high speed rail systems. In Sweden, the state railway system has ordered 20 high speed trains (a maximum speed of 200 km/h) for delivery by ASEA AB, Vasteras, Sweden, by 1994, with an option to buy 32 more later.

Meanwhile, researchers at Carnegie Mellon University, Pittsburgh, have come up with energy conservation tools for conventional transit systems. Developed with the support of the U.S. Department of Transportation and several transit authorities in the U.S., the tools are a package of software programs that allow transit systems to simulate energy conservation strategies prior to implementing them. Carnegie Mellon reported that, since 1980, the year of its first test on the Washington Metropolitan Area Transit Authority system, the programs have resulted in an energy cost saving totalling nearly $8 million a year in nine transit authorities.

---from IEE SPECTRUM, forwarded by Denis Taylor

CP Rail

CP RAIL CAPITAL PROGRAM--CP expects to spend approximately $355 million in 1988 on capital projects to upgrade its main line track and roadbed across Canada, to continue the Rogers Pass grade reduction and tunnelling project in British Columbia, and to purchase new facilities and equipment. The 1988 program is down about six per cent from last year's forecast capital spending of $375 million. Approximately $120 million is expected to be spent to upgrade track, roadbed, bridges and culverts. This requires installing 50,000 tonnes of rail on 270 miles of track, replacing rock ballast on an almost equivalent mileage of roadbed, installing 781,300 ties, and replacing 33 bridges.

About $80 million will be spent on the Rogers Pass project. Other capital projects for 1988 include new and upgraded hotbox and dragging equipment detectors and the installation of radio communications systems. About $60 million will be spent on equipment purchases in 1988, including highway vehicles, train systems for cabooseless operations, and 25 new SD40F diesel locomotives. In addition to its 1988 capital expenditures, CP Rail expects to spend approximately $780 million on the regular maintenance of its 24,000 kilometre rail system.

--CP Rail release

NOTES FROM OTTAWA by J.M. Harry Dodsworth

--Train 44 from Toronto to Ottawa on Feb. 29 was on time in spite of having F40 6409 (88 mph maximum speed). On Mar. 9, I rode Train 32 (FPA4 6770 and two cars) to Montreal. A CP unit was in Ottawa Station, presumably off Train 2 the previous evening. We were on time to De Beaujeu where trackwork, the meet with Train 1, and a CP unit grain train crossing ahead put us 10 minutes down. We were held near Dorion where the CN main line was reduced to a single track by trackwork and there were miles of slow running into Dorval. We caught up with the CP train (units 5977-5698 (EXPO paint)-5730) and 88 cars (84 Government of Canada, three Alberta, one Saskatchewan); these have been running regularly through Smiths Falls to Quebec City. We arrived in Montreal 28 minutes late (2;56 from Ottawa). The platform area was foul with diesel fumes and some changes to facilities and operating procedures are being made to reduce this nuisance. A VIA notice stated that U.S. Immigration inspection will not be carried out on through passengers on the ATLANTIC. I returned on Train 35 (6793) which was on time. A journey to Montreal is basic single track railroading with meets, while the Toronto run is main line travel.

--The new STCUM station at Dorval is about 100 yards west of the former CP station.

--CN will vacate about 15 hectares (37 acres) of land along the Detroit River in Windsor over the next few years as operations and facilities are concentrated at Van de Water Yard. The land, in use for railway purposes since the arrival of the Great Western Railway 133 years ago, will be put to parks purposes; in exchange, CN is receiving about 225 hectares (556 acres) of land in East Windsor having potential for industrial development. While upgrading continues at Van de Water Yard, the biggest project for the area, the enlargement of the double track former NYC Detroit-Windsor tunnel, now jointly owned by CN and CP, is still subject to a decision as to whether or not it will be undertaken. The $45 million project will be discussed by the two railways in the immediate future in an effort to determine whether the additional business resulting from enlargement would represent an adequate return on the investment required.

--Transport 2000 has announced the appointment of Mr. Roy Jamison as Executive Director as of Feb. 1, 1988. Mr. Jamison has been a broadcast journalist for over nine years with Acadia Broadcasting Co. Ltd., based in Bridgewater, Nova Scotia. He has extensive background in communications, public relations, promotions, and administration. A graduate of the University of King's College in Halifax, Mr. Jamison has been active in Transport 2000 Atlantic for a number of years as well as in other volunteer activities related to sports and recreation, forestry, tourism, and community development. The post of Executive Director has been vacant since November 1985. Mr. Jamison will be based at Transport 2000's National Office in Ottawa.

--Tony Turritin

Motive Power and Operations

Edited by Pat Scrimgeour

Contributors and sources this month

Ken Andrews, Toronto	/KA
Bruce Chapman, Ottawa-Montréal	/BC
Art Clowes, Toronto	/AC
Ray Corley, Scarborough	
Mike Lindsay, Burlington	/ML
Chris Martin, London	
Doug Page, Hamilton	/DP
Pat Scrimgeour, Leaside	/PS
Gordon Shaw, Thornhill	/GCS
Gord Webster, Toronto	

Forest City Railway Society, "Tempo Jr."
"The Un-named Edmontonian" by John A. Rushton

Corrections

- I mistakenly omitted the name of Ben Mills from the list of contributors last month.
- As pointed out to me by Hollie Lowry, and as confirmed by John A. Rushton in the latest "Un-named Edmontonian", the CP 2-6-0 on display at Lethbridge is in fact 3651, and not 3631.
- See the CP section for news on the Altawan and Neudorf subdivisions, corrected from the January Newsletter.
- The reference to "Burkina Fafo" in last month's *Newsletter* should, of course, have read "Burkina Faso."

Canadian National

New Power

CN has announced an order for 60 SD60Fs from GM, and 30 C39-8s from General Electric. The "Taper Toasters," to arrive in 1990, will be the first GEs that CN has bought since 1956, and the first on the roster since 1983, when the last of the P.E.I. 70-tonners was retired. CN was considering leasing the new engines, through an arrangement similar to the Oakway and LMX deals with Burlington Northern, where the manufacturer is responsible for major maintenance. Until the SD60Fs are available (20 in late 1988 and 40 in mid-1989), CN is expected to lease from GM a number of old GP38s which had previously been leased to Conrail. (*Globe and Mail*, Pat Scrimgeour, Just A. Ferronut, Chris Martin)

Motive Power News

The definitive word on the Bessemer SD9s (classed as GR-617 on CN) appears to be that the lease was from January 15th to March 31st. If that lease has not been extended, then the engines may be on their way south. Four were, however, seen heading east from Toronto on March 31st. (Ray Corley, Gord Webster)

The following A1A-A1A GMD-1s will be converted, as noted last month, to operate short-hood first for service on the remaining 60-lb. branch lines, and will be renumbered into the 1600-series.

#Now	New#	#Now	New#	#Now	New#	#Now	New#
1007	1600	1012	1604	1026	1608	1036	1612
1008	1601	1014	1605	1028	1609	1038	1613
1010	1602	1019	1606	1031	1610	1046	1614
1011	1603	1025	1607	1032	1611		

("The Un-named Edmontonian")

Five more sets of GP9 switchers and slugs, classes as GY-418c and GY-00e, have been released, and assigned as noted here.

7232 (ex 4253) - 233 (ex 4370)	Dec 11	Sarnia
7233 (ex 4301) - 234 (ex 4414)	Dec 21	Sarnia
7234 (ex 4302) - 235 (ex 4368)	Dec 22	Sarnia
7235 (ex 4263) - 236 (ex 4382)	Jan 14	Pr George
7236 (ex 4283) - 237 (ex 4383)	?	

(Ray Corley, "The Un-named Edmontonian")

Rebuilt SW1200RSs (GR-12, now GS-412a)

The following is a complete list of the 7300-series (GS-412a) rebuilt SW1200RSs. All are assigned to MacMillan yard in Toronto.

New#	Old#	Released	New#	Old#	Released
7300	1382	Jun 19	7309	1378	Sep 14
7301	1393	Jun 26	7310	1271	Oct 2
7302	1368	Jun 30	7311	1274	Oct 2
7303	1368	Jul 7	7312	1275	Oct 9
7304	1390	Jul 7	7313	1243	Oct 22
7305	1358	Jul 10	7314	1307	Oct 30
7306	1372	Jul 17	7315	1325	Oct 30
7307	1397	Jul 29	7316	1258	Nov 20
7308	1373	Sep 4	7317	1347	Nov 18

All are assigned to MacMillan yard, Toronto
(Ray Corley, "The Un-named Edmontonian")

Pools of power between CN, Grand Trunk Western, Burlington Northern, Soo Line, and Chicago and North Western are balanced on a computer, and CN is repaid the horsepower-hours due only by BN SD40-2s 8154, 8156, and 8162. If Santa Fe borrows a CN SD50, as had been planned, it will make one round trip from Chicago to Los Angeles, and it will be in trade for SF pool power on BN, and the BN SDs on CN. ("The Un-named Edmontonian")

The RS18s and the F7As will not be equipped with RSCs, and will not be permitted to lead after the end of 1988. ▪ CN leased/borrowed BCR SD40-2s 757, 758, and 762 between January 15th and February 15th.

Operations

Following a joking discussion between a CN engineer and an RTC on the radio one day, an unfounded rumour has begun about CP taking over operation of the Dofasco ore train, now run as CN Trains 730 and 731. The rumour raises some interesting points. If the trains were to follow the only probable route from the ONR, then they would have to reverse at North Bay to reach the CP, and again at West Toronto, onto the Galt sub. Do the new provisions in the NTA allow CP to deliver a train such as this over the CN in Hamilton? CN did once consider bringing the train south on the Bala subdivision, instead of the Newmarket, but found that the costs and timeliness suffered. If the ore trains were to be removed from the Newmarket sub, that would leave little traffic other than the passenger trains, so CN could apply for abandonment, thus allowing VIA or the ONR to buy the line at scrap value. (Doug Page, Gord Webster, Just A. Ferronut, Pat Scrimgeour)

Laser trains are now permitted to operate at express speed on the Kingston subdivision, provided that only four-axle locomotives are used,

and that only certain types of cars are in the consist. (Gord Webster) ▪ Once again, CN has derailed a switcher at the Ford plant in Oakville, this time 7731 on March 22nd, at about 05:00. (Hamilton Spectator/ML, DP) ▪ CN and its locomotive engineers reached a contract agreement on February 1st.

Tracks: new and abandoned

"Canadian National Railway Company proposes to relocate a portion of its trackage in the City of Toronto, Ontario, known as the High Line, which forms parts of both the Kingston and Oakville subdivisions. This will result in the removal of the two parallel tracks adjacent to Lakeshore Boulevard between Yonge Street and Spadina Avenue to an alignment south of and adjacent to the trackage of the Toronto Terminals Railway between Yonge Street and Strachan Avenue." The alignment for the new high line has been graded between Bathurst Street and Spadina Avenue. East of there, the two southernmost of the TTR tracks will become the new CN line: one track has been removed to be replaced, and the other will be upgraded. New connections are being installed with the TTR Union Station tracks, for use by CN freight trains only. The westbound track of the existing high line has been closed. (CN notice, Pat Scrimgeour, Gord Webster)

The tender has been called for the removal of 12.8 km of track and sidings on the Simcoe spur, between Simcoe (mile 7.32) and Port Dover (mile 0.15). (Mike Lindsay)

The abandonment order for the portion of the Fergus subdivision north of Guelph required that the tracks be retained in case a short line operator chose to take over the line. The deadline for the retention has passed, and no plans for a short line were realised; the rails are now being removed.

