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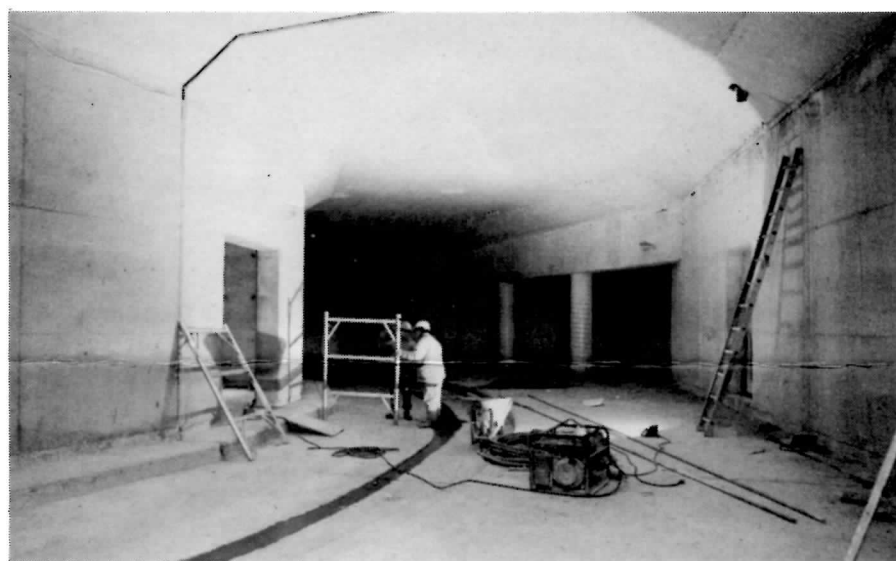


UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO



This business car, the NORTHERN LIGHTS, was photographed in April, 1988 at the Lantic Sugar Co. siding adjacent to VIA's Toronto Maintenance Facility. It is owned by Private Rail Inc., and was formerly Chicago, Burlington & Quincy 4, the ROUNDUP and MISSISSIPPI, built in 1915 and rebuilt in 1934. The car is now numbered 15111.

--John D. Thompson photo



The TTC Harbourfront LRT Line Union Station Loop awaits track and overhead installation in this January, 1989 view. The opening at right leads to the mezzanine of Union Station on the Yonge Subway.

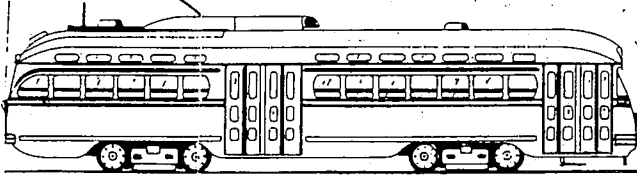
--photo by Ted Wickson, TTC



A GMD plant switcher moves a gleaming new Norfolk Southern unit, 6657, across a road outside the plant on Dec. 11, 1988.

--John E. Parnell photo

Toronto Transit Commission

MEETING DATE November 29, 1988DATE November 22, 1988 REPORT NO. **12**

18 MORE REBUILDS

In 1985 Metro Council requested the Commission to investigate the feasibility of rebuilding some of the aging PCC streetcars for use on the Harbourfront and Spadina LRT Lines.

At its meeting of August 27, 1985, the Commission approved the use of ten existing CLRV's for service on the Harbourfront Line and the Rebuild of one PCC car by outside forces to ascertain whether or not the rebuild of sufficient PCC's to operate the Spadina Line can be economically justified.

Subsequently, at its meeting on February 11, 1986, the Commission approved the award of a contract to U.T.D.C. for the rehabilitation of PCC streetcar #4512 (re-numbered 4601) as well as the rehabilitation of PCC streetcar #4505 (re-numbered 4600) by TTC forces. These two rebuilt streetcars have been in service for about two years with very favourable results.

At its meeting on April 19, 1988 the Commission approved the rehabilitation of three more PCC streetcars to enable us to increase service as required to meet passenger demand. This work is currently in progress and the three streetcars are expected to enter revenue service early in 1989.

When the ALRV contract is completed the Commission will have a fleet of 52 ALRV's, 196 CLRV's and 5 rebuilt PCC's. The most recent TTC Five Year Forecast projects a required fleet of 52 ALRV's and 225 CLRV/PCC's by 1993. This is the same as forecast in the last Ten Year Forecast. The 1997 projection is for 52 ALRV's and 236 CLRV/PCC's.

The majority of the growth in fleet size is due to congestion impacts and general service improvements. However, sixteen cars are for the Spadina LRT.

Rather than order 35 new cars at this time, staff propose to rebuild six additional PCC's each year for the next three years as part of Project 40, PCC Rebuild. These 18 cars will provide enough vehicles to meet our requirements over the next few years. When the final decision is made on the Spadina LRT and better estimates are available for long term congestion impacts and service improvements, the fleet size will be re-estimated and appropriate purchase plans will be developed.

Funds in the amount of \$8,000,000 are included in the Commission's 1989-1993 Capital Works Programme under Project No. 40 to accommodate this work. The Metropolitan Commissioner of Finance has indicated that details of the funding for this project will be included in the Chief Administrative Officer's report to Metro Executive.

Upper Canada Railway Society

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Membership dues for the calendar year 1989 are \$22.00 for addresses in Canada, and \$24.00 for addresses in the U.S.A. or overseas. Please send inquiries and changes of address to the Membership Secretary at the above address.

Rails to Trails

 forwarded by GEORGE W. HORNER

The quest to convert abandoned rails into trails is picking up steam, now that CP Rail has permission from the National Transportation Agency to abandon a 123.5 kilometre (76.7 mile) branch line between Guelph and Goderich. The Agency announced recently that the line is uneconomical and business can use service provided by CN instead. Joan Vanderbrook, a member of the Ontario Trails Council told the press that several recreational groups would like the Ontario government to preserve the CP right-of-way as a trail for hikers, skiers, horseback riders, snowmobilers and cyclists. The group's goal is to develop a province-wide integrated trail system using abandoned rail rights-of-way. Saving the Guelph-to-Goderich roadbed intact for public use would be the "most ambitious" undertaking to date. The recently formed trails council, an umbrella group representing several recreation organizations, is the Canadian version of the Rails to Trails Conservancy in the U.S. The latter group, formed in 1985 by trail enthusiasts (funny how that rhymes with something else -ED.), co-ordinates efforts to save abandoned rail lines in partnership with citizen groups, public agencies and railroads.

Only a very preliminary evaluation of the CP line's potential for trail usage has been conducted. A more thorough feasibility study will have to be carried out and any long-term project will likely involve a number of different provincial ministries. The concern currently is that abandoned rail lines usually become fragmented, with parts sold to adjacent land owners and developers, and then "they are lost forever."

The trails council is not the only organization interested in the CP line. Peter Bowers (Project Rerail) is interested in developing a privately owned short line railway system in southwestern Ontario. His proposed rail company has its eyes on 53 kilometres (33 miles) of the track between Milverton and Guelph. Bowers, one of 12 businessmen who support the short-line proposal was scheduled to meet Ed Fulton, Ontario's Minister of Transportation, in December in the hopes of keeping Project Rerail alive.

--Abridged from report in the Kitchener-Waterloo RECORD,

NEW LAW PROTECTS HERITAGE RAILWAY STATIONS

On September 22, 1988, Bill C-205, an Act of the Canadian Government to protect heritage railway stations was given Royal Assent. The Law was expected to come into effect January 01, 1989. The passing of the bill ends years of frustration for heritage groups. Until this law was passed, the railway stations, owned by Federally regulated railway companies, could not be designated or legally protected.

The passing of Bill C-205 enables the Federal Minister of the Environment to designate heritage railway stations on the advice of the Historic Sites and Monuments Board of Canada, and provides an orderly review process when a railway company wishes to "remove, destroy or alter or sell, assign, transfer or otherwise dispose of a heritage railway station owned by it or otherwise under its control." The railway company owning the designated station must apply to the Federal minister of the Environment for authorization to undertake any proposed action. The final decision on an application is made by the Cabinet, on advise of the Minister.

Any individual may object to the application of a railway company, which must give "public notice" of its intention to file an application. The Historic sites and Monument Board "shall give all interested persons a reasonable opportunity" to make representation to it and may hold a public meeting "to determine whether the Minister should recommend that the Federal cabinet grant the railway company authorization."

Violations under the Act are dealt with firmly, with railway companies liable to a "fine of not less than \$50,000. and not more than \$100,000."

FROM CANADIAN HERITAGE
(Heritage Canada Foundation)
via John H. Walker

COVER PHOTO:

General Electric 70-tonners were the workhorses on CN's Prince Edward Island lines, from 1950 until the early 1980s. Units 30 and 40 were photographed switching at Royalty Junction on Sept. 19, 1974, by M.F. Jones.

RECOMMENDATION

It is recommended that the Commission approve:

1. the rehabilitation of eighteen PCC streetcars by Commission forces over a three-year period at an estimated cost of \$6,600,000;
2. increasing the authority for Project No. 40, PCC Rebuild, from \$1,400,000 to \$8,000,000 and
3. forwarding this report to Metropolitan Toronto for approval to proceed with this project and the allocation of the necessary funds and to the Ministry of Transportation, Ontario, for approval in principle.

ADOPTED 29-11-88

MORE STATEMENTS ABOUT CAR



An abridgement of remarks by F.J. Green, General Manager, to the Saint John Fundy Region Development Commission

We may find the past interesting, but it is not a subject we in the railway and those of you who are involved in the Saint John Fundy Region Development Commission are concerned about. We are directing our attention to business prospects for the immediate and more distant future. CP Rail is keenly aware of the transportation challenges of Atlantic Canada. It demonstrated this awareness when it set up the Canadian Atlantic Railway to assess and tackle the demands of changing transportation trends of the region. The railway's goal is to respond effectively to the new transportation environment in Atlantic Canada, and to find out where the railway fits in the current competitive mix. We want to determine ways in which the railway can provide services here and meet the needs of our owners, our customers and the community. CAR has a commitment to do its utmost to maintain and develop transportation service in this region.

The setting up of CAR is an extension of the 1987 reorganization of CP Rail into two business units – Heavy Haul Systems based in Western Canada and Intermodal Freight Systems based in Eastern Canada. Creation of these units is a recognition that the freight markets in the west and East require different approaches. CP Rail also recognizes that within the eastern half of Canada there are diverse market conditions and, to handle them, the railway needs a separate organization for Atlantic Canada. As general manager of CAR, my mandate is to make on-the-spot decisions for marketing and operations – decisions based on unique local conditions. Some of those conditions are similar to elsewhere – competition from trucks, for example, and the need to reduce costs, improve productivity and determine how we can provide better service to customers and potential customers. But there are also special challenges – for example, those associated with the need to win more rail based import-export traffic for the Port of Saint John and such terminals as Brunterm and Forterm.

All of these challenges, whether regional, national or international in scope, require us to face up to the realities of current transportation and competitive trends. One of the realities is that trucking has taken much of the business away from the rail mode in Atlantic Canada. Some of this shift stems from the trucking mode's natural advantages. Trucks have distinct service advantages for many kinds of traffic and, for certain types of goods and movements – especially short hauls – trucks also have a cost advantage. However, trucks also enjoy some unnatural or, artificial advantages. We believe that much of the shift of traffic

from rail to trucks has taken place because of unbalanced treatment of the two modes of transport. Governments, perhaps unwittingly, have overstimulated trucking. This has created some distortions, which are most apparent where there is a trucking cost advantage in markets in which a railway, with its economies of scale and distance, should be able to compete – but cannot. Typically, these truck movements are large, heavy loads on medium to long hauls.

