Newsletter

INCORPORATED 1952

NUMBER 423 JANUARY 1985

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

Maryland Dept. of Transportation 'F' unit 7182 leads a train of leased GO Transit cars on westbound Train 41 along the B&O main line at Forest Glen, Md., en route to Brunswick. Oct. 25, 1984. Md. DOT leased 14 of the surplus cars for 18 months beginning last August. --Alex Mayes

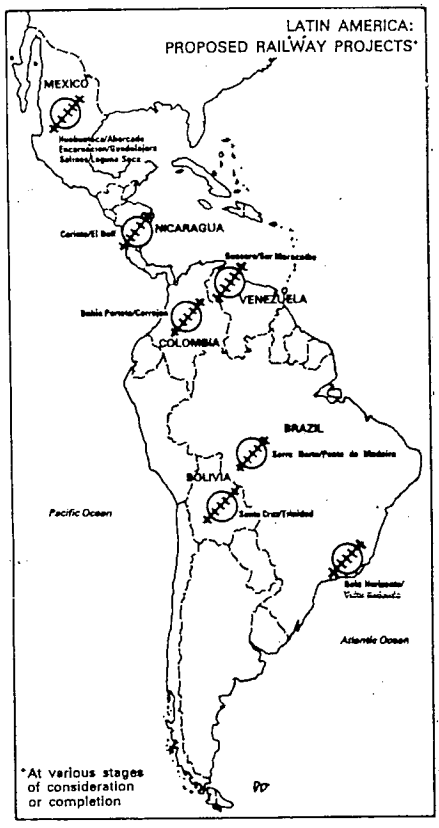
Who needs a switcher with 10 strong backs on hand? Car BC-2 is being pushed over GTW trackage in Detroit on Oct. 10, 1984 from its unloading site to its display location at the former SEMTA commuter rail terminal adjacent to the Renaissance Center. --Julien R. Wolfe

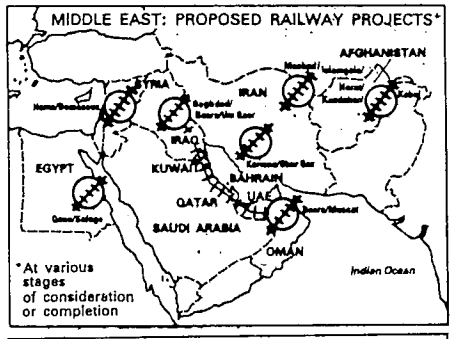
A downtown-bound Calgary Transit C-Train approaches the future junction with the North East LRT line, at 7th Ave. and 3rd St. S.E. Aug. 11, 1984. The train has just emerged from the tunnel beneath CP's main line. The North East Line is scheduled to open this May. --R.H. Reeve

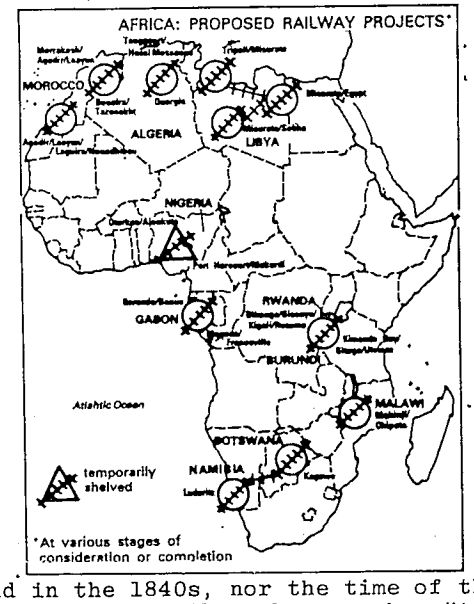
The Sudbury CP (VIA) station, which faces an uncertain future in the face of plans to replace it. View looks east. See article in this issue. --Dale Wilson

RAILCAST 1985

by Sandy Worthen







Not since the days of the railway mania in England in the 1840s, nor the time of the transcontinentals in North America in the 1860s and '80s, has there been such a "to-do" about railway building worldwide. In most of the industrial world, the age of the railway may seem to be past its prime; in the developing countries, however, the venerable drama is planned for production on a new stage.

In Central and South America and from Africa to Eastern Asia, new railways are planned and old ones are to be upgraded and re-equipped. Much of this momentum has been generated by mammoth revenues from oil deposits, amenable to expenditure by the proprietors or to be loaned long term to friendly nations. Add to this resource the increasing road and air transport costs resulting from the oil price hikes of the 1970's, and you can understand the current popularity of and potential for rail transport. Roger Ford of the UK's Railway Industry Association reiterates that fuel costs for transporting 10,000 tonnes of iron ore are triple by road what they are by rail. Without doubt, rail is now the most efficient way to carry minerals from remote regions to shipment or processing sites. More than two thirds of planned rail projects are long distance lines to carry coal, phosphates, bauxite, iron ore, copper and other starting materials, including, of course, crude oil and/or petroleum products. Most railways in prospect, such as Botswana's trans-Kalahari railway in southern Africa and the Arabian Gulf Cooperation Council's planned 2,000 km. system, are predicated on simultaneous mineral development programs.

You might think that these proposals are of importance only to the contractors, rail rollers and motive power and rolling stock builders. Not so! Other companies which will benefit are consulting firms, project management groups and purchasing consortiums. Already, Western and Japanese companies are jockeying for starting positions in a field which promises to expand by leaps and bounds. Organizations scrambling for business will include Canada's Canadian National and Canadian Pacific Consulting Services, the UK's Freeman Fox, Transmark and Henderson Busby; West Germany's Deconsult; Italy's Technital; Hungary's Tesco Uvartery and France's Sofrerail.

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

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

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

Activities Editor: Ed Campbell (416) 255-1924

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

UCRS CALENDAR TO BE PUBLISHED--For more than a decade, until 1981, the UCRS published an annual wall calendar of railway photos. Since that year, no calendar has been produced. Now, however, the Society's Directors have approved the preparation of a calendar for 1986 and a new Calendar Committee has been formed.

The Committee is now seeking photo contributions from Society members. Here is your opportunity to participate in one of your club's projects. Take a look through your collection of railway or electric railway (streetcar, interurban, commuter trains, main line electrification) and select the best one or two. Have a black and white print made at least 4"x6" in size and send it in. The Committee will carefully examine all photos received to determine which are of the required quality. If your picture is chosen, you will be contacted and asked to submit either an 8"x10" print, or else the negative, from which the Committee will make an enlargement for use by the printer. Photos must be of general interest to all railfans, be well composed, be taken in Upper Canada (Ontario), and be sharp and clear when enlarged to 8x10 size. Do not send colour prints or slides--black and white prints only. Each submission should be accompanied by a description of the photo, including date and place; the name, address and telephone number of the contributor; and the name of the photographer if different from the contributor. All photos submitted will be retained by the Calendar Committee unless other instructions are received.

The UCRS has many activities in which members may participate. There is 6213 and CAPE RACE preservation, the mailing of NEWSLETTERS, the staffing of booths at shows, the storing and distribution of publications--all of which require the attendance of the member in Toronto and the spending of much time to see the job done. Now, the Calendar Committee offers the opportunity of participation to members regardless of their place of residence and at their own convenience. Why not pick an evening, put some good music on the stereo, and have a look through your photo collection for something we can use? Surely there must be a photo store near your home or place of work or school or along the way where you can have a print made to submit. Here is the perfect chance for new members to become involved in the Society, or for distant members to participate where they otherwise could not.

The calendar must be ready for the printer in the spring so it's important that you send in your photos as soon as possible. Mail them to: Calendar Committee, Upper Canada Railway Society, P.O. Box 505, Holland Landing, Ont. L0G 1H0. IMPORTANT NOTE: THIS ADDRESS IS TO BE USED ONLY FOR CALENDAR PURPOSES AT THIS TIME: ALL OTHER SOCIETY MAIL SHOULD BE SENT TO OUR REGULAR ADDRESS: Box 122, Station A, Toronto, Ont. M5W 1A2.

CORRESPONDENCE

Dear Editor:

You may wish to correct the photo caption regarding the Dave Chalmers Calgary C-Train photo (Nov. issue). It should read "A three-car train". (Note: the caption was not written by Mr. Chalmers, but rather by the Assistant Editor).
The way to tell is that the (reflective) stripes rise at each end of a car, to form the V in front. The cars, as received, are pure white, by the way. One very distinctive feature for your reference is that the Calgary cars have an amber light on each side of the destination sign, while the Edmonton cars do not. Also, the Edmonton cars are numbered in the "1000" series, while the Calgary cars are in the "2000" series. This is probably designed to prevent computer error, should parts be ordered by one or the other. --M.F. Jones

COVER: N&W 4-8-4 611 passes Buffalo's abandoned Central Terminal on Aug. 11, 1984, heading west after wyeing on the Belt Line. See John Fleck's article about the 611 Erie to Buffalo excursion in this issue. --John D. Thompson

Project managers such as GEC (UK) Transportation Project, Hawker Siddeley UK and its Canadian affiliate, Westinghouse Brake and Signal and construction firms and suppliers, as well as the railway companies in most countries, will compete for involvement. These include Bouyges and Soferail (France), Berema (Sweden), Pirelli (Italy) and Transcurb (Belgium). Balfour Beatty Construction (UK) will have as competitors British Rail Engineering, Henry Boot Railways Engineering, Costain Concrete, and Metro Cammell. There is no doubt that Japan's Mitsubishi Engineering, and Hyundai of South Korea, will also be in the race. India and China, with long-standing involvement in Southern Africa railway affairs, are likely to provide a strong challenge, although the tardy completion and irregular performance of the TANZAM (Tanzania-Zambia) Railway may detract from the builder's reputation. The Indian Rail Construction Company (IRCON) has been closely associated with the rail rehabilitation program in Nigeria. South American projects will be strongly contended for by Brazilian and Argentinian contractors.