As listed last month, CN has been given approval to abandon the remaining portion of the Centreville subdivision from Valley to Woodstock, N.B. CN had been ordered to retain this 4-km spur until service to Karnes Kitchens Ltd. bakery could be transferred to CP. Karnes is owned by Maple Leaf Mills, which was until recently owned by Canadian Pacific. When the CN line was abandoned for the construction of the Mactaquac reservoir, CN began paying trackage right fees to CP so that it could serve a customer owned by CP. Now, CN has agreed to truck Karnes' products, rather than giving the business to CP. ("The Un-named Edmontonian, Just A. Ferronut)

The short section of track removed at Palmerston was originally mile 72.00 to 72.38 of the Fergus sub, when that line ran all the way from Lynden to Palmerston.

The new Imperial subdivision, between Watrous and Dilke, Saskatchewan, is made up of 14 kilometres of new track from Watrous to Amazon, and the former CP Colonsay subdivision. (CN *Keeping Track*/AC)

CN has been notified that it can proceed with the abandonment of its Hanley spur in Kingston. This line, built by the Grand Trunk Railway Company of Canada, was opened for traffic on November 10, 1860. It was the link from Kingston Junction on the Montréal-Toronto line to the downtown area of Kingston and ran along the Great Cataraqui River.

CN Timetable No. 2, dated January 2, 1927 showed 21 regular passenger trains operating 6 days a week with 10 trains operating on Sundays. (Just A. Ferronut)

Along the Newmarket subdivision in the Newmarket area, the railway has set out short lengths of rail beside the right-of-way. These consist of two pieces of rail about four feet long, connected by an insulated rail joiner. The old insulated joint and a similar length of rail will be cut out, and the new piece welded into the track structure at every place there is a gap for crossing protection circuits. Can any reader explain why CN goes to this trouble of cutting and welding if the apparent aim is just to replace the insulation in the gap? Also, what is different on the Bala subdivision that makes such insulated gaps unnecessary for crossing circuits? (Dave Stalford) ▪Response: The pre-fabricated joints are usually installed as part of a rail replacement programme. When continuous welded rail is laid, the rails are then cut and the joint welded in place; they are comparable in strength and rideability to the cwr, and are superior to "field" joints. On the Bala, the joints have been in place for some time, and may not be readily distinguishable. There are different types, and the insulating material is not as noticeable in some. (PS, AC)

Canadian Pacific

Motive Power News

CP has leased 25 Conrail GP35s until the fall, and assigned them to Winnipeg. Four arrived on the Kinnear (BUCP, 910) on March 25th; by the next day there were six at Toronto yard, and the day after that only one, number 3720. Other numbers to expect: 2251, 2261, 2268, 2269, 2277, 2290, 2317, 2321, 2357, 2379, 3637, 3641, 3656, 3657, and 3682 (this last one in Erie Lackawanna paint). (Mike Lindsay, Chris Martin, Gord Webster, Bruce Chapman)

ACR 183 was returned on February 29th. ▪ The 9000-series SD40Fs will be used on long haul, bulk commodity trains in Western Canada. Will they be part of the new integral coal trains? ▪ VIA was (or is) considering purchasing some of the retired TH&B switchers from CP Rail. There is also some hope that one of the locomotives will be preserved at a museum. ▪ B.C. Hydro did not lease engines to CP. (This is getting confusing.) ▪ A fire at the Thunder Bay shops on March 20th damaged 1558, 1633, 1640, and 8122, when the roof caved in. Arson is not suspected. ▪ The sale for scrap of ten 1400-series F-units to Sidbec-Feruni at Contrecoeur has been cancelled. ▪ Amtrak F40PH 329, involved in a side-swipe outside Gare Central was at St-Luc in March, awaiting shipment to Amtrak.

Two rumours: CP and GM were close to completing a deal similar to the Oakway lease engines on Burlington Northern, but one of the clauses in the contract was a penalty for overloading the engines by hauling more than the rated capacity. CP turned down the deal, because normal operating practice is to get the maximum out of any engine, to the extent that many trains are underpowered. ▪ The first weekend this year that CP leased GO equipment, there were problems with the engines failing. It turned out that the GP40-type units

were being rated as SD40-2s, taking no account of the high speed gearing and four-axle trucks. In the past, CP had rated the GO units as GP38-2s. After the leased engines were returned, GO Transit had to repair the traction motors.

At the shops...

Amtk F40	329	(Sideswipe)	at	St-Luc	
GP9	1558	(TBay fire)	at	Angus	
GP9	1633	(TBay fire)	at	Angus	
GP9	1640	(TBay fire)	at	Angus	
GP9	1685	ex 75	out of	Angus	Feb 29
GP9	8242	ex 8835	out of	Angus	Mar 15
GP9	8631	to be 8210	in	Angus	Feb 26
GP9	8672	to be 8209	in	Angus	Feb 18
GP9	8663	to be 8211	in	Angus	Mar 2
GP9	8804	to be 8212	in	Angus	Mar 9
GP9	8820	to be 8213	in	Angus	Mar 21
GP9	8835	to be 8241, then to Schreiber			
M636	4714	wrk repairs	out of	Angus/Weston	
SD40-2	5592	wrk repairs	at	Ogden	
SD40-2	5712	wrk repairs	at	Ogden	
SD40-2	5948	PTC	out of	Ogden	Mar 31
SD40-2	6025	PTC	out of	Ogden	Mar 11
SD40-2	6060	PTC	out of	Ogden	Mar 8
SW1200RS	8122	(TBay fire)	at	Weston	

("The Un-named Edmontonian", Bruce Chapman)

QTrons done: 5504, 5720, 5743, 5786, 5809, 5917, 5921, 6025 (also PTC on 6025).

Operations

On the days when the shop workers have had a picket line at the entrances to Toronto yard, CP has run a crew shuttle from Lambton yard, so that train crews do not have to cross the picket line to get to work. VIA RDC-2 6205 has been used (seen eastbound and westbound at Leaside in the evening of March 21st), as has a switcher pulling two or three vans. (Rick Eastman, Gord Webster)

Two aldermen have proposed a commuter train as a solution to traffic congestion in northwestern Calgary. The train is seen as an alternative to continuing road construction. CP Rail is opposed to the plan. (Calgary Herald/GCS) ▪ CP hauled 18.05 million tonnes of coal in 1987, surpassing the previous record set in 1984. (AC)

Tracks, bridges...

Work has begun to remove the flood-damaged bridge at Ste-Anne-de-la-Pérade. A large crane on an ice bridge will lift each section onto a trailer. The new bridge will be completed by October. (Le Nouvelliste/GCS)

Further to the note last month, CP has confirmed that the Dominion Atlantic Railway is being considered for abandonment: "We do not see in our studies anything that secures the future of this particular line." The DAR was formed in 1894 by the consolidation of the Windsor and Annapolis and the Yarmouth and Annapolis Railways. (Halifax Chronicle-Herald/AC)

The London station is for sale. ▪ Ontario Hydro is appealing the abandonment order for the TH&B Hamilton and Dundas branch. Hydro requires the line for the periodic transportation of large transformers, but has not used the branch since 1962. (Hamilton Spectator/ML)

The CTC allowed CP to re-close a portion of the former Miniota and Lenore subdivisions between Brandon and Wheatland, Manitoba. The 45-km line was abandoned in 1981, and used since 1982 to reach a CP ballast pit at Wheatland.

The application by CP to abandon the Neudorf subdivision between Esterhazy and Roconville, Sask. has been deferred for one year to find options for the elevators affected. ▪ The Altawan sub from Notokeu, Sask. to Manyberries, Alta. has been ordered retained pending future plans. (These two lines were listed as being approved for abandonment in the January *Newsletter*. New information from "The Un-named Edmontonian")

Background to CP abandonments in New Brunswick

CP Rail is looking to abandon 90 km of its line along the Saint John River valley in New Brunswick, including that which was heavily damaged by flooding in 1987. This flood wiped out two major bridges over the Saint John River. The trackage in question is parts or all of the Shogomoc, Tobique, Aroostook, and Houlton subdivisions. These lines were built in the late 1860s and early '70s by a number of companies including the New Brunswick and Canada Ry. Co., the New Brunswick Ry. Co., the Tobique Valley Ry. Co., and the Houlton Branch Ry. Co.

The Shogomoc sub, which extends from McAdam northward to Debec, Woodstock, Newburg, Hartland, Florenceville, Upper Kent, Perth, Andover, and Aroostook, took the brunt of last year's flooding, with the loss of the major bridge between Perth and Andover and a couple of spans out of the bridge over the east channel of the Saint John River between Upper Woodstock and Newburg. These spans were found several months later at the bottom of the river some 550 m downstream. CP is planning to get rid of 5 km between Woodstock and Newburg: CP can serve Woodstock from McAdam on the mainline between Montréal and Saint John. Newburg is the connecting point with the Gibson subdivision. The Gibson line connects back into South Devon (Fredericton) thus permitting CP to serve Hartland and particularly Florenceville (home of McCain's Frozen Foods) and north to Upper Kent. The 26 km from Upper Kent, through Perth and Andover, to Aroostook would be abandoned. The line at Aroostook extends northward up the river valley by the Edmundston sub to connect to the CN Napadogan sub at Cyr Jct., so thus rail service can be provided to various locations including McCain's Grand Falls plant.

CP's notice to abandon also included the 43-km Tobique subdivision that extends from Perth (Jct.) along the Tobique River to Plaster Rock, and the Aroostook sub from its Aroostook westward to the Maine boundary. This line connects to the Aroostook Valley Ry. at Washburn Jct., Maine. The last piece of track included is that portion of the Houlton subdivision from Debec (Jct.) to the Maine border. This trackage had seen very low levels of traffic in recent years and the millions of dollars needed to replace the major bridges was the death knell for the above-mentioned sections.

Many may think of nature as only venting its anger in places such as the Rockies, but don't believe it. The history of the fights the railwaymen have had with nature along the Saint John River (often spoken of as the Rhine of North America) shows as much fierce competition as anywhere.
(Just A. Ferronut)

VIA Rail Canada

Tempo cars in Colorado

The ex-VIA *Tempo* cars are now in service on the Denver and Rio Grande Western *Ski Train*. The following list shows the old VIA number, the new number and car name, the car type, and the number of seats. Not listed are three cars that are being held for parts.