There is no doubt that a substantial part of the highway system cost is incurred to accommodate commercial use – to cover things such as climbing or passing lanes, specific roadbed strength, interchange and bridge standards and some maintenance needs. There are also strong indications that commercial users do not pay their full share of highway costs, whereas railways must recoup their entire roadway construction and maintenance costs from revenues. The New Brunswick government's discussion paper called "Adequate Highways – a Key to regional Development" – makes an important breakthrough in this regard. It accepts the principle that a diesel fuel tax should recognize "the additional demand truck traffic places on the highway system from a capacity and pavement deterioration point of view." However, it doesn't yet recognize cost responsibility fully. This is critical in high tonnage truck moves. We think a thorough study of the matter is needed. It is important for meeting highway needs and to achieve competitive balance between rail and truck.

In New Brunswick, for example, the most obvious effect of underpayment for commercial use of the highway is an artificial increase in demand for truck service, and higher truck traffic levels than would otherwise occur on main highways, the Trans-Canada Highway in particular. The associated effect is lower rail traffic levels, as rail customers with truck competitive traffic shift to highway transport. The artificial loss of railway revenues makes it more difficult for the railways to fund the infrastructure that they provide for the benefit of remaining customers. CAR meanwhile must deal with today's realities. We must do our utmost to cut our costs, but we are often stymied by the rules of the game. When we try to trim low volume rail lines that are no longer viable, and cannot become viable, we find that the process can be painstakingly slow and full of pitfalls. We have applied for abandonments of several sections of lightly used track in Atlantic Canada. We have to face the reality that some additional feeder line rationalization must be expected where there is not enough direct-rail business potential to make lines commercially viable. But it's just as essential to keep the business we have and to find new business. That means developing new services to bring business to the railway through expanded use of intermodal services and transfer facilities. Our goal is to serve the marketplace with a rail-based system wherever a pure rail system may no longer provide the best solution. We want to concentrate on our strengths, providing users with services that have value for them, and we cannot if we have our foot in the last century when the

railroad was king.

If the most commercially effective way to move a product from departure point to destination is exclusively by railway, then that's the way we want to do it, provided the effort gives an adequate financial return. If an all-rail routing doesn't make sense, we want to use intermodal services or transfer and reload centres that combine the efficiencies of rail and trucks for connecting links of the traffic movement -- and that includes trucks that are paying a fair share of highway costs. We may abandon some lines, but we do not wish to abandon any customers. We need and want their business. In the Upper Saint John valley, for example, trucking is the dominant mode. To retain our core railway line there and possibly build up business, we are exploring a wide range of reloading centres, distribution centres and intermodal options. In most cases these can be more competitive at better overall value than direct rail services.

Most customers no longer want to wait for service once a week on a low density line. They want frequency, and that often means combining the advantages of the steel wheel and rubber tire modes. Where we can do this in a commercially effective way, we shall. It's the logical way to run a modern business. In light of this trend, we must begin seeing our core railway, including Saint John, not just as a series of destinations with a port, but as a series of distribution centres reaching into all of Atlantic Canada. We already have distribution centres in the Saint John area for semi-manufactured products, chemicals and grain. We ship from these reload centres to points as far as Scoudouc, Cape Breton and Halifax. There are other distribution centres along CAR's core railway system in New Brunswick which we are making good use of -- a lumber centre at Fredericton and another at Fredericton Junction, and lumber and grain facilities at McAdam, for example.

In order to make progress, we also have to promote the port because we're each a part of the other's business. We realize shipping patterns have changed and larger vessels have made the port and container business more competitive than ever. But there are still many opportunities for Ro-Ro or other types of services in addition to smaller container lines. We want to work closely with shippers who route, or could route traffic to and from the rest of Canada through the Port of Saint John. We have opened our minds and challenged ourselves to think beyond what our share of today's freight through the port is. We want to know what our share of inland transportation for Canada and the eastern and Midwest U.S. could be. And then we want to find a way to attract that additional freight from Baltimore or New York or Norfolk, Virginia to our port and our rail lines by providing competitive inland transportation. We are working with Brunterm and other terminals, such as Forterm, to help develop business. In fact, we have already made some progress in obtaining new port business. We have become the inland carrier for Koala Line, a new line that is now calling here. It's not a huge deal, but it's a start.

We have now developed a marketing team made up of men experienced in railway, truck and intermodal services. In fact, one team member in Nova Scotia is an engineman who was running trains, but feels that he can find more freight for us, so we are giving him a chance.

CP Talks to the Truckers

R.J. Ritchie, executive vice-president responsible for CP's Rail's Intermodal Freight Systems, told an Ontario Trucking Association meeting recently that public policies stand in the way of alleviating traffic problems and those of the highway adequacy by limiting the competitive role of rail-truck intermodalism. He said that railways must be drawn into the solution of transportation problems where it makes the most economic sense. Both economic and

If we are going to get closer to the ground in Atlantic Canada, however, we must find our proper place in the market by becoming a part of the production and marketing chain of our customers.

Effective November 14th, we started a second train a day between Saint John and Montréal-Toronto. It is a fast train targeted at taking back a big share of the traffic now moving by truck. We also want truckers to take advantage of our fast reliable service by putting their trailers on this train. In effect, we are offering them a wholesale transportation service. We believe that the two-train schedule will provide more flexibility for customers and better transportation value than running one big train. We are going to have our own employees in CAR servicing our locomotives instead of sending the latter to Montréal. The repair crews down here know the crews running the trains, and we feel that local servicing will encourage co-operation and pride of accomplishment in both operation and servicing of equipment. (A perhaps unwitting realization of one of the advantages of short lines - Ed.)

If we are going to succeed at CAR, we must work closely with our labour forces. We will need more flexibility in operations, and that will take teamwork and an understanding of what we are trying to do. We are introducing "performance indicators," which we update every morning at 6 a.m., to reveal revenue performance, safety performance and, most importantly, service performance. These indicators are sent not only to the executive office; they are posted in every office, shop and shed so that the people who make things work know how their business is doing, and can take pride in being part of the success.

We need every member of the transport chain to appreciate our commitment to make a go of it in Atlantic Canada. We want to make our new organization nimble, aggressive and innovative. I have received a very positive response from employees about the concept of a regional identity and management.

So far, I have listed more than 145 suggestions, all of which are getting a fair hearing followed by an explanation to the employee who took the time to suggest. Sometimes we say 'yes', sometimes 'no', but we always explain the reason.

We are working on a number of other projects to improve operations and service, as well as a quicker response time to inquiries. Everything we are doing has a regional focus aimed at enabling CAR to meet the changing competitive demands of the transportation business. There will be more truck-rail intermodalism, and shorter trains with increasing frequency may be in the future. Trucks and trains are becoming more alike. Larger and longer trucks -- shorter trains for intermodal types of traffic. CAR will succeed if it can identify more local, regional and port-oriented opportunities, and go after them as quickly as possible. We have signed several contracts for many millions of dollars of new business in the past two months, and a similar amount of business is being renewed for 1989. We intend to win back business, but it's going to take a lot more effort. In creating CAR, we have made a serious commitment to this region, and we want to ensure our investment makes a positive financial contribution to all our stakeholders. I am confident that CAR will make a greater contribution to the economic health of this region.

environmental considerations such as fuel efficiency and highway congestion can have an impact on the development of railway intermodalism. "With highway traffic conditions what they are in Ontario, intermodal services may prove to be more reliable than conventional trucking in the years ahead. "Southern Ontario and Québec are developing into a large integrated population base running from Windsor to Québec City. But with this

development will come world class transportation problems."

One of the current problems is that the marketplace is being distorted by public policy, Mr. Ritchie said. If highway funding were more clear cut, this country could avoid the crisis of highways being underfunded and behind in maintenance and construction. "Nobody knows the relationship between fuel taxes collected and the use of highway infrastructure. But we do know that highway expansions and improvements are being called for. CP Rail supports the principle that those who use transportation assets and infrastructure, particularly for commercial reasons, should pay for them, whether we are talking about a truck roadway or a railway roadbed," he continued.

"With the railway paying for its own roadway, it should come as no surprise that I am against railway fuel tax. I am also against truck fuel taxes as we know them. The best method of highway cost recovery would be one that

takes into account both truck weight and the distance the truck travels. A truck's actual consumption of highway assets has little to do with fuel consumption. Fuel tax is not an effective mechanism for assigning cost responsibility. CP Rail agrees with the Ontario Trucking Industry's public case for a level playing field against U.S. truckers who enjoy lower taxes, cheaper fuel and other cost advantages."

"CP Rail made similar arguments about the inequity of competing with U.S. railroads during the National Transportation Act debate, and continues to do so. The railway suffers regulatory inequities with the U.S. railroads similar to those which face the truckers." He concluded by saying that the regulatory agencies in Canada must be sensitive to the Canadian condition, if they are going to ask Canadians to compete against more Americans. "Trucks are not simply trucks; there are Canadian trucks under Canadian laws and American trucks under American laws. The same goes for trains."

Toronto Christmas Tour

Trip Report by Gray Scrimgeour

About 30 happy customers showed up for the joint Toronto Transportation Society and UCRS Toronto Christmas Tour on Saturday, December 3rd. The group boarded the chartered TTC Classic bus number 6220 at noon at Eglinton subway station, in the strong wind. The trip seemed destined to take full advantage of the limits of a TTC charter, covering about as much of Metro Toronto as possible.

The first stop was at Otter Loop on Avenue Road for a photo session. Road work was in progress there, so when driver Gerry Randall left the loop to make a slow left turn northbound onto Avenue Road—with fairly heavy northbound traffic—it tied up southbound cars for three or four blocks. The route took us slowly east on the 401 to Leslie Street, then south to look for a decent location to photograph the westbound *Canadian*. After trying a few parking lots on the east side of Leslie, the organizers decided on the Oriole GO station as the best vantage point. The pedestrian bridge over the Bala sub is a good location, but very cold in that heavy a wind.

Next, the expedition travelled east on the 401 to Markham Road and the east end of CP's Toronto Yard. We proceeded slowly west through the yard, stopping to allow pictures of SD40-2Fs 9005, 9007, and 9011 in the distance. When we arrived at the control tower, we split into three groups, so that our three CP guides could show us, in turn, the control tower operation, the computer- and video-equipped car control centre, and new unit 9002 spotted with a caboose just west of the tower. Interesting features were: hearing of how the speed reduction cars rolling on the hump is tested on an S-curve, so the computer can calculate how much to retard them for proper spotting, and seeing samples of the videotapes made of all trains in and out of the yard. We were given complete access to 9002

(Serial A-4808; Class DRF-30y; Date built 11-88) for viewing and photographing. Most of us had a good look at the cab facilities and the motor of the Red Barn. After we all collected on the bus, we toured through several seldom-seen roads at Agincourt, then returned to the control tower to drop off our guide.