Some countries, such as the Arabian Gulf states and Libya, will be able to finance new rail projects from current national budgets (oil revenues). Elsewhere, a mixture of private capital, international aid and export credit is likely. In other countries, financing will have to come from the regional development banks, but the level of assistance from these sources seldom covers the full project cost. Much will depend on the world economic climate during the next few years.

High-speed passenger transport is contemplated in only a few projects, notably those in Malaysia and Thailand in Southeast Asia. Here, British Leyland's railbus is being evaluated. If trials are successful, trains may be introduced on regular high speed routes in both countries. However, high speed trains of Leyland railbuses cannot be perceived as being very attractive to potential travellers.

A total of 2,400 km of railway are under construction currently in Latin America, while an additional 5,000 km are at the planning stage. Nicaragua is building a "transcontinental" 650 km line from Corinto on the Pacific to El Bluff on the Atlantic. The project is expected to cost U.S. $1 billion, half of which will be spent on equipment. Work started late in 1983; the first phase, from Corinto to the capital, Managua, is scheduled for completion by 1987. A number of countries are interested in this project. Cuba is building a concrete tie plant; West Germany and Argentina plan to supply the first diesel-electric locomotives. Spain will roll the steel rails. Brazil's 887 km Carajas mineral railway is expected to be complete in two years, well ahead of schedule. Diesel-electric locomotives have already been ordered from General Electric do Brasil. Construction of the 397 km steel carrying line between Belo Horisonte and Volta Redonda is delayed, but plans to build a 700 km line to transport soybeans are advancing. Mexico, Venezuela, Colombia and Bolivia also have new railway lines in prospect.

Oil rich Arabian Gulf Cooperation Council members Saudi Arabia, Kuwait, the United Arab Emirates (UAE), Quatar, Oman and Bahrain, having no immediate financial problems, have planned a 2,000 km rail line to cost well over US $2 billion. The pre-feasibility study by Transmark (UK), which was due for completion in April 1984, was to determine the viability of a railway line from southern Iraq east to Kuwait and then through Saudi Arabia, Bahrain, Quatar and the UAE to Oman on the Indian Ocean. John Cook of Transmark admitted there would be problems, due to the sparse populations along this coastal region of the Persian Gulf. This would necessitate limited passenger train service. Currently, there is also a lack of developed mineral and other natural resources--apart from oil--amenable to rail transportation. In addition there is a dearth of personnel trained in railway construction and operation. The result? Much of the construction work, anticipated to last over five years, and the subsequent initial operation of trains, would have to be done by foreign workers. The viability of the project will depend fundamentally on freight traffic, the potential for which is good once the mineral deposits in these regions are developed.

Further north, Iraq is studying the Basra-Baghdad-Um Qasr connection, a 1,000 km double track, high speed line. Tenders for the first 450 km were issued at the end of 1983. Prognosis? Possible.

Oman plans a railway from Basra in Iraq on the Tigris/Euphrates Rivers estuary to Muscat, on the Gulf of Oman (Indian Ocean).

Iran has two projects going, one from Kerman Shadab to Zahedan (Duzdab) in the south and the other from Mashad (Meshed) to Islamgala in the north.

Syria has revived the old plan to join Homs to Esh Sham (Damascus), thus linking the Syrian railway system with the Turkish State Railways.

Egypt is planning a new railway between Quena and Bur Safaga on the country's Red Sea coast.

Afghanistan plans to construct its first railway, between Herat and Kandahar, apparently with the intention of making a connection subsequently with the Pakistan National Railways.

Railway construction in Africa will exceed 16,000 km over the next few years. Algeria plans to make its mineralized areas fully accessible by 1988, by allocating US $1.2 billion for the modernization of its 3,912 km network in its 1980-84 development plan. A 735 km line is being built partly by Indian Rail Construction Company (IRCON) and plans have been completed for a 240 km line between Ain Oussera and M'Sila. About 4235 km of completely new line will be laid in the next five years. Consultants are being sought to undertake feasibility studies for the planned 2,000 km line from Touggourt in the northeast to Hassi Messaoud and Ouargla in the southern oil fields. Companies already involved include Deconsult (West Germany), Australian Rail Engineering, Bouygues (France) and Transcurb (Belgium).

Libya has the most ambitious plans. Construction of a totally new 2,584 km system is proposed, the first phase of which will involve a 170 km line from Tripoli, the capital, west to Ras Ajdir on the Tunisian frontier. The principal contractor is Philipp Holzman of West Germany. UK's Transmark and Hungary's Tesco Uvatery are consultants. The line will be built by the Peoples' Republic of China. Feasibility studies are being prepared for a 194 km line

from Tripoli east along the coast to Misratah by Motthay and Anderson (UK) and Sofrerail (France). A third project is a 920 km railway from Misratah south to Sabha in the Sarir al Kabirah region in the desert.

Morocco is anxious to link its mineral rich regions to the seacoast. Work on a 467 km line is in progress and a plan is under study to build a 272 km railway from Marrakech to La'youn, via Agadir, along the Atlantic coast to Mouadhibou, where a connection would be made with Mauretania's rail system. An 800 km line is proposed for southeast Morocco, to connect Bouarfa with Tazenakht on the southern slops of the High Atlas Mountains.

In Central and East Africa, a 2,000 km railway system is being promoted by the Kagera River Basin Organization, which, when completed, will provide access for Rwanda and Burundi, two landlocked countries, to East African ports, possibly Mombassa (Kenya) or Dar es Salaam (Tanzania). A second route would link Kimondo Bay on Lake Victoria (Tanzania) with Gitega in Burundi and Uvinza on the existing railway from Dar es Salaam to Kigoma on Lake Tanganyika.

A comparable project in Southern Africa is the proposed 1,200 km trans-Kalahari Desert railway in Botswana, for the transport of coal from the mines at Kgaswe through Keetmanshoop to a terminal to be built at Luderitz on Namibia's Atlantic coast, south of the port city of Walvis Bay. Henderson Travers Morgan (UK) is preparing the feasibility study; construction, when approved, could take four to five years. The project might be curtailed if coal production from the Kgaswe mines is insufficient or if political conditions become too embarrassing. Export routes to Indian Ocean ports via Zimbawbwe or the Republic of South Africa are longer, more roundabout and unacceptable.

RELIABILITY OF FRENCH TGV'S--In contrast to the LRCs' depressing performance, the French TGVs have been outstandingly reliable. At peak periods, 68 out of 83 trainsets (80%) are needed to maintain service and only 2.4% of trains have arrived over 15 minutes late (3.5% for all French express trains). The trains have averaged 600,000 km between breakdowns (the LRC manages 8000 km or 5000 miles). This reliability was not obtained by chance; two prototypes were built in 1978 and were run day and night for two years before series construction was started. Particular care was taken that any modifications were retrofitted to earlier units so that all trainsets are identical (already not all LRC equipment is compatible). Three features were particularly responsible for this reliability. Although the trains look highly spectacular, much of the technology was well proven and innovations were rigorously tested. Ease of maintenance was considered at the design stage. Redundancy of equipment and duplication of systems was included so that failure of a single component would not halt a train (trainsets have two power cars).

(TGV information from La Vie du Rail) --J.M. Harry Dodsworth

--Another CTC report rapping VIA Rail, released on Nov. 20, examines the circumstances of the Nepean, Ont. accident last June 21, when LRC Train 46 was diverted into the Kott Lumber siding, striking freight cars. The report criticizes the failure of emergency lighting and intercom systems and the absence of emergency tools. The report questions why several seats and micro-wave ovens broke loose in the collision, and indicates that a statement outlining design changes to the equipment is expected from VIA. The report concludes that the accident was due to sabotage as the switch lock had been replaced upside down. Already reported in the NEWSLETTER has been the fact that the CTC has ordered new tamper-proof switch locks to be placed on the Ottawa-Brockville line before the schedule speedup is authorized. The report also calls for the installation of dual switch locks--the lack of a dual lock system "made it much easier for the (person implicated in the Nepean accident) to manipulate the track switch". A Richmond, Ont. youth has been charged in connection with the $2 million accident.

--Ottawa Citizen via
J.M. Harry Dodsworth

POOLED TRACK, TORONTO TO MONTREAL?--Once trains were pooled (equipment-wise) between Canada's two largest cities--now a proposal has been advanced that the tracks be pooled. In response to a long term plan advocated by VIA Rail for an entirely new electrified passenger-dedicated rail line between Toronto and Montreal, the Canadian Institute of Guided Ground Transport indicates that the CN and CP main lines between the two cities could be much more productive if they were combined in a unified track system such that both passenger and freight dedicated routes could be formed from the combination. The Institute, located at Queen's University at Kingston, is a research agency that is backed by both the Federal Government and the major railways.