341	800420	North Park	Cafe-Lounge	50
342	800421	Winter Park	Cafe-Lounge	50
321	800425	Colorado Springs	Parlor-Club	39
322	800426	Glenwood Springs	Parlor-Club	39
323	800427	Idaho Springs	Parlor-Club	39
355	800430	LaPlata Peak	Coach-Ski	66
350	800431	Pikes Peak	Coach-Ski	66
351	800432	Pyramid Peak	Coach-Ski	66
353	800433	Shavano Peak	Coach-Ski	66
375	800440	Mount Bierstadt	Coach	72
362	800441	Mount Elbert	Coach	80
366	800442	Mount Evans	Coach	80
373	800443	Mount Massive	Coach	80
371	800444	Mount Princeton	Coach	80
-	253	Moffat Tunnel	Generator	-

(*Passenger Train Journal*/ML)

Operations

VIA LRC engines are not permitted to run alone on LRC trains, until after major electrical work is completed on each engine. This has resulted in LRC-F40 pairs on double-ended LRC trains, F40s on single-ended trains, and LRCs running with steam generators or B-units on conventional trains.

The new VIA maintenance centre at Vancouver is under construction, on the site of the old Great Northern station, north of the CN station. The two most northerly tracks at the station have been removed to make room. (*Pacific Rail News*/KA)

Between January 16th and February 13th, while construction was going on at Gare du Palais in Québec, Montréal trains 600 and 623, and Mont Joli trains 631 and 632 (conventional equipment) terminated at Ste-Foy. ▪ Effective with the new timetable at the end of May, the westbound *Ocean*, train 15, will leave Moncton at 20:00, 2-1/4 hours later than at present. ▪ Amtrak hopes to resume operation of the *Montréaler* in the summer. ("The Un-named Edmontonian", Pat Scrimgeour, Bruce Chapman)

Motive power on the *Canadian*, Train 10, on Sunday, March 20th: CP 4207, VIA 6420, and a VIA B-unit. On the same day, number 9 had a *Manor* car on the rear instead of a *Park* car. (Dave Stalford)

Complete roster of VIA F40PH-2 units

Road Number	Serial Number	Date of Delivery	Date Received	Date In Service
▪*Class GPA-30a, Order C-460*				
6400	A-4597	86-12-05	86-12-08	86-12-17
6401	A-4598	86-12-05	86-12-08	86-12-25
6402	A-4599	86-12-17	86-12-17	86-12-19
6403	A-4600	86-12-12	86-12-12	86-12-17
6404	A-4601	86-12-12	86-12-12	86-12-17
6405	A-4602	86-12-17	86-12-17	86-12-20
6406	A-4603	86-12-22	86-12-23	86-12-26
6407	A-4604	86-12-22	86-12-23	86-12-27
6408	A-4605	86-12-22	86-12-23	86-12-28
6409	A-4606	86-12-22	86-12-23	86-12-27
6410	A-4607	86-12-23	86-12-23	86-12-30
6411	A-4608	86-12-23	86-12-23	86-12-25
6412	A-4609	87-01-29	87-01-30	87-02-04
6413	A-4610	87-01-24	87-01-26	87-01-29
6414	A-4611	87-01-24	87-01-26	87-01-29
6415	A-4612	87-01-24	87-01-26	87-01-29
6416	A-4613	87-01-24	87-01-26	87-01-29
6417	A-4614	87-01-29	87-01-30	87-02-05
6418	A-4615	87-02-05	87-02-06	87-02-11
6419	A-4616	87-02-05	87-02-06	87-02-11
▪*Class GPA-30b, Order C-465*				
6420	A-4695	87-08-25	87-09-02	87-09-03
6421	A-4696	87-08-25	87-09-02	87-09-04
6422	A-4697	87-08-27	87-09-02	87-09-03
6423	A-4698	87-08-31	87-09-02	87-09-04
6424	A-4699	87-08-31	87-09-02	87-09-04
6425	A-4700	87-08-31	87-09-02	87-09-04
6426	A-4701	87-09-03	87-10-14	87-10-15
6427	A-4702	87-09-03	87-10-01	87-10-02
6428	A-4703	87-09-08	87-10-14	87-10-15
6429	A-4704	87-09-11	87-10-15	87-10-16

("The Un-named Edmontonian")

Details of ex-Inland Steel SW1000 switchers

201 ex 115 Serial 32395 Blt Nov 66 At Toronto
202 ex 116 Serial 32396 Blt Nov 66 At Montréal
203 ex 117 Serial 32586 Blt Jan 67 At Toronto
204 ex 118 Serial 32587 Blt Dec 66 At Montréal
The engines were bought for $110 000 each.
("The Un-named Edmontonian")

Still on lease from CN are SW8s 7151, 7153, and 7154 at Montréal; GMD-1 1900 at Winnipeg; and SW1200RS 1293 at Vancouver. ▪ After April 23rd, all leading VIA units must be equipped with an RSC. ▪ VIA RDC-4 6401 and all of the RDC-9s are stored at Les Cèdres, west of Montréal.

The four FPA4s sold to the Napa Valley were moved through Edmonton as follows. On February 3rd, train 217 arrived with CN 9621-9576-VIA 6760-6775-6790; the next day, train 425 left with CN 5452-5250-VIA 6760-6775-6790. On February 7th, the one remaining left on train 217: CN 5095-9610-9427-VIA 6787. Only 6760 and 6775 will be operated, with the other two used for parts. Napa Valley bought only the four FPAs, and has not bought NJT E-units. ("The Un-named Edmontonian")

GO Transit

Expect an announcement soon that work will begin on the western extension of GO Transit service to Burlington. Locations are being considered for the overnight "outposting" of trains at the west end, similar to the tail track at the Whitby station. The first couple of trains each morning from the outer ends will be stored overnight, so that there is no need to run outbound deadhead trains. The equipment cycle to be used when the GO subdivision is opened will allow for the western extension.

CSX Transportation

A stay has been placed on the abandonment of the CSX (Lake Erie and Detroit River) Suvbdivision No. 1 between St. Thomas and West Lorne. There is some concern at the City of St. Thomas about the reconstruction of the grade crossings in town once the tracks are lifted, usually handled under the "disturber pays" concept.

The N.T.A. by an order dated March 2nd has ordered CSX Transportation to limit the length of its trains to 4200 feet on its Subdivision No. 2 in the area of Chatham. This is the result of complaints about nuisance operation over Park Ave. East and Indian Creek Rd. in Chatham.

A CSX train, southbound on the No. 2 Subdivision on March 11th, with GP38 2105, collided with a runaway tank car containing isopropanol. The engineer jumped clear before the collision and resultant explosion. The engine was burned beyond repair. (Globe and Mail/PS, FCRS "Tempo Jr.")

British Columbia Railway

On May 21, 2860 and 6060 will doublehead on the first steam trip of the year. (Vancouver Province/BC)

BCR C425 807 has been retired, after a fire in its electrical cabinet. (*Pacific Rail News*/KA)

Other Railways

The Federal Court of Appeal has ruled that Central Western Railway Corp. must honour contracts with its employees that were entered into when CN operated the line. CWRC had argued that since the new company was incorporated provincially, it was not under federal jurisdiction, but the court agreed with the workers' unions that the railway remains part of a national system. CWRC owner Tom Payne said he will ask to appeal the decision to the Supreme Court. (Hanna Herald/AC)

Starting on September 1st, every freight train must have at least one engine equipped with an event recorder. After the end of 1988, the deadman pedal can only be used in yard service; all engines that lead on the road must have an RSC. CN RS18s and F7As will not lead after the end of this year.

At GM in London, the Bangladesh locomotives are now coming off the line. The Santa Fe units will be next, followed by those for GO Transit. (Chris Martin)

Lavalin expects to build 3000 railway cars in the next five years at the Trenton works, the former Eastern Car Company, and has promised 450 permanent, full-time jobs. (The Gazette/AC)

Tourist Railways and Museums

"Tempo Jr." and "Branchline" report that Norfolk and Western 2-6-6-4 1218 will run from Buffalo to St. Thomas and return on July 23rd and 24th. This will be over the CN Stamford and Cayuga subdivisions, where N&W (now Norfolk Southern) has trackage rights. CN has been checking clearances and weight restrictions for NS. This now appears not to be connected with the Ford company picnic at Crystal Beach, but may be connected with Ford in some way. Further details as they are known (if any of this turns out to be true).

Another group in Ontario is apparently attempting to get an operating steam railway museum on the move. The group is trying for a section of the former CN Campbellford subdivision near Hastings that the CTC authorized CN to abandon in early 1987. Power could be the ex-Essex Terminal steamer currently being restored by a group in Nanticoke. (Just A. Ferronut)

The city of Hull was to consider on March 1st a proposal to spend $500 000 towards the 1201 operation to Wakefield, conditional on the co-operation of business and other levels of government. The money would be used to renovate the CP Hull station. As well, the municipality of Lapêche is contributing $50 000 towards the relocation of the turntable in Wakefield. (Ottawa Citizen/GCS)

The Train Spotters

Hamilton area sightings (Doug Page)

Mar 6	CSX 320	4239 (GP30)-8223 (SD40-2)
Mar 18	Starlight	4501-4566
Mar 21	CN B-397	9557-5100-2016-94976-5030

A BUSINESS OPPORTUNITY

If you would like to operate a railway station buffet/restaurant in the Swiss country town of Le Locle, now is the time to send your application to the Swiss Federal Railways (CFF/SBB/FFS) at Lausanne. The station building at Le Locle is an imposing structure and, in addition to accommodating the buffet/restaurant, at one period it was a truly "international" station, being on the Franco-Swiss frontier and boasting several daily local and express trains between Neuchatel, La Chaux de Fonds, Morteau and Besancon, on the main line from Bern to Paris, via Dijon.

However, since Sept. 9, 1985, the buffet/restaurant has been closed. Lack of patronage is the cause assigned. Everything necessary is still there, the 'fridges, the stoves, and the cupboards, as well as the wooden tables in the dining room with the chairs upside down on them, just waiting for a new propietor to turn them rightside up. But, so far, no one has come forward.

Monsieur Sebastien Jacobi of Lausanne, spokesman for the CFF/SBB, says that although some tentative offers have been made, nothing has resulted. Moreover, the restaurant kitchens, hitherto located in the basement of the building, must be moved to the main floor. In addition, and although the railway wants to have the facility reopened, money for redevelopment would not be made available unless there was a reasonable chance of repayment through operating profits.

The main reason for the decline in restaurant revenues is the concurrent decline in rail passenger traffic to and from Le Locle. There are a number of CFF/SBB daily trains to and from La Chaux de Fonds, Neuchatel and Bern, but the international passenger traffic to and from Paris and Besancon, via Dijon and Morteau, has declined so that it only partly fills one small, four-wheeled, self-propelled railcar daily. Perhaps this is due in part to the faster, more comfortable TGV services to Geneva, Lausanne and Bern, the latter two operating from Paris (gare de Lyon) via Dijon to Vallorbe and Pontarlier.