From Agincourt, we drove to Scarborough Centre Station to see buses (including articulateds), then to Midland RT station, and on to Wilson garage and yard—with a chance there to see some of the retired subway G-cars. Then it was onward to a food-consumption stop in Rexdale, with ready access to all sorts of burgers. All beefed up, we headed south to the Islington Avenue bridge, with an evening photo opportunity at GO Willowbrook yard and VIA's Toronto Maintenance Centre. Hardly hesitating, we headed for the Long Branch Loop for more photographs of ALRVs, and TTC and Mississauga Transit buses.

Then, via the QEW, we drove to Humber Loop, and said farewell to Larry Eyres, then to Park Avenue and The Queensway for another photo session with 6220. The next photo spot was Exhibition Loop, after some fancy driving on the streetcar right-of-way. But wait—we still weren't finished. It was down to Queen's Quay for a slow look at the progress on the Harbourfront RT construction (see the report in the December Newsletter of a snoop a few hours earlier), then north on University Avenue to the front of the Legislature at Queen's Park for more photos of 6220.

Finally, we went north on Avenue Road, past the Christmas lights of Yorkville, to Eglinton Station, where we disembarked after a great 7-1/2 hour trip. Thanks to the organizers, Rick Eastman, Jeffrey Kay, and Gord Webster for a super trip. We'll all be back next year for another version of the same outing.

A Chance to Object **CP Rail**

By John D. Welsh

A recent report in the Montréal Gazette from the National Transportation Agency (NTA) notified readers that there would be a reconsideration of Canadian Pacific Limited's application to abandon the operation of CP Rail's Ste-Agathe subdivision from St-Jérôme, Québec (Mile 13.60) to Ste-Agathe (Mile 44.40) and from Sainte-Agathe to Mont-Laurier (Mile 138.20), total distances of 30.80 and 93.80

miles, respectively. This reconsideration was ordered to enable any person or persons so wishing to present justified opposition to the abandonment application. The concluding statement in the notice was entertaining and informative: "Persons who can provide the Agency with documented evidence that there is reasonable probability of the branch line becoming economic in the foreseeable future should do so within their written statement."

Eastern Canada Observations Fall 1988

By Lloyd G. Baxter

Since we drove the north shore of the St-Laurent east to St-Siméon, Québec, our first encounter with CN rails was at Rivière-du-Loup notwithstanding that there are still rails of that company on the north shore east of Québec. At Rivière-du-Loup we saw M420 3529 switching the yard in front of the station, by the river which gives the town its name. This appears to be a crew change point (although I am not certain about this), and a westbound freight was ready to move. On the point was HR616 2114, trailed by C630 2028. My wife and I remained for some time while the crew tried to move the consist. It appeared immovable and, as I know very little French, I could not make out the conversation on the scanner. The situation nevertheless appeared frustrating. We left to get a photo at another location but the train never came. On our return the train was still sitting there, on a curve and on the bridge over the river. We then left for our night's stay.

Next morning saw us east of Rivière-du-Loup on Highway 132 near L'Isle-Verte. It dawned on me that we had a morning VIA westbound. We got the timetable out and positioned ourselves for a photo, and along came the *Saint-Laurent*, Train 631. It was moving very fast, with an FPA4 on the point and two coaches. The camera clicked at 1/500th and the train was gone.

Mont-Joli is a crew change point with a nice conventional single storey brick station. When we arrived, mid-morning, there were eastbound and westbound freights, placed caboose to caboose, on the same track. The eastbound was the train that I would chase as far as Causapscal. On the point was M420 3531, followed by two HR616's, one being 2114. After checking with the crew, we headed down Highway 132 and got several good photos, off an overpass, and at Amqui and Causapscal.

Now I will describe the next four stations as to their colour schemes and general appearance. Whoever has been responsible for VIA buildings in Québec has done an exceptional job; there is the obvious appearance of affection for the stations and a desire for them to be permanent. Stations on this line have pastel colours.

Sayabec - A single storey frame station with a light grey hip roof. The base (dado) is light blue with peach/pink trim (doors, windows and corner boards). Window sashes, doors and roof brackets are light grey, while the upper body of the building is cream.

Amqui - A two storey mansard roof building with aqua trim at the base, light peach/pink doors and roof braces, and the remainder of the station in cream with a black roof.

Causapscal - A single storey frame station. Slate grey base with copen blue trim including door and window frames. The remainder of the building is white with a grey roof.

Matapédia - A single storey frame station with a black hip roof. The building is light grey with buff trim, light blue doors, window sashes and roof braces.

I will add the Montmagny station here for continuity. This station on the south shore of the St-Laurent, east of Québec City, also has pastel colours. It is a two storey building with a mansard roof, brick in the bottom section painted light grey, white trim and yellow doors, then green upper sides and roof.

My next chosen look at railway activity was in Prince Edward Island. At Borden there were two "RSC14s" plus snow plows, a caboose and a flanger. The yard was empty except for a line of box cars, covered hoppers, gondolas and tanks, about seven in all. The gondolas had loads of scrap. It was obvious that only the lines to Summerside and Charlottetown were in operation. All other lines appeared weed grown and closed. At Charlottetown, all was shut down at the engine shed, and the trackage was overgrown with weeds. I saw one gondola being loaded with scrap from the ramp at the water side of the station, which has been closed about six years. It is sad to see this operation close to complete termination.

The next point of observation was New Glasgow, Nova Scotia. While the *Samson* still remains on display, the CN station was gone, much to my disappointment. However, I found that, by the Trans-Canada Highway at the railway underpass, there has been constructed a new New Glasgow-Stellarton station. VIA has erected a red brick building with a full clock tower. The moderately sized building has a mottled grey roof, yellow doors and grey window trim.

Halifax - I will mention just the highlights. The station has been completely redone and it is very nice (see the December Newsletter). VIA has a new engine shed at the back of the station, towards the harbour. Viewing the yards from the Young Avenue overpass, we saw CN 8706 and 8707 switching container trains. These S13s are sisters to those once seen switching Spadina Coach Yard in Toronto.

Next we went on to have a week's stay near Digby, Nova Scotia. From here I viewed the Dominion Atlantic Railway between Annapolis Royal and Digby. The *Evangeline* was active morning and evening, as was a ballast train every few days. Yes, they were reballasting in this area, or should I say adding ballast, which was in the form of coarse sand. The two trains which I saw consisted of five hopper cars, one train being led by CP 1274, a remanufactured SW1200RS, and the other by SW1200RS 8134. Both trains had a rear high cupola caboose. The bridges on this line are quite long and high across the tidal streams, particularly that at Bear River. Cost must be a major concern in maintaining these structures. A work train occupied the sidings at Digby. Incidentally, Digby is one of the few places where I have seen a short mainline on-street operation.

Stations remain at Annapolis Royal (one half of the same being a tourist information centre) and at Digby. The latter structure is closed. All the rest of the flag stops have only signs. There was no freight traffic at all, and I was told that the DAR has only five customers left on the whole line.

The last serious railway viewing was at Edmundston, New Brunswick and west of there, part of the old National Transcontinental. The facilities at Edmundston are down by the Saint John River, just west of the Madawaska River. There is a large yard with engine facilities and district offices. It is a crew change point and fuelling also takes place there. The traffic is mainly container trains from Halifax to points west. The Dayliner for VIA's Moncton-Edmundston trains 625 and 626 was in the yard, plus a couple of "RSC14s" and an RS18. Snow equipment was plentiful, and there were ample cars on the yard tracks. The turntable is still intact. The whole place has the air of a major thriving division point. As a matter of interest, the next west crew change point is Joffre, south of Québec.

Moving west, we followed the line through Lac-Baker. It

had followed the Saint John River and then turned north, following the State of Maine border to Estcourt where there is a passing and storage track. Highway 289 follows the railway for a few miles, then we lost "track," it was

pouring rain and the brush was thick. However, we had seen that in the fall of 1988, this was a busy container moving railway and a very picturesque one also.

QUE./N.S. ITEMS

1. CN ORDERED TO KEEP EX-M & SC LINE OPEN

The N.T.A. has ordered CN Rail to maintain more than 40 miles of line in the Province of Québec. CN applied in August 1987 to abandon its former Montréal and Southern Counties Railway Chambly to Granby line as well as the branch connecting Granby and Farnham. The Agency ruled December 01 that CN can close the 14.3 mile Granby - Farnham link (see map), but forbade the Railway from discontinuing service between Granby and Chambly.

Although the N.T.A. concluded that the Chambly - Granby line is currently uneconomical, it did see a "reasonable probability" for it to become economically viable in the near future.

Actual losses increased considerably for CN in the three years prior to the application for abandonment. CN reported losses of nearly \$142,000 in 1984 on the line, close to \$266,000 in 1985 and almost \$435,00 the following year. CN did not provide financial figures for 1987 nor 1988. (Since these years postdate CN's application -ED.)

The Agency nevertheless determined that the continued operation of the branch line excluding the West Shefford spur, would be in the public interest (The West Shefford spur is the Granby - Farnham line).

CN official Jean-Guy Brodeur told the Montréal Gazette that the Agency must now provide compensation to cover the railway's losses until the line can either become profitable or is eventually abandoned. CN's application will be reconsidered in two years.

Trains now serve the Granby - Chambly line twice a week. The Granby - Farnham branch line is served only on an "as required" basis. The Sivaco Québec Corp. of Marieville, in its submission opposing abandonment, claimed it could double the six rail cars it now uses weekly if CN offered to increase the number of trains to four a week. The steel company expects its annual carload need to surpass 2,000 being next year. Sivaco is a subsidiary of Montréal Ivaco Inc., which has 71 plants, 12,000 employees and annual sales of \$2.2 billion. Ivaco is one of North America's largest steel producers.

Richard Beaudoin, commissioner of the Commissariat Industriel Montereigienne, said that he is "satisfied" the line will remain open "because more businesses will be able to benefit." He said the commissariat is aware of expansion plans linked to the Agency decision. In addition to Sivaco, Papier Rouville Inc. is projecting the need for 125 rail cars a year.

Despite objections to the abandonment by such interveners as Transport 2000 Québec and several politicians, at least one municipal official backed CN. Richelieu Mayor Pierre Lareau said the transportation agency made a "bad decision." He said that it is "indecent" to make CN continue its service when nobody in his municipality of 2,300 people use the rail line. "It costs a lot (through federal taxes) to maintain the tracks, trains and personnel for what we get," Lareau argued. "It isn't worth it for just a few companies (outside Richelieu)." He recommended the line be closed all the way to Montréal.

CN has owned and operated the Chambly - Granby line since December 31, 1955. The Grand Trunk Railway Co. of Canada, which controlled the Montréal and Southern Counties Railway Co. interurban electric line, had taken over in 1906. The Stanstead, Shefford and Chambly Railroad Co. was incorporated in April 1853 to build track linking Stanstead, Shefford, Chambly and the St. Lawrence River.