The Director of the Institute recently discussed with the press the track pooling concept, and pointed out that one of the two lines could be electrified for speeds of up to 125 mph at a cost of less than $1 billion. This contrasts with $2 billion which is the estimated cost of a new, third (VIA) line. The Institute suggests that the CN line be used as the passenger route. It suggests further that a new umbrella organization (tentatively named the Eastern Canada Corridor Corporation) be set up with CN, CP, VIA, the Federal, Ontario and Quebec governments, Canada Post and courier services all sharing ownership of the pooled trackage, with each owner providing its own rolling stock. Inclusion of the last two mentioned participants comes from the suggestion that mail between Toronto and Montreal return to the rails and that parcel delivery and courier services also use the rails in this corridor. A wholesale shift from trucks to trains is seen as inevitable by the 1990's with escalating oil prices. The latter factor constitutes another justification for electrification of at least one of the lines. New signalling and a program of grade crossing elimination would, the Institute feels, permit a passenger train running time in the corridor only 45 minutes longer than the 3 hour, 15 minute schedule which VIA believes that it could achieve on a new dedicated line between Toronto and Montreal. With regard to the Corridor Corporation, the Institute points to the Toronto Terminals Railway (jointly owned by CN and CP and owner of trackage in Union Station and approaches thereto) as a precedent.

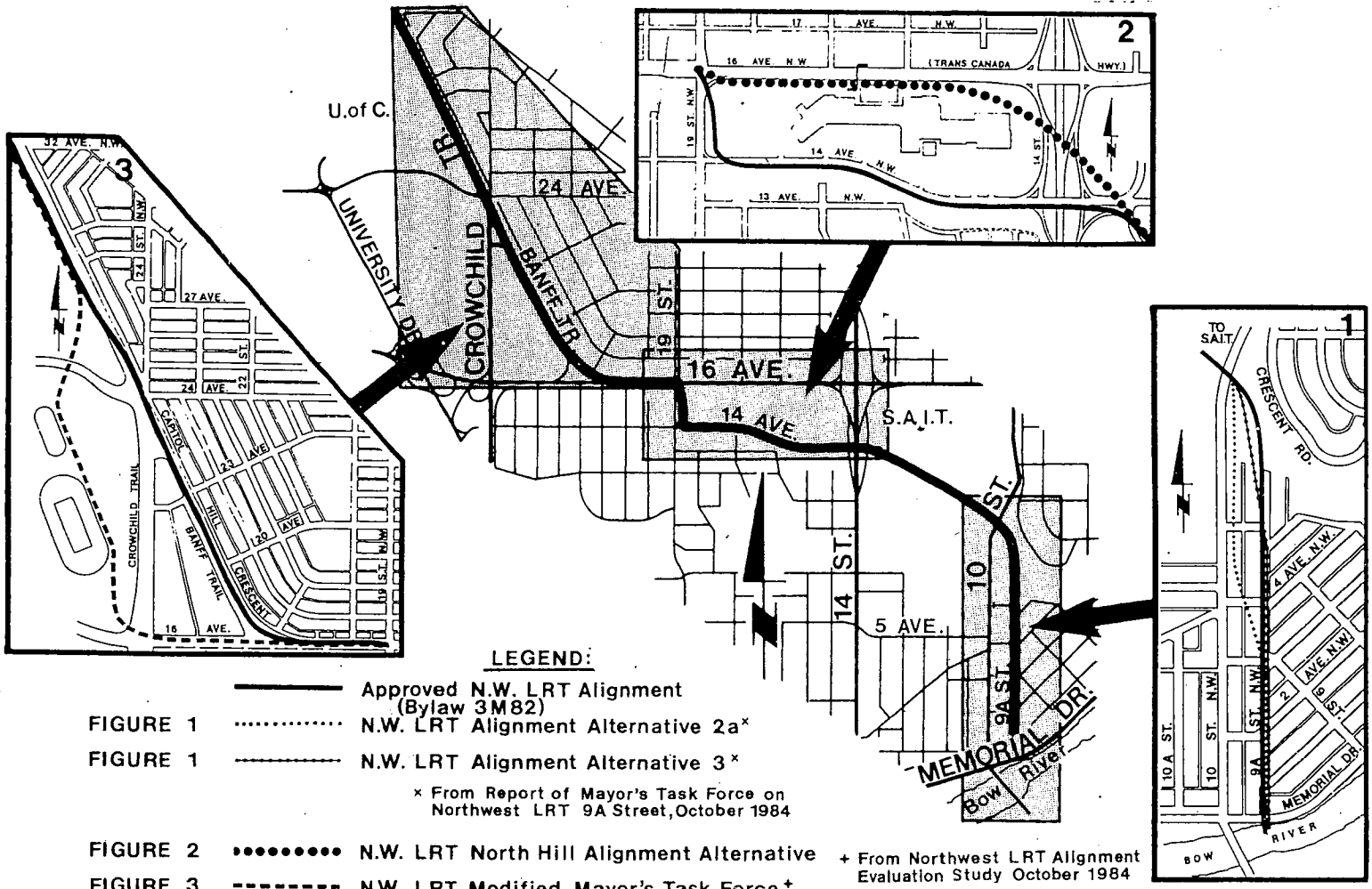
Calgary:

SOME OF THE COBWEBS CLEARED AWAY ON NWLRT

On Nov. 24 Calgary City Council, after a marathon 15-hour debate, decided to opt for an all-surface alignment for the North-West LRT line along 9A St. through the Hillhurst-Sunnyside neighbourhood just north of the Bow River crossing (see November NEWSLETTER, page 7). This followed the study of seven route options by Mayor Ralph Klein's Task Force set up for the purpose, and replaced the previous decision to run up the centre of 9A St. Some time earlier, on Oct. 3, residents had voted at a display of NWLRT alignments at Hillhurst-Sunnyside Community Centre. The centre street alignment would be cheapest at $11.5 million, while an all-tunnel alternative through the community would have been (as is to be expected) the most expensive, at $28.4 million. While a narrow majority favoured the tunnel in the vote, the second choice was the east side of the road alignment, which presumably influenced the Nov. 24 Council decision. During October and November community activists attempted to discredit the community centre vote as not properly constituted and continued to threaten a court battle to force a citywide plebiscite on the question of "no LRT on residential streets or through parks". The 9A east side alignment received a boost on Oct. 10 when the Mayor's Task Force supported it, by a 7-5 vote.

The Council decision dooms 13 houses and one apartment building, with certain local streets to be blocked off from their present connections with 9A St., but Mayor Klein hopes that the up-side of the decision, as far as the neighbourhood is concerned, will be an opportunity for it to work with the City in developing attractive berming and landscaping along the LRT line. The Hillhurst-Sunnyside activists were dealt the knockout blow on Nov. 30, when Court of Queen's Bench Judge Clarence Yanosik ruled, on the plebiscite application, that it had been improperly made on technical grounds and that the track was clear, in effect, for NWLRT. Certain neighbourhood residents vowed to continue the fight, although, in the wake of the judicial decision, they were uncertain as to how to proceed further.

In the meantime, unrest appeared at two other locations on the NWLRT route, in areas as shown on the accompanying maps, which also portray alternative alignments in these areas. A diversion which has been sought is one into the University of Calgary campus to run along the east side of McMahon Stadium. The community on the east side of Banff Trail has the same fears respecting LRT as do their 9A St. counterparts to the south-east, even though a diversion through the University campus would make things less convenient for passengers originating in



LEGEND:

- Approved N.W. LRT Alignment (Bylaw 3M82)
- FIGURE 1 ····· N.W. LRT Alignment Alternative 2a×
- FIGURE 1 ----- N.W. LRT Alignment Alternative 3×

× From Report of Mayor's Task Force on Northwest LRT 9A Street, October 1984

- FIGURE 2 ●●●●●●●● N.W. LRT North Hill Alignment Alternative
- FIGURE 3 -------- N.W. LRT Modified Mayor's Task Force+ Alignment Alternative

+ From Northwest LRT Alignment Evaluation Study October 1984

THE BATTLE OF 9A ST. N.W. --Calgary Herald cartoon

the neighbourhood. This diversion was estimated as adding $5.5 million to the cost of staying on Banff Trail. The University, however, indicated on Nov. 2 that it does not want the LRT line on its grounds, and that effectively ended the question as the City does not have powers of expropriation over University lands.

Another controversy boils in the 14-16 Ave. N.W. area, at the North Hill Shopping Centre. The NWLRT has been planned to follow a routing along the south side of 14 Ave. N.W., but Alderman Tim Bardsley has been attempting to convince Sears and Cadillac Fairview, the two major powers in the shopping plaza, to permit a rerouting along the north side of the Centre, with a station to be located beside the movie theatre on that side. As in the McMahon Stadium case, this alternative alignment would remove easy access for the adjacent residential neighbourhood, and would add $6 million to costs, primarily because an elevated structure would have to be used through the shopping plaza parking lot.

A concerned Mayor Klein said during October, when all three alignment controversies were still in full bloom, that the Provincial Government was beginning to ask questions as to what was going on in Calgary and indicating that purse strings might be tightened if the City could not get its act together. However, at time of writing, only the 14-16 Ave. N.W. question appeared to remain to be settled, and a $130 million contribution toward LRT construction had been promised by Transport Minister Marvin Moore with a particular view to permitting completion of the NWLRT for the 1988 Winter Olympics.

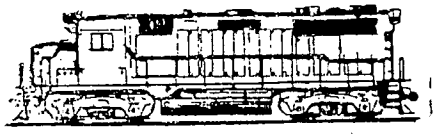
As all of the above has been going on, developers have announced a new community for some

19,600 population at Crowchild Trail and Nose Hill Drive N.W. City Council has called for a report on a one-station extension of the NWLRT beyond its now planned University terminus to the Brentwood Shopping Centre to serve the new community. It has been indicated that only homes for some 8000 persons would be developed until LRT service had been made available to the area.