A plan to renovate the restaurant has been proposed, but M. Jacobi points out that since 1985 the building has deteriorated due to lack of maintenance. It would also be necessary to renew the furnishings, the estimated cost of doing so varying between 200,000 and 500,000 Swiss francs. Nevertheless, it is, in a way, an attractive employment opportunity. --LA SUISSE, Geneva, via Sandy Worthen

BC Transit

UNIVERSITY OF BRITISH COLUMBIA TROLLEY COACH EXTENSION

(an almost verbatim extract from a service planning report of B.C. Transit)

The University of British Columbia is situated approximately 1.9 miles beyond the western boundary of the City of Vancouver and, correspondingly, an equivalent distance beyond the westernmost extent of the existing trolley overhead system. As a result, services to UBC are operated with diesel buses, including numerous overload buses which are required to meet peak demand when UBC is in winter session. This system is inefficient as the diesel buses overlap trolley bus services that terminate just short of UBC. An extension of the overhead system to the UBC would meet the objective of better utilizing existing equipment (vehicles) by allowing substitution of extra trolley buses for diesel buses. In addition, the existing overhead would be more fully used. Finally, service planning efficiencies can be obtained by restructuring routes to make better use of existing t.c. services operating on Vancouver's west side. The changes will also benefit passengers as the number of transfers involved in reaching UBC will be reduced.

The extension of the trolley coach system to UBC creates the opportunity to increase direct service coverage to UBC, the largest trip generator in the region outside of downtown Vancouver. At present, the downtown-10th Ave. routing provides the trunk service into UBC. With the extension, direct service from downtown via Fourth Ave. through Kitsilano will be possible. In addition, some trolley coaches presently operating along Broadway could be routed to the University, providing a direct connection between the central Broadwav and the campus. The UBC trolley extension will permit a peak period extension of the No. 4 Nanaimo Station/Blanca service operating along Fourth Ave. to the campus. The additional capacity provided by the No. 4 route will allow for the cancellation of the existing "UBC" overload service, resulting in a saving of 2520 service hours on an annual basis. The estimated cost savings are $93,000. In addition, trolley coaches are more efficient to operate than diesel buses. The conversion of the No. 10 Hastings Express/UBC from diesel bus service to trolley coaches will result in an annual savings of approximately $158,000. The total annual operating cost saving directly related to the extension is estimated at $250,000. Construction cost of the UBC trolley coach extension is estimated at $2,500,000. The annualized cost of the project @ 10% over the assumed 25 year life would be $275,000 per annum.

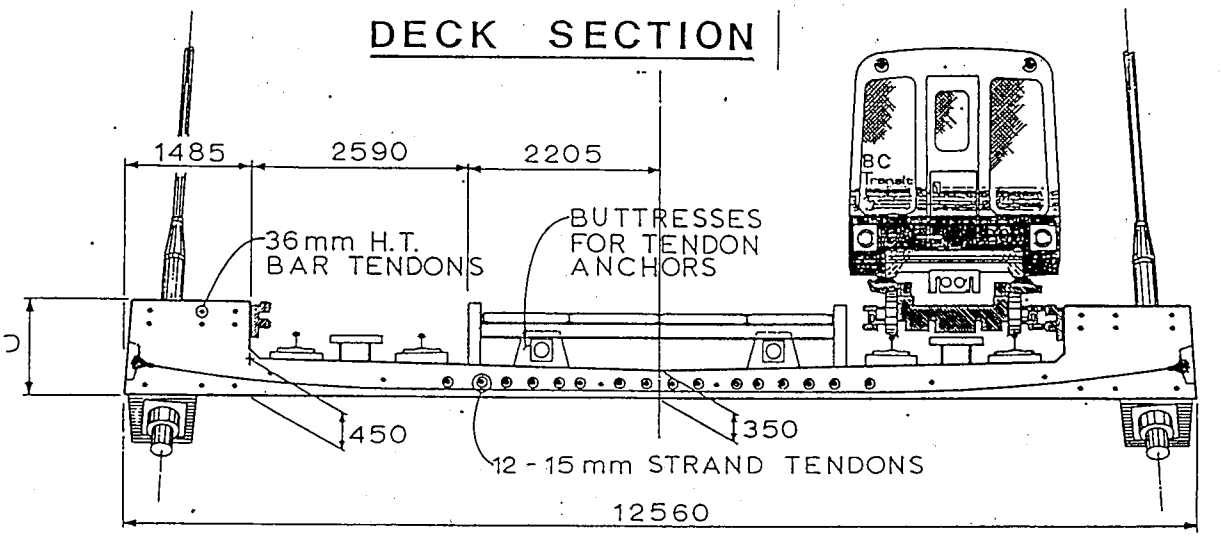
--And the following comments on the matter are extracted from TRANSIT TOPICS (newsletter of the Canadian Urban Transit Association): "The next extension means that BC Transit will be able to maximize use of its bus fleet, freeing up 27 diesel buses currently in service to the UBC campus, for use elsewhere in the lower mainland. As might be expected in one of the most pollution conscious cities in North America, there's an environmental aspect as well. Trolley buses run quieter, and do not emit foul smelling fumes. As well, through use of an innovative cantilever bracket arm system, the "visual pollution" caused by trolley wires will be reduced".

SKYTRAIN PHASE II SURREY EXTENSION "SKYBRIDGE" DECK SECTION

This illustration shows a typical deck section in cutaway view.
102 of these main bridge deck sections were precast by Conforce in Richmond, B.C. and barged to the bridge site for erection.

Each section weighs approximately 100 tons and measures 12.56 metres in width, and 5.5 metres in length.

When completed, "SkyBridge" will be the world's largest cable stay rapid transit only bridge.



CN

main line radio channel use in Ontario

Pat Scrimgeour, March 1988

RADIO FREQUENCIES

Channel 1	161.415 MHz
Channel 2	161.205 MHz
Channel 3	160.935 MHz
Channel 4	160.665 MHz
Channel 6	160.485 MHz
Channel 7	159.810 MHz
Channel 8	161.025 MHz
Channel 20	160.785 MHz
Channel 81	160.455 MHz
Channel 82	160.215 MHz
Channel 83	160.515 MHz
Channel 84	160.275 MHz

CONTROLLER

-	Train Dispatcher (where not otherwise indicated)
R.T.C.	Rail Traffic Controller
T.M.D.	Train Movement Director

CONTROL SYSTEM

ABS	Automatic Block Signals
CTC	Centralised Traffic Control
CAMBS	Computer-aided MBS
Intlk	Interlocking
MBS	Manual Block System
TT&TO	Timetable and train orders
YTC	Yard Traffic Control

TRAIN CREWS' STANDBY CHANNELS

1. Main line trains standby on channel 1, but when switching, often use another channel. On the Caso and Leamington subdivisions, the standby channel is 8.
2. Maintenance of way crews on-track standby on channel 1. Maintenance of way crews at work standby on the designated repeater channel in R.T.C. territory and on channel 20 on other lines.

RAIL TRAFFIC CONTROLLERS' AND TRAIN DISPATCHERS' STANDBY CHANNELS

For each section of CN main line in Ontario, this table shows the controller and control system, the controller's standby channel, and the maintenance of way repeater channels. In R.T.C. territory, the maintenance of way repeaters cover small areas, which have not been detailed here.

Subdivision	Section	Controlled by		Stby	MW rptrs
Dorval to London (GTR) and branches					
Kingston	Dorval to Garry	Montréal, Desk No. 5	CTC	Ch 2	82
"	Garry to Mallorytown	R.T.C. B Toronto	CTC	Ch 3	81-82
"	Mallorytown to Kings	R.T.C. B Toronto	CTC	Ch 2	82
"	Kings to Marysville	R.T.C. A Toronto	CTC	Ch 2	81-82
"	Marysville to Clarke	R.T.C. A Toronto	CTC	Ch 3	81-82
"	Clarke to Cherry Street	MacMillan Yard YQ	CTC	Ch 2	82
"	Cherry Street to Toronto	T.M.D. Toronto Union	Intlk		82
Marmora	Picton to Trenton Yard	R.T.C. A Toronto	TT&TO	Ch 2	20
Uxbridge	Scarborough to Lindsay	R.T.C. YX/YZ Toronto	MBS	Ch 3	82
"	...at Hagerman	MacMillan Yard YB	CTC	Ch 2	20
York	Pickering Jct. to MacMillan Yard	MacMillan Yard YB	CTC	Ch 2	82
Weston	Toronto to Strachan	T.M.D. Toronto Union	Intlk		82
"	Strachan to Halwest	MacMillan Yard YB	CTC	Ch 2	82
Halton	MacMillan Yard to Burlington West	MacMillan Yard YA	CTC	Ch 8	81-82
Guelph	Silver to Stratford	London D	TT&TO	Ch 3	20
Fergus	Finnigan to Guelph Jct.	London D	MBS	Ch 3	20
Newton	Stratford to Palmerston	London D	MBS	Ch 3	20
Kincardine	Listowel to Wingham	London D	MBS	Ch 3	20
Owen Sound	Palmerston to Owen Sound	London D	MBS	Ch 3	20
Southampton	Harriston Jct. to Douglas Point	London D	MBS	Ch 3	20
Goderich	Stratford to Goderich	London D	MBS	Ch 3	20
Exeter	Centralia to Clinton Jct.	London D	TT&TO	Ch 3	20
Thorndale	Stratford to London Jct.	London D	TT&TO	Ch 3	20-82
Forest	St. Marys Jct. to Parkhill	London D	TT&TO	Ch 3	20
Coteau to North Bay (CAR, CNOR) and branches					
Alexandria	Coteau Jct. to Carlsbad Springs	Montréal, Desk No. 5	CTC	Ch 2	20
"	Carlsbad Springs to Ottawa	Ottawa, Desk No. 12	CTC	Ch 2	20
Walkley Line	Hawthorne to Wass	Ottawa, Desk No. 12	CTC	Ch 3	20
Beachburg	Ottawa to Nepean	Ottawa, Desk No. 12	CTC	Ch 3	20
"	Nepean to Brent	Ottawa, Desk No. 12	MBS	Ch 3	20
"	Brent to Nipissing	R.T.C. YX/YZ Toronto	CAMBS	Ch 3	20
Smiths Falls	Federal to Smiths Falls	Ottawa, Desk No. 12	MBS	Ch 3	20
Renfrew	Nepean to Renfrew Jct.	Ottawa, Desk No. 12	MBS	Ch 3	20
Senneterre to Calstock (NTR)					
Taschereau	Senneterre to Cochrane	Montréal, Desk No. 1	MBS	Ch 2	20
Kapuskasing	Cochrane Jct. to Hearst	R.T.C. HR Toronto	MBS	Ch 2	20
Pagwa	Hearst to Calstock	R.T.C. HR Toronto	MBS	Ch 2	20
Toronto to Capreol (NRC) and branches					
Newmarket	Parkdale to Concord	MacMillan Yard YB	CTC	Ch 3	82
"	Concord to Washago South	R.T.C. YX/YZ Toronto	CAMBS	Ch 3	20
"	Washago South to Gravenhurst	R.T.C. CB Toronto	CTC	Ch 2	20
"	Gravenhurst to Ella	R.T.C. YX/YZ Toronto	CAMBS	Ch 3	20
"	Ella to Capreol	Controller Capreol	YTC	Ch 4	20
Meaford	Barrie to Collingwood	R.T.C. YX/YZ Toronto	MBS	Ch 3	20
Midland	Orillia to Waubaushene East	R.T.C. YX/YZ Toronto	MBS	Ch 2	20
"	Waubaushene East to Midland	R.T.C. YX/YZ Toronto	MBS	Ch 3	20