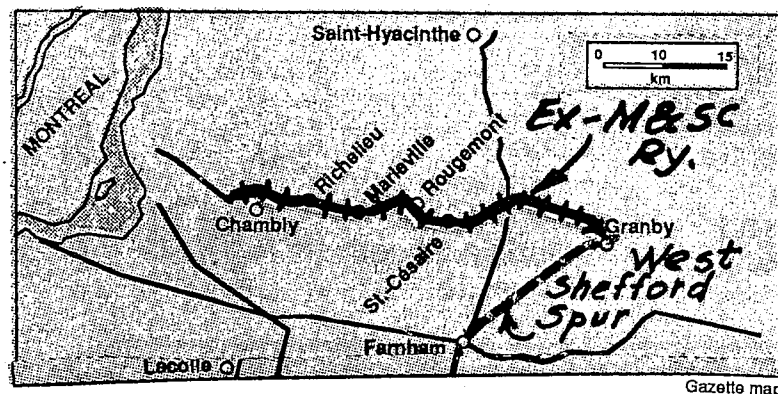
In December 1871, the Montréal Chambly and Sorel Railway Co. was incorporated to construct a railway from Sorel via Chambly to Montréal.

On April 8, 1875, the name was changed to the Montréal, Portland and Boston Railway Co. and operated by the South Eastern Railway until July 1, 1891, when operation was taken over by the Central Vermont Railway Co.

The Montréal and Province Line Railway Co. was granted the right on April 23, 1896, to operate the Montréal, Portland and Boston Railway Co.

In 1897, the Montréal and Southern counties Railway Co. was incorporated and obtained the right to operate railway services until the Grand Trunk takeover in 1906.

—Montréal Gazette, via Douglas Brown.



2. FORMER FOOTBALL STAR HOPES TO LAUNCH CANADA'S SECOND SHORT-LINE RAILWAY

A former Canadian Football League fullback has offered to buy the two unprofitable railway lines that serve the southern half of Nova Scotia. Rick Black, the 46 year old president of NsC Intermodal Inc. who starred with the Ottawa Rough Riders in the 1960s, wants to bring the short-line railway concept to Nova Scotia by purchasing the Dominion Atlantic Railway from CP Rail and the Halifax to Liverpool branch line from Canadian National.

The DAR, a wholly owned subsidiary of CP Rail and now part of the Canadian Atlantic Railway, operates from Windsor Junction, near Halifax, through the Annapolis Valley to Yarmouth at Nova Scotia's southwestern tip.

Black would not disclose details of his offer but said he has put up more than \$1 million of his own money and the company has raised a total \$20 million. None of it is from Nova Scotia but he said he is negotiating with Nova Scotia investors. He says that "We've got to get back to small companies if the branch lines are to survive." If his proposal works as Black says it will, the DAR will not shut down any track at all and could even expand. Black wants VIA Rail to continue the daily passenger run between Yarmouth and Halifax and he is doing a marketing study with an eye to starting his own commuter service - along the DAR between Middleton and Halifax at first and then possibly along the CN south shore line. He even dreams at some point of negotiating to operate a commuter along the heavily populated CN mainline between Halifax and Truro. Black also plans to buy a steam locomotive and operate a tourist train modelled after DAR's old Flying Bluenose.

CN and CP intended to ask the National Transportation Agency at hearings for permission to close down parts of their Nova Scotia lines. CP Rail wants to abandon the southernmost section from Digby to Yarmouth, and CN wants to close the entire Halifax to Liverpool branch line. NsC Intermodal has asked the transportation agency to postpone the hearings until the railways can consider its offer.

NsC intends to keep both lines fully open and to expand traffic by promoting railway transport, Black said.

He is offering salvage price for the two railways except for the one section, for which he is offering full market value. That section is the DAR's profitable gypsum run between the docks at Hantsport and the open-pit mine at Manua.

The offer met with enthusiastic support from the Annapolis Valley Boards of Trade, whose towns are served by DAR. But there was suspicion from along the south shore, where chambers of commerce had planned to argue that CN, as a government-owned company, has a special responsibility to protect the region's economy. The chamber's South Shore Transportation Committee intended to fight hard at the N.T.A. hearings and, if it lost, to appeal to Parliament to order CN to keep the line open. With the line in private hands, it would knock the feet from under the committee's argument.

Jean Pearce, president of Transport 2000, supported Black's plan.

NsC recently began construction in Sheet Harbour, N.S., of a factory to make diesel engines under franchise to a German manufacturer. It also is negotiating to buy a metal fabricating plant in Dartmouth, N.S.

— Montréal Gazette, via Douglas Brown

3. ST. BRUNO, QUÉBEC STATION

The Town of St. Bruno may soon acquire the 86 year old CN station. The dilapidated building has been on the town's wish list for more than a year. CN, has made another request to the National Transportation Agency to have the station status changed such as to permit its sale to St. Bruno or any other interested buyer.

Renald Belanger, director general of urban transportation for CN was hoping for agency approval early in 1989.

As long as the building - constructed in 1902 - has station status, it remains under the federal government's jurisdiction. The Québec Cultural Affairs Department is prepared to classify the building as an historical structure if the status changes.

St. Bruno town council wants CN to repair the station

before the municipality buys it. The town has not yet decided how the building will be used.

Belanger said that he expected that CN would hand over the building to the town early in 1989. The offer stands at a "symbolic" \$1. It is estimated, however, that the renovation and restoration will cost between \$125,000 and \$145,000. Jacques Robert, the Québec Cultural Affairs Department's official in charge of the St. Bruno project, says the province will contribute up to 60 per cent of those costs depending on the planned uses of the former station.

Guy Chartrand of Transport 2000 Québec has called the station "an invitation to vandals and pyromaniacs." The building was closed September 09, 1988 when the Montréal - St. Hilaire commuter train service was discontinued. Since then, the structure has been frequent target of vandals.

— Montréal Gazette, via Douglas Brown.

Readers' Exchange

Wanted: A colour photograph of a CP FP7 or FP9 in its original paint. Contact Gord Webster, P.O. Box 17, Station H, Toronto, Ontario M4C 5H7.

Calendar available: The Niagara Frontier Chapter, NRHS, has recently published its 1989 wall calendar featuring 13 black-and-white photos of steam, diesel, and electric trains from Western New York and Southern Ontario. Included is a view of CNR Belpaire-boilered Mikado 3547 and a splendid night shot of CNR Mountain 6007 at the Stratford

station, by Jim Shaughnessy. The price, including postage and handling, is \$6.00 (U.S.). Order from Niagara Frontier Chapter, NRHS, P.O. Box 298, Getzville, New York 14068, U.S.A.

Coin issued: The Salem and Hillsborough has issued a coin commemorating the 100th birthday of CPR 4-4-0 29. The coin costs \$5.00 and can be ordered from George Parks, 1247 Ryan Street, Moncton, New Brunswick E1C 8Z4.

Basically Bridges

By Sandy Worthen

It must have been a considerable shock to spotters, in the Massawippi and Tomifobia River valleys in Québec's Eastern Townships, when they saw CP Rail freights 904 and 917 rumbling carefully over the Beebe subdivision of the Québec Central Railway at the beginning of December 1988. You could say that this extraordinary occurrence had its roots in mid-summer 1984.

At about that time, the turbulent waters of the Wells River had washed out the Boston and Maine Railroad's (Guilford Transportation Industries) double deck plate girder bridge a few hundred feet south of the B&M/CP Rail triangular junction in the Vermont town of the same name: Wells River. This washout severed at one and the same time CP Rail's onward route to East Deerfield, Massachusetts and the B&M route across the Connecticut River to Woodsville and thence to Littleton and Berlin, New Hampshire.

To keep 904 and 917 running, the B&M arranged to detour north and south CP Rail freights between White River Junction and Richford, Vermont, using the Central Vermont Railway's Richford subdivision between St. Albans and the CP Rail Newport subdivision about two miles south of Richford. This alternative did not last very long. One day, northbound 917 was crossing the CV's three span, through-truss bridge over the Missisquoi River at Sheldon Junction, about ten miles east of St. Albans, when a CP Rail boxcar in the consist derailed on the bridge and unseated the east end of the easternmost span, sending it and the boxcar into the river. Traffic over the Richford subdivision was interrupted until the bridge could be repaired.

With both readily available north-south lines cut, CP Rail experimented with delivery of traffic to the Napierville Junction Railway (Delaware and Hudson's Canadian subsidiary) at Delson, Québec. This route seemed impractical, and fortunately the washed out bridge at Wells River was soon back in service. Thereafter, 904 and 917 returned to the Connecticut River valley for the journey to and from East Deerfield, Massachusetts.

The Lamoille Valley Railroad Corporation of Morrisville, Vermont was also affected by the 1984 summer floods. With the aid of some State of Vermont money, it rehabilitated its main line from Cambridge Junction through Fletcher and East Fairfield to Sheldon Junction, the crossing at grade with the CV's Richford subdivision. This was a wise procedure, for when the Missisquoi River bridge was dropped into the river, the CV had to use its connection from Fonda Junction to the LVRC at East Swanton to reach the isolated eastern portion of its Richford of its Richford subdivision. CV maintained service to the pulp and paper mill at Sheldon Springs via the western end of the Richford subdivision. But the rails from Sheldon Springs to the bridge began to rust immediately.

The outcome of the various suits between CV, B&M, and CP Rail were not publicized. CP Rail maintained that train 917 was the B&M's responsibility until it was delivered to CP Rail's Newport subdivision at Richford. B&M made an argument that it was a CP Rail boxcar in the train that caused the damage. It seemed as though CV wanted to have the bridge rebuilt, but this was never done, for in the summer of 1988, the collapsed span had been removed from the river bed, but a replacement had not been erected.

To serve on-line customers between Sheldon Junction and Richford, Vermont, CV made arrangements with the LVRC in the summer of 1988 to do the work. The LVRC picked

up and delivered loads to and from the subdivision at CV's Italy Yard in St. Albans. The rails from the east bridge abutment at Sheldon Junction were removed and only the sidings to the feed and fertilizer mill at the junction remained.

By mid-summer 1988, yet another detour of 904 and 917 became necessary, when the condition of CP Rail's deck-plate girder bridge over the south branch of the Missisquoi River at North Troy, Vermont worsened. In the spring, large steel girders for the renewal project were staged in the ditch adjacent to the bridge. In the interval, there was a slow order of 20 m.p.h. at Mile 44.3 and, in order to avoid stressing the bridge too much, head-end units were required to uncouple and proceed over the bridge individually.