Other LRT Notes--On Sunday, Oct. 7, 1984, between 7 a.m. and 4 p.m., South Line LRT service was cut back to operate from the south only as far as Stampede Station (with shuttle bus service beyond) while overhead frogs and crossings were installed at the NELRT connection on 7th Ave... The NELRT is expected to open for service on an as yet unscheduled date during the coming spring...Rail corrugation has been causing complaints of noise and vibration on the 7th Ave. mall; John Chaput, CTS LRT Manager, told the press that, as of late October, "special equipment" (unidentified as to its nature) would be brought in to deal with the problem--CTS obviously needs a rail grinding car.

--All of the foregoing Calgary material based on press reports from M.F. Jones

MOTIVE POWER



and car equipment

MOTIVE POWER NEWS by Bruce Chapman

CP Rail

Rebuildings: 8487 will be the first unit to be rebuilt as part of the 1985 program, having entered Ogden on Dec. 3, 1984.
--1246, ex-8137, was outshopped from Weston on Sept. 6; 1584, ex-8526, left Ogden Nov. 1.
--8523 arrived at Ogden on Nov. 14 to become 1590; 8793 at Angus Nov. 16 to become 1828; 8168 was rebuilt to 1249 at Weston Nov. 15; 8108 arrived at Weston Nov. 13 for rebuilding to 1215; 8130 made an appearance there on Nov. 1 for rebuilding as 1216, while 8533 was rebuilt to 1585 at Ogden on Nov. 9.
Stored Unserviceable: 7039 at Winnipeg, 6521, 6571 at Brandon, Manitoba as of Oct. 29; 6573 at Thunder Bay Nov. 20; 7058, 7095 at St. Luc Nov. 21.
Transfers: 1585, ex-8533, has been assigned to Winnipeg; 8119 has moved from Alyth (Calgary) to St. Luc (Montreal).
Retirements: 6517, 6518, 6535, 6536, 6606, 7042, 7101 at Weston Nov. 11; Robots 10, 12, 14, 15 at Ogden Oct. 2.

CN

Retirements (as of Oct. 11, 1984): 1208, 1241, 1249, 1292, 1294, 1332, 1345, 3617, 3647, 3650, 3653, 3657, 3666, 4103, 4123, 4124, 4132, 4147, 4219, 4244, 4257, 4293, 4295, 4297, 4453, 4457, 4458, 4461, 4462, 4463, 4469, 4478, 4479, 4480, 4483, 4485, 4501, 4503, 4507, 4509, 4511, 4517, 4519, 4521, 4522, 4527, 4535, 4575, 4580. On Oct. 30, 401 and 8238.
Rebuilds: 4124 to 4109; 4132 to 4110; 4326 to 4111; 4249 to 4112; 4147 to 4113; 4293 to 4114; 4517 to 4032; 4457 to 4033; 9179 to 9107 (B unit).

VIA--RDC 6147 is back in service at Alyth, while 6205 has arrived from Transcona. The third RDC assigned to Calgary is 6104.

Miscellaneous--Devco 200-202 are stored in Montreal for possible purchase by the Roberval and Saugenay Ry.

CP INVENTORY CHANGES (DELETIONS)

Unit	Class	H.P.	Type	Year Built	Retired
B103	SB-10b	--	Booster	1957	Weston, Aug. 13/84
7023	DS-10b	1000	Yard	1944	Angus, Aug. 13/84
7077	DS-10h	1000	Yard	1948	Angus, Aug. 13/84
7083	DS-10h	1000	Yard	1949	Weston, Aug. 13/84
8570	DRS-16f	1600	Road	1956	Angus, Aug. 4/84

--Railtrans (UTDC) lost out to Nissho-Iwai American Corp. and Kawasaki Heavy Industries Ltd. of Japan, as did Bombardier (one of the two finalists) in the awarding of a contract to build 95 rapid transit cars and to renovate 248 others for the Port Authority Trans-Hudson Corp. The Authority specified that, except for the first five cars, 57 bodies and the final trim and assembly on all of the new cars would have to be performed within a 25-mile radius of their operating location. The successful bidder has taken a 10-year lease on a former Otis Elevator plant in Yonkers, N.Y. to build the new cars and is considering sub-contracting the renovation work to another company.

--QNS&L 208 (SD40) was observed in Alyth Yard, Calgary, on Aug. 4, 1984, spliced as the third unit of a westbound freight. Sister QNS&L 205 likewise left Alyth and was photographed at Banff on Nov. 10, again spliced as the third unit of a westbound freight. QNS&L 207 (?) was

seen at Partridge by the upper spiral tunnel, on the way westbound, again as a third unit. Finally, an unidentified QNS&L unit was part of a westbound freight seen from the staff room of this contributor's work place. This seems to indicate that Iron Ore Co. of Canada has leased several units or one unit on a turnaround basis, while business is slack on the home front.

--M.F. Jones

AUXILIARY TRAIN EQUIPMENT, LONDON, ONT., AS OF SEPTEMBER, 1984

Car No.	Aux. No.	Type	Livery	Origin	Bldr. & Date	Notes
54558	1	52' rail flat	1	Flat 661537	CC&F	Renumbered by Oct. '79
661264	2	52' tie flat	1	Flat 661264	"	Reblt. London 9-80, replacing 59020; non-rev. service # not yet applied
59138	3	73' cable car	2	Baggage 9197	NSC, '53	Renumbered by 10-79; in MofW service 6-76
59114	4	73' tool car	2	Baggage 8720	NSC, '38	Reblt. London 3-78
54517	5	52' truck flat	1	Flat 662019	CC&F 8-44	Reblt. London 9-78; replaced 58781 by 10-79
59022	6	40' truck flat	1	Flat # ?	?	
50416	7	Hook, diesel	3	Original no.	Bucyrus '22	Originally steam-powered; repl. 50109 by 10-79; repainted 11-81
58103	8	74' cabin idler	1	Baggage 9087, 2nd 8041	NSC, 6-53	Reblt. 5-81; replaced 58066 by that date
59123	9	75' sleeping	2	Sleeper 1643 "HUNTSVILLE"	CC&F, '27	Transferred from Edmunston, N.B. 7-82 & reblt., replacing BOFC 41402
60509	10	83' dining	2	Diner 1331	CC&F, '38	Trans. from Senneterre, P.Q. 8-79 to repl. BOFC 41407 & 41408
41411	11	40' BOFC Wash & Recreation	4	Flat #?	?, 6-31, ATCO body	
43584	12	40' tool/generator	1	Steam Gen. 15446	CC&F, '58	Reblt. Transcona 7-71, Assigned Mech. Dept. Re.# by 4-77 to avoid transfer van # block
77562	13	Caboose	5	Caboose 76562	GTR (?) 6-1899	

Livery Code: 1 = oxide red body, white lettering
2 = oxide red body, black underframe & roof, white lettering
3 = orange red body, boom with black & white stripes, silver roof, yellow frame & black underframe
4= aluminum bunk on black flat car, white lettering
5 = Montmorency orange body, black roof and underframe, white & green herald & lettering

BOFC: Bunk on Flat Car; CC&F: Canadian Car & Foundry; NSC: National Steel Car --from Tempo Jr.

--Amtrak F40 296 has not been back to Toronto since it took a trip into the Spadina Roundhouse turntable pit back in October.
--Four TH&B Geeps are now stored unserviceable in CP Rail's John Street Roundhouse in Toronto. This leaves the railway with only five operational road units and none to spare as three units are needed for the BUCP-CPBU movements alone. As a result, many jobs such as the Nanticoke Turn and Goderich Run are usually powered by CP Rail C-424's or leased Chessie GP-38's. Quite often the TH&B Geeps on the Agincourt-Buffalo run have to be replaced by CP Rail power and as a result the units are turned at Hamilton rather than running through. The Conrail units are turned at Hamilton also because only they and the TH&B Geeps have ICC approval to run into the USA.
--The VIA-Amtrak INTERNATIONAL used Tempo coaches again from Nov. 21 to Nov. 27 with an Amtrak F40 as power. Perhaps a car shortage in the USA due to their Thanksgiving Holiday period led to this unique consist. On Nov. 25 No. 89 ran with 10 Tempos due to a high volume of Americans visiting Toronto on their holiday weekend. On the same day, VIA No. 73 ran with 15 coaches and a perfect A-B-A set of MLW's.
--VIA Tempo Buffeteria (Bar-Snackbar) cars 341 and 342 are presently stored in the Spadina Coach Yard, behind the car washer, likely until they can be rebuilt into coaches. Since the Liquor Licence Board of Ontario has permitted the consumption of alcoholic beverages in coaches, this kind of car has become obsolete. Perhaps the 2500 series "Cafe-Bar-Lounge" cars and 3000 series "Coach-Cafe Lounge" cars will be rebuilt back into their original 5400 series coach configuration.
--CN offered the burnt out hulk of the Dundas Station to the City of Dundas for the usual $1 on Nov. 26. CN wants the station removed from the site and this fact has caused the Dundas Museum to decline the offer. --Above five items by Mike Lindsay

BEHIND NW 611

by JOHN A. FLECK

I, along with many thousands of other railfans, have heard and read much about this great, powerful and famous locomotive: Norfolk and Western's J Class No. 611. However, her excursion runs have taken place mostly many hundreds of miles from Toronto and other places we call home. It was therefore welcome news to hear that the Lake Shore Railway Historical Society in North East, Pennsylvania was running two excursions using No. 611 from Erie, Pa. to Buffalo and return on Saturday and Sunday, August 11 and 12, 1984. This would definitely be the closest to Toronto that she would ever run and many Canadians took this rare opporunity to ride behind or chase her.