Subdivision	Section	Controlled by		Stby	MW rptrs
Toronto to Winnipeg (CNOR, NTR) and branches					
Bala	Toronto to Don	T.M.D. Toronto Union	Intlk		82
"	Don to Elgin	MacMillan Yard YB	CTC	Ch 2	82
"	Elgin to Capreol	R.T.C. CB Toronto	CTC	Ch 2	81-82-83
"	...at Capreol	Controller Capreol	YTC	Ch 4	81
Ruel	Capreol to Dennis	Controller Capreol	YTC	Ch 4	82
"	Dennis to Foleyet	R.T.C. CR Toronto	CTC	Ch 3	81-82
"	Foleyet to Wicksteed	R.T.C. HR Toronto	CTC	Ch 2	81-82-83
"	Wicksteed to Hornepayne	Controller Hornepayne	YTC	Ch 4	81
Caramat	Hornepayne to Jackfish	Controller Hornepayne	YTC	Ch 4	83
"	Jackfish to Armstrong	R.T.C. HC Toronto	CTC	Ch 2	81-82-83
Manitouwadge	Hillsport to Geco	R.T.C. HC Toronto	MBS	Ch 2	20
Allanwater	Armstrong to Rosnel	Winnipeg 4th Set	CTC	Ch 3	81-82-84
"	Rosnel to Sioux Lookout	Winnipeg 4th Set	CTC	Ch 2	81
Redditt	Sioux Lookout to Webster	Winnipeg 4th Set	CTC	Ch 2	82
"	Webster to Transcona	Winnipeg 4th Set	CTC	Ch 4	81-82-84
Bruce Lake	Carroll Jct. to Wabaskang	Winnipeg 4th Set	MBS	Ch 4	20
"	Wabaskang to Bruce Lake	Winnipeg 4th Set	MBS	Ch 3	20
Longlac to Winnipeg (CNOR) and branches					
Kinghorn	Longlac Jct. to Beardmore	Winnipeg 5th Set	MBS	Ch 3	3-20
"	Beardmore to Ancliff	Winnipeg 5th Set	MBS	Ch 4	4-20
"	Ancliff to Current Jct.	Winnipeg 5th Set	MBS	Ch 3	3-20
Graham	Conmee to Zarn	Winnipeg 5th Set	MBS	Ch 8	6-7-82
"	Zarn to Superior Jct.	Winnipeg 5th Set	MBS	Ch 2	20
Kashabowie	Thunder Bay North to Conmee	Winnipeg 5th Set	ABS	Ch 3	81-84
"	Conmee to Annex	Winnipeg 5th Set	CTC	Ch 3	81-82
"	Annex to Hematite	Winnipeg 5th Set	CTC	Ch 4	81-84
"	Hematite to Atikokan	Winnipeg 5th Set	CTC	Ch 3	82
Fort Frances	Atikokan to Rainy River	R.T.C. Winnipeg 2nd Set	CTC	Ch 3	81-82-84
Sprague	Rainy River to Navin	R.T.C. Winnipeg 2nd Set	CTC	Ch 3	81-84
Toronto to Sarnia (GWR) and branches					
Oakville	Toronto Union to Bathurst St.	T.M.D. Toronto Union	Intlk		82
"	Bathurst St. to Fort York	Operator Fort York	CTC	Ch 3	82
"	Fort York to Burlington East	MacMillan Yard YO	CTC	Ch 8	81-82
"	Burlington East to Hamilton Jct.	MacMillan Yard YA	CTC	Ch 8	81
"	Hamilton Jct. to Hamilton	London NI	CTC	Ch 3	81
Dundas	Bayview to Copetown West	MacMillan Yard YA	CTC	Ch 8	81
"	Copetown West to Paris West	London K	CTC	Ch 2	81-82
"	Paris West to Frauts	London K	ABS	Ch 2	81-82
"	Frauts to London	London K	CTC	Ch 2	82
Dunnville	Caledonia to Simpson	London DS	MBS	Ch 3	20
Burford	Brant Jct. to Springford	London DS	MBS	Ch 3	20
Talbot	St. Thomas to Walton	London DS	MBS	Ch 3	82
Strathroy	London to Ridout	London K/KA	CTC	Ch 2	82
"	Ridout to Blackwell	London K/KA	ABS	Ch 2	81-82
"	Blackwell to Sarnia	T.M.D. Sarnia Yard	CTC	Ch 2	81
Exeter	Hyde Park to Ilderton	London D	TT&TO	Ch 3	20
St. Clair Tunnel	Sarnia to Port Huron	T.M.D. Sarnia Yard	CTC	Ch 4	20
Niagara Falls to Hamilton (GWR) and branches					
Grimsby	Suspension Bridge to Seaway	London NI	TT&TO	Ch 3	20
"	...at Clifton	London NI	CTC	Ch 3	20
"	Seaway to St. Catharines	London NI	ABS	Ch 3	20
"	St. Catherines to Hamilton	London NI	TT&TO	Ch 3	20
"	... at Hamilton	London NI	CTC	Ch 3	20
Stamford	Fort Erie to Clifton	London NI	CTC	Ch 3	20
Thorold	Port Robinson to Allanburg	London NI	CTC	Ch 3	20
"	Allanburg to Merritton	London NI	MBS	Ch 3	20
Canal	Feeder West to Welland Diamond	London NI	CTC	Ch 3	20
"	Welland Diamond to Thorold	London NI	MBS	Ch 3	20
Hagersville	Hamilton to Nanticoke	London DS	MBS	Ch 3	20
Welland to Windsor (CAL) and branches					
Cayuga	Robbins to Feeder West	London NI	CTC	Ch 3	20
"	Feeder West to St. Thomas	London DS	MBS	Ch 3	20
"	...at St. Thomas				82
Humberstone	Nickel to Yager	London NI	CTC	Ch 3	20
Longwood	Komoka to Glencoe	London DS	TT&TO	Ch 3	82
Chatham	St. Thomas to Glencoe	London DS	MBS	Ch 3	82
"	Glencoe to Windsor	London DS	TT&TO	Ch 3	20
Welland to Detroit (CASO)					
Caso	Hewitt to 24th Street Detroit	St. Thomas SO *	ABS *	Ch 8 *	20
"	...at St. Thomas				82
Leamington	Comber to Leamington	St. Thomas SO *	MBS *	Ch 8 *	20

* The Caso and Leamington subdivisions will be converted to CAMBS, with new standby channels, in 1988.

TORONTO TRANSIT COMMISSION

News

• MORE ON THE TROLLEY COACH SITUATION--A stormy two-hour debate at the TTC meeting of March 8 over the question of the future of trolley coaches resulted in a good news/bad news situation for supporters of the electric buses. The phaseout, which was originally planned to occur in 1989 and 1990, has been replaced by a five-year stay of execution which, if the decision sticks, would extend the life of the 139 remaining coaches (or most of them) to 1993. The t.c.'s will not be replaced by diesel buses over that period. That's the good news.

The bad news is that a test of natural gas powered buses will take place over the t.c. retention period, with the strategy being to substitite for the entire trackless system buses using that type of fuel. For the test, the TTC will purchase 25 compressed natural gas buses as a first phase, and could buy up to 125 such vehicles before conclusion of the test period. If the CNG buses are ultimately adjudged successful, they would progressively replace all diesel buses as well.

A succession of members and supporters of Steve Munro's Street Cars for Toronto Committee (have they changed it to Trolley Poles for Toronto for the current campaign?) addressed the Commission on March 8, citing Hamilton's (apparent) decision to stick with trolley coaches and study expansion of its system, and showing a videotape of new coaches in five European cities. Commission Chairman Jeffery Lyons apparently failed to be impressed by the European references, as he said that he had recently visited Budapest and was told by the head of its transit system that their trolley coaches were functioning poorly. He remarked that he doubts that Toronto's coaches could actually survive the five-year test period, even with the addition of additional bodymen to the existing unit. Chief General Manager Allan Leach replied to this "We'll make them last five years".

It would appear that TTC staff and members of the Commission are coming together on the whole matter, with the natural gas option having formed the cementing agent. Staff and the Commission seemed to be irreconcilable as long as the question had simply been one of t.c.'s versus diesel buses. However, Chairman Lyons did say to the press later that, if the natural gas experiment should not pan out, the Commission would then not hesitate to purchase new trolley coaches. He did admit to a reporter his opinion that the CNG technology is still "embryonic".

What will actually happen over the next five years remains a subject for transit enthusiast debate and speculation. Reality may force the withdrawal of more coaches and the discontinuance of certain routes during that period, with the north end system most likely to go first. Whether the BAY route overhead south of Front St. will ever be restored is another matter for doubt. Whatever happens, transit enthusiasts should begin recording the lines on film now, and a few charter fantrips on the system would not be amiss.

That the trolley coach system should be replaced at all is still far from a settled matter outside of the TTC boardroom. The following is an extract from arecent article by Toronto STAR columnist Alfred Holden entitled "Eroding Toronto Bit by Bit": "The TTC's decision not to update its trackless trolleys is (not) at first glance so dramatic or damaging that the public would cry out. That's unfortunate because (it) leads to the erosion of aspects of the city that Torontonians have come to appreciate. (One of these) is the important, though sometimes subtle, contribution Toronto's complex transit system makes to downtown vibrancy, to neighbourhoods, and even suburbs. Few would now argue--as they did in the 1960's and 1970's (it was actually more like the 1940's and 1950's--Ed.)--that the TTC should abandon its streetcars, whose longevity and passenger appeal clearly earned them the right to stay, not to mention a place in people's hearts.

The trolley coaches may lack the romance but, in the final analysis, share the once equally maligned streetcar's most positive quality: they have helped shape and define Toronto's neighbourhoods; their wiring is a positive advertisement: wait here, for public transit is on the way. As such they are a Toronto nuance, a vital urban detail. While transportation planners the world over prefer diesel buses, people who love dense, exciting cities do not."

It is doubtful that any transit enthusiast could have said it better.