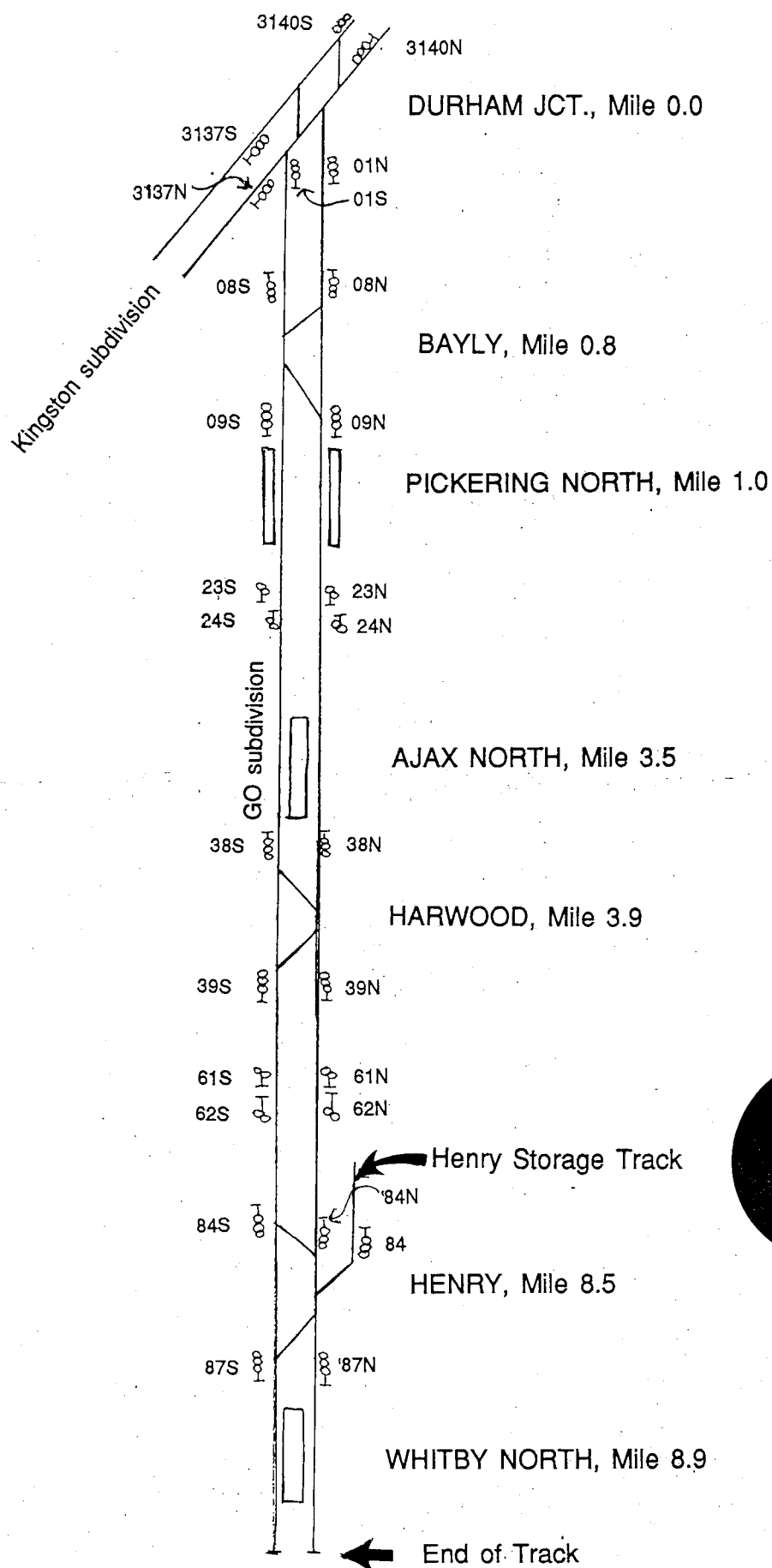
June brought some suspicious activity on the Beebe subdivision of the Québec Central, which had not enjoyed any freight traffic since October 1986. This subdivision offers an alternate route south from Brookport, via Sherbrooke, Lennoxville, Ayer's-Cliff, Beebe Junction (Beebe-Plain) to Newport and the Connecticut River line. CP Rail had a thriving lumber trans-shipment business at Beebe (Junction), but the loads were being brought in from the Newport end.

In June, Leland Mosher of Ayer's-Cliff heard a diesel horn and got to the window just in time to see a CP Rail unit and a van crossing Tyler Street. Then, there was a curious silence until November, when Derek Booth of Lennoxville observed sectionmen clearing the flangeways at the College Street road crossing. The next day (November 2nd), two CP Rail units and a van went north on the subdivision, en route to Sherbrooke. The Massawippi Valley Railway was showing signs of life.

By November 9th, Derek's suspicions were aroused thoroughly. From his home on Moulton Hill, he was hearing the noise of trains other than the usual CN and CP Rail traffic through Lennoxville. But he had not seen any movements on the Beebe subdivision. And then on November 10th, while returning from the Lennoxville post office, he was held up at the College Street road crossing by four CP Rail units powering a 46-car freight southbound to Newport. Yes, it was 904 all right. As Derek said, "The Massawippi Valley lives! At least for a while!"

By November 21st, Derek could write that "CP Rail has been running a daily (weekdays) freight south on the Massawippi Valley. The usual consist is three or four units, mostly 1800s and 8700s, with an occasional 4200, and 40 to 65 cars of very mixed freight, some autoracks, some lumber for Beebe (Junction), hoppers and so on, mostly destined for points south of Newport." Derek described another interesting facet of one day's activity: "On a trip to photograph this operation last week, I ran into a gentleman who claimed to be ready to operate a tourist line from Lennoxville to Ayer's-Cliff next summer. There has been talk of this in local newspapers, but nothing concrete. Unfortunately, he was following the train south and I had to return to Lennoxville, so I didn't get any more details."

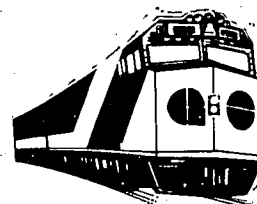
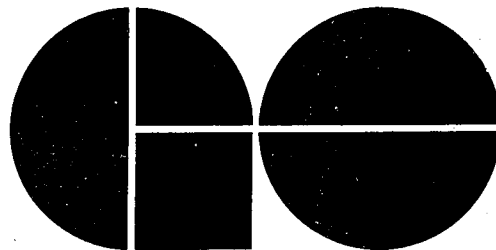
The Newport subdivision dispatcher at CP Rail's St-Luc Yard in Montréal, said that likely the bridge at North Troy would be back in service in mid-December. Assuming that has happened, CP Rail 904 and 917 have returned to their normal route via the B&M to White River Junction and East Deerfield, Massachusetts. And the Beebe subdivision of the QCR will go back to sleep until the next emergency.

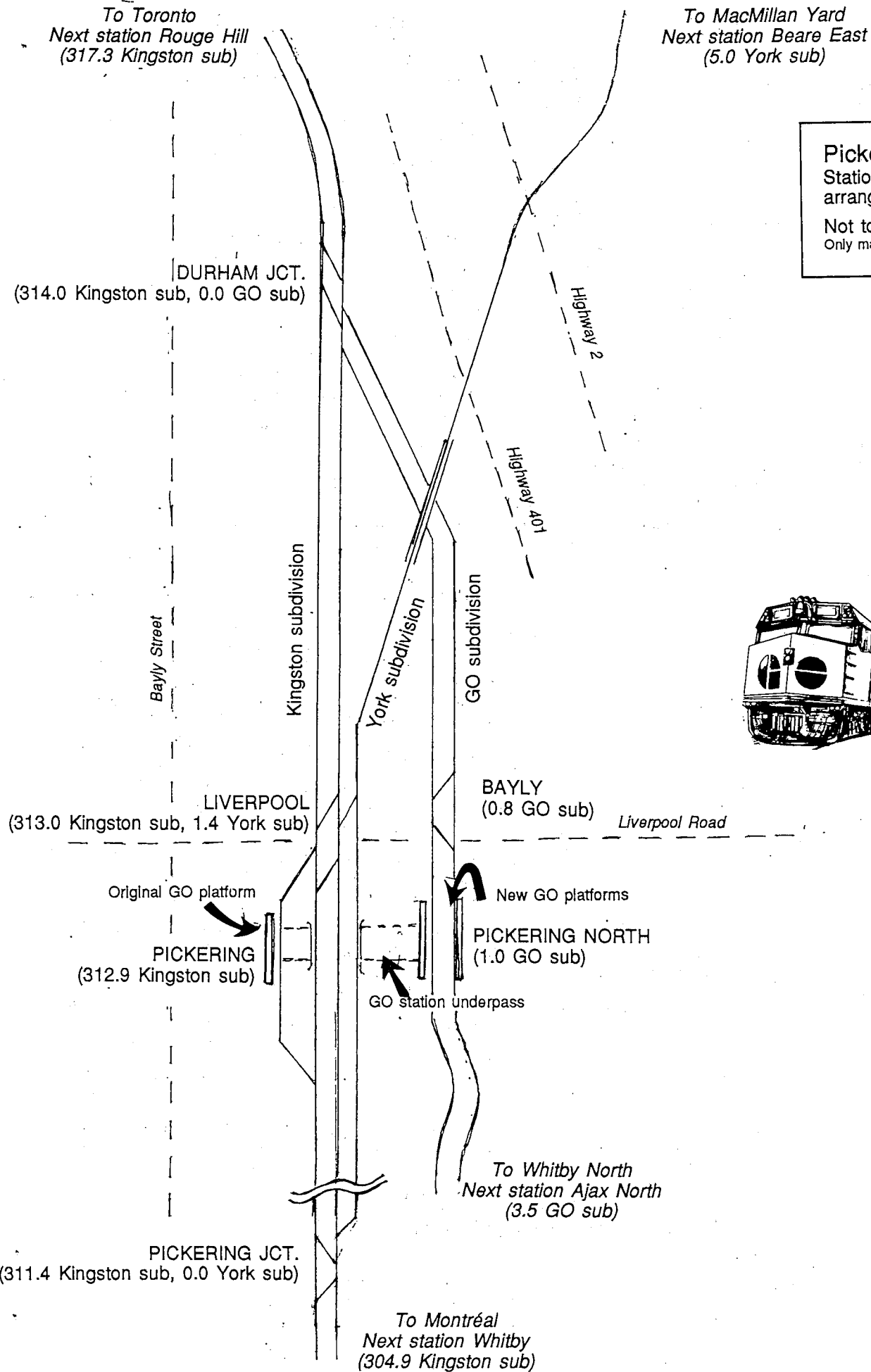


**GO Subdivision
Track Diagram**
Showing station
names and signal
numbers


Not to scale Dec 4/88

Chief source:
CN Bulletin, Nov 15/88





GM Diesel Division, London - Summary of Orders

<u>Contract</u>	<u>Qty</u>	<u>Model</u>	<u>Serial Numbers</u>	<u>Customer</u>	<u>Road Numbers</u>	<u>Status</u>	 <u>Class/Notes</u>
C-471	26	F40PH-2	A4831-A4856	VIA Rail Canada	6430-6455	For Dec 88-Jan 89	GPA-30c
C-471	3	F40PH-2		VIA Rail Canada	6456-6458	For Dec 88-Jan 89	GPA-30c
C-472	15	SD60	877025.1-15	NS (U.S.A.)	6651-6665	For Oct-Nov 1988	
C-473	15	GP60	876054.1-15	SP-SSW (U.S.A.)	9620-9634	Del. Sep-Oct 1988	EF438-02
C-474	25	SD60M	886010.1-25	UP (U.S.A.)	6085-6109	For Mar-Apr 1989	
C-475	15	G26MC-2		ISR (Indonesia)	CC202 16-30	For Sep 1989	
C-476	10	GT26CW-2		SNCFA (Algeria)		For Dec 1989	Kits
C-477	5	GT18LC-2		SNCFA (Algeria)		For 1990	Kits
C-478	5	GL18B	A4801-A4805	SNCFA (Algeria)		For Sep 1989	
C-479	21	SD60		Soo (U.S.A.)	6021-6041	For Jan-Feb 1989	
C-480	20	SD60F	A4709-A4728.2	CN	5504-5523	For Dec 1988	GF-638b
C-480	40	SD60F	A4761-A4800	CN	5524-5563	For Apr-Mar 1989	GF-638b
(EMD GP38-2s to be leased to CN until order delivered.)							
C-481	25	SD60		CR (U.S.A.)	6843-6867	For May-Jun 1989	
C-482	53	SD60M		UP (U.S.A.)	6110-6162	For Feb-Mar 1989	
C-482	53	SD60M		UP (U.S.A.)	6163-6215	For Jun-Aug 1989	
C-484	6	F59PH		GO Transit	536-541	For Aug 1989	GCE-430h
C-485	21	SD60		Soo (U.S.A.)	6042-6062	For Sep-Nov 1989	
C-486	10	SD60		CSXT (U.S.A.)		For Jul-Aug 1989	
-	1	GT26CW-2	868174.1	ISR (Israel)	701	Del. Oct 1988	Frame-EMD
-	1	JT26CW-SS	878039.1	Foster-Yeoman (U.K.)	59.005	Del. Oct 1988	Frame-EMD

Notes: -Algerian engines marked "kits" will be assembled in Algeria.
 -Units marked "Frame-EMD" had frames built in London; units to be completed at La Grange.