After a pleasant drive to and stay in the Knight's Inn in Erie, I drove to North East to board the train there rather than at Erie as I had to rush back to Toronto to board VIA's No. 1 to Thunder Bay that same night of Aug. 11! Not only that, I was in New York City for three days on the previous weekend!

There was a large crowd awaiting 611 at the former Nickel Plate freight station in North East. Conrail put on quite a show of freight trains on the adjacent ex-New York Central main line from New York City to Chicago. I also saw new tri-colour signalling which Conrail has installed to replace the previous searchlight signals to eliminate moving parts. Each signal has three lights in a triangular formation. About 9:25 a.m. we saw smoke on the horizon and soon 611 came in with 24 cars! This was easily the longest train I have ever been on. The following is a list of the complete consist of this train:

-N&W 611 - 4-8-4 steam locomotive built by Norfolk & Western Roanoke, Virginia Shops in 1950. This last surviving J class locomotive now operated by Norfolk Southern, and is on loan from the Roanoke Transportation Museum.
-N&W 1407 - Baggage (mail storage) built by Bethlehem Steel, 1927. Now used as a tool car auxiliary for N&W 611.
-SOU 726 - Baggage-Coach (56-seat, air conditioned) built as Central of Georgia 390 by American Car & Foundry in 1947, becoming Southern Railway 726.
-FWRH 714 and 715 ("Buckeye Lady") - Coach (96-seat commuter, open window) built as Chicago, Burlington & Quincy 7114 and 7158 respectively by CB&Q Aurora, Illinois Shops in 1928. Rebuilt by CB&Q in 1949. Acquired by Mid-Continent Railway Museum. Now operated by Fort Wayne Railroad Historical Society (FWRH).
-N&W 531, 536, 539 and 540 - Coach (58-seat) built as air conditioned by Pullman Standard in 1949. Converted to open window by N&W in 1982.
-RNRH 537 - Coach built as 58-seat air conditioned N&W 537 by Pullman Standard in 1949. Rebuilt to 82-seat commuter coach N&W 1009. Acquired by Roanoke Chapter, National Railway Historical Society and converted to 70-seat open window in 1982.
-GOLD 4802 - Coach built as 44-seat air conditioned Union Pacific 5455 by ACF in 1954. Purchased by Grand Trunk Western and rebuilt to 60-seat commuter coach GTW 4802. Acquired by Golden Age Rail Equipment (GOLD) and converted to 68-seat open window in 1982.
-N&W 1070 - Coach built in 1928, modernized by SOU in 1947 to 46-seat air conditioned. Rebuilt in 1980 to open side car by SOU and transferred to N&W in 1982.
-N&W 501 - Coach (air conditioned) built by Pullman Standard in 1949 as 40-seat coach-crew car. Rebuilt to 68-seat coach in 1958.
-ACYX 721 - Coach built in 1918 for Illinois Central. Modernized by IC in 1953 as 52-seat, air conditioned IC 2678. Acquired by Indiana Museum of Transport & Communication, then sold and operated by FWRH. Sold in 1984 and now operated by ACYX.
-GOLD 3370 - Buffet-Lounge (air conditioned) built as UP 6202 ("Columbia River") by ACF in 1949. Purchased in 1971 as Amtrak 3370. Acquired by Lake Shore Railway Historical Society in 1981. Sold in 1982 and now operated by GOLD. Today used as snack bar and gift counter car.
-RNRH 727 - Baggage-Coach (44-seat, air conditioned) built as CofG 391 ("Fort Mitchell") by Budd in 1947, becoming SOU 727. Acquired by Roanoke Chapter, NRHS. Used as excursion headquarters car on Aug. 11 and 12, 1984 trips.
-SOU 662 - Coach (56-seat, air conditioned) built as CofG 662 by ACF in 1947, becoming SOU 662.
-FWRH 716 ("Buckeye Lake") - Coach built as 68-seat, air conditioned Delaware, Lackawanna & Western 324 by Pullman Standard in 1949, becoming Erie-Lackawanna 1324 circa 1960. Purchased by Long Island R.R. and rebuilt to 83-seat commuter coach LIRR 2193. Acquired by Railroad Passenger Cars and used on Chessie Steam Specials. Sold and now operated by FWRH.
-LSR 3926 - Coach-Buffet built as 30-seat air conditioned coach-lounge-buffet Missouri-Kansas-Texas 1301 ("Temple") by Pullman Standard in 1955. Purchased by Spokane, Portland and Seattle in 1967 and converted to 60-seat coach SP&S 309. Purchased in 1971 and converted to 58-seat coach-buffet as Amtrak 3926. Acquired by Lake Shore Railway Historical Society (LSR) in 1977. Today used as snack-bar.
-LSR 6450 - Coach (64-seat, air conditioned) built as MKT 1206 ("McAlester") by Pullman Standard in 1955. Purchased in 1965 as Northern Pacific 528. Purchased in 1971 as Amtrak 6450. Acquired by Lake Shore Railway Historical Society in 1981.
-TSCX 5688 - ("Roaring Camp") - Coach (56-seat, air conditioned) built as IC 2640 by Pullman Standard in 1947. Purchased in 1971 as Autoliner 560 and named "Roaring Camp". Purchased in 1973 as Amtrak 5688. Acquired by Ted and Sally Church (TSCX) in 1976.

-GOLD 4553 - Coach (44-seat, air conditioned) built as UP 5479 by ACF in 1954. Purchased in 1971 as Amtrak 4553. Sold in 1983 and now operated by GOLD.
-ECPX 5425 - Coach (54-seat, air conditioned) built as Richmond, Fredericksburg & Potomac 806 by Budd in 1946. Purchased in 1971 as Amtrak 5425. Sold in 1983 and now operated by Eagle Canon Passenger Car (ECPX).
-ECPX 113 ("Eagle Canon") - Buffet-Lounge (air conditioned) built as Denver & Rio Grande Western 1292 ("Eagle Canon") by Pullman Standard in 1950. Purchased in 1967 as Pennsylvania R.R. 1149, becoming Penn Central 4449 in 1958. Purchased as Amtrak 3362 in 1971. Sold in 1978 and now operated by ECPX. On Aug. 11-12 excursions used in First Class service with restricted access.
-ECPX 257 - Tavern-Lounge-Observation (blunt-end) (air conditioned) built as Atlantic Coast Line 257 by Budd in 1947, becoming Seaboard Coast Line 5836. Purchased in 1971 as Amtrak 3336. Sold in 1983 and now operated by ECPX. On Aug. 11-12 excursions used in First Class service with restricted access.

From North East to Buffalo I rode in ACYX 721, the 13th car in the train. We gained speed rapidly to cover the 20 miles from North East to milepost 55.5 where we had the first runpasts. The train had to stop twice to unload due to its great length and then backed up and did two runs past a well organized photo line which exhibited every conceivable type of camera equipment, including my very trusty Canon 310 XL Super 8 movie camera. Afterwards the train stopped twice to board the well satisfied rail buffs and we headed non-stop for Buffalo. Here we joined the ex-NYC line near Tower 49 at the west end of the classic Central Terminal, once actively patronized by the New York Central's Great Steel Fleet. We ran through the Terminal and swung left onto the Belt Line. The Terminal area has double aspect dwarf signals similar to those controlled by the CN Wellington Tower in Montreal. Then, single handedly, 611 backed her 24 cars around a very tight curve until the rear cars were well past Tower 48 east of the Terminal on the main line to New York City, 435 miles farther east and south. Then we proceeded west through the Terminal and turned left into the Buffalo Junction Yard where 611 was serviced. I photographed the backup move from a superb car modified especially for railfans: No. 1070, an open-sided car with park bench type seats and heavy roller blinds which became useful later on.

After a lengthy service stop, we pulled ahead three times to water some of the cars. At 3:25 p.m. we pulled out for our return trip which I enjoyed thoroughly in 1070! When we were doing better than 60 mph, a dirt bike was racing right beside us along a gravel pathway: surging ahead and falling back. Before reaching our return photo stop at Angola, M.P. 22, it rained heavily and the blinds had to be drawn. Fortunately it slackened before we arrived in Angola and some of us stood under the roof overhang of the station building during the single runpast. Then it was non-stop to North East. The weather cleared up and we roared through Dunkirk, curving to the right through the station. I had a magnificent view of 611's drivers in motion pulling her tremendous train along! I may still have a few cinders in my scalp as the 611 burns coal rather than oil. At 5:45 p.m. we arrived in North East and I hopped into my car for a fast run back to Toronto and before midnight I was in a front seat in a Park Dome awaiting my departure for Thunder Bay. My ride behind 611 was most enjoyable and well run, and I look forward to another trip behind her!

SUDBURY REPORT by Dale Wilson

The projected new VIA station for Sudbury is still just that--projected. Because this area committed the horrible sin of re-electing a Liberal in one riding and bringing in an NDP member in the other, it is the feeling that there may be a long wait for a new station. Meanwhile the condition of the old one continues to deteriorate and one wonders who would be liable for injuries received due to the condition of the platform, parking lot, etc. Nothing very specific concerning plans for the station has been released to the local media--or if it has, nothing has been passed on to the public. It is understood that only a single track will be available for passenger train use, forever ending the possibility of two trains being in the station at the same time and probably dooming any chances of adding further rail passenger services to or through the Sudbury area.