• Toronto City Council has left no doubt where it stands on the matter of trolley coaches. At its meeting held on Mar. 7, 1988, it adopted the following motion: "Whereas on Tuesday, March 8, 1988, the Toronto Transit Commission will consider a report that could lead to the phasing out of their trolley buses; and Whereas Toronto City Council is on record as supporting the retention of the trolley bus fleet; and Whereas replacement trolley buses should be ordered soon; Therefore be it resolved that Council: 1. Support the efforts of the Toronto Transit Commission in experimenting with new transit vehicles, such as natural gas powered buses, that may eventually replace their diesel buses; and 2. Urge the TTC to begin replacing the old trolley buses with new trolley buses; 3. Urge the TTC to investigate the possibility of expanding the existing trolley bus route network; and 4. Urge the TTC to arrange that members of its staff and Commission members visit cities in Europe and other areas where trolley buses are used to study ways of improving our trolley bus system."

• ALRV operation in base service began on 507-Long Branch on Easter Monday, April 4. The following day, on a fine sunny afternoon, UCRS member Bob McMann shot the line, finding four ALRV's in service, as follows: Run no: 3, car 4203; no. 5, 4201; no. 6, 4204; no. 9, 4205 (rush hour run).

At time of writing it had been learned that ALRV's were due to be used on 511-Bathurst to carry crowds to and from Exhibition Stadium on April 11, the occasion of the home opener of the Toronto Blue Jays baseball team. Speculation continues that the Bathurst line may be the next for regular assignment of the cars, as soon as enough of them are on hand for service.

• Numbers of the recently disposed of PCC cars are now available. The 27 cars sold to Triple M

Services of Canfield, Ont. (without trucks and motors and stripped of salvageable components) are as follows: 4305, 4315, 4344, 4351, 4355, 4361, 4371, 4372, 4379, 4380, 4387, 4388, 4406, 4438, 4449, 4451, 4459, 4469, 4484, 4485, 4496, 4502, 4507, 4516, 4521, 4525, 4527.

Car 4324 was sold in similar stripped condition to Rainbow Ridge Holdings Ltd. of Erin, Ont. (for use as an ice cream parlour as reported in the last issue). Car 4448, identified as sold in the last issue, was also in stripped condition.

In connection with 4504 and the Nelson, B.C. tourist tram plan, Ray Corley offers the following information.

"The background on Nelson was covered in the January 1986 NEWSLETTER. The original co-ordinator was a Mr. Lyle Ward who died in early 1986 and the project was inherited by the local Chamber of Commerce. They originally asked for various parts to enable them to restore Nelson car 23, which were a mixture of PCC and Witt items--they specifically identified three PCC trucks. When problems were identified in connection with just what was available, and how to ship it, the alternative suggestion was to take a complete car which the Nelson people could then strip for parts. This donation (not a sale) was accepted , and three trucks (with motors overhauled at Hillcrest) were shipped out separately by CP Rail on Jan. 19, while the carbody 4504 followed on Feb. 17 using a tractor trailer operated by Selkirk College of Nelson. Thus the report needs correction in that no sale was involved, and the trucks and motors were handled as a separate item, as they had been originally so requested".

• SUBWAY CAR RELIABILITY REACHES ALL-TIME HIGH--Recent reliability statistics for TTC's subway car fleet reached a record high, coming as light at the end of the tunnel after four years of statistics dropped to a low of 15,500 miles per defect. Record high statistics measuring more than 24,000 miles per subway car defect by the end of 1987 reflected a major effort begun in late 1986 by the Commission's Equipment Department to improve subway car reliability.

The turnaround in reliability was put into motion when the Department carefully mapped out a strategy for handling equipment problems. The Department stepped up vehicle inspection content as 20-year old Hawker Siddeley cars began to show their age, electronic equipment on H5s began to develop problems, and the delayed arrival of H6s forced the Commission to continue maintaining and operating the Gloucester-built subway cars. At the carhouses daily vehicle operations logs recording each car's defects were analyzed by Inspection Foremen to discover a pattern for equipment failures. Vehicle inspection methods and the spare parts supply were also carefully examined. Additional technical staff were assigned to carhouses to help solve technical problems and to assist regular staff with car trouble-shooting. Technical Assistants worked the night shift, a key maintenance time. In addition, the Department established a task force to deal with defects in H5's and helped, for example, to improve electronic controls.

The number of emergency repair mechanics on the lines has been increased, while a two-year, in-house training program for mechanics covering all aspects of repair and maintenance has been established. Improved switches and contactors in the brake control circuitry were put into place. The Department has also installed filters, dryers and other equipment to prevent moisture problems during cold weather than can affect traction equipment, braking, suspension and door operation.

The Urban Transportation Development Corporation, supplier of the H6's, also established a retrofit program for the newly arrived cars, at Davisville and Wilson Carhouses. The H6's are being delivered with heated couplers to prevent ice from forming in electrical contact pins, and heated door thresholds to stop slush from blocking door operations. Blowers forcing air onto traction motors have been added to the H6's to prevent overheating. Major car overhauls every few years have been replaced by frequent individual unit repairs conducted as needed. This is more appropriate to the life cycles of the cars' components since some items reqire more frequent periodic maintenance and overhaul than others. --TTC 'COUPLER'

• Final figure for the TTC's 1987 ridership is 456,884,000-2.3% better than anticipated. Ridership has been breaking annual records for the past eight years. The 1987 total exceeded 1986's 441,012,000 by 3.6%.

--The Western New York Railway Historical Society has moved the former Niagara Junction Ry. steeple cab electric locomotive 15 from General Electric at Erie, Pa. to Hamburg, N.Y. The unit had been returned to its builder's plant following de-electrification of the Niagara Falls, N.Y. switching road, which in turn followed the latter's takeover by Conrail.

--information from WNYRHS 'RAILWAY FLYER'

--The Town of Aurora, Ont. has embarked upon a joint restoration/intermodal terminal project for the CNR station (ex-Grand Trunk Ry. of Canada, 1900 vintage). It has agreed to fund a survey of the station building to determine the work necessary for restoration and the associated costs. It is hoped to negotiate a cost sharing agreement as among the Town, CN, GO Transit, the Provincial Ministry of Transportation and possibly VIA Rail (although the latter does not at present use the station). A report prepared by a local heritage committee also suggests putting a restored structure to more intensive use as a transportation centre serving GO Transit and Aurora Transit bus passengers as well as the one GO train each way Mondays to Fridays. Parks Canada had already investigated the feasibility of restoring the station as an historic site (outer terminal of the first train operated from Toronto, May 16, 1853), but decided not to pursue the matter. CN has participated in the restoration in recent years of other Ontario stations (Gravenhurst, Parry Sound and Port Hope).

--Originally scheduled for last Nov. 1, the move of the GO Transit rail station into the Old Davis Tannery Centre shopping Mall in Newmarket still has not occurred, and as of early March still had no firm date. Tom Henry, GO spokesman, told the press that certain problems remained to be worked out between GO and mall owner Mater's Management Ltd.

--above two items from Newmarket/Aurora ERA-BANNER, via Dave Stalford

TO EXPO 86

by JOHN A. FLECK

As mentioned in my last article, in the July 1987 NEWSLETTER, I received a phone call on the morning of Saturday, May 31, 1986; my father was on the line asking me to take him around Expo 86 on the weekend of Friday to Sunday, July 25 to 27, 1986! This opened a great many doors for me which were hitherto nailed shut. The wheels really started to turn and I made extensive plans for what was to be the second most exciting trip in my life (the first being my trip to Britain in July, 1967; some of you may recall seeing my slide presentation of that trip at the March 20, 1986 UCRS general meeting.)

My adventure began at noon on Tuesday, July 22 aboard an Air Canada Boeing 767 Jumbo Jet in the Executive Class section. As I was flying just one way and paying the full economy fare, the Executive Class seat was only $30 more. After a very enjoyable non-stop flight, the jet stopped at the gate in Vancouver seven minutes early, at 1:43 p.m. Pacific Daylight Time. I picked up my rental car, a handsome Chrysler New Yorker with electronic digital dash, and proceeded to explore Vancouver. While in Stanley Park, overlooking Burrard Inlet, I heard a whistle and ran for my movie camera in the car to shoot the return of Royal Hudson 2860 and its train from Squamish into North Vancouver.

I then crossed the Lions Gate Bridge (sometimes called First Narrows Bridge) to head north on Capilano Road to the Grouse Mountain Tramway. Its base is already 950 feet above sea level and it lifts you another 2,750 feet to the 3,700 foot level, more than twice as high as the CN Tower! Its two cars are the largest in Canada, each holding 100 people. While there, I rode an open chair lift another 400 feet up. Only a steel frame and a few slats of wood kept me from many hard rocks, sometimes far below. You have to make sure that your slip-on shoes don't slip off! After returning to earth and visiting the Capilano Suspension Bridge, I went to London Drugs on Lonsdale Avenue in North Vancouver and made their owners happy by buying lots of Super 8 movie film to tide me over for the next few days. Port Moody, the original western terminal for the CPR, was my home for the next three nights, in my cousin's townhouse.

The next day, July 23, I left at 7 a.m. in the car for Seattle, Washington; less than three hours away. After a side trip to Tacoma, 30 miles further south, I returned to Seattle along State Highway 99, a double-deck elevated expressway along the waterfront, and parked by the Broad Street terminal of Seattle's Waterfront Streetcar Line, on which run two 1927 vintage streetcars from Melbourne, Australia. They protect a 20-minute frequency of service to South Main Street. For the first few blocks southbound, the single track line parallels the Burlington Northern main line on its left, used by Amtrak's EMPIRE BUILDER between Seattle and Chicago. Then, the BN line turns left to enter a tunnel under downtown Seattle before emerging at the famous King Street Station. The streetcar line continues along the waterfront with several stations and a passing siding with spring loaded switches, where we passed the other streetcar. The operator's cab is not the full width of the car, and windows are provided to give the rail-fan a clear forward view. The cars have Tasmanian mahogany and white ash woodwork throughout, and the fare was 60¢ for 90 minutes, allowing a round trip ride.

Next, I drove to the famous Space Needle and the site of the 1962 Seattle World's Fair to ride the Monorail to downtown and return. I was very lucky that it was running, albeit with only one train, as it had been out of service the two consecutive days before I was there. It was then 24 years old. A front seat gave me a great forward view and I shot movies during its run. The downtown station is conveniently near several stores and hotels and, sometime after my visit, it was relocated one or two blocks to the north. After returning to the Space Needle, I went to its observation platform, 515 feet up, and saw two Amtrak F40s backing past Broad Street towards the consist of the EMPIRE BUILDER, sitting in King Street Station. Then, I had dinner in the revolving restaurant before driving back to Port Moody, arriving there around 9 p.m.