LIST COMPILED BY DON McQUEEN

Rolling Stock and OCS Equipment

Organised chiefly by Don McQueen and Chris Martin

Passenger equipment

Salem and Hillsborough has a "new" coach in service as of September 4th. S&H *Crescent* (ex-VIA, CN 5297) has been completely refurbished inside, converted to propane heat and repainted in the black, green, and yellow scheme of the CNR in 1954.

OCS equipment

CN was trying out a Jackson-Jordan (of East Chicago) Rail Test Car late in October. This lease was to compare this type of unit with Sperry Rail Cars. The 6 m.p.h. top speed of the car could be a drawback to its acceptance, but time will tell. Some of you might have seen blue and yellow FD-102 on weekends in October in the CN business car track near the London, Ontario VIA station.

The single-level double-stack car

CP is responding to the bite of import-export traffic by the double-stack container car by developing its own multi-type container car that is longer, rather than higher, for more capacity and a smoother ride. CP is leasing 100 articulated spine cars from CGTX Inc. and Alberta Intermodal Services. Each car is a five platform set with each platform having a

capacity of two 20-foot containers or one 40-foot or 48-foot container. Shippers are turning to double-stack cars that eliminate the jarring action caused by slack that non-articulated cars have. CP is working on phasing in of double-stack cars but have clearance problems that must be overcome. There is a prototype double-stack container car that has been operating in different parts of Canada for approximately two years now. The spine cars are the first step in the move toward double-stacked articulated cars. The car is built by National Steel Car in Hamilton and has five articulated platforms with a truck in-between platforms allowing them to swivel. The shared axles eliminate slack and make the car lighter than the conventional equipment required to carry the same load. One hundred spine cars have the capacity of carrying as much as 250 80-foot cars. The spine cars are also more flexible than the double-stack cars as 20-foot containers, which are becoming more popular in Canada, can be carried. The new cars are expected to go into service between Vancouver and Toronto/Montreal in the first quarter of 1989.

Meanwhile, CN has announced that they will start running the first double-stacked train out of Vancouver in the new year. The Vancouver Port Corp. has been pushing for the double-stacked cars because a lot of traffic has been lost to American ports. CN has been reluctant to run double-stacked cars because of the 20-foot container. Canadian-bound goods are mostly shipped in 20-foot containers, whereas only 40-foot containers are used in the U.S. But, in most cases, a 20-foot container weighs as much as a 40-foot container. Therefore, where two 40-foot containers can sit on a double-stack car, only two 20-foot containers can sit or else the rail car will be overloaded. This eliminates the effectiveness of the double-stacking. GORD WEBSTER

SOUTHERN ONTARIO LOCOMOTIVE RESTORATION SOCIETY

Essex Terminal 0-6-0 #9 Update

Restoration work is proceeding at a slow pace. During the course of disassembly a few areas requiring expensive repair were identified. The locomotive needs new

hubliners, babbit, firebox repairs, a new boiler support sheet under the cab and most of the spring rigging needs to be rebushed. The tender requires rebuilding from the ground up. The trucks and tank will require routine repair but the frame will have to be repaired with new material.

The structure of the Society has also undergone some changes. From its founding, it has operated as a club trying to attract membership to help offset repair costs. After two years it became clear that this was not to be and that most members have dropped out or were not that interested in helping. A membership oriented Society generates a lot of paperwork and requires time to prepare newsletters and to plan meetings, etc. It was felt that the time could be better spent repairing number 9, so the membership aspect has been phased out.

The Society is now run as a company. It still solicits and desperately needs financial donations to continue with work. If you have been considering a donation to the SOLRS please do, and give us a hand. We make no false promises, but we can guarantee that we are fully committed to finishing #9. We do need help. Officers for the Society have noted that there is a great interest in seeing #9 run again, especially from the railfan community,

but the cold hard facts are that this will take many years more if funds or sponsors cannot be found.

A very small devoted group of people is working on #9 and they have had to use their own money to keep things going. We have a tentative budget of \$45,000 to raise if we are to have repairs done by industrial firms, and that is a little too much for the people working on #9 to dig deep for. We do not feel the railfan community is obligated to fund projects like #9, but we do feel that you may want to help out. There are precious few steam locomotives running in Ontario and this is one way to change that. If you want to help, our address is:

Southern Ontario Locomotive Restoration Society
P.O. Box 196
Jarvis, Ontario
N0A 1J0
(519) 587-4270

DAVE SPIEGELMAN



Motive power and operations

Edited by Pat Scrimgeour

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Gord Webster, Toronto

Forest City Railway Society "Tempo Jr."
VIA 89 magazine



Canadian National

Locomotives to be scrapped

Many retired units now at Moncton will be shipped to Montréal for scrapping, probably at Sidbec-Dosco: 1767, 1779, 1781, 3104, 3105, 3116, 3129, 3212, 3621, 3637, 3645, 3649, 3666, 3680, 3698, 3700, 3706, 3721, 3728, 3737, 3831, and 3833. Those with friction bearings will likely be sold to a scrap dealer in Moncton: 1756, 3108, 3109, 3670, 3830, 3836, 8194, 8238, 8239, 8240, 8242, 8243, 8244, 8517, and 8612. That leaves another 35 still at Moncton for now.

GEORGE PARKS VIA BRUCE CHAPMAN

"Loaner" GP38-2s have arrived

Twenty ex-Conrail GP38-2s owned by General Motors have begun to arrive in Canada. The units are leased to CN by GM for the winter until the order for the new SD60s is complete, probably around March 15. The engines were built by EMD in 1972, and were formerly in the Conrail series 7940 to 8039, until being returned to GM, the lessor, in 1987. They have been renumbered by the removal of the second digit, and are now 740, 754, 767, 769, 773, 774, 784, 788, 794, 795, 796, 801, 803, 814, 817, 829, 831, 832, 835, and 839. All 20 are assigned to Taschereau yard and will

be used between Montréal, Toronto, and Windsor, in trailing positions only. The first batch of five arrived at Windsor on February 1st. Seven were on CN train 380 one day in early February: 777, 743, 773, 801, 754, 832, and 817, led by two CN units.

FCRS "Tempo Jr.," DOUG PAGE

Newmarket grade crossing

The new crossing gates at Davis Drive in Newmarket will be GCP gates, using a system with no insulated joints on the track. AC and DC power in the rails sense how fast the train is moving, and when to activate the crossing protection. Similar gates were installed at Scarborough Golf Club Road in the spring of 1988.

ALEX SIMINS

Rolling stock notes

Since December, strings of DTTX Trailer Train double-stack cars have been stored at MacMillan yard. One set is labelled APL (for American President Lines), and the other APC.

A new series of second-hand cars is the CN 219250- series, brown 50'6" XM ribbed boxcars from CSXT, painted in 1-89.

ALEX SIMINS, FCRS "Tempo Jr."

CP Rail

Canadian Pacific

Canadian Atlantic Railway

The CAR has not yet been able to replace much of its branch line power with RS23s. As of January 1st, CP needs reset safety controls (RSCs) on all freight, passenger, transfer, and branch line trains. The RS23s equipped with RSCs are 8013, 8014, 8015, 8016, 8018, and 8026 at Prince Albert, and 8019, 8036, 8037, 8038, and 8042 at St-Luc. Two, 8019 and 8042, are not running well, and 8038 is used at Lachine on the main line in front of the commuter trains. That leaves 8036 and 8037. Since RSC-equipped engines are also needed on the transfers at West Saint John (because they travel on the main line in front of passenger trains), there are clearly not enough RS23s with RSCs for all of the CAR.

Fred Green, the General Manager of the CAR, says that the

CAR can handle all of its trains with RS23s, but there aren't now enough equipped to lead. In fact, five were tied up at St-Luc early in the year as CP has enough "B" units without them. The CAR would like to maintain their own RS23s, but if they need wheel turning or wheel changes, or have problems with ground relays or wheelslip, then they will be sent to St-Luc.

On January 21st, the following power was on the CAR:

Fredericton - 1816-1832

Florenceville - 4231-4214

Aroostock - 1814

McAdam - 4210-1813

Saint John - 8019-8032-8033-8035-8037-8039-8040-8043-8044

(Underlined RS23s have reset safety controls.)

BRUCE CHAPMAN

Claremont collision repairs

In addition to 1838, 4231, and 1831, listed in the January Newsletter, 1825 was also derailed and on its side at Claremont on December 24th. It is abck in service, along with 1831 and 4231; 1838 is still in Weston for repairs.

BRUCE CHAPMAN

Glen yard

The business car *Norris Crump* was not set on fire by an arsonist, but in an accident. An employee was working under the car with an acetylene torch as the car was being rebuilt. The heat from the torch caused the car's propane tanks to explode, and the car was engulfed in flames. The yard engine was quickly called and it pulled the car from the shop before the building was set on fire. The car was formerly the business car *Laurentian*. ... The STCUM cars are still stored at the Glen during the day.

BRUCE CHAPMAN

"Red Barn" update

The 9000-series SD40-2Fs are now returning from GM-EMD in La Grange, Illinois. At least eight have been returned to service between Montréal and Toronto only. Since troubles are still being experienced, oil samples are reportedly being taken after each trip, on each unit. ... CP will remove the pacesetters from 5825-5830, to install them in 9000-series units. ... There is a rumour that CP Rail may order another 25 Red Barns.

FCRS "Tempo Jr.," Bruce Chapman, Gord Webster, Dave O'Rourke, Mike Lindsay, Art Clowes, Doug Page

Shop work to be transferred

CP Rail will transfer a division of its locomotive maintenance operations to Calgary (Ogden) from Montréal (Angus) next summer, affecting 90 jobs. The 90 employees will be offered a chance to move to Calgary. The move next July is considered necessary because most of CP's GM locomotives are based in Western Canada.

HAMILTON SPECTATOR VIA ML

Rebuilding

Correction from December Newsletter: 8775 will become 1848, not 1851, and will be delivered later in the series.

5510 to be rebuilt as an SD40-2 sent to Angus December 30th

5850 at Ogden in the week of January 10th; may become 6074

8760, being rebuilt as 1854, in Angus on January 12th

8763, being rebuilt at 1853, in Angus on January 4th

BRUCE CHAPMAN

Leased and/or formerly-leased power

The following foreign units are still on CP property:

QNS&L 200, 201, 202, 203, and 220 at St-Luc; B&O 3707, 3732, and 3736 at Toronto; B&O 3706, 3709, 3711, 3712, 3719, 3721, 3734, 3737, and 3738 at Winnipeg. B&O 3702 and 3715, now at Toronto, are being moved to Mid America Car in Kansas City, Missouri, via CP and Soo.