Leased power (C&O, B&O, Chessie, QNS&L) is still very much in evidence, appearing in both main line and local CP Rail service on some sort of cyclic operation. No further RS-18 rebuilds have turned up here, bringing up the question of how much more rebuilding will be done. Alco switchers are still here, although reduced in numbers, and the particular one (s) doing Sudbury yard work is/are changed frequently. Overhaul on these locomotives is carried out here to the degree that CP still permits and as a result a number of such units sit in the shop yard as nothing more than an ever changing source of parts. If I understand CP policy correctly, any major problem with these locomotives means their permanent retirement.

Traffic on the Sault branch remains heavy although the largest part of this is bound to and from the U.S., made up of some interchange cars and large numbers of containers. There has been a lot of talk that, if the MILW merger situation works out in certain ways, much of this traffic will dry up. Since the fate of the Milwaukee is further complicated by the late C&NW offer, nothing further on this situation can be expected soon. A brief stoppage of both rail and ship traffic at the Sault locks a few weeks ago (see December issue, page 9) produced another round of rumours that the whole bridge complex connecting the CP and SOO at Sault Ste. Marie is in great need of a major overhaul. If memory serves correctly, there are something like seven different kinds of spans over both water and roads. This supposed overhaul is probably necessary--there are certain weight limitations on the bridges--but where does CP find the capital when so much is required out west?

Apparently VIA decided to solve the problem of many people complaining about late trains over the Christmas period by refusing to add extra sleepers for the holidays rush. As early as the first week of November there was a waiting list for sleeping accommodations on THE CANADIAN but no word on extra cars. Mind you, VIA may not have the cars in the first place!

SEMTA DETROIT: TWO ITEMS BY JULIEN R. WOLFE

1. Rail Transit Scene Not Rosy--The Detroit area's plans for a rail transit system recently became more clouded than ever due to a variety of events coming together this past November. The most visible cause was the publicity accorded the second major cost escalation in six months for the Downtown People Mover (DPM). This 2.9 mile, single track loop around downtown Detroit has been under construction since October, 1983 by the Urban Transportation Development Corporation (UTDC)-U.S.A., a subsidiary of Ontario's UTDC headquartered in Kingston. A total of 12 rail vehicles, similar to those being built for the Scarborough and Vancouver systems, will provide the service. UTDC is building this facility under contract to the Southeastern Michigan Transportation Authority (SEMTA), which for the past 16 years has attempted to unify the region's fragmented transit system, and to develop a major rail system along the Woodward and Gratiot Avenue corridors.

Created in 1967, and operational since 1968, SEMTA has succeeded in merging the four private suburban bus carriers on the scene in the early 1970's: Great Lakes Transit; Metro Transit; Lakeshore Transit; and Martin Lines. SEMTA has for over 10 years also been the conduit for all federal and state capital and operating funds for Detroit's Department of Transportation bus system (D-DOT), formerly the Department of Street Railways (popularly known as the DSR), although the long anticipated merger of the publicly owned municipal and suburban systems has not occurred, largely due to Detroit's reluctance to turn over control of its bus routes to SEMTA's 15-person Board of Directors, only four of whom are appointed by the City.

However, Detroit's Mayor Coleman Young has been a strong supporter of the Woodward Corridor subway, with it often being identified with him although the earliest plans for such a line date back to 1906. Due to severe City-suburban rivalry, the Mayor's support for a project often generates suburban opposition, and vice versa, effectively stalling the much needed transit program. Although SEMTA has actively pursued the subway since 1971, and received federal funds for conducting its required "alternatives analysis" in 1975, real progress appeared in 1976 when U.S. Secretary of Transportation Coleman made an election promise during President Ford's campaign, indicating $600 million for development of the Woodward Corridor line.

During the next eight years (and two additional Presidents), SEMTA's emphasis turned towards the light rail concept, utilizing surface, railroad and/or elevated alignments north of Grand Blvd., while retaining the subway to and through downtown Detroit. Unfortunately, "subway" became a rallying cry for suburban opponents of Mayor Young, and thus SEMTA's progress has been limited to completing the alternatives analysis, as well as much of the necessary preliminary engineering for the line.

Although SEMTA has reduced its bus service by 40% since 1981 due to lack of operating subsidies, and in October, 1983 completely discontinued its Pontiac to Detroit commuter rail service paralleling the Woodward Corridor, hope for implementation of the regional transit plan rose in June, 1983 with the adoption of a "consensus regional transit plan". Unfortunately, this consensus has been fragile, largely due to SEMTA's need for operating funds. In a classic political paradox, the City says it will merge its bus system with SEMTA's only after a subway is under construction. However, legislative leaders in Lansing state that they will allow a regional referendum on a transit tax in November, 1985 only if D-DOT and SEMTA are merged, while the United States Department of Transportation's Urban Mass Transportation Administration (UMTA), long a foe of "new start" rail systems, particularly the Woodward Corridor line, has refused to allocate rail funding to SEMTA until there is a local tax to operate whatever system is built. It is against this disharmony that the two cost overruns on the DPM arose, raising the cost estimate from $135 million to a figure between $183.3 million and $200 million. UMTA, which is providing 80% of the cost (the State of Michigan is picking up the 20% local share), by late November had not agreed to pay the overrun, thus leaving the project in an uncertain state. In reaction to this problem, SEMTA's Board in November approved allocating all remaining light rail engineering money, and some bus improvement funds, to the DPM project, effectively making light rail a dormant concept for at least two years, if not longer.

If all this wasn't enough to discourage transit supporters in the Detroit area, SEMTA in November announced that 128 of 155 precast concrete beams for the DPM guideway were found to be defective, with at least 32 of the beams to be destroyed. While the defects related to the long run maintainability of the structure, not structural integrity, this problem only further eroded regional support for transit, and SEMTA's ability to provide it. The fact that SEMTA's General Manager resigned in June, and that several other top level executives have left in recent months, has also complicated an already confusing situation.

By the end of November construction of the DPM was still in progress, with approximately 150 concrete columns erected, and 40 beams in place, at least some of which will have to be replaced. Current estimates for opening of public operation is now mid to late 1986, a setback from the late '85 original estimate. Even this magnitude of construction has not prevented at least one major regional newspaper, the Detroit News, to suggest that demolition of the project might be the best alternative (the Detroit News has recently taken a very strident anti-rail transit editorial stand). The Detroit Free Press, while still supportive of the DPM and rail transit in general, felt that a severe blow had been dealt to the region's transit plans. The only thing that was clear as 1984 wound down was that 1985 would be a tough year for transit in Detroit.

2. BC-2 Visits Detroit--One of the ALRT cars that provided demonstration service in Vancouver during 1983 was recently displayed in Detroit as part of its Downtown People Mover (DPM) promotion. Car BC-2, named the "Spirit of B.C.", and still painted in its distinctive British

Columbia Transit white, red and blue livery, arrived in Detroit on Oct. 9, after travelling over Highway 401 and the Ambassador Bridge. Still owned by Ontario's UTDC, the car arrived from Kingston after a brief stay, having been displayed in Washington, D.C. during the Sept. 30-Oct. 4 International Public Transit Expo '84, which coincided with the American Public Transit Association's Annual Meeting.

After clearing U.S. Customs, the two UTDC employees driving and accompanying the car were met by two employees of SEMTA, the regional agency building the 2.9 mile DPM. Travelling a pre-arranged route selected so as to allow passage of the 80-foot long tractor-trailer combination, the BC-2 passed SEMTA's downtown headquarters during the height of Detroit's brief p.m. rush period. One detail not determined in advance was where the truck and its transit vehicle cargo would be stored overnight. After some discussion with the parking lot operator at the distinctive Renaissance Center development along the Detroit River, the rig was backed in and parked next to some automobiles, no doubt surprising late returning drivers who were quite sure that they hadn't parked next to a train early that morning. Negotiating the parking fee was quite simple, with the lot charging all of $6, based on the use of three $2 overnight spaces.

The next morning was cool and foggy, as one of the more bizarre transit scenes in recent memory unfolded. Due to UTDC requiring use of its highly specialized trailer at Kingston, it had been determined that the BC-2 would be exhibited at SEMTA's former commuter train terminal adjacent to the Renaissance Center. Although SEMTA's last Detroit-Pontiac train departed the terminal on Oct. 17, 1983, the Grand Trunk Western-owned tracks were still in place and available for use, and in fact special moves of one sort or another had been in the terminal during the preceding year.

After advance planning by GTW, SEMTA and UTDC, a packed stone unloading "platform" was constructed on GTW's roadbed just west of Riopelle St., so that the car could roll off the trailer onto GTW rails. With this accomplished by 10 a.m., the final logistical exercise was to roll the car into the terminal, a distance of ¼ mile.

Due to differing types of couplers and coupler heights, a GTW locomotive was not used to push the car into its display site. Rather, the 16½ ton vehicle was pushed into the terminal by those persons on hand, a task no doubt helped by a slight downgrade leading to the Rivard St. grade crossing, where startled motorists were treated to the sight of a railcar painted in British Columbia colours being pushed by 10 persons, most dressed in suits and ties. Also of considerable help were the strong backs of several GTW track labourers, on hand because of fears that the car's Linear Induction Motor might not clear a few switches, possibly requiring temporary crosstrack and flange guard removal. No clearance problems arose, however, and the men were invaluable in starting the car in motion on level ground, and helping to surmount a short "upgrade". Braking of the car was by use of "dynamics", i.e., pushing the other way.