The next day, July 24, was a 19½ hour day for me! I phoned BC Transit the night before and was informed that the first Seabus for Vancouver from the Lonsdale Qyau in North Vancouver was due to leave at 6:03 a.m. Accordingly, I got up at 4:30 a.m. to allow time to drive there by crossing the Second Narrows Bridge to North Vancouver and then west to the Quay, where I parked. The first Seabus was ready and waiting, although not too full at that hour. At 6:02:30 a.m. the doors closed and the ramps lifted and we were on our way before 6:03. An 11 minute crossing brought me to Vancouver and an enclosed footbridge to the Waterfront Skytrain station, built into the handsomely restored CPR station, terminus of the CANADIAN until 1978. The Seabus and Skytrain run on the Proof of Payment system, with no turnstiles. Only one of the two tracks in the Waterfront Station was being used for regular service to New Westminster, as the other was for the exclusive use of the Expo Shuttle to the main False Creek Expo Site from the Canada Pavilion. From the station, the train came into the open to cross over to the eastbound track. At this point it was still heading westbound, but as it turned sharply left and entered the former CPR Dunsmuir Tunnel (used by CP to gain access to the Drake Street Roundhouse and the yard along False Creek), it was already pointing east before entering the first station, Burrard. As the railway tunnel was single track and the Skytrain line had to be double track, the floor of the tunnel was lowered three feet to allow for two levels of track, the lower one being eastbound. Burrard and Granville are the two stations within the tunnel and they are quite far underground, requiring long escalators reminiscent of those in the London Underground stations. After Granville, the Stadium Station is just after the end of the tunnel and the two tracks are level again. This station has a third platform which was being used exclusively for

the other end of the Expo Shuttle as this station is beside the main Expo site. The line continues east before curving south under an elevated street, running on an elevated structure past the front of the VIA (former CN) station and turning east again before the Main Street Station near the east entrance to Expo. During the run, I soon discovered that the train's front window is easily accessible to passengers with a fold-down side facing seat for two people. There is enough room between this seat and the front window to turn and face fully forward to get the view that railfans dream of! I used up considerable Super 8 footage to New Westminster, about 13 miles from Vancouver, and back. At this time, only the south track was being used at the New Westminster terminal, with a temporary steel grid platform built over the north track. By 1990, all going well, both tracks will be in use, as the extension to Surrey over a spectacular and unusual cable stayed suspension bridge across the Fraser River will be open. An extension may also be built to Coquitlam. A similar but larger bridge was already being built downstream over the Fraser for highway traffic.

Upon returning to Lonsdale Quay, I drove to a McDonald's for breakfast across from the aforementioned London Drugs, and then it was on to BC Rail's North Vancouver station to board the train behind Royal Hudson 2860 for Squamish. The consist included 14 cars, most of which were ex-CPR 2200 series coaches. Two older cars, BRITANNIA and RESOLUTION, were included. The 2860's whistle blew before the scheduled 10:30 a.m. departure and at 10:30:18 motion began. For the purists, my watch is a Seiko digital type which is very accurate and I keep it on the National Research Council Time Signal, broadcast on most CBC radio stations at 1 p.m. I spent the entire run to Squamish in the vestibule in the last car and gave my Super 8 camera some more exercise. The run along Howe Sound is spectacular, with water on one side and mountains on the other. It was non-stop to the Squamish station, where a southbound freight was waiting. We then backed up to a siding parallel to the main downtown street and 2860, with the car behind it, took off for servicing. We were on time at 12:20 p.m. Around 1 p.m. I made sure that I was back at the train so that I could film 2860's return and watering by the time honoured swinging overhead standpipe method. As all of the coach seats are in groups of four facing each other, it was not necessary to turn the whole train. At 2 p.m. 2860 was scheduled to back the train onto the main line before heading south to North Vancouver. However, I was already on my way south on the Motor Vessel BRITANNIA which left the dock beside the train right on time at 1:30 p.m. My lunch ticket provided me with a superb salmon barbecue buffet, and they cooked the salmon on BBQ grills at the rear of the boat.

The lunch and cruise were very enjoyable, as was the scenery. As 2860 and her charge were due in North Vancouver about ½ hour before we were due at the foot of Denman Street in Vancouver, I was hoping to get a movie shot of the train passing us en route. I did shoot the little track motor running ahead of 2860 to watch for possibel rock falls, landslides, etc., however the line runs more inland as it gets closer to North Vancouver, so I couldn't see the train. Perhaps if one takes the boat northbound to Squamish and the train back, a better opportunity may be had to see the train along the shore before reaching Squamish.

After sailing past Stanley Park and under the Lions Gate Bridge, we docked at 4:35 p.m., and a free chartered bus was waiting as expected to take passengers back to the North Vancouver station to retrieve their cars, myself included. I then rushed back to Vancouver to pick up my cousin and her husband, who were staying at the luxurious Mandarin Hotel on Howe Street, and my wife's niece, who lives in Vancouver. After driving the couple out to Port Moody for dinner where I was staying, the niece and I drove back to West Vancouver for a superb dinner at the Salmon House on the Hill, high up overlooking Vancouver. Then we went up Grouse Mountain to watch the Expo 86 fireworks at 10:30 p.m. on a very clear evening. After taking her home, in the 16th and Oak Streets area, I finally got back to Port Moody at midnight. Such was my 19½ hour day!

It took some effort to get up at 8 a.m. the next day, July 25, to move out of Port Moody and drive into town prior to meeting my father at the airport from Calgary at 1:30 p.m. That morning I explored the downtown area of Vancouver: its underground shopping areas connected into the Granville Skytrain Station, and, incidentally, open on Sundays; and the Harbour Centre Complex, with glass outside elevators, a round observation deck and revolving restaurant. From one side you can see the Skytrain line running east and south from the Stadium Station, and on the other side the Seabus and Skytrain line near its Waterfront terminus can be seen.

My father and I drove into town from the airport and checked into an old apartment hotel on Denman near Davie Street in the densely populated West End. That afternoon and the next two days were devoted exclusively to Expo 86. As one of its main themes was transportation, it was of great interest to me. We rode at the front of the monorail sponsored by Canadian Tire and by then running quite well. As each of the six zones on the main False Creek Expo site had its own colour, the monorail stations followed suit. It gave an excellent overview of Expo and was included in the admission price, as were the following rides: CP Air (now Canadian International) and Air Canada each sponsored a Skyride cable car line, the CP one running north and south over the red and purple zones at the east end of the site, and the Air Canada one running south-west to north-east over the green zone and into the yellow zone. They both gave superb views of the site and often ran directly over the monorail lines.

As the site runs along False Creek, free boat rides were also provided, with three docks called East Gate, Centre Gate and West Gate. The Japanese Pavillion had a large model railway layout inside and an operating High Speed Surface Transport car outside on a magnetic levitation track about 1,500 feet long. The France Pavillion had an operating SK System outside, a Soule people mover operating in North America for the first time, and a full size replica of the TGV inside with a model of the Paris Gare de Lyon (its Paris terminal) and TV sets showing films of SNCF trains.

Some interesting and amusing films were shown inside the Roundhouse, which was the original CPR Drake Street Roundhouse, with 4-4-0 374 on the turntable; this engine is reputed to have pulled the first transcontinental train into Vancouver. I believe that the Roundhouse is one of the few structures remaining after Expo closed.

The Space Tower was of a very interesting design, with two rides operating in the same 200 foot

high tower. The Observation encircled the tower and went up and down slowly and revolved to give its 70 passengers a full view. The Space Drop consisted of 12 two-person capsules which lifted up and then dropped in a free fall to near the bottom. While we rode the Observatron, we saw the RCMP Musical Ride being performed, some monorail trains and the Caribou Log Chute--a watery roller coaster with log-like boats.

Our Expo visit ended on Sunday afternoon, July 27, and the next day we prepared to travel to Banff, Alberta; my father by air to Calgary and me on the CANADIAN. Part 2 of this article will describe the ride as well as visits to Calgary, Jasper, and Field before returning to Toronto on No. 2.

NEWS FROM NEW ENGLAND by Sandy Worthen

Rail service north and south over the traditional Connecticut River route through the New England states of Vermont, New Hampshire and Massachusetts was disrupted in June 1984, when flood water after heavy rains washed out the south abutment of the then Boston & Maine R.R.'s bridge over the Wells River at the Vermont town of that name. The same summer downpours inundated the main line of the Lamoille Valley R.R. Corp. in the Fairfield area west of Morrisville and Cambridge Junction, VT. Despite spokesman Ed Lewis' pessism, the LVRC's main line was restored to servicable condition through a grant from the state, while the Central Vermont repaired its Richford Sub., badly washed away just east of St. Albans, thus restoring service to Enosburg Falls and Richford, Vt.

While the B&M's bridge at Wells River was being repaired, an alternate route for CP Rail/B&M traffic had to be found. The Delaware & Hudson, then being a competitor, meant that the Rouses Point, N.Y. gateway was not a possibility. However, the CV presented a possibility by providing a connection from White River Junction north to St. Albans and thence to CPR at Richford over the restored Richford Sub.

Abruptly, this route was severed when a CPR boxcar in a "detoured" B&M/CPR freight derailed on the easternmost span of the CV's through-truss bridge at Sheldon Junction, VT., unseating the east end from the abutment. The accident, occurring only a few hundred feet west of the crossing at grade with the LVRC's Morrisville-Swanton, Vt. main line, once again put the Richford Sub. out of service. While CV/B&M/CPR were trying to sort out responsibility for the collapsed span, the B&M became part of Guilford Transportation Industries (GTI). Subsequently, strikes were called against the Maine Central R.R., and the work stoppage spread to the B&M and the D&H, all of which would become GTI properties.

After the three railroads became practically inoperable because of the lack of servicable power and crews to operate trains, GTI, in an effort to resume operation, established the Springfield Terminal R.R. Co. (STR) as the operating entity and sold them to the new corporation. Former employees of the three collapsed companies were offered jobs with the new non-union company. For a time, freight service was resumed on GTI routes, but a further work stoppage occurred with STR accused of violating safety rules. During the same period, north-south freight on the Connecticut River line was rerouted experimentally to the ex-D&H Rouses Point gateway. This change terminated the daily CP/B&M freights between St. Luc Yard. Montreal, and East Deerfield, Ma.

When the test period was concluded, the Connecticut River route was resumed, with CPR delivering cars to GTI/B&M at Wells River. Current (April 1988) CPR operating procedures dispatch three jobs daily except Sunday from Newport, Vt., the interface between the Newport Sub. and the Lyndonville Sub. One job does local switching at Newport; the second does local work on the Lyndonville Sub. to St. Johnsbury and return; the third crew takes interchange traffic to and from the GTI/B&M connection at Wells River.

CPR's operation of its Newport Sub. is complicated further by a weight restriction on the bridge over the south branch of the Missisquoi River at North Troy, Vt. Presently, when more than one unit is powering the train, each helper engine must be uncoupled and run separately over the bridge (Mile 44.3). In March 1988, steel girders for reinforcing/replacing the weak span were lying beside the track at Mile 44.3, but no information was available as to whether or not repair/replacement work would be started. In this period, GTI/B&M's Connecticut River line between Wells River and White River Junction needed maintenance badly and the stretch from Greenfield to Springfield, Mass. was so poor that Amtrak was obliged to terminate operation of its MONTREALER service north of Springfield.