BRUCE CHAPMAN

TH&B 55

TH&B switcher 55 was labelled "IIM" for International Iron and Metals, the associate of Atlas Steel in Welland that purchased the units from CP. The locomotive has been sold to Ivaco at L'Orignal, on the Ottawa River in eastern Ontario. Ivaco also operates a Plymouth, two small GEs, and an Alco S4.

FCRS "Tempo Jr.," BRS *Trackside Guide*

And...

The CP express building at London was demolished in early January, to make way for the redevelopment of the station site. ... CP's GP38s and GP38-2s are commonly being used in southern Ontario this winter. The branch line operations are normally handled by RS18s in the 1800- and 8700-series, but many of these have not yet been equipped with reset safety controls.

FCRS "Tempo Jr."



GO Transit

GO notes

Pursuant to the January Newsletter: Equipment move 989, leaving Whitby at 18:40, runs with one trainset returning to Willowbrook. The longer train that was seen in December was likely a extra movement before the wayside power connections were ready at the Henry storage track in Whitby. ... The crew from the evening Milton train returns to Willowbrook by taxi. ... The evening buses to the train stations on the Georgetown and Stouffville lines appear to be fairly successful.

GO TRANSIT: TOM HENRY

Oshawa extension delayed

The Toronto STAR reports that the extension of the Lakeshore GO Train service, from Whitby to Oshawa will not be ready by 1991, as had been indicated by the Ontario government.



VIA Rail Canada

Increased ridership in 1988

After seven years of declining ridership, VIA's ridership increased by 10 percent in 1988 to over 6 million. The highest ridership was in 1981, when 7 million passengers were carried, and the number has been decreasing since then. VIA says that its revenues increased by 13 percent while operating costs have been held at their 1982 level.

HAMILTON SPECTATOR VIA DP

Rebuilt rolling stock

VIA hopes to have the first of the *Canadian* cars that are being rebuilt with electric heating in service on transcontinental runs by June 1989.

FCRS "Tempo Jr."



British Columbia Railway

New GE power for BCR

The British Columbia Railway has announced on order for

22 Dash 8-40C locomotives from General Electric. Delivery of the units is expected to begin later this year, and will continue in batches of five through 1990, 1991, and 1992. BCR invited tenders from three manufacturers, and received two, from GE and from General Motors. The new engines will be built at the GE plant in Erie, Pennsylvania. The order and phaseout over the next several years of a slightly higher number of aging locomotives now in service will leave BCR with a fleet of about 110.

GLOBE AND MAIL VIA RJ

CSX Transportation

St. Thomas roundhouse demolished

The City of St. Thomas issued demolition permits to the owners of the former Chesapeake and Ohio engine facilities in mid-January. City Council rejected a request to designate the roundhouse and turntable as an historic site. The developers said that the buildings were a safety hazard, and that they wanted to proceed as quickly as possible with the development once council approves. The developers plan to build a shopping plaza and 60 townhouses on the property, but the city has placed a 12-month freeze on construction on the former C&O property, the Canada Southern land, and the site of the closed Canron foundry. Demolition of the C&O roundhouse and turntable began on January 23rd, and has been completed. ... The viaduct over Kettle Creek may be the next C&O landmark to be removed.

LONDON FREE PRESS VIA ML, FCRS "TEMPO JR."

C&O locomotives sold

The former C&O geeps at Lambton Cartage and Warehousing have now been sold and shipped to Herzog Contract Services of St. Joseph, Missouri. GP7 5744 was painted for LCW, and the others, GP&s 5773, 5781, 5730, 5731, 5732, 5734, 5735, 5736, 5737, and SW9 5240 were in Chessie yellow. The locomotives were taken by CSX to Chicago and by BN to their destination.

FCRS "TEMPO JR."

Algoma Central

NTA turns down ACR application

The National Transportation Agency has ruled that the Algoma Central Railway cannot split its railway division into a separate subsidiary company. In 1987, shareholders had approved the formation of a wholly-owned subsidiary, ACR Inc. The marine, trucking, and real estate divisions would have become part of Algoma Central Corporation under the reorganisation. But the NTA ruled that the railway would have been financially weak without the support of the other divisions. The company built its expansion from the original land grant of 340 000 hectares, and the NTA ruled that for that reason the railway and the other assets must remain together. Algoma Central has announced that it will appeal the NTA ruling.

GLOBE AND MAIL VIA RJ, SD, PS

Devco Railway

Devco railway workers on strike

The 144 trainmen, engineers, and shopcraft workers at Devco walked off the job on January 25th after rejecting a conciliator's report which recommended a joint union-management committee to resolve disputes over work scheduling and the size of crews. Mediation has broken off, and negotiators representing the workers will meet

with their members before resuming talks. The railway moves 1 000 000 tonnes of coal a year from Devco's three mines to a wash plant and then to a shipping terminal on the Sydney waterfront. Devco has shut down the mines and laid off more than 3000 miners.

THE GLOBE AND MAIL VIA RJ

The Manufacturers

New UPs delivered (and other GM news)

The second order of Norfolk Southern SD60s was completed by January 3rd. All were delivered by CN to the NS at St. Thomas, then travelled through Buffalo, New York to Conneaut, Ohio for "commissioning."

The first two of Union Pacific's order for "Mini-Centennial" SD60Ms left London on January 9th. The locomotives were operating on one of the CP 500-series trains to Chicago. All other U.S. orders from GM have been sent dead to La Grange, and set up for operation there. It has been reported that UP would like 5000 miles of operation on the units before they accept them. The last two were sent from London on February 8th.

Next to be built at London are the CN SD60s and the VIA F40PH-2s, then the Soo SD60s and the large order from UP. ... Santa Fe has specified that the cabs on its new power will have two windows, rather than the three of this year's models, or two on the CN wide-nose units.

ROB SCRIMGEOUR, ART CLOWES, FCRS "TEMPO JR."

GE to buy Bombardier plant

Bombardier Inc. has agreed to sell its Rail and Diesel Products division to General Electric Canada Inc. for \$27-million, subject to approval by Investment Canada. The press release stated that GE plans to build locomotives at the plant and to continue to supply replacement parts for Bombardier locomotives. Bombardier has retained the rights to the LRC technology for its mass transit division, and will continue to develop a new engine at its Alco Power division. The mass transit division will continue to build passenger cars and to market the TGV in North America.

Word has it that GE needs the extra capacity as they are embarking on a programme to rebuild old "U-Boats" into a lease fleet similar to what PNC and GATX do. Reportedly, the units will have "Dash-7" innards and technology and the carbodies will be stripped and replaced with "Dash-8" cabs and hoods. This work may be done in Montréal as Erie is quite busy with new locomotive orders. The new units for CN and BCR are scheduled to be built at Erie.

PAT SCRIMGEOUR, BRUCE CHAPMAN, TONY BIETH

New car rebuilder in Hamilton

A new railway car rebuilder has opened in Hamilton and will likely give National Steel Car some competition in the rebuilding field. C.T.K. Rail Car Service has leased part of the large Westinghouse complex at 606 Aberdeen Avenue, immediately adjacent to the TH&B Chatham Street roundhouse. They have been concentrating on rebuilding gondolas for various parties, but it is believed that C.T.K. did the roof repair to the two pieces of equipment owned by the Hamilton Region Conservation Authority and kept at the replica station at Sulphur Springs, near Dundas, on the TH&B Waterford subdivision: CP Business Car 3 Manitoba and CN Doodlebug 15844).

MIKE LINDSAY

Sysco and Algoma

A ruling from the U.S. International Trade Commission expected on February 23rd will affect the ability of the Sydney Steel (Sysco) and Algoma Steel, a subsidiary of

Dofasco. The U.S. manufacturer Bethlehem Steel has alleged that Sysco and Algoma have dumped their product in the U.S. at an unfairly low price, to the detriment of U.S. companies. Sysco's exports to the U.S. are minuscule, and their product, head-hardened rail, is in short supply in North America. Any penalty levied against Sysco will force U.S. railways to purchase more head-hardened rail from Japan and France. Both Sysco and Algoma are confident that they can win their case, because Bethlehem inflated its estimates by including shipments of scrap and substandard rail to the U.S. U.S. companies often claim unfair subsidy when competing with Crown corporations such as Sysco.

GLOBE AND MAIL VIA RJ, PS

Tourist Railways and Museums

Plans for new Canadian Railway Museum

Over the years, old locomotives have been whistling the same refrain: when they run out of steam or can no longer compete with the gleaming new generations of trains, they're put out to pasture at the Canadian Railway Museum in St-Constant, south of Montréal. But, less than five years from now, as a result of a recent decision by the Canadian Railroad Historical Association, they'll be taking a new route that will end in Montréal. In 1992, the old port will become not only the ultimate station for these vestiges of the past but also the second-largest railway museum in the world, after the one in York, England.

According to David Monahan, the museum's director, this change is essential. The 118 vehicles in the collection have been displayed outdoors since the museum was founded in 1965 and exposed to all kinds of weather, with the result that they are beginning to deteriorate at an alarming rate.

The new facilities to be built alongside the St. Lawrence River—including a huge warehouse, a restoration workshop, offices, archives, and an exhibition hall that will hold 50 cars and locomotives—will allow these priceless vehicles to finally be adequately protected and displayed.

Other vehicles will be added to the collection, including seven from the National Museum of Science and Technology. The displays will also include posters, photographs, a replica of a station built in 1882, and other selected artifacts depicting exploits from the history of our railways. The museum will enable us to better appreciate the impact the train has had on the daily lives of millions of Canadians. "We expect 100 000 visitors a year," adds Mr. Monahan.

Whoever said nostalgia isn't what it used to be?

RICHARD MARTINEAU IN VIA 89 (VIA PS)

National Museum closed for renovations

The National Museum of Science and Technology in Ottawa will be closed for \$1.9-million worth of renovations between February 13th and June 2nd. The work is to be completed before the summer season, when about 250 000 people visit the museum. To keep the museum open would have added two months to the work schedule.

HAMILTON SPECTATOR VIA ML

Steam in the Dundas Valley?

The Hamilton Region Conservation Authority has informed the National Transportation Agency that it is interested in taking over the out-of-service Toronto, Hamilton and Buffalo Waterford subdivision between Hamilton and Brantford. CP Rail is proposing to abandon the line, which has been closed since a landslide at Cainsville three years ago. The HRCA was involved in running excursions on

the line in 1976, and subsequently built a trail centre for the Dundas Valley in the form of the Sulphur Springs railway station. Trains could run from the TH&B Hunter Street station or, if the line is severed by the removal of a highway underpass, from behind University Plaza in Dundas.

HAMILTON SPECTATOR VIA ML

Rideau Valley

The CP news summary had a story from the Kingston WHIG-STANDARD that the Rideau Valley Heritage Railway Association was told by the federal government in the fall to scale-down its proposal to run tourist trains between Smiths Falls and Kingston, and to go only to Forfar.