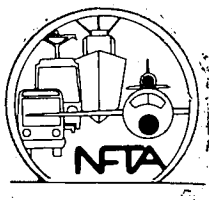
The vehicle was formally opened for inspection on Oct. 15, and was open to the public between 10 a.m. and 6 p.m., Mondays through Saturdays. Approximately 2500 people walked through the car (reached via wooden stairs and a ramp constructed by SEMTA) and watched several video tapes supplied by SEMTA and UTDC, including one showing the BC-1 and BC-2 in service in Vancouver. Interestingly, most visitors expressed surprise at how large the vehicle was, a reaction no doubt to the two small Ford-built rubber tired people mover units which have operated over a short concrete guideway since 1976 at the Fairlane Shopping Center in Dearborn. This public reaction probably contrasts to the Toronto experience, where visitors to the Scarborough demonstration compared the vehicles to the much larger TTC subway cars.

The display ended on Nov. 13, and by 8:30 a.m., Nov. 14, BC-2 was being pushed back to Riopelle St. and its waiting transporter unit. This brief journey over GTW rails was not without incident, as the car came to a quick stop upon entering the Rivard St. crossing due to packed and frozen flangeways. Passing motorists were soon treated to the sight of men in suits using tire irons to clear the flangeways, all the time dodging heavy auto and truck traffic. After crossing Rivard, the human push team found it impossible to surmount the upgrade, causing another brief problem, but one which was soon solved by Paul Corrin, President of the Bluewater Michigan Chapter, NRHS, who attached a chain to his small pickup truck and pulled the BC-2 the remaining 500 feet.

Assuming that the BC-2 is ultimately sold to BC Transit for use on its ALRT line, future Vancouver transit historians should be aware of the brief trip which this car had over a Class 1 railroad in far-off Detroit.

NOTES FROM OTTAWA by J.M. Harry Dodsworth

- VIA Rail announced recently that the LRC trains were now available 85% of the time. Bombardier held a press conference to say that the problems with the LRC were not their fault but were caused by VIA's specifications, use or maintenance of the equipment.
- The speed-up between Ottawa and Montreal (about 10 minutes per train) was achieved by eliminating most of the flag stops. Three stations (Vars, Moose Creek, and Glen Robertson) lost all service, which has upset residents as the train was their only public transportation, while the only trains stopping at Casselman are timed so that it is impossible to go to Ottawa and perform any business before returning on the same day.
- The CTC has approved the abandonment of the CPR line between Hull and Maniwaki, Que., effective January, 1986. However the Commission requested CP to negotiate until August, 1985 to try to find an acceptable plan to keep the Hull to Wakefield section open for the steam excursions.
- Tenders were recently invited by CN for the removal of track between Renfrew and Barry's Bay and Whitney, Ont., in the Spring of 1985. This line formerly extended across Algonquin Park to Scotia, near Huntsville on CN's Toronto-North Bay line. It was abandoned in segments over the years.



"Trolley's Revenge" in Buffalo

For those of us who like streetcars, these are very encouraging times to be living in. New Light Rail Vehicles, as they are now called, at least by certain people, are off and running in Toronto, Calgary, Edmonton, San Diego, Cleveland, Philadelphia, Boston, and San Francisco. And in Buffalo, just 90 miles from Toronto, massive LRVs have taken over lower Main Street, pushing aside such inferior contraptions as autos and buses, as the first phase of the city's new Metrorail system begins operation. At this happy time for Buffalo railfans and, indeed, lovers of electric traction everywhere, we thought it appropriate to reproduce in the NEWSLETTER two articles about the renaissance of rail transit in that city, which together sum up the particular mystique which streetcars hold for both railfans and the general public. "Riding the Rails on Main Street Again" was written by UCRS member Harold Ahlstrom, a long-time Buffalo resident, for the EMPIRE STATE EXPRESS, the publication of the Buffalo Chapter, NRHS. "The Trolley's Revenge", by George Kunz, appeared in the Buffalo News recently.

RIDING THE RAILS ON MAIN STREET AGAIN by Harold Ahlstrom

Early in the evening of June 19, 1950 three Main Street cars, two Kensington cars and one Parkside-Zoo car started from the ends of their lines for a last ceremonial trip to downtown. Meeting at Main and Ferry Streets, the six cars proceeded to lower Main Street, around the loop and lined up for a picture. The passengers on those cars were taken back to the ends of the lines by the new replacement buses, and the cars ran empty to the Coldspring Barn. (On July 1, 1950 the last Buffalo trolleys, operating out of the Broadway Barn, made their last runs, but none of these lines used lower Main Street.)

Thirty-four years, three months and 20 days later, trolley cars under their new name of Light Rail Vehicles started carrying passengers over this same section of the street, but with all new track and overhead. Despite the label of light rail, the rail and the overhead are of very heavy construction. The railfan comment is that they would support a GG1 with a 100-car coal train! The cars are rather clumsy on the street running, but if the line is ever extended to Tonawanda or Amherst, their 50-mile-an-hour heavy, smooth ride would be of interurban quality.

The streetcars running in 1950 had been built in 1917 to 1919 and they probably cost between $6000 and $7000 each. The new cars came in at somewhere over $600,000 each. The 1917 fare was five cents, so a hundred times that would make a five dollar fare, indicating on the face of it that it is more profitable to build cars than to run them.

The new cars, however, are much more car. Longer, heavier, faster, air conditioned, capable of MU operation, and containing every new invention in railroading during the past 65 years.

The Peter Witt cars in 1917 were state-of-the-art cars, newly invented by the Superintendent of the Cleveland Railways. They had a speed of 28 mph, the doors and steps were operated by hand cranks, the heat was from coal stoves, and the seats were of wood with a single layer of rattan over them.

In the intervening years, cars and buses have had leather and cloth upholstered seats, but the new cars are back to hard seats for two reasons. One: it has been found that upholstered seats are dangerous in subway fires. And two: a couple of generations of parents never taught their children that it is naughty to slit the cushion seats and pull out the stuffing.

It is hard to describe the feelings of the old fans who saw the old cars burned, the track paved over, the fact that city railway service was as dead as the stage coach, to then again board a trolley-light rail car and ride the rails down through the business section of Main Street. Sometimes miracles happen.

'TROLLEY'S REVENGE' IS NOW RUNNING ON MAIN STREET by George Kunz

Coming toward me on shiny steel tracks was a sleek, new yellow trolley. Strung out into the distance were taut overhead wires. The Motorman saw me wave, the car stopped and I stepped on board. Silently, effortlessly, the electric car accelerated. I was on a journey into yesterday and tomorrow on Buffalo's new light rail rapid transit line.

Vividly I remembered a summer evening in 1950. Electric streetcars, or trolleys, were making their final trips through the streets of Buffalo. Crowds lined Main Street, and a Dixieland band was playing. The Mayor, the Police Commissioner, the President of the transit workers' union all were on hand, laughing, exultant, because this day, July 1, 1950, would mark the end of electric railway service.

Only a few electric lines were left in Buffalo that summer night: (Broadway, Fillmore and Genesee--Editor). Trolleys on these surviving lines were all poised for their final runs at 7 p.m. Forlorn the trolleys were that evening. They bore mock funeral bunting: "23 Skidoo" read signs on the Fillmore 23 line. "RIP" was posted on Broadway cars.

When the time came, balloons were released and the last electric streetcars began their final journeys along Buffalo's streets. On these routes, generations of Buffalonians had ridden trolleys to work, to the Vaudeville houses, to the Pan American Exposition, to the Crystal Beach boat dock. There was no joy in my heart that evening as I rode on the last run. Trolleys had been part of my life. They had carried me to school, to my first job. I could remember as a boy charcoal or wood fires on some of the older cars during raw weather. Many are the girl

friends whose hands I held on winter rides coming home from downtown movies.

The band was playing on that July evening, and behind the streetcars came buses bearing signs "Welcome Buses". That was the way of progress, we were told in 1950. Within weeks, the overhead wires were cut down, tracks were torn from their street beds and trolleys clattered off into oblivion forever--or so they said then.

Thirty-four years have passed, and in a way, Main Street has begun to look much as it did long ago. Gleaming, silvery tracks stretch out proudly; new overhead wires line the skies, and like a phoenix shiny new streetcars glide smoothly along.

Sometimes we make progress by going backward, an old maxim says. I prefer to think of the new Buffalo transit system as the trolley's revenge--the emergence of reason in the form of a quiet, smooth, odorless, economic medium. In this case, what was good enough for my father is good enough for me.

Port Stanley Terminal Rail

Port Stanley Terminal Rail Inc. has courteously forwarded a copy of its publication "Railtalk" for December 1984 from which the following summary of the year's progress on the growing tourist railway operation has been abstracted.