Work stoppages, lack of serviceable power and engine crews and bad track resulted in the accumulation of freight cars on sidings between Wells River and Brattleboro, Vt. On-line shippers and connecting shortlines tried desparately to find alternate routes. The latter, whose main outlet was GTI railroads, now found operation very difficult or impossible. At the end of February 1988, the Green Mountain R.R. Corp. (GMRC) was hauling loads west over Summit, Vt. on the ex-Rutland R.R. main line, for delivery to the Vermont Ry. (VTR) at Rutland, and the onward journey north to the VTR/CV connection at Burlington. This 92.5-mile "detour" contrasted sharply with the 13-mile distance from the shipper on the GMRC to the GTI/B&M Connecticut River line at Bellows Falls.

In the midst of its motive power shortage, GTI was selling for scrap all of the old ex-D&H ALCO and GE units; most of them had been stored unserviceable for some time. Of the six ALCO C-424's rebuilt by GE at Hornell, N.Y. before that ex-Erie facility became Morrison-Knudsen's transit car plant, only two were still operating. These two rebuilds were repainted and renumbered into the STR series from the ex-D&H colours and road numbers. The other four rebuilds were out of service due to breakdowns and other causes. It is somewhat surprising that they, too, had not been sold for scrap.

As the strike on GTI lines continued, there was a rumour that the State of Vermont would purchase the ex-B&M lines in Vermont, notably the Connecticut River line, in order to permit resumption of interchange with the Vermont shortlines, like the LVRC and the GMRC. In mid-March, there was a bill before the State Legislature which would authorize purchase by the State of trackage in neighbouring states if it were "deemed in the interest of the State of Vermont." This legislation seemed to be aimed specifically at that part of GTI/B&M track

UCRS and other events and activities

Edited by Ed Campbell

CRHA Model Railway Show

Your Society had a booth at this popular show again this year, and we showed the colours well. This is a short note to thank all of our members who helped with this event. First to the various members who on their membership renewal forms offered to help at shows, many thanks, but we had more people offer than we needed so we didn't call. Our volunteers included: John Fleck, Bill Hood, John Laraway, Peter Raschke, Ivor Samuel (with his toy train whistle), Pat Scrimgeour, Rob Scrimgeour, Rod Semple, and John Thompson. Many, many thanks for a job well done. (Art Clowes)

Sportsmen's Show

The Society wishes to extend its sincere thanks to the members who assisted at the UCRS booth at the recent Canadian National Sportmen's Show. These are Paul Bowles, John Cap, Art Clowes, Norm English, Al Faber, D. Hiel, John Hinbest, Al Maitland, George Meek, Rod Semple, Gordon Shaw, Chris Spinney, Gerry Sturgess, John Walker, and Gord Webster.

Friday, April 15 • UCRS Toronto meeting at the Toronto Board of Education, College and McCaul Streets, 6th floor auditorium, 7:30 p.m. The Annual General Meeting will be concluded with presentation of the Auditor's report to the members. Veteran Toronto railfan John Freyseng will present an absorbing two-part programme: movies of Canadian electric railways, such as the NS&T in the late-'50s, and slides of U.S. railroads from 20 years ago, as well as some of European operations.

Sunday, April 17 • Scarborough Model Railroaders' Open House 11:00 to 5:00, 17 Jeavons Avenue, Scarborough.

Saturday, April 16 • London Model Railroad Association layout visit, auction, and supper, at 69 Holborn Avenue, London.

Sunday, April 17 and Sunday, April 24 • Hamilton H.O. Model Engineers Society (HOMES) open house, at Delta Bingo Hall, King and Main Streets East, 1:30 to 5:30.

Friday, April 22 • UCRS Hamilton meeting, 8:00 p.m. at the Hamilton Spectator auditorium, 44 Frid Street, off Main Street at Highway 403.

Friday, April 29 to Sunday, May 1 • NMRA Niagara Frontier Regional Convention, in Chatham, at Richmond and Keil Streets. Friday, 3:00 to 11:00 p.m., Saturday 9:00 a.m. to 11:00 p.m., Sunday 10:00 to 5:00. Flea market on Sunday, at Best Western Wheels Inn.

Saturday, April 30 • Transport 2000 Canada will hold its Annual General Meeting in Montréal, featuring a tour of the new VIA Montréal Maintenance Centre, and an address by the president of VIA Rail Canada, Denis de Belleval. This will be followed by a press conference at which the T2000 will announce a major advocacy programme to promote the rail passenger mode in Canada under the banner "RAILS into the FUTURE." For further information, please call Dave Scott at 532-3729 in Toronto (days).

Saturday, May 7 • Fifth annual model railway show, Brighton, at the King Edward Park Arena, from 10:00 to 4:00.

Saturday, May 7 • CRHA, Toronto and York division annual banquet, at the Delta Chelsea Inn, Gerrard Street West, Toronto. The speaker will be Alfred Savage, Executive Director of the Niagara Frontier Transportation Authority (Buffalo). Cocktails at 6:00, dinner at 7:00. Tickets are $28.00 from P.O. Box 5849, Station A, Toronto M5W 1P3, or contact Tony Rubin, 865-0430 (business), 783-9654 (home).

Saturday, May 7 and Sunday, May 8th • Open house at Aberfoyle Junction, 3.2 km north of Highway 401 on Brock Road, towards Guelph Both days, 10:00 to 5:00; also May 14 and 15.

Monday, May 9 • Toronto Transportation Society meeting at Pape Community Centre, Gerrard at Pape, 7:45.

Thursday, May 12 • CRHA T&Y division meeting at the Toronto Board of Education, 6th floor auditorium.

Saturday, May 14 • Tour Toronto on the Toronto Transportation Society's spring excursion. The trip will visit many points of railway and transit interest throughout Metropolitan Toronto, using an interesting vehicle from the TTC. For tickets and more information, please call Pat Semple at 923-9123.

Friday, May 20 • UCRS Toronto meeting at the Toronto Board of Education, College and McCaul Streets, 6th floor auditorium, 7:30 p.m. The speaker will be William Gelling, VIA Rail Vice-president of equipment maintenance.

Friday, May 27 • UCRS Hamilton meeting, Hamilton Spectator auditorium, 44 Frid Street, 8:00 p.m.

Friday, July 1 to Sunday, July 3 • UCRS weekend trip to Strasburg, Pennsylvania. Our bus will leave Toronto on Friday morning at about 7:00, and travel to Harrisburg, with train-watching stops all along the way. On the Saturday, we will visit the renovated Harrisburg station and the GG-1 located there. Then, we will do some train watching at Enola on the Conrail main line. In the afternoon, we go to the Strasburg Railway; the Railway Museum of Pennsylvania, the "Choo-Choo Barn," and the Toy Train Collectors Museum are nearby. In the evening, train watching on the Amtrak line. Sunday, we visit the Gettysburg battlefield memorial in the morning, and ride the Gettysburg Railway (with an ex-CN Mikado) in the early afternoon, then leave for home. The bus will arrive back in Toronto in the late evening.

The ticket price, in the range of $120, will include the bus transportation, two nights' accommodation, and tickets for the Strasburg and Gettysburg railways. To make a reservation, or for information, call Rick Eastman at 494-3412 or Dave Smith at 694-2511. Space is limited, so reserve now.

between Windsor and Bellows Falls, Vt., which is on the New Hampshire side of the Connecticut River. Also contemplated would be the portion between East Northfield and Greenfield, Mass. Implicit in the total proposal was the upgrading of the Springfield, Mass.-White River Junction trackage, which would permit resumption of the Amtrak MONTREALER service.

The same bill, if passed, would allow Vermont to buy six miles of ex-B&M track between North Bennington, Vt. and Hoosick Junction, N.Y., ex-Rutland R.R. trackage unused since March 1986. This link would provide the VTR with a direct connection with GTI's ex-B&M main line from East Deerfield to Mechanicville, N.Y. Presently, the VTR interchanges with GTI/D&H at Whitehall, N.Y.

About the same time and, with a severe lack of traffic on CP's Newport and Lyndonville Subs., it was rumoured that the LVRC might operate CP's north-south line between Richford and Wells River. This proposal was not realized; however, on Feb. 10, 1988, an LVRC engine made the trip to Morrisville to Cambridge Junction, Fairfield and Sheldon Junction, Vt., at which place it took the new west-to-north connection to the CV's Richford Sub. The return trip to Morrisville was made the same day. All the road crossing flangeways were cleaned out! The first freight ran over the new route on Feb. 22. Then, on March 8, LVRC took delivery of three ex-CV RS11's and initiated new operations. Three days a week, a crew departed Morrisville for Swanton Jct. and return, via Cambridge Jct., Fairfield, Sheldon Jct. (connection with the CV's Richford Sub.) and East Swanton (connection with the CV main line at Fonda (Jct.) Vt. On alternate days, the same crew left Morrisville for Sheldon Jct. and thence to Richford, via the CV's Richford Sub.

This routing via the LVRC obviated the necessity of rebuilding of the CV's collapsed span over the Missisquoi River at Sheldon Jct. It will probably never be rebuilt.

If the Vermont Legislature passes the proposed "acquisition" bill, it will be some time before the trackage contemplated by the legislation can be purchased and even longer before it can be repaired to medium speed operating standards. When dependable operation is possible, GTI's labour problems will have to be resolved before regular operation on the Connecticut River line can be resumed.

Currently (April 1988), there are reports that CNR wants to sell its Grand Trunk Ry. from the International Boundary at Norton, Vt. to the shores of Back Cove at East Deering, Maine. The scarcity of traffic, demonstrated by freights of three, six or zero cars over the past years, has now altered astonishingly to freights of 100 or more cars, as reported by an observer at South Paris, Me. Whether these are loads or empties, and their frequency and origin, is unknown. GT has not entered Portland, Me. proper since the trestle across Back Cove burned some years ago. GT engines and cabooses sit on the main line at Deering overnight, until the train leaves for Montreal the following day. Danville Jct. (mile 269) is the only interchange point with GTI's MEC, now that Yarmouth Jct. and the ex-MEC "Lower Line" have been closed. Observers think that, by the time any other company buys the GT, the trucks will have cornered all of the traffic.

About Mar. 1, 1988, Burlington, Vt. newspapers had headline announcements that the Interstate Commerce Commission (ICC) had given GTI 90 days to establish a position, to resolve its labour problems, and to resume operation in a businesslike manner. Opinion said that this would create a "showdown" situation, not only for GTI's predicament, but with ramifications right across the U.S.A. Many other large U.S. rail corporations, also beset by labour difficulties, are waiting to see if they, too, can renegotiate or overturn labour contracts as GTI is trying to do in New England. Perhaps, on the other hand, GTI will ignore the ICC order, just as they have others.

Does the ICC have the power, the authority and the courage to enforce the order? In any event, what happens in the GTI-labour contestation will determine the pattern of railroad-union relationships in North America for years to come.

References: NEWSLETTERS 418, August 1984, No. 431, September 1985.

(With appreciation to Bob Jones and Jim Shaughnessy for background material).

--Gerry Burridge, Box 152, Pte. Claire-Dorval, Quebec, H9R 4N9, wants photos/negatives/slides of Canadian private owner and regional/local lines (i.e., Quebec Central) freight cars, any era. Will buy or trade (have subjects other than above).

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