BRUCE CHAPMAN

General railway news

New degree programme

Queen's University is introducing an MSc degree in rail systems analysis. The multidisciplinary programme will involve the department of civil engineering, the school of business, and the Canadian Institute of Guided Ground Transport. Candidates for the programme are expected to come from railway companies, consulting firms, and undergraduate programmes. Interest is also expected from students in Third World countries because of the importance of rail systems to developing economies.

UNIVERSITY AFFAIRS

Unions under pressure to merge

The unions representing workers at CN, CP, and VIA are facing the same forced restructuring that was carried out at Canada Post this year. The 60 000 workers are now represented by 14 unions. All agree that there are too many separate organisations, but none appear to be willing to lose any autonomy voluntarily. Ten of the 14 unions are branches of unions based in the United States, and so it could be difficult to merge without first separating from the U.S. headquarters. Generally, the unions have bargained together in three groups: the shopcraft workers, the "running trades," and the "non-operating" employees. The Canada Labour Relations Board has been asked by VIA to consolidate the bargaining units at its maintenance centres.

THE GLOBE AND MAIL VI RJ

THE TRAIN SPOTTERS

Recent sightings by UCRS members

Western Ontario (TONY BIEH AND TED KOCYLA)

At Galt, December 9th: #500 with Soo 777-6367-6407. Soo 6367 is ex-MILW with the black patch, and 6407 is ex-ICG.

At Paris, December 10th: #393 with CN 5360-2335-2103

At Kitchener, December 10th: #380 with CN 5449-5423-5429

At Woodstock, December 11th: #393 with CN 5083-9303-5047

At Woodstock, December 22nd:

#422 with 9316-9506-9166-9177-9165-9164

Montréal (BRUCE CHAPMAN)

At St-Luc, December 19th: GATX 3730, rebuilt from a B&O GP40, arrived working on the D&H. It was lettered as a GP38, and it even sounded like one.

The International at Burlington (MIKE LINDSAY)

On January 31st, VIA train 81 had LRC locomotive 6902 and three of the former Amtrak LRC cars. The International usually alternates days with an Amtrak



UCRS and other events and activities

Edited by Ed Campbell

Notice: Membership cards

The production of membership cards for 1989 has been delayed. The cards will be mailed with an upcoming Newsletter. If you have received this issue, then we have your renewal for 1989. We apologise for the lack of a receipt so far, and thank you for your patience.

Friday, February 17 - UCRS Annual General Meeting, at the Toronto Board of Education, 6th floor auditorium, on College Street at McCaul, at 8:00 p.m. Take the subway to Queen's Park station and walk west, or park nearby. The directors will report on the financial status and operations of the Society during 1988. Three directors will be elected. All members are encouraged to attend this meeting. After the end of the Annual General Meeting, the regular February meeting will begin. The programme will be a quiz on railway and transit news and history, prepared by Dave Smith and Pat Scrimgeour.

Friday, February 24 - UCRS regular Hamilton meeting, 8:00 p.m. at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. GO buses from Oakville and Toronto stop nearby. The programme begins at 8:00 p.m., and consists of a discussion of railway news items, and slide presentations by members and visitors.

Thursday, March 9 - CRHA Toronto and York regular meeting, 7:30 p.m., at the Toronto Board of Education auditorium. For information, call Jack Bell at 416/249-4563.

Friday, March 17 - UCRS regular Toronto meeting, at the Toronto Board of Education. Peter Jobe will speak on the railways of Mexico. A newscast of members' slides begins at 7:30 p.m., and the meeting begins at 8:00 p.m.

Saturday, March 18 and Sunday, March 19 - Toronto Model Railway Show, at the International Centre on Airport Road in Malton. Hours are 11:00 a.m. to 6:00 p.m. each day, and the admission is \$6.00 for adults, \$3.00 for children, and \$4.00 for seniors. UCRS will have a sales table at the show. If you can help to staff the table, please call Art Clowes at 416/960-0063.

Friday, March 24 - UCRS regular Hamilton meeting, 8:00

p.m. at the Hamilton Spectator auditorium.

Saturday, April 8 - Forest City Railway Society's 16th annual Slide Trade Day, from 1:00 to 5:00 p.m., at All Saints' Church, on Hamilton at Inkerman in London. Admission is \$2.00; dealers are welcome. For further information, contact Ian Platt, R.R. #3, Ingersoll, Ontario N5C 3J6, 519/485-2817.

Saturday, May 20 to Monday, May 22 - UCRS Pennsylvania Railfan Weekend, visiting Cumberland, Maryland, Altoona, Pennsylvania, and places in between. Plan now to join our first group trip in many years to these popular railfan destinations. Details and prices will be announced in upcoming issues of the Newsletter. To reserve now, call Rick Eastman in Toronto at 416/494-3412.

Sunday, June 18 - UCRS day trip to New York State, to ride the Buffalo Metrorail streetcar line, the Arcade and Attica, and the New York and Lake Erie dinner train.

Saturday, August 5 to Monday, August 7 - UCRS/TTS Montréal Railfan Weekend. Travel with our group by VIA from Toronto, or join us in Montréal. This promises to be an exciting weekend.

Sunday, September 24 - UCRS/TTS day trip from Toronto to the Halton County Radial Railway museum in Rockwood for their Fall Extravaganza. The trip will also stop at locations along the way for railway photography.

Saturday, October 7 - UCRS day trip to ride the R.M.S. *Segwun*. This will be a repeat of the popular and successful excursion on the Thanksgiving weekend in 1988.

Saturday, October 21 - Toronto Transportation Society Annual Slide Sale and Swap Day. From 12:00 noon to 5:00 p.m. at the Toronto Press Club, 5 Wellesley Street West. Admission is \$2.00. Dealers are welcome.

Saturday, December 2 - UCRS/TTS Toronto Suburban Christmas Tour. In 1989, we will tour the outskirts of Toronto: railway yards, GO Transit operations, and transit facilities. If you enjoyed the 1988 trip, you'll love this one; if you missed the trip in 1988, join us for 1989.

F40PH with Amfleet cars and a VIA F40PH-2 with LRC cars.

Holland Landing (DAVE STALFORD)

The mystery of the *Northlander* trainset being hauled by another diesel unit has been solved: it's number 1985. This was the locomotive that had had a fire late last year. Apparently, whatever happened to 1985 affected only its ability to propel itself, and not the production of hotel power.

Another surprise occurred on Sunday, January 8th, when the southbound *Northland*, headed by ONR 1521 and 1517, used the Newmarket subdivision between

Washago and Toronto.

Hamilton area (DOUG PAGE)

At Dundas, January 1st: VIA #73 with 6530-6652-6773-12 cars

At Bayview, January 14th: CN extra east with 2108-5047

At Bayview, January 15th: VIA #73 with 6924-6518-6789; the train had engine trouble and was almost three hours late.

At Bayview, January 21st: The *Starlight* out of Aberdeen yard with CP 3127-1829-3080-8209-4738-4735-4225.

At Bayview, January 22nd: #433 with CN 5456-5446-5459

NOTES FROM OTTAWA

By J. M. Harry Dodsworth

I rode Train 45 from Ottawa to Toronto on December 23, 1988. We left on time at 16:30 (Train 42 arrived 17 minutes late at 16:27 to clear the track). Near Gananoque, we stopped suddenly with an interesting bang under my seat. After a few minutes, we heard that we had hit an

auto on a crossing. We were stopped for 50 minutes. Our arrival in Toronto was 76 minutes late. Damage to the auto was unspecified; the LRC unit had a mark on the corner of the pilot. Ontario Northland Train 129 was held for connecting passengers. The consist was two ONR FP9's, four VIA cars, two striped ONR cars and one ONR coach in the classic green.

--After my two December journeys (2 1/2 hours late with engine failure; 75 minutes late after a crossing accident), my trip from Toronto to Ottawa on train 42 on January 02 was uneventful, being only seven minutes late; it was however an unpleasant trip as the conductor had made the last two rows of the non-smoking section into a smoking area so that he could chain smoke. My journey on Train 47 on January 27 was excellent; again we were seven minutes late due to LRC 6903 having one non-functioning traction motor.

--VIA has made preliminary suggestions about opening a passenger stop in the barrhaven area of west Ottawa.

--Voyageur bus trips in Ontario are now non-smoking. On a recent visit to Montréal, I saw the new Prevost articulated buses intended for Voyageur service between Montréal and Québec City; they are impressive vehicles.

--A regular rush-hour ride on OC Transpo now costs \$ 1.70 (!-ED.), with the corresponding pass being \$ 44.00 (passes are widely used in Ottawa). Off-peak and some local fares are available at half price. Express (outer zones) rides cost \$ 2.00 (pass \$ 55.00). Evening journeys can be a problem, with a half hour headway on many routes; drivers will usually radio ahead to confirm scheduled transfers. It is hard to justify more evening buses, as on a recent trip, I was the only passenger.

B.C. TRANSIT SKYTRAIN PHASE II SURREY EXTENSION

B.C. Transit's SkyTrain service was scheduled to be extended to its new Columbia Station at 12:00 on February 14, 1989.

It has taken many dollars and much work to get this new station on stream as part of B.C. Transit's SkyTrain extension to Surrey, B.C.

The 865 metre (half mile) extension includes elevated guideway, tunnel section and the new Columbia station, at 4th Street. The station will be SkyTrain's sixteenth on the 22 kilometre (13.7 mile) line. The main entrance to Columbia Station is through an atrium section of the new "Columbia Centre" currently being completed on Columbia Street, in front of the station structure. This entrance will access the station's lower concourse which contains the ticket vending machines, elevators to both platforms at guideway level, escalator to inbound platform (Vancouver), and stairs to both platforms. A second entrance to the station is located on 4th Street, to the upper station concourse. This concourse also contains ticket vending machines and stairways to station platforms. Columbia Station will be the temporary "Terminus" in New Westminster for one year, until the scheduled opening of the Surrey extension to Scott Road in February, 1990.

Let's take a look at some of the necessary but time consuming work that must be undertaken before revenue passengers were permitted on this new extension.

B.C. Transit's SkyTrain is controlled by computers, so computer software testing had to be carried out before the

trial running of trains into the new station commenced in late January. During the week of January 20, all emergency and communications systems in the Columbia Station and tunnel sections were demonstrated and tested with police and fire department personnel.

On Sunday, January 29th, commencing at 2:00 a.m., all scheduled trains running were directed by computer operations into the new Columbia Station, to extensively test all systems under full capacity. This testing was for a five hour period. No passengers were allowed on the trains running between Columbia Station and New Westminster Station during these tests.

Commencing February 5th, all trains running on the system were extended to Columbia Station; however, no passengers were allowed on the trains beyond New Westminster Station.

Radio communications and closed circuit television, both play an important part in the operations of a system like SkyTrain. Testing and commissioning of the Closed Circuit Television system, final adjustments of the Integrated Alarm and Notification System (IANS), Electronic Platform Informational Signs, etc. kept the technicians busy in recent weeks. The radios for this extension are served from new a transmitter installed on the North Tower of SkyBridge.

SURREY GUIDEWAY & SCOTT ROAD STATION:

Work is progressing on installation of platform and concourse paving tiles, escalators and elevator at Scott Road Station. In addition the installation of the LIM rail, power rails, and Automatic Train Control elements is underway.

BC Transit release (January 20 & 27, 1989)

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