--Union shelter refurbished, including new roof and windows, and picture display installed inside.
--Port Stanley station building acquired, and new roof applied, including repairs to roof joists and roof planking and construction of a completely new roof over the bay window area.
--ex-TH&B caboose 66 (interior fire damage) rebuilt as a combination caboose/coach; completion of project by May, 1984 made possible by work parties continuing restoration activities on Saturdays and Sundays of each weekend through the winter of 1983-84.
--Grand opening ceremonies held on June 2 with Mr. R.S. Allison, President, CP Rail and other prominent personages present and a ribbon cutting by two retired London & Port Stanley Ry. employees.
--Food caboose opened in July following resolution of zoning problem with municipality which had extended over previous two years.
--Union track washout repaired, joining (June 28) isolated track to the south to the continental track system from which it had been severed since February, 1976.
--Aug. 1: Locomotive L1 (GE 25-ton diesel) operated two round trips from Port Stanley to St. Thomas, first train movements between these points in nine years; four units of stored equipment moved from St. Thomas to Port Stanley and one unit from Port Stanley to St. Thomas; road crossings north of Union paved over after movements, by order of Elgin County.
--Locomotive L2 (Whitcomb/Cdn. Loco. Co. 45-ton) acquired from Consolidated Sand & Gravel (Paris, Ont.) and moved by truck to Port Stanley; unit currently undergoing restoration, hoped to become operational during 1985.
--Preservative applied to bridge timbers at Zavitt's Pond viaduct.
--150-foot long siding and track switch installed beside Port Stanley freight house, using materials salvaged from another location.
--Approximately 9000 passengers carried during operating season without accident or mishap.

PSTR is anxious to obtain photographs of certain items of equipment in its collection as such units appeared in earlier days. If you are able to supply a picture or pictures of any of the following:
--CPR Business Car QUEBEC (Angus, 1929) prior to 1968 renumbering to 24
--CPR Business Car 24 in service (preferably on rear of freight train or stationary at a location other than London, Ont.)
--TH&B caboose 66 in service
--CN cabooses 78491 and 78501 in service;
please contact PSTR at P.O. Box 549, Port Stanley, Ont. N0L 2A0.

Short Hauls by Bruce Chapman

--The Central Vermont has permanently cut their track connection with the CP at Richford, Vt.
--The CN station at Oxford Jct., N.S. was demolished earlier this year*; however, the O'Leary, PEI facility is being restored under a Federal Job Creation grant, with some local businesses apparently planning to locate in the station.
--At the CN Brockville, Ont. station some track realignments have been carried out as part of the speedup of Ottawa-Toronto passenger service. The work includes removal of the centre platform as well as watering facilities. A third track is being laid in front of the station for CN-CP interchange operations, involving installation of a new power-operated switch west of Perth St.
--CN has approval to abandon the Dodsland Sub. in Saskatchewan, between Smiley, Mile 79.2, and Dewar Lake, Mile 86.6.
--A nine-mile section of CN trackage in Manitoba abandoned on Aug. 31 (but fortunately not torn up) has been ordered reactivated temporarily by the Minister of Transport to accommodate local grain shippers since the Manitoba Pool Elevator at Portage La Prairie was destroyed by fire on Sept. 30, leaving area farmers without a pool delivery point. The line, extending from Oakland to Portage La Prairie, was to be open until Dec. 31, 1984.

CONT'D. AFTER "EVENTS"

* (1984)

UCRS and other events and activities

by Ed Campbell

The Annual Meeting of the Society will be held as part of the regular Toronto meeting on Friday, February 15, 1985. The meeting will be held at the Education Centre, 6th floor auditorium, at the corner of College and McCaul Streets, Toronto. Time: 8 p.m. Directors, as required, will be elected. You may vote if you are a member in good standing. There is a great deal of satisfaction to be had in taking an active part in the running of the Society--why not try running for the office of Director?

Friday, January 18--Regular UCRS Toronto meeting at the Education Centre 6th floor auditorium at 8 p.m., corner of College and McCaul Streets. Doors open at 7:30 p.m. for get-together outside the auditorium. The entertainment will be provided by two members: Charlie Bridges will show slides of main line action on the Pennsylvania Railroad, steam and diesel, dating from the 1950s and 1960s, while Larry Partridge will show slides from the Harvey Naylor collection, largely transit subjects from the same general era.

Saturday, January 19--JMB Books and Photos will hold its Second Annual Pre-Railroad Show Open House from 12 noon to 4 p.m. at 5 Kilpatrick Dr., Scarborough (take TTC Warden (65) bus to Minford). 8x10 trolley photos, b&w and colour, 35mm slides, postcards, books, HO models (European only); all items on sale will be at least 10% below usual list price.

Friday, January 25--The UCRS Hamilton Chapter meeting is at the CN station at 8 p.m. The program will consist of members' 35mm slides. Bring your slides to show them in Hamilton; all members are always welcome. A pleasant GO train ride is available from Toronto Union Station direct to Hamilton Station, leaving Toronto at 1719 and 1803.

Friday, February 8--Ontario Society of HO Model Engineers will meet in Rosedale Presbyterian Church at 7:30 p.m.; the church is located at Mt. Pleasant Rd. and South Dr., Toronto. Non-members are welcome--there is no admission charge.

Thursday, February 14--CRHA Toronto and York Div. meeting at 235 Queen's Quay West, Toronto, 8 p.m., admission free.

Friday, February 15--Regular UCRS Toronto meeting together with the Annual Meeting (as noted above), at the Education Centre, College and McCaul Streets. The entertainment will be announced in the February NEWSLETTER.

Sunday, February 17--Flea Market to be held by the Toronto, Hamilton and Buffalo Railway Engineers at Hamilton Beach Hall, 316 Beach Blvd., Hamilton. (opposite Dynes' Tavern). Hours 10 a.m. to 4 p.m.; model railroad equipment, slides, etc. will be available.

Friday, February 22--The UCRS Hamilton Chapter meeting at the CN station at 8 p.m., featuring members' 35mm slides; all members always welcome at Hamilton.

--The Royal Train from Cornwall comprised locomotives 6761-6871-6770, Battery Charger Car 15205, CN Business Car 91, Baggage 9480, Diner 1347, Dayniter 5738, Sleeper ENDEAVOUR, CN Business Car 5, and Governor General's Cars 2 and 1.

--CN has approval to close its 1907-vintage Charlottetown, PEI station.

--Hearings are being held into CN's applications to remove the agencies and stations at La Malbaie, Baie-St-Paul, Beaupre, Cap Rouge, St Jean-Port Joli, St Pascal, St Alexandre, St Fabien, La Pocatiere, Ste Foy, Charny, Montmagny, Trois Pistoles, Paradis, Authier, Malartic, Landrienne, Villemontel, Miquelon, Quevillon, Launay, Dupuy, and Cadillac, all in Quebec.

OPINIONS DIFFER ON T&YR STATION--The Town of Newmarket (Ont.) Council appointed a special sub-committee to inspect the old Metropolitan Division (Toronto and York Radial Railways) station at 451 Botsford St. and to make a recommendation as to its worthiness of efforts at historical preservation. The sub-committee turned in a negative oral report, saying that the building is not worth saving and observing that there are three different kinds of siding on the structure. The President of the Newmarket Historical Society agreed with the town sub-committee, saying that the building

that the building has lost most of its historical significance, and the town's Chief Building Official is of the opinion that it is in a "marginal" state structurally. Against these negative voices stand the Newmarket Era newspaper, which talks about the possibility of Provincial heritage conservation money, and the Local Architectural Conservation Advisory Committee (some members of which are Town Council members) which as of Nov. 28 was hoping to meet with the station's owner to discuss alternatives to demolition. The opinion of the Historical Society's President (regarding loss of historical significance) is directly contested by a heritage columnist in a local paper, who writes: "It's an original, one-of-a-kind, and its basic structure is little changed from the station in the early photo in the Newmarket Historical Society archives showing the riding's Member; a young William Lyon Mackenzie King (later Prime Minister of Canada) standing on the platform with a large group of supporters, waiting for the trolley to take him to his next speaking engagement". --Dave Stalford

--The beautiful varnished log station at Lake Louise (Scenic Rail Guide to Western Canada, P. 57) seems to now be reduced to "tool shed" status from its former splendour: a showpiece for the CPR in its time. From the outside, the varnish is now weathering off, although the building remains very structurally sound. On the north side, the famous leaded glass window overlooking the track from the operator's position is now blocked off by a crude curtain inside and grime outside. Inside the station, the centre portion, formerly housing the operator, is now completely gutted, except for a crude desk, a couple of chairs and some radio equipment, enabling a brass hat to get in touch with a dispatcher. The west half of the station appears devoted to tools, greases and other track maintenance tools, while the east half is devoted to VIA passenger use. The waiting room is small, clean and well heated, but there is no one to sell a ticket or give information. Instead, a sign on the wall instructs the passenger to call a toll-free VIA number on a nearby pay phone. The nearest ticketing facilities are located at Banff and Field; like many in the West, they are now on restricted hours, usually a couple of hours before and after train time.

It is only a matter of time before the station is turned into an interpretive centre (showing the station in its heyday)? It may yet happen, as the station serves only as shelter to the very few passengers now embarking and alighting at Lake Louise. An average day sees six or fewer passengers eastbound on THE CANADIAN, while the westbound trip does not board or alight this many. Chateau Lake Louise, by the way, is four miles or so up the hill from the station and accessible by courtesy car or taxi (or on foot). Chateau porters will routinely bring the passenger's baggage down to the station but in the majority of cases, especially during busy periods, the eastbound CANADIAN is late, having been detained by CP Rail freights, usually around Rogers Pass, which is single tracked. --M.F. Jones

CORRECTION: The Harbourfront LRT article in the December issue stated that the TTC overturned its staff's negative recommendation in the week following its consideration of the report. The Commission's meetings are bi-weekly, so that what will hopefully become the historic decision to approve the new rail line should be recorded as October 30, 1984.

UPPER CANADA RAILWAY SOCIETY
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